

## VEHICLE CLUB Wellington

# Cross Country Chronicle

November 2018

## PRESIDENTS PIECE

November! Well into the Xmas countdown with just seven weekends to go. Check the trip calendar and book in if you want to take the kids on the Xmas trip. Wellington City Council like to recognise volunteers efforts at this time of year and have sent us an invitation for any who have done a South Coast clean-up or helped out on a WCC related trip to drinks and nibbles at Zealandia on Tuesday 11<sup>th</sup> December – let Barry Insull know if you're interested on or before Club night as he needs to RSVP.

Great to see the trip reports going to Penne for the newsletter each month and photos to Brendon for Club night – remember to be ready to talk a little about the trip if you send photos in as it's a bit quiet if I just flick through them without that commentary. Some videos would be great. Any ideas for speakers or "activities" for Club night welcome as well – maybe we could go to some relevant supplier's premises etc, doesn't need to be at the bowling club every month. I've got an idea for something different for December Club night so look out for news on that.

Neil

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# 2018-19 CENTRAL ZONE CLUB TRUCK CHALLENGE - 27 October

## 2018-19 Central Zone Club Truck Challenge—Taranaki 27 October put on by Mt Egmont 4wd club

Supported by the Central Zone of the NZFWDA the Club Truck Challenge (CTC) is a 4wd trials series for registered and warranted 4wd vehicles. It's an excellent place to learn how to drive your vehicle through terrain.

Alan and Gobbie had pegged out the hazards in Clive's bull paddock, and there was a lot of bull there too. Graeme Goble is Mt Egmont Club's newest life member, celebrating his 40 years of club membership and almost as long competing in National trials. Gail Smith performed some official NZFWDA duties by presenting Judith Hintz the McMinn Trophy that the executive had awarded Judith for her long participation in 4wd club events.

The sandy soil had lots of traction in the morning when it wasn't very wet and the Jeeps were doing spectacular wheel stands when they hit holes in the hill climbs. A few people had mechanical issues making the pits busy during lunchtime but most of them got going again. Local club member Nigel tried the Challenge for the first time in his Pajero and made excellent progress, taking instruction and giving all hazards a good go. Another local novice, Liam was let down by granddad's Land Rover diesel engine that stopped them finishing the day but it was good to see him stepping up to the competition.

Torrential rain made the afternoon a lottery (in my opinion). For example our second speed section was the morning's course run in the opposite direction and a few trucks weren't able to stay on the track. We carried on and finished another great event put on by Alan and Shona. Hintzy had a maiden win with Dave and Mark's Jeeps close behind.

The next hit out will be in Palmerston North, 18 November, is it for you too?

Event information, entry forms and series rules are on [www.czctc.org.nz](http://www.czctc.org.nz) or post a question on the NZFWDA forum "Events" page.

### Selected results

Overall Position	Name	Class	Score	Club
1	Dave Hintz	4	241.16	Wanganui
2	Dave McGinnity	2	316.27	Wgtn Jeep
3	Mark Smith	2	329.13	Wairarapa
4	Marty Green	2	413.72	Capital Cruisers
5	Bruce Tustin	3	576.83	Wgtn Jeep
6	Brendan Watchorn	2	698.50	Manawatu

- Round 2 Palmerston North 18 November 2018 (Feilding Club)
- Round 3 Wellington 13 February 2019 (Capital Cruisers)
- Round 4 Ohakune 23 & 24 March 2019 (Desert Defenders)



## BEACH CLEAN UPS - EASTBOURNE & SOUTH COAST

A couple of times a year the club runs beach clean ups on the South Coast and around Eastbourne. The last couple of clean ups, (Eastbourne on the 13th October run by Darren Young and the South Coast on the 3rd November run by Barry Insull) were on grey overcast rainy days that put off most of the potential volunteers.

Thanks to those that did brave the weather and thank you once again to Darren and Barry who put the effort in behind these events each year. It makes a huge difference to the beach as well as making club members aware of items that end up on the beaches.



## 2018 SOUTH ISLAND WINTER EXCURSION continued.....

### **Day Three: Monday 16<sup>th</sup> July 2018**

Ross and I spent the Sunday evening emptying everything out of the Cruiser, front and back! Ross' first thought was for his chainsaw that was sitting in a plastic box in the back with a lid on, sadly that didn't save it as the box was three-quarters full of water and the chainsaw was submerged. I spent my time salvaging what I could of our emergency equipment and spare clothing, hanging things up to dry and looking for replacement items for our trip the next day. Ross on the other hand was stripping down his chainsaw, removing spark plugs and pulling the starter. This was met with little fountains of water coming out of the spark plug holes. It seems the Cruiser survived another river crossing or dunking, we would have to wait and see if the chainsaw survived!

Ross brought the chainsaw inside and put all the parts on the floor in front of the heater for the night, with the heaters and the wood burner cranking they would hopefully dry things out. The locals had told us of a big storm that had hit back in March and had knocked down a large number of trees, blocking tracks. We knew that heading into the Big River area without a working chainsaw would be a big risk.

After lying awake most of the night listening to the rain, we checked the weather forecast and West Coast regional Council River Levels website again, we found that the chart indicated that the river levels were rising steadily, so the decision was made to postpone our attempt at The Chasm track and try out Petrol Hill which wouldn't be affected by the weather.

