



## VEHICLE CLUB Wellington

### *Cross Country Chronicle*

February 2019



#### INSIDE THIS ISSUE

Presidents Piece.....	2
Guest Speakers 13/02/19.....	3
Rallywoods 8 Dec 18.....	4
Akatararas Shiny 4x4 29 Dec.....	6
Otapawa Wellington Ann 2019.....	7
Trips/Events.....	9
Trip Categories.....	10
Training.....	11
CCVC Photos & Videos.....	15



## THE PRESIDENTS PIECE

New Year is history already - well back into work and hopefully children are all back to school! Thanks to our trip leaders who ran trips through the holiday period – no doubt we'll hear the stories and see the photos on Club night.

Looking ahead - you'll have seen the email about our success in starting work with Wellington City Council setting out and managing traps in the Te Kopahou reserve – hope you've already put your name down with Barry to help out with that great project. And the first of the Greater Wellington Regional Council sunset trips has already been with the next trip next weekend. Club Champs on the 17<sup>th</sup> and the Central Zone Club Truck Challenge is on in the Ohariu Valley on the 23<sup>rd</sup>, that's a great event for registered and WoF'd vehicles, good opportunity to meet drivers from other Central Zone Clubs. Although it's cooled down a little now, we need to be aware of the fire risk if driving in any particularly dry areas.

Disappointing that Central Zone organisers had to cancel the Jamboree which was to be held around Ashhurst on Wellington Anniversary weekend – not enough interest, maybe we could have promoted that better, it was pretty good value last year by all accounts. Another cancellation was the Makairo Track clearing work scheduled for 2<sup>nd</sup> and 3<sup>rd</sup> Feb but that was because there were reports that slips on the track might have already pushed it beyond recovery – John V and I (with three Wairarapa club members), walked the length of the track on the 2<sup>nd</sup> and it definitely needs digger work in a number of places (plus a lot of overgrowth cleared), but believe it can still be done so work parties will be planned to get onto that in the near future. This will be a long term effort involving a number of clubs but once done will be able to be tied in with farm tracks nearby to make a great day trip up around Mangatainoka. Please help out with it when the opportunity comes up.

Club night on the 13<sup>th</sup> - Barry has invited Bec Ramsay (WCC Manager Open Space and Recreation planning) plus Steven (Senior Ranger), to give us some background on the draft Outer Town Belt Management Plan. This could affect Red Rocks access and we'll be making a submission on this plan. Go to [wellington.govt.nz/OGBplan](http://wellington.govt.nz/OGBplan) if you want to see a copy of the Draft Outer Green Belt Management Plan 2019, a Summary Document, a document outlining proposed changes to the Outer Green Belt Reserves and Classifications and the Submission Form.

Happy New Year  
Neil

## CLUB CLOTHING

John Vruink on behalf of the club has been investigating club branded clothing for members to purchase. He typically has samples at club night and there is usually a few members modeling various items on trips.

<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.





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## GUEST SPEAKERS 13 FEB 2019

As some of you will know Wellington City Council is reviewing the management of its reserves via an "Outer Green Belt Management Plan". An initial draft was considered by Councillors prior to Christmas. Formal release of the discussion document is scheduled for later this month. The community, that's you and I and important community groups such as CCVC, will have a period of perhaps 2 months to make submissions. Those sufficiently motivated can also seek speaking rights at the appropriate meeting of Councillors.

The draft that I have viewed includes the following statements.

"Coastal road: A number of issues are associated with the unpaved legal road along the coast. Issues include; incompatibility between walkers, mountain bikers and drivers of motorised vehicles including motorbikes; vehicles unsuited to the unformed surface getting stuck; vehicle damage to vulnerable coastal ecology; effects of coastal erosion; and risk of rock fall from the unstable faces of the former Owhiro Bay Quarry.

