

VEHICLE CLUB Wellington

Cross Country Chronicle

September 2019



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THE PRESIDENTS PIECE

Having just returned from a holiday week at Queenstown, I can report that the Landrover is far from a “has been” type of 4WD but is seen as a premium vehicle for taking tourists to Macetown, Skippers, and other more remote locations. But we knew that all along, didn't we?

The holiday reminded me of the amount and variety of tracks that exist across our country. Even from the air one could see tracks heading up valleys and along remote ridge lines that looked like great locations for some 50th Anniversary trips.

But closer to home I am sure we can locate and access some places we have not been to in years, even decades, as the access contacts tend to be personal and not passed on as members move on in their lives. A simple system of keeping a record of land access contacts by the Club, even if the present TL who runs trips to that area continues in that role, should put us in a better position to retain the access we so dearly need. So, any volunteers to manage this project – it should not be too difficult.

On another front, John Parfitt has been busy looking at how to integrate our Trip system into the Clubs web site (we use have used a commercial product Wild Apricot for our Member Records, subscriptions, web site etc since 2015). This will allow (and maybe in time require) “one click” booking of trips (Wild Apricot calls them Events) which helps Trip Leaders know how many to expect, and better manage visitors. Both the old and upcoming system will operate in parallel for a while, but eventually the new Events system will take over completely. Integration with Facebook, preparing the Club Night Trip List, and the like all need to be developed, but one thing is certain about IT systems, they are never trouble free and there will always b a need to change and update!

Our trapping effort continues, and a new area is also being investigated – not nearly as large but a shorter part day trip in an area where you won't have been before could be spent in the area if we get it all sorted.

Finally, thanks to the volunteers who, at short notice, worked to restore the South Coast access to Red Rocks and beyond. The arrangement seems to be holding up well, and may well become a part of the permanent arrangements. Well done!

Ian Hutchings

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.

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

If interested please contact John directly on 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

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





KEEPING YOURSELF SAFE ON A TRIP

CCVC have formal procedures for running trips but sometimes what appears to be “set in stone” is taken a bit casually. All participating trucks must be at the start point by the appointed time and the drivers must attend the Trip Briefing. It’s a bit like the in-flight safety announcement on commercial flights. They have to be done for Health and Safety reasons. Same for CCVC trips. Trip Leaders have a prompt card that makes sure all the necessary safety announcements are made but also unique features about the trip need to be conveyed to all drivers. There are always hazards on each trip. The Trip Leader will describe where, what and how the trip will unfold and will highlight areas where extra care needs to be taken.

One of the reminders on the drivers Safety Briefing is that Everybody must be inside a vehicle and restrained as appropriate when vehicles are on the move. This applies to everything in the vehicle too. Recently a vehicle on a Shiny 4X4 trip rolled and it was apparent that very little equipment in the cab had been securely stowed. Anything you put in the cab of your truck must be well contained. Jammed under the seat is not secure. It will come loose if the truck tips over and you or your passengers will be a great risk. All trucks have solid tie down points in the rear. Box up all your loose gear and make sure the box is secured to the floor at the rear – preferably behind a cargo barrier.

Steve Mercer – Club Captain.

Safe Stowing

50th ANNIVERSARY PHOTO COMPETITION:

As part of the 50th Anniversary, coming up in 2021, we need some historical photos for things we have planned. We have a few in the archives, that we will pull out over the next few months but would like to see what everyone has in their own records.

To help encourage everyone we have decided to run a photo competition to the end of the year. With winners being presented with prizes and the end of year function. (Yes there will be prizes—more info on them next month)

There will be 12 sections to enter.

- 1970s - Personalities
- 1980s - Personalities
- 1990s - Personalities
- 1970s - Competition
- 1980s - Competition
- 1990s - Competition
- 1970s - Away trip
- 1980s - Away trip
- 1990s - Away trip
- 1970s—Scenic
- 1980s—Scenic
- 1990s—Scenic

All photos entered will become property of CCVC and may be used in a 50 Anniversary Book, Calendar or other marketing material or Club publications.

Photos to be sent to 50years@ccvc.org.nz

The prizes will be a \$50 voucher per category.