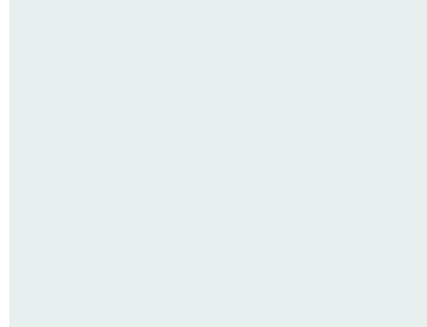
The rest of us made our breakfast and packed our lunches while Ross started to put the chainsaw back together again, then the moment of truth. After a few attempts the chainsaw roared into life, providing us with the confidence to tackle a range of tracks and know that a downed tree won't stop us. We had attempted Petrol Hill at the end of the trip in 2017, however due to a late start, massive bogs near the top which slowed us down, the Suzuki peeling a tire and travelling without a spare we had to turn back before completing the track. We were determined to make it all the way in 2018, so with our 8.30am planned start time, we were all ready by 8.00am eager to get on our way!

Matt and Sammie's little people were a bit freaked out by our trip into the Snowy Road end of The Chasm the day before so decided to give the kids a break and headed off to Hanmer Springs for a day in the hot pools. The rest of us headed into Reefton for a chance to fuel up and grab a REAL COFFEE, before heading off up Soldiers Road to the start of the Petrol Hill track.

The Petrol Hill track follows Merijigs Creek which is only just wider than a Nissan or a Jeep for a good portion of the track with a few very tight turns. So with a lot of rock crawling we started off, we hadn't gone too far when we were stopped by a smallish tree down across the track. Time to see how effective Ross' chainsaw repair had been. A quick bit of chainsaw work and many hands soon had the offending tree well clear and the track open.

More rock hopping around large boulders and rock shelves then it was time for our morning tea break. It was at this time we discovered that Neil had split his front left tyre and we needed to do a tire change. The tight stream bed made this a little challenging, however we got there in the end. More slow work climbing up, over and around rocks then we arrived at a tight right hand bend with a massive native tree trunk blocking the corner. More work for the chainsaw and some winching to pull the tree trunk up out of the creek bed before we were on our way again.

After a quick lunch stop we arrived at the top bogs, a quick recce to check out which of the 4 routes looked the most likely, a plan was made and we were off. Working in teams we drove, stopped, winched and repeated until all six trucks were clear of the bogs. We achieved this feat in 1 hour and 20 minutes; in 2017 it had taken us 3 hours to get two trucks through the bogs. Once clear of the bogs we were off again along the track again to the Rock Face we knew was waiting for us up ahead. (Some of us walked that far last time while the others were extracting the Suzuki and repairing the peeled tyre)



*If you haven't checked out the video of this trip go our face book page. Don't forget to like the page to get updates on trips.*

<https://www.facebook.com/wellingtonccvc/videos/335586613877838/>



We rearranged the convoy so Enterprise was back in the front again before we got to the Rock Face - a 25m climb up the Rock face in the wet meant a slow winch for each truck before they got to the top. One hour later all six trucks we up and off along the track again. A short trundle along the rack and we were through. Just a gentle drive back to the main Big River track and then back out to Reefton and a 35 minute drive home to Waiuta Lodge for a hot meal. We still arrived back before Matt, Sammie and the kids.

### **DAY FOUR: Tuesday 17<sup>th</sup> July 2018**

After a brief discussion we decided to head further south, our goal was to find a way through Maori Gully Road, this road has a gate into Omata Forest. We had obtained permission from Ngai Tahu Forestry Manager, however the gate was currently under the control of a local Gold Mine and we had to make contact with them and check they were ok with us travelling through this area while they were working the site. Being able to travel through Maori Gully Road would save us having to travel the main highway down through Greymouth and out to the start of Cockeye Creek which is off Noname Road.

Access was granted with the proviso that we kept out of the way of the trucks hauling the Pay, after seeing the size of the first rock truck we all gave them the right of way, pulling well off the track and giving them a wide berth.

We enjoyed the trip through Cockeye Creek, stopping to do some minor repairs to the Landrover and Nissan front steering rods, somehow they had been bent out of shape!

After completing Cockeye Creek we headed into Greenstone Creek. These were two fun tracks that follow a creek, travelling along, in and out of the creek bed, through a gorge and then a drop down into the river, a quick river crossing and out onto the main road which brings us back to Greymouth from the south.

To be continued.....



#### **WHEN HELP IS NEEDED**

Should members need assistance in recovering their vehicle (typically when used on a non-club activity) they should contact in the first instance:

***Duncan Grocott, Phone 027 487 6676***

(other members can then be tasked to assist)



## 2018 DEADWOOD SAFARI - 10 November

With a week of rain prior to the event the ground was muddy providing plenty of challenges for the competitors and for the Marshals and event organisers.

Plenty of children (and some adults) took advantage of the lunch break to play in the mud. Some even being covered head to toe and appeared to be swimming in the deep puddles. Even the Clerk of the course took an unintended dip when he cut a corner on his quad bike, driving through a very deep mud hole and sinking in to waist level.

The sun came out on the day providing great conditions for those who came along to watch and it has been said that it was once of the best Deadwood Safaris ever.