The user conflicts were reduced some years ago by closing the road to vehicles on Sundays but still remain, especially in high use periods such as public holidays. Other options include restricting vehicle use to more days a week but that option would significantly impede access for the people who regularly go further around the south coast beyond the marine reserve for fishing and food gathering and people who otherwise might not be able to reach the seal colony at Red Rocks. Separating walking, biking and motorised use is another option but would involve widening the roadway or creating separate parallel tracks on the higher, more stable parts of the coastal flat, with potential to damage the natural character and vulnerable shore ecology.

In the short to medium term, increased enforcement of shared use rules is proposed and options to increase vehicle closure times to public holidays and night time will be explored. Night time closure could be managed with an electronic gate that would allow access by permit to property owners beyond the gate (eg bach owners) and allow other vehicles to exit the road after dark. In the longer term, viability of maintaining a route suitable for private vehicle use is likely to be increasingly doubtful due the effects of climate change."

To assist both members and the club as a whole to better understand both process and rationale for some of the tentative decisions I have invited council representatives to our 13<sup>th</sup> February club night. Both Bec Ramsay (Senior Planner) and Steven Peters (Senior Park Ranger) have indicated a willingness to come along, give a short talk and answer a few questions.

While I have no problems with members asking challenging questions the forum will not be allowed to become a battle ground.

Historically the club has taken a reasoned helpful approach when dealing with Council. Members are asked to show a degree of respect for our visitors.

This session will help CCVC to be better informed when preparing our club's submission to WCC.

Barry Insull



### 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)



## RALLYWOODS - 8th December 2018

They say that a picture paints a thousand words but interestingly I have found that a song can do so much more, as was evident on the recent CCVC trip into Rallywoods.

At a very civilised 9:00am an illustrious ensemble gathered to make music for the day and what an ensemble it was. The orchestra was conducted by Neil Blackie with his co-pilot Paul in his now famous Landrover and Ron Gardner was apprentice conductor for the day in his well armoured Safari with Jacob and Dominic in close support.

Darren Young towed his Landrover in behind his Landcruiser, followed by Brent Cameron in his highly modified Safari and two jeeps driven by Patrick Duncan and Ian Blackwood (with Wayne as his co-pilot).

Nick and Penne were in their Pajero, James Banks was in his Suzuki Jimny and Lisa and I were in our Landcruiser.

As all the various introductions were made, Neil was very keen to make sure that James knew this was more than a family shiny when he saw the virtually brand new Jimny in the line up. James assured him he was up for the challenge and to his credit did a great job in getting through the day unscathed as far as I could see, which is more than some others could say.

So we aired down and headed in and it quickly became clear that this was much more than a family shiny with a number of the tracks being deemed as "interesting" by a number of drivers.

We then came to the first big hill climb. To be honest it looked more like a vertical rutted bog than a hill climb but ably lead by Neil, the group tackled the challenge with some needing a little more help than others with winches being deployed at various points. Ron seemed to think the answer lay in saying that his rev limiter was more for guidance than an actual limit. On the musical theme side, the rhythm of the screaming engine combined with the thump of the rev limiter kicking in was quite foot tapping.

Darren then showed everyone how it should be done by simply driving up as if he was just putting his truck back on his trailer. It has been said that if you want to go out into the bush, go in a Landrover and if you want to come back, go in a Landcruiser. Clearly whoever said that has never seen Darren's Landrover!

As we headed up another steep track, Neil called a break for us to consider the options of some different tracks from one called "Surprise!" to one whose name I can't remember but looked something like "You'll never get me anywhere near that while I still have breath in my body!".

As we made our way back to the trucks, someone commented that I might have aired down too much as my front right tyre was flat as. At this point, the theme song for the day made its first real appearance.