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JOHN FINDLAY AWARD 2019 - Trip leader of the year

Every year we recognise one Trip Leader who stands head and shoulders above the rest for their contribution to the club. Usually they are the ones leading the most trips –large Family 4X4s where members of the public mix with club members and try out their recent purchases to see whether they want to commit to being a member of our club. Remember, all of us were beginners once and looked to the Trip Leader and old hands for guidance in everything from buying a snatch strap to selecting a replacement vehicle. As Club Captain, I now see more of the Trip Leaders than Ordinary members. Most of the Committee are also Trip Leaders so they contribute to the running of the club and the running of trips. They also organise other events such as fund raisers, predator trap clearing, social events and attend many time-consuming subcommittee meetings that make our club run smoothly. Without the Committee there is no club. Without Members there is no club. And without Trip Leaders there are no trips. This year's Trip Leader is **John Vuink**. He has been making CCVC successful since forever.

I joined the CCVC Committee in 2005, only a couple of years after joining the club. John was already an established member. Along with Ian Dixon and Grant Purdie, John led trips on the McKenzie trail at Foxton Beach. He camped there at Christmas, Easter and labour weekend. Every club member was invited on the trips and we all learned how to drive the sand. John also ran a summer and a winter trip to a huge farm "Ohinewairua", north west of Taihape where the whole farm is available to drive. I learnt early on that you need to book in quickly for John's trips. I went the following year and thoroughly enjoyed myself without completely wrecking my little truck. This year marked John's 20 year anniversary of going to Ohinewairua.

John also organises the club's social calendar. He organises the venue, meal, guest speaker, approaches sponsors for prizes and makes sure the right people get their awards. He organised our 40th anniversary celebrations and is currently on the organising committee for our 50th year. He is truly deserving of being our club's Trip Leader of the year.



AN ADVENTURE WITH DOUBLE D - Sunday 4th August

Dave put on another great day out. Rain in the morning promised that there might be a few challenges along the way and even the "easy" route often ended up the difficult one.

Team America (Ian and Wayne in the Blue Jeep) were joined by Pat in his black Jeep. They didn't seem to feel out numbered by the other 4 trucks (all of which were Pajeros) Let the Pajero verses Jeep banter begin. (There were comments made that maybe the editor of the magazine may be a bit biased and make it look like the Pajeros were far more superior than the Jeeps) The editor makes no comment but says that everyone out there knows the truth and the kiwi press is less likely to use media to sway peoples opinion. Though she did say that "Team America" did try dirty tactics by flicking mud at the press at every opportunity. You would never see this kind of thing happening from a Pajero owner.

Dave proved yet again that he takes his role and responsibility as a trip leader very seriously and never misses an opportunity to teach the team hints about the best 4wding techniques. On this trip he decided to demonstrate the difficulties that arise from not letting your tyres down to the correct pressure and that tyres at 32psi make slippery hills impossible to climb. He then let some air out of his tyres and climbed the hill with no issues. Thanks for the great demonstration Dave.

The trip was relatively uneventful (for a Dave trip anyway) There was a moment where Matts truck slid back towards a tree (luckily his window was open as a branch ended up inside the truck). Some clever winching techniques were needed to extract the truck from the branch with minimal damage.

As usual plenty of laughs were had. Thanks Dave for the great day out.



REPAIRING BARRY'S DRIVEWAY - Saturday 10th August

The winter storms wreaked havoc on the south coast in early August. The surf had undermined the road and a slip had also come down making the track very narrow, soft and impassable. Andi Cockcroft sent out a notification to club members on 16 August declaring the road closed. Barry Insul set the ball in motion with the council to get his driveway repair. Did I say driveway? Sorry, I meant to say the South Coast Road. The local ranger welcomed the offer from the club to provide some assistance with getting the road repaired. Barry reported in the trip sheet that some work had been to get the Suzukis through but it was still very dodgy. The working bee was scheduled for Saturday morning on 10 September.

Everyone gathered at Owhiro Bay visitors centre at 9am for the planned 2 hour working session. Barry led the way and everyone fell in line as we made our way down the beach. We all pulled off the track at the slip. The two Suzukis managed to squeeze through the slip. Time to break out the picks and shovels.

Looking at the seaward edge of the track, it was decided that some additional stabilisation was needed. Time to go looking for some large bits of driftwood. We had passed several logs on the way in. Time to get Max, our beloved 80 series, involved in dragging the logs. A big thanks to the club for the snick chain prize that I won at the annual dinner. It made light work of hitching up the logs and dragging them down the beach.