The competitors faced extreme mud and the diggers were busy pulling trucks out when they got stuck, including a few that had to be carried out as they could no longer drive.

Thanks to those club members who volunteered their time to work as Marshalls on the day.

For more photos check out the Deadwood Safari Facebook page - <https://www.facebook.com/events/519098058501714/>



## PUZZLE

WHOS TRUCK IS THIS?



The owner of this truck is one of the younger members and recently competed at Deadwoods.



The owner of this truck is a trip leader in training and is a regular on trips.

## WHATS ON THE WEB

**Overlander** <https://www.youtube.com/watch?v=8zG0tnKOYyg>

**4WD New Zealand** <https://www.youtube.com/watch?v=T1WwtNN9wCU>

**Jeeps** <https://www.youtube.com/watch?v=T1WwtNN9wCU>

**Venture4wd** <https://www.youtube.com/watch?v=U4cdb2borSs>

## Central Zone Jamboree 2019

Friday Jan 18<sup>th</sup> to Monday January 21

Registrations are open and a few have taken the opportunity to register. We do need to restrict numbers so first in first served.

Time table will look something like this but it is bound to change:

### FRIDAY EVENING

Greeting and informal get together, BYO BBQ (confirmed).  
Night run

### SATURDAY/SUNDAY

We will be offering a "hard" and a "shinney" trip at the same time.  
We will provide you a catered BBQ on Saturday and Sunday night (confirmed).  
Trip into private forestry block, part of this trip will be a number of demonstrations stages that would be run in the Central Zone Club Truck Challenge, this is your chance to see what this event is about and gauge your readiness (confirmed).

Saturday night we will do another night run.

### MONDAY

Fast laps and a little river trip (confirmed).

The cost will include any land access fees and Saturday and Sunday night BBQ and camp fees. There maybe a couple of events that will be "user pays" and therefore optional.

We are doing things a little different though:

### Numbers will be limited to 30 trucks

Entry is to NZFWDA members only, so if your mate wants to come along get him into a club now.

We will be a little harder on truck capabilities, club kit and suitable tyres, we don't want to turn people away from a trip but.....

### COST

\$100 truck and 2 people for the complete weekend as above, \$40 for each additional person. Kids under 12 free.

You can commit now by paying a \$20 non refundable deposit in to the Central Zone Bank account 01-0755-0167087-00, make sure you have your name and "Jamboree" in the comments and email the treasurer to let her know.





# WE NEED YOUR HELP to open up a new track

## Makairo Track Working Bee

Combined event with Central Zone Clubs

Saturday 3rd & Sunday 4th February

- TRIP LEADER:** John Vruink
- Meeting Time** 9:00 am Saturday 2nd / 3rd February 2019
- Meeting Place** SH2 Mangatainoka by Tui Brewery
- Where to stay** Camping Mangatainoka camp ground
- What to bring** track clearing gear, chainsaws (must have safety gear), scrub bars, spades, and man power. (or woman power)

Come up for one or the other day or make a weekend of it

This track in the northern Wairarapa is about 7ks long and has not been used for a long time.

A great chance to open up a new 4x4 track in our area



## VEHICLE REQUIREMENTS

The 4wd vehicle you use for Club Trips should have a low range gearbox but not be a 4wd car, station wagon (e.g. Subaru Legacy) or a 4wd van as these vehicles are not suitable for the tracks that the club uses.

## VEHICLE EQUIPMENT

As a **non club member** you are not required to carry any special equipment. All you need to attend a trip is your vehicle, your lunch and snacks, suitable clothing (wet weather gear etc) any medicines you require and a willingness to come out with us and have a good time.

As a **club member** participation in Club Trips rated above "Family Shiny" and above requires your vehicle to have the following:

- Front and rear tow hooks or approved vehicle recovery points
- Shovel
- Fire extinguisher
- First-aid kit
- Basic tool kit
- Tow rope
- Roll bar for all open / soft top vehicles
- Spare tyre and tyre changing equipment

If these items are not present in a **club members** vehicle at the beginning of a trip, the trip leader has the authority to exclude them from the trip. Details are set out in the club's Vehicle Safety and Equipment Inspection document. All member vehicles going on club trips must display a current club vehicle inspection sticker.

## McKENZIE TRAIL: 20 October 2018

Under shiny skies and not much wind a group of 7 CCVC Members met at Foxton bird sanctuary car park at 10.00am and were underway around 10.30, with the day set for a great day's wheeling. 2 no shows didn't hold us up.

The first section thru the forestry was tight, closed in by trees or sand banks, well at least the behemoth LWB LQ9 powered GU Nissan driven by yours truly, Rob McB-W, found it this way, likely so Glen Thoms and his two young companions in his 4 door Wrangler and Peter Dwen in his 4 door late model Toyota.

Trip leader Ian Dixon and son John ran his FJ70, Grant Purdie and his wife in his FJ40, Paul Jonson in his 2 door Pajero, and David Moger and his driving partner (wife maybe?) running his V8 powered FJ70.

As things opened up leaving the first section, the sand became noticeably softer, Ian and son John providing great scouting of the route ahead to provide the best or it's alternative, however this didn't stop my GU getting bellied on a not to difficult hill. A bit more power would have been the answer. To the best of my knowledge that was the only stoppage on that hazard.