I am sure you are familiar with that song from 1961 with lyrics by Bob Hilliard and music by Burt Bacharach and made famous by The New Crusty Minstrels. Its entitled Three Wheels on my Wagon. No? Well if not, stop reading now, go off and You Tube it, listen to it and then come back and read on. Or you could cheat and follow this link: <https://www.youtube.com/watch?v=fsXoMS9-xxg>

At this point the true character of CCVC members flooded out. I was guided back down to a relatively level piece of ground and then help came from everywhere. Ron's rattle gun appeared, Neil worked my high lift jack, others lifted my spare off the back and in a flurry of activity suddenly my flat was on the back of the truck and my spare was in place. While all this happened there was a high level of quality banter about what my Finance Director would now be allowing me for Christmas.

So with 3 original wheels on my wagon, we rolled on. I'm not sure if they were Cherokees but the two Jeeps were performing well until one started to get a little hot under the collar and needed a little cool down.

We then faced a down hill version of the vertical rutted bog from earlier and at the bottom it was simply a case of putting your wheels in the ruts and hanging on. Having got everyone down, some then decided to try and go back up, with Nick and Penne first cab off the rank in their Pajero. They did very well but couldn't get back up the incline, neither could Ron, despite challenging his rev limiter to a dual and neither could one of the Cherokees, I mean Jeeps.



The lot then fell to Darren who with a roar and bellow powered his Landrover up and out of sight. We eventually caught up with him again when the rest of us drove round the easy way.

We then headed down what I can only describe as a rockfall. Neil insisted it was a track but no sane person would agree with him. Having negotiated down that rockfall to yet another one, Neil advised there was only a limited amount of turning room at the bottom. He also advised we should set up a winch recovery as it was most likely to be needed.

As I had the biggest winch, I took point and Brent anchored me in his Safari. Neil, Ron, Ian and Wayne and Nick and Penne took the plunge and disappeared down and out of sight. Neil came back up first and Nick and Penne second. Despite the Pajero lifting both front wheels off the ground, a winch up was necessary.

The Ron made his move and again his rev limiter had a very bad day. Despite that the fully armoured Safari needed a winch up and with my winch extension being used it was a long and hard pull. I'm told the burning smell was Ron's clutch as the Safari inched its way back up. Note to self...always buy the biggest winch you can when you're out with Big Ron, he's a heavy boy!!

Finally and most impressively, Ian gunned the Cherokee, I mean Jeep, up the slope and over the top, so I missed out on the winch fee. Hey, wait a minute, I never got a winch fee from the other two anyway!

We reorganised and made our way back up the first rockfall, I mean track and then the theme song for the day started up again and with a hiss, I got another flat. This time on a steep slope and with everyone else bar Brent already up at the top. Neil came down to direct the rescue operation and using my winch to anchor me to a tree, out came the hi-lift jack again and Brent kindly lent me his spare, which was also a 35" tyre.

Two original wheels on my wagon, and I'm still rolling along but by now the song I was singing wasn't so happy. Brent went on up in his Safari and I followed him up giving Neil a lift – it was the least I could do. Neil got back into his truck and decided that we needed to head out as time was marching on. As we headed back to the first puncture site of the day, the theme song for the day played another verse as the hiss of air and the funny handling announced my third puncture for the day!

It wasn't such a happy song now as no one else had a 35" spare tyre apart from the Landrovers who cleverly have a stud configuration which means they can keep their spares to themselves. Fortunately Rescue Ron had a 33" spare which he kindly donated and again with much help from the crew, the wheel was swapped.

With only one original wheel on my wagon, I was still rolling along but the collective wisdom of the group was that I should air up and get the heck out of Dodge while I still could.

We got back to the hut and then with Brent carrying one of my flats on the back of his truck, made our way out. My thanks to Brent for the escort home and indeed to everyone on the trip for their patience and support as the theme song almost played out to the final verse, but not quite.

The funny thing is, James drove his almost brand new Jimny in and out without seemingly a scratch on it. Who needs beadlocks anyway?!

What a great day, so well lead by Neil and Ron, with a great bunch of CCVC members, full of action and challenge and a theme song that just will not get out of my head...nor yours now!! Go on, you know you want to listen to it again! Come on now, sing along with me....one wheel on my wagon...and I'm still rolling along, them Cherokees after me, I'm all in flames, at the reins but I'm singing a happy song!!!