With the logs placed, it was time to pack rocks into all of the gaps and then more shoveling of broken schist. It wasn't long and we had rebuilt a solid bit of road wide enough for a large 4WD. Barry then invited everyone around to his bach for sausage rolls and coffee.

Thanks to everyone that lent a hand with the repair. There was a steady stream of vehicles heading out to Red Rocks all day. So I'm sure the Wellington community also appreciated everyone's efforts.

Words by Shaun Ross, photos by Denise Ross



Some more of the photos we have received for the 50 Ann.

2019 SOUTH ISLAND WINTER EXCURSION

This year marked the 8th year we have packed our trucks, loaded up our supplies, found all our wet weather gear and headed south for our annual South Island Winter Excursion. This year we had 6 trucks, Trip leader Ross and Michelle in short wheelbase Toyota Landcruiser – *Enterprise*, Grant, Cameron & Sydnie in the short wheelbase Nissan – *Winnie*. Richard, Josh and Little Cam in the new short wheelbase Nissan – christened “*Odie*”, Frank, Nic and Alyssa in the Jeep – *GR4D3R*. Howard in the short wheelbase Pajero and Ron, Jacob and Dominc in the short wheelbase Nissan.

Having kept our eye on the long-range weather forecast for about a month before heading south, it looked like this might be first time we encountered a very wet week on the West Coast of the South Island.

Our goal for this trip was to try a few new things, e.g. new people, new trucks, test out some new areas and explore some new tracks. However, things did not quiet as planned! Firstly, we opted to travel with Bluebridge Ferries as they left half an hour before the Interislander, or so they said. After a half hour delay on the wharf at Wellington due to an issue with the Bluebridge ferry-loading ramp, this was resolved with the assistance of a forklift. Same issue again as we arrived at Picton and another forklift was required to help get the loading ramp down! When we finally got underway, we barely got out of the heads ahead of Interislander! Things went downhill from there with regard to the ferries, as throughout intermittent Wi-Fi we head a report about a Bluebridge ferry colliding with the wharf in Picton on the Tuesday! The report stated that it would take up to 5 days to repair and we were booked on the 2.00pm sailing on the following Saturday. Trying to keep abreast of the news, we heard at 8.30pm on the Friday night that our sailing had been cancelled. This news caused a mad scramble to rebook on the Saturday afternoon Interislander sailing, with people searching for a strong Wi-Fi signal and sharing phones connected to the internet. Finally all 6 trucks were rebooked on the 2.00pm Saturday sailing and a full refund coming from Bluebridge. 2020 back to Plan A, book and travel with the Interislander.

Day One: Saturday 13th July 2019

On Saturday 13th July 2019 we assembled at the Bluebridge Ferry Terminal, checked in and waited! After finally getting underway, we had a pleasant crossing of the Cook Strait, once we disembarked, some fuelled up, and we headed to our first meeting point at Pak N Save in Blenheim. After a quick shop and a redistribution of our weeks' worth of groceries and vegetables to any truck with a few centimetres of space, we headed off for the trip across to Waiuta. Our trip was only broken by the obligatory stop at St Arnaud for our annual photograph in front of lake Rotoiti.



2019 SOUTH ISLAND WINTER EXCURSION

Day Two: Sunday 14th July 2018

After a night of listening to the heavy rain and howling wind battering the Waiuta Lodge we check the weather forecast and found there was a severe weather warning for the West Coast until 1.00pm on Sunday. The plan for the day was to be ready to leave at 8.30am and head south to do the Cockeye Creek and Greenstone Creek tracks hoping that they would have missed the worst of the rain.

All trucks and people loaded up and ready on time, so at 8.30am, it was still raining hard, we locked up and headed down the hill to SH7, a left turn at the bottom and through Ikamatua heading south. We decided to stop and check the Grey River and the bridge by the Waipuna Road, Napolean Hill turn off. A quick look over the side of the bridge to check the river level and flow showed a raging discoloured river with an intense flow rate. We had the figures from 2018 for the Grey River height and flow rate, so we compared these details and found the Grey River was running at 2 metres, 500mm higher than when we crossed last year and running at twice the flow rate!