Ian had to pedal the FJ70 hard backwards up a dune a couple of times to recover the GU, allowing John to take point on the snatch strap recovery. No real effort was needed in the recovery, which is why the strap was used instead of the winch.

The preferred method is winching given the slower more controlled nature of the recovery, but as all good H&S assessments should deliver, use what is fit for purpose given the activity and hazards, the strap being just the right tool in that case.

One area had a tight option, dipping down into and around a bend boarded by trees on the off camber side, and up a climb into a correctly cambered hair pin on the side of a dune, heading back down to the track, the alternative route a lot simpler, both within meters of each other providing good viewing by all. The tightness of the 1<sup>st</sup> route was certainly tricky for a LWB. Choosing to gun the GU into the 1<sup>st</sup> bend to avoid dragging the driver's side along the tree was a good option, with only the rear hung wheel clipping the trunk. A few trucks sensibly choose the alternative route. Lunch break followed.

A couple of soft bits provided opportunities for some of the team to get lightly stuck, before we hit THE hazard of the trip, a pit with a correctly cambered corner, downhill entry, with a steep sloping climb on the exit. Apparently a familiar spot to attendees of previous trips allowing ample opportunity for recovery practice.

Unfortunately I again got stuck. Not being able to steer the GU on the correct line up the steep exit, several goes later, and I mean several, proved that I could exit unassisted. However, it took a fair bit of coaching by Ian, John and Grant before I could successfully haul the near 3000kgs of the GU up a track lade by patiently rolling the GU up and down the entry and exits. I'm not sure if I could have given it more peddle and was a little surprised to be asked "...is that all it's got..", and "...it's not revving..".

Trip leader Ian and son John were the only truck to get it first go, I was lucky to be given ample opportunity to exit, Paul and his SWB Pajero impressively out on his second attempt, Dave out under his own steam after several attempts providing the best example ever of an enthusiastic driving buddy, Peter gave it everything multiple times and simply had to give up, Glen and kids politely offered to be winched early to save time and Grant providing a concerted effort to get up on his 4<sup>th</sup> attempt.

A little mirror damage sustained by Paul in bringing his Pajero back up to assist Peter was unfortunate, bloody Mac's!, and he was required to use his own winch, and snatch block, to recover Peter when Peter's winch wouldn't operate, a nuisance for him given it was working at the winch training day!



## CLUB CLOTHING

John Vruink on behalf of the club has been investigating club branded clothing for members to purchase. He is working on getting samples and we will get the gear modelled and photographed shortly (and include a form to fill out) but in the meantime here is a list of the new club clothing and prices:

<b>Cap</b>	
Navy/White 4014	\$15
<b>Beanie</b>	
Navy 3059	\$20
<b>Hoodie</b>	
Navy ZHH	\$75
<b>Soft Shell Jacket</b>	
Black SJM	\$110
<b>Jacket</b>	
GJ Navy/Charcoal	\$100
<b>Polo Shirt</b>	
Navy/White	\$40
<b>Crew Neck Cotton T- Shirt</b>	
	\$16.50

If interested please contact John directly on [john.vruink@gmail.com](mailto:john.vruink@gmail.com)

## CLUB RADIO CALL SIGNS

The Club uses a series of radio call signs in the Kxxx series to meet our licence requirements. Once you get on a trip you soon know what call sign is tail end charlie etc for the day. But basically if you don't yet have a Call Sign you are not authorised to use the Club radio licence.

Call signs are available to financial members on request to [database@ccvc.org.nz](mailto:database@ccvc.org.nz)

So if you have purchased a suitable radio for CCVC use, make sure you get a call sign allocated.

Peter then provided an anchor for Glen to winch his Wrangler up. Winching was the obvious choice for both of these recoveries, the use of a snatch block and shackle determined by the load placed on the winches, and the use of a dampener when using the wire rope fitted to Glen's Wrangler. Paul runs synthetic providing a reduced/negligible risk compared to that in the use of wire.

Grant provided lead on the winch recoveries, with John assisting, demonstrating good technique for those observing to draw on when we too are faced with this task.

On exit of this area we were approaching 3 mile creek with probably the last real hazard on the trip, this was pretty tricky and although we would have made it, it wouldn't have been without significant effort, and probably more winching! Only Ian and John attempted the hazard and they smashed it 1<sup>st</sup> time.

A quick stop in the bowl at 3 mile creek provided an opportunity for a few of the trucks to have a play. I took this opportunity to confirm that yes in fact the GU does rev, and yes in fact it does have a little something under the hood, and I had a great time doing so! Smiling for the next hour as there is nothing like the scream of an injected 6.0 liter 345 horsepower Nissan powering thru a sandy hill climb! I'm told I won the "best sounding truck" as awarded by the public observing from a near by hill.

Choosing not to return the same way the group departed home along the beach at about 3.00pm. A few of the team were repeating the trip on Sunday so no one missed out by only doing the route oneway. Thanks very much to Ian, John, Grant and the rest of the team for a great day out.