**Dave "One Wheel on my Wagon" Moger**  
12/12/18



## AKATARAWAS - Shiny 4x4 Four Peaks: December 29

After dire admonitions from Grant to be at Mangatukutuku and aired down by 9.00am it came and went and no sign of Grant...in fact I began to wonder if Steve Mercer was now running the trip as he had his clip board out, but no, it was apparently still Grant. He turned up shortly after, got round the trucks to check for stickers did the drivers briefing and we were off. Steve's group joined with us for the first part of the trip to the Devils Staircase. The first peak we knocked off was Titi - claimed by Nick as he made the short walk up from the road to the top.

Onto the Devils staircase. A late email from Grant the day before suggested that we bring as much winch extension gear as we had as Dave de Martin had reported a fairly loose surface on the steepest part of the hill. After a quick look and suggestions from Grant, we all quietly and slowly descended the staircase without incident and followed the track round. There were a couple of deep channels across the track but these didn't hold up progress along what is a very picturesque route. Ian Hutchings had stayed at the top to redesign a water diversion channel to reduce the water scouring on the staircase.

We parked up and walked along to the foot of the Roller Coaster which is only open to motorbikes and bikes. Even if you could get down from the top it would not be possible to drive past the slip which has taken most of the track with it. Back to the clearing where we had parked up, a quick cup of tea then back to the staircase. Grant was first up with a fair bit of bouncing around and me next. The traction was very good and having a long wheel base made the climb a bit easier. With one truck taking two attempts and the Discovery temporarily parking halfway up then climbing to the top it was surprisingly uneventful. I can imagine it could quickly turn to a long day if there was water on the surface. That was peak number two ticked off.

Back along Titi to the junction to the Junction with Perhams and Steve Mercer and his guys peeled off while Grants team headed towards the fence line track. As the trip was about peaks and not troughs we worked our way through the trees closer to the fence line avoiding the bogs until we got to a point where Grants cruiser wouldn't fit through the gap between the trees.

I backed off and took a route to the left with not much room to spare which sidled above a bog. Glenn in the Jeep went over the far side and banged and bashed his way through one of the bogs. After negotiating the remaining trees...never straight forward with the Safari...we regrouped in the grass. Arrival at the clearing at the top meant we had cracked peak three.

As we pulled out of the ruts a small trip led by Dave de Martin caught up with us and a few guys had a play along the now bypassed deeply rutted short section at the top. Lots of screaming engines and grinding of tyres but they all made it through though bonnet up and an ongoing inspection of a SWB Pajero suggested that it may not have not gone as smoothly as it might have.

Back to the Orange Hut then up hydro to the pylon, pausing to look at the remains of the old logging bridge slightly up stream of the track and about half way up, to claim the fourth and last peak for the day. From there we followed the zigzag down to and along the stream and back up the other side.

We had to pull up just as we were about to exit the trees as there was steam or smoke pouring out from under the bonnet of Glen's Jeep. There were traces of an oil leak but it was unclear what or where it was coming from. After checking the fluids, temperature, belts etc we decided to quietly continue up the hill as we were nearly at Puketiro Road and regroup from there. The Jeep seemed ok but, as we were close to Cooks Road, the call was made to head down and finish up for the day. We had claimed our peaks and covered a lot of ground.

A great day for driving and being in the forest. Thanks Grant and the rest of the team for the day who made it such a pleasant trip.

David Sole K116.



## OTAPAWA - WELLINGTON ANN. 2019

Two eggs John?

What ?

Two eggs or one , ?

You know I never have two eggs!

You are today because tomorrow you are only getting one.

And so the weekend began a long weekend to Otapawa Stn Northeast Wairarapa with a small crew from the CCVC led by John Vruink and friend Emmett. Six trucks, was seven but Guy blew his clutch in the late afternoon on Friday and headed home Saturday morning.