A quick discussion and change of plans resulted in us turning around and heading back north to try out the Petrol Hill track off Soldiers Road instead.

We aired down in the rain and headed up Big River to the turn off for Petrol Hill. We encountered many long stretches of flooded track as high as the bonnet of Enterprise. We arrived at the small creek crossing and keeping right we drove down the small rock face, this went so much faster than last year, probably because we couldn't see the large boulders and deep holes like 2018.

We drove with the flow of the creek for the first part of the track, this year it was much fuller and went from bank to bank and was flowing faster, we eventually came to the smaller creek and headed up against the flow to the rock vee where we climb out. Part way up we get a call from Richard to say his Nissan has stopped cold and won't restart. Not wanting to think about trying to tow a Nissan out, a few suggestions were offered over the radio (nobody wanted to get wet feet!) Richard eventually got the Nissan going again.

By 11.00am we were making good time, Ross even commented that we could hold off lunch until after we had got up the rock face, famous last words we arrived at the part of the track where the trucks had to navigate a small climb up and over the rock vee and out of the creek bed.

Enterprise has the first attempt, the goal is to hug the right hand side, climb up onto a rock ledge with the right front wheel and sidle along the sloping rock face with the left wheel on the left hand side. On the second attempt with a bit more power Enterprise was through and up onto the track out of the creek. Richard in the Nissan was next. Ross was down in the creek giving instructions and I was up on the dry track videoing. Same goal, same instructions different result as the Nissan's right hand wheel hits the front of the rock ledge and the Nissan tilts sideways and becomes wedged with the right hand side of the truck down in the bottom of the V and the left hand side up on the rock face.

After a lot more instructions and a bit more work we had Richard and the Nissan out of the creek and up on the bank. Ron in his long wheelbase Nissan was next in line, as he approached the V we noticed that his left hand rear tyre was flat. This posed a challenge, try to find a flat area in the creek bed which was relatively dry! After an hour working in the rain, standing in the creek and after losing 1 dump valve in the fast flowing water, we had the tyre changed and Ron was on his way again. Ross was back in the creek giving instructions, same goal, Ron's Nissan achieved the same result as Richard's Nissan, right hand side down in the creek and left hand side up the rock face.

Grant in the Nissan – *Winnie* was 4th in line, *Deja Vu*, must be a Nissan thing! We finally extracted *Winnie* after he had to winch off the back of Ron's Nissan, which we anchored onto the back of Richard's Nissan.

Fifth in line was Howard in the Pajero, Ross back in the creek giving instructions, Howard followed these to a tee and drove through, but as he exited the creek we noticed that the left rear tyre was flat.



2019 SOUTH ISLAND WINTER EXCURSION

Day Two: Sunday 14th July 2018 cont

We got the Pajero up onto the flat area of the track out of the creek by moving the other vehicles up the hill to the first of the bogs. Getting organised to change the tyre Howard realised that he still had not removed the security nuts on his wheels. While trying to remove the security nut, Howard somehow munted it and we had to resort to using Grant's little cut off tool. After more than an hour of cutting and grinding, using vice grips and the world's largest crescent, they finally got the nut off. While getting tools and equipment out of the back of the trucks Grant lost a packet of cable ties down the fast flowing creek and Frank lost his wooden block that he uses to join 2 strops together!

While the guys were working on trying to remove the security nut, Howard realised that he had left the alloy wheel nuts for his spare tyre in Wellington. Being flexible and adaptable we organised to use Grant's spare tyre on Howard's truck.

Most of the group had grabbed a bite of lunch during the prolonged stops.

Finally, at 2.00pm we were ready to head on into the bogs. After a quick recce, it was decided the left hand track of the lower bog was drivable we were off to the top bogs. The top bogs are a maze of five deep main tracks and lots of cross tracks. After a scout around and a survey of the area, a fresh looking left hand track was chosen. A quick call on the radio to get all tree protectors and D shackles up the front and Cameron, Josh and myself were out of the trucks, into the rain and ready to take charge of the winching.

Ross lead the way into the bogs in Enterprise and after a good start he came to a stop about 10 metres in and needed a series of four winches to get through. Next up was Grant in Winnie, who was pulled through the first winch point behind Enterprise, but then becomes firmly stuck. We set up the second winch point and started to winch Winnie when the winch rope snapped. Our focus at this point was on extracting Winnie, we got Enterprise in position to help winch Winnie out, a quick repair of Winnie's winch rope, and we tried winching again, again the rope snapped.