## DON'T FORGET ROUND 2 CLUB CHAMPS THIS WEEKEND

Sunday 18th November

The current CCVC club member scores are:

### OPEN CLASS

Steve & Andrew Lacey	137	1st
Mark Stockler	NC	

### STANDARD B

Bryan Taylor	255	1st
Chris Murray	332	2nd
Patrick Duncan	352	3rd
Glen Thoms	354	4th
Matt Murray	371	5th
Rod McBride-Wilson	372	6th
Ron Gardner	376	7th
Chris McManus	433	8th
Graham Jones	480	9th
Shaun Ross	647	10th

### STANDARD A

Luke Crossley	436	1st
Guy Conroy	466	2nd

### CLUB

Bruce Tustin	256	1st
Neil Blackie	315	2nd
Andrew Gee	437	3rd
Damon Grant	NC	
Darren Young	NC	





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#### WELLINGTON

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## Oh no – no 98

## “12psi, 4WD low range and hoof it”

My boys, Dominic and Jacob pleaded with me to go on the McKenzie trail trip that Ian Dixon was organizing on Saturday and Sunday of Labour weekend. I emailed Ian and he couldn't refuse their request and together we chose the Sunday adventure.

On the Friday night of Labour weekend, one of my CCVC friends (Dave Moger) pleaded with me to join him on the Saturday trip instead. But even after his pleadings, and a few texts about filling up on cheap petrol in Levin, we stuck to our plans for the Sunday trip.

Google Maps told us it would take 1 hour and 35 minutes to get to the meeting point at Foxton beach so the lunches were made and truck was packed and we left at 8.20am to meet Ian at 10am.

We got to Levin late, just before 10am and after a few ride throughs at BP and Mobil we determined that 98 was not available in Levin. So we called Ian, told him our situation. There were a few conversations in the background and the only solution was to head back to Otaki to get 98 and get someone to meet us in 45 minutes. So we turned back to Otaki to fill up with 98 (at \$2.609 per litre).

We arrived at the meeting point a little earlier than expected, aired down and waited for Grant Purdie (quietly, so as not to disturb the locals). After a short wait Grant arrived wearing his bright orange flouro shorts, singlet and jandals and looking very “summery”. Jacob was quick to abandon ship and jump in with Grant in his FJ40.

The trip in to catch the rest of the group was quite fast. We traversed each dune with ease. Grant pointed out all the sights and options via the radio – I think we got out twice to view the challenge ahead.

Anyway we caught up to the group sooner than expected as the group had stopped for 45 minutes trying to diagnose why Bryan's Pajero had gone into “limp mode” (aren't they always in that mode?).

The next part of the trip was slower and driven with much more caution - with several driver meetings and walking the challenge ahead and Ian telling us what the right approach was.

Then we got to the bowl. Ian was first to the lip and down he went and up and over with no issues. Grant said as we watched that Ian was a very good driver and made it look easy. Next up was Bryan. He had already started to make excuses about diesel versus petrol engines when it comes to sand dunes. He couldn't make it up the bowl. So he started the process of “making a road”. This is where the driver goes forwards and backwards on the same wheel tracks – making headway each time until you can make it over the lip. Shaun was next up and he, like Bryan, had to make a road to get up and over but in the end he was winched up over the last 15m by Ian. Luke had the same issue and he too had to make a road. His beautiful (and quite new) Gold Prado was withstanding the beating it was getting in Luke's hands. Dominic, my son, summed up the problem for the spectators on the edge of the bowl on how to get through it: “12psi, 4WD low range and hoof it”. We managed to get out without making a road after only a couple of attempts. We sent sand flying everywhere. Both Paul and Grant were successful too. They are old hands on this track.

We made it to the beach with no problems and John Dixon suggested I head up the big dune. He said it was made for my truck so up I went at quite a pace (halfway up I was thinking “hope this doesn't go pear shaped” but didn't let on to the others). Once at the top we had to pull Luke up over a brow where he had gotten stuck. We all played awhile before another meeting was called. It was 2.30pm and we were given a choice – go along the beach back to Foxton or head back along the trail – remembering that the dunes that caused us problems would still be there on the way back. Bryan chose to head home along the beach but the rest all wanted to head back along the trail. I accompanied Paul and Ian for the harder sections while Grant took Shaun and Luke along the less challenging route.

Sooner than expected we got back to the bowl. The approach of faster down the bowl in order to get out of the bowl didn't work. Those who employed that method hit the bank just off to the left side of the exit quite hard. Shaun had been bragging how tough his MCC front bar was. Just after hitting the bank we all noticed how his MCC bar had bent upwards on each side which had popped the front of his flares off – it looked like it was smiling in a 80 series kind of way. Shaun said the bar had “pivoted” on its mounts. We knew better.

We all got back and aired up just before the forest so as not to annoy the locals. It was 5.30pm. Really enjoyed the new challenges of driving on soft sand and so did the boys. Will definitely be up for another trip on the McKenzie Trail. Thanks Ian and John.

**Footnote:** I popped into a friends place on the way back though Levin and picked up a spare bonnet I had purchased 6 months earlier. He told me where to get 98 in Levin – Gull (\$2.397 per litre). Exactly what Dave Moger had stated in his texts to me on the Friday night!