Otapawa Station straddles state Highway 52. A large farm 6.500 hectare with a massive woolshed to match, the lambs were just finished being shorn and vast mobs of ewes and lambs were whisked away at various times during the afternoon which made a lot of noise.

The first trip for us was up the main farm road also public road which crosses the Puketoi Range, onto clear green pasture over a bodge bridge with a very large hole and sharp right turn tricky for the long wheel trucks, and so up and up we went past many dams, ponds and many many gates all different latches, hinges and ground gradients, my job gate opener!

Quite a number of clean and jerk stop and tow manoeuvres achieved during the morning but the crowning glory was the bridge build. A very narrow culvert caved in and holes either side too big to fill in. Solution: get Emmett to take winch across muddy creek to a 150 year old dead totara up a hill, winch it across and break the winch, meanwhile B team retrieved another log which was winched, stooped, and towed and placed across hole and carefully driven over by the team .

Lunch was beside a pretty wee stream with kingfishers darting in and out of their nest in the clay bank and out of the persistent wind.

Another short drive in the afternoon to the top of farm, howling gale, no zephyr's here and a belt up to airstrip over the top and through newly found lime scrape. Back down across a lovely unusual piece of bush with many Miro, as David just informed me, and then freestyle down to a bluff. David, Kele and Linda at this point thought it a good idea to look more closely at the bush and returned the way we all came, a wise move. A sort of John track was found and down we went, impossible except in the dry to attempt, so we did, just a wee bump into Denise and Shawn's 80 series Cruiser from the Jeep but all down safely except for a bruised knee and little bit squashed mud guard and the last effort of the day was the hole fill on afore mentioned tight angle bridge and success!

Sunday's trip was to the first homestead on the property away up on a ridge and then onwards to the Southern boundary and the steepest track also impossible on any damp day. About 600 metres long and 200 metres up we all made it and back down the long side and across the airstrip again. After lunch and farewelling Linda and Kele we trekked to the Eastern boundary, went past another old homestead and over s/h 52 up and past an enormous cabbage tree estimated to be about 200 years old. Further on and higher up on the hill an experiential wind farm site, which proved to be a fail, as too windy. Heading back to the farm, John's track spotting took another turn and into the bush we went, renamed a short time later as Howards End, a short round trip which ended up with Jeep crew, us, wearing mud inside our truck and Howard's Pajero with a broken cv joint and only 2 wheel drive left to get home.

A round up back at the quarters and a superb shared meal that evening ended the Otapawa adventure. John got his one egg the next morning as well as a huge feed of bacon and we retrieved our squashed thermos from under the Jeep seat and made our way home over the Puketoi Range and Ralph has been wiping away the mud ever since.

Thank you John for excellent weekend

Georgie with Ralph



## PUZZLE

WHOS TRUCK HAS THIS STICKER?



Answers will be published on our facebook page next month.

## WHATS ON THE WEB

Ronny Dahl—why tow balls should not be used for recovery / [www.youtube.com/watch?v=eFD4Fd03bq8](http://www.youtube.com/watch?v=eFD4Fd03bq8)

## Te Kopahou – Volunteers Required

Over the last couple of decades the club has been acting on its strategy to encourage our fellow members and those in other 4wd groups to understand the importance of paying due respect to land and the environment, along with understanding and respecting the wishes of land owners and land managers. This has been very successful and, supported by the efforts that our volunteers provide for work parties and the like, has also had the result of enhancing our relationship with a number of Councils and land-owners. A very significant example is Wellington City Council (WCC). Much kudos has arisen and we have benefited in a number of ways.

One of our background projects stems from the memorandum of understanding (MOU) we have with WCC. Some time back we raised our hand to signal a willingness to participate in pest control. Although initially focused on possum this has now been widened to incorporate mustelids (stoats/ferrets) and rats. The WCC block we have often gone for a drive through (Te Kopahou) has been incorporated into "Capital Kiwi" a project having as its vision the release and establishment of kiwi in the hills between Makara and Wellington City. Mustelids are seen as a significant threat to young kiwi hence their inclusion in the pest control programme.