Ross decides he needs to splice the winch rope, as we still need Winnie's winch working as well as Enterprise's PTO winch. This time we needed to set up a winch block and double up the pull, but the winch rope snaps again.

Meanwhile it is still raining and getting darker....

In the meantime, Frank has been looking for an alternative track. He decides to tackle the centre track and then cross over to the right track, and after a lot of throttle and a little bit of winching, he is through. Frank calls the other trucks and directs them to use this route. Richard comes through in his Nissan and follows Frank's directions, and then Howard comes through with his Pajero. The track is deteriorating and Howard has trouble crossing over from the centre track to the right hand track, a lot of mud, a bit of digging and more winching sees him come through. Now it is Ron's turn. He launches his truck into the centre track, but cannot get it across to the right hand track, meanwhile Grant's winch rope has been spliced and we try winching again. Ross again has to splice the rope and finally after a bit of work trying to dig down around the front wheels, we start to see Winnie slowly creeping forward. As Winnie starts to climb up out of the bog we notice that his front wheels are splayed with one pointing out to the right and one pointing out to the left. Taking a look underneath, we find that the front tie rod had a large kink in it.

Ross tied the winch rope to Winnie's tie rod and tried to straighten out the kink, all we managed was a slight improvement, but Winnie was driveable.

Now we just needed to get Ron's Nissan through after about an hour of trying to winch and drive out. Frank who had been leading this recovery while we were preoccupied with recovering Winnie, decided the best option is to back Ron off to the start of the centre track again and using Ross' PTO winch and a winch extension rope we pull Ron's Nissan right up through the centre track.

Finally, after 4 hours of work in the pouring rain, all trucks are through the bogs and we are ready to form up and head off up to the rock face. By now, it was after 6.00pm and it was dark and still raining! Not the best time or conditions for tackling a 10-metre vertical rock face.



2019 SOUTH ISLAND WINTER EXCURSION

Day Two: Sunday 14th July 2018 cont

Enterprise is in the lead and Cameron, Josh and myself head on up the slippery rock face to set up the winch point. Once Ross and Enterprise was safely up, he needed to perform something like a 10-point turn, to turn Enterprise around and run his winch rope back down to Winnie. No one was prepared to try using Grant's winch rope again on this challenging pull, after breaking 4 times already!

Our recovery team working well together has the next 2 trucks up quickly and safely, despite the rain and the dark. Next up is Ron's Nissan, so we set Howard's Pajero and set up a winch block on the back hook to double up the pulling power back to the Nissan. Ron started winching and the rain became torrential! By this time Cameron, Josh and I were soaked through so a little more water didn't make all that much difference.

As Ron is winching up the rock face there is a flash, a sprinkle of sparks and then full on flames as Ron's winch burns itself out!

This was quite a spectacular display in the dark, but not what you want when you are hanging half way up a vertical rock face. Time to stop and think! We call up Frank and get him to bring the Jeep back down the track to anchor Howard's Pajero and stop it from going off the right hand side of the track as he winches and pulls Ron's Nissan the rest of the way up the rock face. Lastly we get Richard to winch up, this goes smoothly and everyone is finally up. A short drive along the track, with only a small issue getting Richard and Ron through a tricky spot and everyone joins back onto the Bug River track at Merijigs.

We drive slowly back to where we started and air up. Ron finds that he has another flat tyre, so a quick tyre change and a chance to chat about how to get Grants Nissan back to the lodge. It is decided that Howard, Ron and Richard will drive straight back to the lodge, while Frank and Ross will make our way slowly back escorting Grant who still has an issue with his steering. As we arrive at the start of Soldiers Road and Grant tries to turn onto the state highway, the steering was so out of kilter that he carried on straight across the road and all we saw was a terrified face in our rear view mirror.

Contemplating the drive back to Waiuta Lodge with the many twists and turns up the hill, Grant decided that He, Cameron and Winnie would spend the night in Reefton and head to the garage for repairs in the morning. After leaving Grant and Cameron at a 1950's style motel for the night Enterprise and GR4D3R headed back to the lodge. We finally arrived home at 11.30pm.