## NOVEMBER 2018 TRIPS & EVENTS:

### **Wednesday 14th CCVC CLUB NIGHT**

7:30 Naenae Bowling Club  
25 Vogel Street, Lower Hutt.  
All Welcome  
Neil Blackie  
Meeting

### **Saturday 17th ADVENTURE IN THE FOREST - Family Shiny**

Akatarawa Forest  
Book with Phil Green [philgreen2964@gmail.com](mailto:philgreen2964@gmail.com)

### **Saturday 17th - 18th 42nd TRAVERSE WORK PARTY - Family Shiny**

More Details to come

### **Sunday 18th CLUB CHAMPS - ROUND 2 - SHINY 4x4**

Round 2 of the Club Champs.  
Various obstacle's to test your abilities.  
Book with Ralph by 10 November 2018

### **Saturday 24th ORONGORONGO MONTHLY TRIP - FAMILY SHINY 4x4**

Oronogorogos  
Book with Phil by 22 November 2018 [philgreen2964@gmail.com](mailto:philgreen2964@gmail.com)  
Note: there is a \$15 land access fee for this trip—don't forget to bring the money on the day

### **Sunday 25th - AKATAWARAS WITH DD SHINY 4x4 to CLUB 4x4**

Akatarawa Forest  
Book with Dave by 24th November 2018

### **Wednesday 28th CCVC COMMITTEE**

MEETING 7:30  
Neil Blackie  
Meeting

## **DECEMBER 2018 TRIPS/EVENTS**

When booking trips please send you  
First and Last name, Rego and best  
contact number to the trip leader.

### **Saturday 8th FAMILY SHINY**

CCVC KIDS CHRISTMAS RUN  
MEMBERS ONLY  
Book with Frank  
Cost \$15

### **Wednesday 12th CCVC CLUB NIGHT**

7:30 Naenae Bowling Club  
25 Vogel Street, Lower Hutt.  
All Welcome  
Neil Blackie  
Meeting

## **JANUARY 2019 TRIPS/EVENTS**

### **Saturday 26th FAMILY SHINY**

Orongaronga Monthly Trip  
All Welcome  
Book with Phil Green by 24/01  
[philgreen2964@gmail.com](mailto:philgreen2964@gmail.com)

### **Saturday 26th SHINY 4x4**

GWRC Sunset Tour #1  
Bookings required 18/01  
Members of public to book with GWRC  
summer Programme

For more events refer to our  
Website [www.cvc.org.nz](http://www.cvc.org.nz) or our  
facebook page  
[www.facebook.com/wellingtoncvc/](http://www.facebook.com/wellingtoncvc/)



## TRIP CATEGORIES

Cross Country Vehicle Club Wellington Incorporated (CCVC or Club) organises and runs 4WD trips and events that cover terrain of various degrees of difficulty. Club members and visitors that participate have differing levels of off-road driving skills and experience and their vehicles have differing degrees of off-road capability.

As a guide to participants, the level of difficulty of each trip is identified in advance as falling into one or more of the pre-defined Trip Categories. The Trip Categories are defined as:

**Touring Class** Travelling on back country roads accessible to the General Public. Limited “off road” travel may occur but only where appropriate to vehicles on the trip;

**Family Shiny** Introductory level “off road” trip;

**Shiny 4x4** More challenging “off road” trip;

**Club 4x4** Specialist vehicles and equipment required, also additional driver skills;

**Hard Yakka** The most difficult terrain, requiring significant driver and vehicle capability.

Safety issues can arise if drivers have inappropriate skills, experience or vehicle capability for any given trip.

CCVC has defined the guidelines set out in this document, describing driver skills and experience pre-requisites for participation in club trips and events in order to optimise safety to the greatest extent possible and practicable.

### **Membership of CCVC**

To become a member of CCVC a driver must attend three (3) trips of either the “Touring Class” or “Family Shiny” category trip.

Once these trips have been completed and the “Application for Membership” submitted, the prospective new member’s application will be considered through the Club’s new member approval process.

### **Advancing through the trip categories**

In order to advance to a “harder” trip category, members are expected to have participated in a minimum of two (2) trips in the previous category. Members are to advise the Trip Leader when they attend their first trip of the next category up.

Members will be required to have attended a club training event, as determined by the Club from time to time, prior to being able to participate in any trip with a category of “Shiny 4x4” or above.

The member must also be judged as being capable to participate in this level of trip by the Trip Leader.

A Trip Leader has the absolute right to exclude a member from a trip if they believe that the trip is beyond the capability of either the member and/or their vehicle and that participation in the trip has the potential to place the member, their vehicle or other persons participating in the trip in any form of danger due to the Member and/or their vehicles unsuitability.

The Trip Leaders decision on the day is final and can only be contested via the clubs “Complaints Process” as set out in item 51 of the Clubs Rules (Constitution).

To participate in any trip other than “Touring Class” members vehicles must have a current CCVC Vehicle inspection sticker.

Note: Exemption to the Inspection Sticker rule above may be given for trips where the nature of the trip involves minimal or no off road driving and a CCVC certified vehicle is not really required in order to participate in the trip (e.g. Trips/events that have been given a “Shiny 4x4” category in order to exclude non members).