At the invitation of Council officers we submitted an application for funding covering a modest number of traps. Through either good luck or management word came back that we were successful with our initial \$10,000 bid. Woopee. Just days later things changed. Rather than the club seek funding through a contestable pool costs would come directly from the Council operational account. It now seems we will be tasked with oversight of close to \$30,000 worth of traps.

Moving forward it is hoped that the majority of traps could be laid out in mid-march. For most part these will be alongside the tracking network we currently drive. Council Rangers and key folk from Capital Kiwi will assist with training and layout. From that point on a core group will need to be formed to initially check the traps on a monthly basis. A good number of volunteers for this would mean individuals would only be called upon every couple of months.

What is required at this stage is a group of volunteers who can assist with the layout likely to be on the weekend of 9/10 March and again possibly on 16/17 March. Much of this area has been classified as Shiny 4x4 by the club so drivers/ vehicles will need to meet the clubs requirements. So what's involved – all I can say at this time is transport of a variety of traps including the wooden box type many of you would have seen along with other paraphernalia. Each trap is will need to be secured to either a waratah or short post, more on that later.

Two or three teams of say 4 vehicles would be ideal. Suggestions have been made, that those with good payload capacity should be encouraged .

Exciting – sure is. This has the potential to really put our stake in the ground (how's that for a pun) It has every potential to be a showcase for the National 4wd Assn promoting partnerships with the off-road community.

Would anyone interested in volunteering to help with either layout or subsequent servicing please let me know.

Barry Insull: [Bipest@xtra.co.nz](mailto:Bipest@xtra.co.nz) phone 234 7757 or 027 2404530

Link to Capital Kiwi [www.capitalkiwi.co.nz](http://www.capitalkiwi.co.nz)

See also [www.pfw.org.nz](http://www.pfw.org.nz)



## FEBRUARY 2019 TRIPS & EVENTS:

When booking trips please send your First and Last name, Rego and best contact number to the trip leader. Trip leaders details are available on the CCVC website under trips.

### **Wednesday 13th CCVC CLUB NIGHT - Meeting**

NAENAE BOWLING CLUB  
25 Vogel Street, Lower Hutt  
All Welcome  
Neil Blackie  
7:30

### **Saturday 16th GWRC SUNSET TOUR #2 - Family Shiny**

Part of the GWRC Summer Program  
Belmont Regional Park  
Book with Ian by 8th February 2019

### **Sunday 17th CLUB CHAMPS Round 3 (Final) - Shiny 4x4**

Book with Ralph

### **Saturday 23rd GWRC SUNSET TOUR #2 (back up date) - Family Shiny**

Belmont Regional Park  
Book with Ian by 8th February 2019

### **Saturday 23rd CENTRAL ZONE CLUB TRUCK CHALLENGE - 4x4 Shiny to Club 4x4**

Hosted by Capital Cruisers 4WD Club  
Refer to club trip list for more information

### **Sunday 24th ORONGORONGO MONTHLY TRIP - Family Shiny**

Orongorongos  
Book with Phil by 22nd February 2019 philgreen2964@gmail.com  
Note: there is a \$15 land access fee for this trip—don't forget to bring the money on the day