## **NATIONAL EVENTS**

**November 10th:**

### **NZFWDA NATIONAL 4x4 TRIAL - ROUND 1**

Hosted by : Valley 4WD club

[nz4x4trials.co.nz/calendar-and-results/](http://nz4x4trials.co.nz/calendar-and-results/)

**November 17th - 18th:**

### **42nd TRAVERSE TRACK MAINTENANCE**

More details to come

**November 24th:**

### **MOAWHANGO SCHOOL’S ANNUAL 4WD**

Deb ph. 06 3880575

e-mail [hiwinuistation@inspire.net.nz](mailto:hiwinuistation@inspire.net.nz) or

Linda [cwilton@inspire.net.nz](mailto:cwilton@inspire.net.nz)

### **November 24-25: MANUKAU WINCH CHALLENGE**

Hosted by Manukau 4WD Club, venue Maramaua. Challenge, Outlaw and Club Class

Email [events@maunkau4wd.org.nz](mailto:events@maunkau4wd.org.nz) or refer to [www.manukau4wd.org.nz](http://www.manukau4wd.org.nz)

**December 1st:**

### **NZFWDA NATIONAL 4x4 TRIAL - ROUND 2**

Hosted by : Manawatu 4WD club

[nz4x4trials.co.nz/calendar-and-results/](http://nz4x4trials.co.nz/calendar-and-results/)

**January 19th (tbc):**

### **NZFWDA NATIONAL 4x4 TRIAL - ROUND 3**

Hosted by : South Waikato 4WD

[nz4x4trials.co.nz/calendar-and-results/](http://nz4x4trials.co.nz/calendar-and-results/)

### **January 25th - 28th: MOTU SCHOOL EAST CAPE SAFARI 2019**

To register Contact Paul & Shelley

Cornwall at Motu School

Email: [admin@motu.school.nz](mailto:admin@motu.school.nz) Phone

06 863 5804 or post P O Box 11, Motu 4052.

**March 23-25:**

### **HEREWORTH 4WD SAFARI**

The Hereworth Old Boys’ Association 7<sup>th</sup> bi-annual Hereworth 4WD trip.

Email [hereworth4WD@gmail.com](mailto:hereworth4WD@gmail.com) for further information.



## TRAINING:

Training takes place on every trip and Trip Leaders will try to provide support and instruction (as appropriate) to prospective and new members attending each trip.

This may be done either by the trip leader or by having an experienced Club Member take the individual "under their wing" (so to speak) for the period of the trip.

Training events for specific aspects of 4WD'ing will be organised by the Club from time to time.

As from the effective date of this document, attendance at a Club driver training event will no longer be a prerequisite to joining the club.

Members will be required to have attended a Club training event, as determined by the Club from time to time, prior to being able to participate in any trip with a category of "Shiny 4x4" or above.

The next training day is SATURDAY MARCH 2 Book with Phil [philgreen2964@gmail.com](mailto:philgreen2964@gmail.com)

## VEHICLE INSPECTIONS:

Safety is paramount in everything the club does and to this end the Club has a vehicle inspection regime where members vehicles are inspected by appointed CCVC Vehicle Inspectors to ensure that the vehicles meet the specific requirements as set out in the various Club documents (e.g. CCVC-SAFETY-0002 Minimum Standards for Tow Hook Mounting).

A vehicle inspection sticker is valid for two (2) years from the date of issue. CCVC requires that all CCVC Members vehicles participating in any trip category other than Touring Class trips have a current CCVC Vehicle Inspection sticker. Members vehicles not having a current sticker displayed cannot participate in trips/events.

The Trip Leader/Event Organiser has no discretion in this regard except: Exemption to the Inspection Sticker rule above may be given for trips where the nature of the trip involves minimal or no off road driving and a CCVC certified vehicle is not really required in order to participate in the trip (e.g. Trips/events that have been given a "Shiny 4x4" category in order to exclude non members).

As from the effective date of this document, having a vehicle inspected and obtaining a vehicle inspection sticker for the vehicle will no longer be a prerequisite to joining the Club. Members and prospective members can judge for themselves which trips are appropriate for them however the Trip Leader has the final say as to whether a person or vehicle can participate in any trip or event.

It is recommended that novices on Family Shiny trips and Members new to the Shiny 4x4 category make themselves known to the Trip Leader so they can be allocated a "buddy" to guide and assist them during the trip.

## VEHICLE INSPECTORS

**Antony Hargreaves**

**Kane Hargreaves**

Epuni Motors 1987 Ltd  
Hawkins St, Lower Hutt  
Ph. 04 569 3485

**Dave Bowler**

**Pete Beckett**

Bowler Motors Ltd  
11 Raiha St, Porirua  
Ph. 04 237 7251

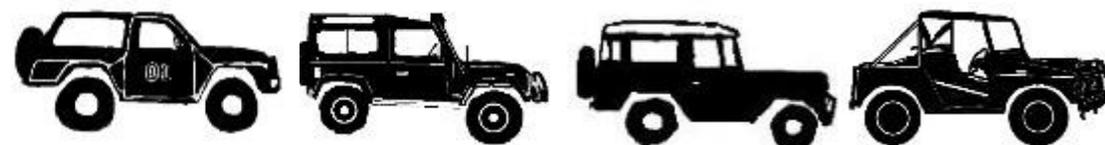
**Grant Guy**

G Guy Motors  
41 Hutt Road, Pipitea, Wellington  
Ph. 04 472 2020

**Shane & Carl**

Mendoza Mechanical  
34 Goodshed Road, Upper Hutt  
Ph. 04 527 7274

***NB: Please remember to call and make an appointment before turning up for an inspection!***



## CCVC LIFE MEMBERS

Tom Adams  
Graham Barr  
Leith Bean  
Stuart Brown  
Andy Cockroft  
Mike Gall  
John Hughes  
Heather Jeffery  
Steve Lacey  
Colin Landy  
Phil Lewton  
Bruce Mulhare  
Raynor Mulhare  
Peter Osborne  
Ross Perkins  
Grant Purdie  
Tony Street

## ROLL OF HONOR

The Roll of honour celebrates life members of the club who have passed away.