## **MARCH 2018 TRIPS/EVENTS**

### **Saturday 2nd SHINY 4x4**

GWRC BARING HEAD  
Bookings Required

### **Saturday 2nd TRAINING DAY**

Training Day for Prospective Members  
Bookings Required with Phil Green

### **Sunday 3rd SHINY TO CLUB**

RALLYWOODS ROUNDABOUT  
Bookings Required with Neil  
Fee \$20

### **Saturday 9th FAMILY SHINY**

AN ADVENTURE IN THE FOREST  
Book with Frank

### **Saturday 9th TRAP DEPLOYMENT**

POSSIBLE DATE  
Indication of interest with Barry

### **Sunday 10th TRAP DEPLOYMENT**

POSSIBLE DATE  
Indication of interest with Barry

### **Wednesday 13th CLUB NIGHT**

NAENAE BOWLING CLUB  
25 Vogel Street, Lower Hutt  
All Welcome

### **Saturday 16th TRAP DEPLOYMENT**

POSSIBLE DATE  
Indication of interest with Barry

### **Sunday 17th TRAP DEPLOYMENT**

POSSIBLE DATE  
Indication of interest with Barry

### **Tuesday 19th MEMBERS ONLY**

PARAPARAUMU COLLEGE CYCLE  
TOURS - limited numbers  
Book with Ian G

### **Saturday 23rd FAMILY SHINY**

ORONGORONGO MONTHLY TRIP  
Book with phil  
philgreen2964@gmail.com

### **Tuesday 26th MEMBERS ONLY**

PARAPARAUMU COLLEGE CYCLE  
TOURS - limited numbers  
Book with Ian G

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



## 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 prerequisites 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**

### **February 15-17: TE AWAMUTU ROTARY 4WD SAFARI KAWHIA**

Entry forms will be available shortly meantime you can register your interest by email to David Samuel at [dbsamuel7551@gmail.com](mailto:dbsamuel7551@gmail.com)

### **March 2nd: BAY OF ISLANDS 4x4 CLUB SAFARI**

Will be suitable for all 4wd vehicles that have ground clearance with some play areas for those more adventurous. Please email for more details - [4x4mad@xtra.co.nz](mailto:4x4mad@xtra.co.nz)

### **March 8th - 10th: ANNUAL AHUROA VOLENTEER FIRE BRIGADE FUND-RAISER**

Registration will done prior to event via online. Meantime any queries to Dean Aspnall phone 021899587 email [dean@rodneyaurocentre.co.nz](mailto:dean@rodneyaurocentre.co.nz)

### **March 9 COUNTIES MANUKAU CLASSIC SERIES - ROUND 3**

Hosted by the Counties Manukau Offroad Racing Club at the Colin Dale Park, Manukau Auckland.

[www.oranz.co.nz](http://www.oranz.co.nz) or [www.countiesoffroad.co.nz](http://www.countiesoffroad.co.nz)

### **March 9-10 MANAWATU 4WD CLUB CANTEEN SAFARI**

From sea level to over 500mt in altitude, you won't be disappointed with the diversity of the scenery.

The trip is open to any 4wd SUV. We will have tracks suitable for the most shiny SUV as well as more challenging areas for capable off road trucks.

Cost \$175.00 per vehicle.

Registration email [philiplaw@hotmail.com](mailto:philiplaw@hotmail.com) or phone Philip Law on 021 1320071.

### **March 16: NZFWDA National 4x4 Trial - Round Five**

Open to the public and spectator friendly, the NZ National 4x4 Trials Series comprises of one-day events hosted by NZFWDA affiliated Clubs around the country. This Round will be hosted by Bay of Plenty Four Wheel Drive Club. For more details visit [nz4x4trials.co.nz/calendar-and-results/](http://nz4x4trials.co.nz/calendar-and-results/)

### **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

**Ash Senior**  
Kaizen Works  
Unit 6/141 Hutt Park Rd, Lower Hutt  
0274 945 100

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



## CCVC LIFE MEMBERS

Tom Adams  
Leith Bean  
Stuart Brown  
Andy Cockcroft  
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  
Graham Barr

## CLUB NOTICES

### GRAHAM BARR

We are sorry to say that one of our original members and life members, Graham Barr, passed away towards the end of last year. Our thoughts are with his family at this time.

### 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



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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](mailto: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

The Official Magazine of

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

PO Box 38-762,

Te Puni 5045,

Wellington

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