Bob Jeffery  
George Bean  
Peter Boniface  
Ron Oliver  
Vern Lill  
Steve O'Callaghan  
Ron Wadham  
Owen Farqhar  
Ron Johnson

## NEW MEMBERS

A big welcome to our new members. Make them feel welcome and we hope to see them out on the trips.

Johnathan Blenkhorn  
Glen Thoms

## CLUB NOTICES

### MEMBERSHIP CARDS

These have now been printed and posted, but there are a handful of Members who have no postal address recorded with the Club and thus we cannot send them their card!

Let us know where you are please!

### RADIO PROMOTION

We have been offered some great rates to CCVC club Member for purchasing radios through Tait Communications. Membership card must be presented at purchase.

Contact Ian at [ian.hutchings@xtra.co.nz](mailto:ian.hutchings@xtra.co.nz) to get a list of prices and models



### CLUB ASSETS

The Club has purchased various assets over the years, mainly for use on Club events or to facilitate the smooth running of the Club. At the discretion of the Committee these assets may be borrowed by Club members for non-club purposes. An approach for use should be made to the Clubs Asset Manager, Duncan Grocott, <mailto:assets@ccvc.org.nz>

The main assets are:

- Small Marque
- Large Marquee
- Water pump/blaster (useful for cleaning trucks)
- Six handheld radio's on club frequencies (used on training days)
- Portable gas bbq



# ACTION TYRES

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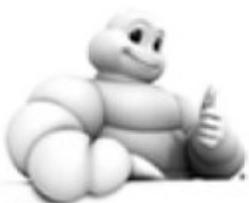
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**GOODYEAR**



**MICHELIN BRIDGESTONE**



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# Grant Uridge - Plus4 Insurance Solutions

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But getting the most competitive premiums, quality policy wordings and best products for life, health, income and trauma insurance can save you hundreds or thousands of dollars over time.

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Grant makes sure that you have sufficient cover, at the best prices, so that if the unthinkable happens, you and your family can carry on and avoid a financial catastrophe.

**Remember, insurance is all about the claim.**

For insurance from someone who will talk your language talk to Grant Uridge,  
027 448 8689, 04 976 1099  
or grant@plus4.co.nz



Every CCVC member taking insurance with Grant receives a free emergency kit  
A copy of Grant's Disclosure Statement is available free of charge.

# G. Guy Motors

## 4WD SPECIALISTS NZ



4X4 ACCESSORIES



## CCVC VEHICLE INSPECTORS WELLINGTON

\*SUPPORTING 4 WHEELING IN THE CAPITAL SINCE 1999\*

## MAGAZINE CONTRIBUTIONS

This is your magazine so it can only be as good as the contributions you make!!

We need any articles, trip reports, photos, puzzles, technical items, "How-to's", etc. these are to be in the hands of the editor by the end of each calendar month.

Please email to  
newsletter@ccvc.org.nz

**DISCLAIMER:** The opinions expressed in this magazine are those of the contributors and not necessarily those of the club, it's executive or committee members. Publication of maintenance techniques or mechanical modifications should be weighed against generally accepted procedures and the Club should not be considered an authority in this area.

The mention of products, service procedures or service organisations herein does not constitute endorsement by the

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**The Cross Country Vehicle Club  
(Wellington) Inc.**

PO Box 38-762,

Te Puni 5045,

Wellington

www.facebook.com/wellingtonccvc/

[www.ccvc.org.nz](http://www.ccvc.org.nz)

## CCVC CLUB MEMBERS PHOTOS & VIDEOS

We are always keen to share club member's trip photos and videos at club night, in the club magazine and on our facebook page

Here are some simple guidelines to make it easy for everyone:

- Pick your best 6 to 10 photos
- Save the images as a jpg
- Please resized to 1920 x 1080 pixels (or use a lower resolution on your camera)
- Please don't put the photos on a website in an email or in a pdf file as it makes it hard to extract the images.

We are always looking for 4WD related video clips, PowerPoint presentations, YouTube listings, etc. that can be shown on club night – we have the technology!

### CLUB NIGHT CONTENT:

Brendan needs all material by 7.00pm on the Friday night prior to Club night to allow sufficient time to prepare the data show. If you have a "ready to show" USB stick with sequenced, correctly rotated photos and or video or PowerPoint presentation, these could be given to Brendan on the night, but please contact Brendon prior to arrange. If you have any questions please contact Brendon.

Please Email them to [photos@ccvc.org.nz](mailto:photos@ccvc.org.nz) – most email systems have a limit of 10MB so use an online service like [files.fm](http://files.fm) or put them on USB key

Contact details: Brendon Millard  
2/11B Gemstone Dr, Upper Hutt  
027 2235705 anytime  
04 5680157 work

### MAGAZINE CONTENT:

Penne needs trip reports, photos and any other content by the 1st of each month to allow sufficient time to put them into the magazine. Thanks to those who contributed content to this months magazine.

Please email [missmuddypenne@gmail.com](mailto:missmuddypenne@gmail.com).