Franks summed up the day for us all, **if that was Day One - then bring on the next 5 days!**

Michelle Picard - Enterprise

<https://www.youtube.com/watch...>



DAY OUT WITH DAVE - Sunday 25th August

Soccer season had finished in our house and I had got my weekends back again so it was time to go wheeling. I had a new spring and tyre combination that I hadn't tried yet so it was time for me to get out for a run somewhere. I hadn't been on a Dave De Martin trip before but they always seemed to promise damage and banter. On this day we had four vehicles including Dave himself but we hooked up with a Wellington Family club trip and stayed together for the day. Fortunately they took the damage and we just enjoyed the banter.

Dave in his Patrol, Darren in the Land Rover, Ian and Wayne in Team America and I headed out from Cooks Rd and maybe did Curtis Flat, Dick's Yard and Junction track but I could be wrong there. Dave's knowledge of the tracks, hazards and current conditions were unsurpassed and that kept us humming along all day. Climbing out of a hole with a vertical exit took a tyre off the rim for Team America, no problems for the dream team, it was repaired and we roared off into the forest. I was negotiating a slippery track when the Jeep headed straight for a tree, I touched the brake and slid at right angles to the track, missed the tree though. Squared away that slight miscue and we were off again.

On a Dave trip it pays to bring all of your gear, you need to use it to keep going. We all used our winches during the day rather than the towing I am used to. The deep bogs had bypass tracks but they were hard to get on to, needing more winching. On the way to the Orange Hut for lunch Dave declared we would hit the Tank Track, just 15 minutes worth. The Jeeps left him to it as I wanted to attend to two of my tyres that were coming off the bead. Some half an hour later the others appeared.

After lunch we romped through the Ruts and headed to the top of the slippery forest by a way I haven't used before. Dave pulled off the track to park but when we went to move off he was actually stuck. We had caught up to the Wellington Family club who were threading their way through the trees and sawn off stumps. We decided to turn around and head back as it was late in the day. Dave's Patrol began to overheat because of a clogged radiator while Darren had a perfect day in the Landy with no issues. At almost the end of the day I lost a tyre, the price of not having tubes fitted a last job to do and then we rolled out at Cooks Rd again.

Aroha to all my fellow club members, a great day, thanks Dave.



AUGUST 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.

Saturday 7th FAMILY SHINY

AN ADVENTURE IN THE FOREST
Akatawaras
Book with Frank

Wednesday 11th CCVC CLUB NIGHT - Meeting

NAENAE BOWLING CLUB
25 Vogel Street, Lower Hutt
All Welcome
Ian Hutchings
7:30

Saturday 14th SHINY 4X4

SPECIAL EVEN FOR UPPER HUTT CITY COUNCIL
Seats required

Sunday 22nd FAMILY SHINY

ORONGORONGO MONTHLY TRIP
Tbc
All welcome
Book with Phil

Sunday 22nd SHINY 4x4

ROCK GARDEN WORKING BEE PROJECT
Tbc

Wednesday 25th CCVC COMMITTEE - Meeting

Ian Hutchings

For more events refer to our
Website www.ccvc.org.nz or our
facebook page
www.facebook.com/wellingtonccvc/

www.facebook.com/groups/2341019559499870/

OCTOBER 2019 TRIPS & EVENTS

Saturday 5th SHINY 4x4—Hard Yakka

CCVC Club Champs 2019-2020
Round 1
Book with Ralph

Wednesday 9th CLUB NIGHT

Naenae Bowling Club
All Welcome

Saturday 19th SHINY 4x4

South Coast Clean up
Details to Come

Sunday 20th FAMILY SHINY

AKATAWARAS WITH IAN G
Akatawaras
Book with IAN G

Sunday 26th FAMILY SHINY

ORONGORONGO MONTHLY TRIP
All welcome
Book with Phil

Wednesday 30th Committee Meeting

Porirua Club

NOVEMBER 2019 TRIPS & EVENTS

Saturday 2nd SHINY 4x4

South Coast Clean up (rain off date)
Details to Come

Sunday 3rd TRAINING DAY

FOR PROSPECTIVE MEMBERS
Book with Phil

Wednesday 13h CLUB NIGHT

Naenae Bowling Club
All Welcome

Saturday 16th SHINY 4x4 to club

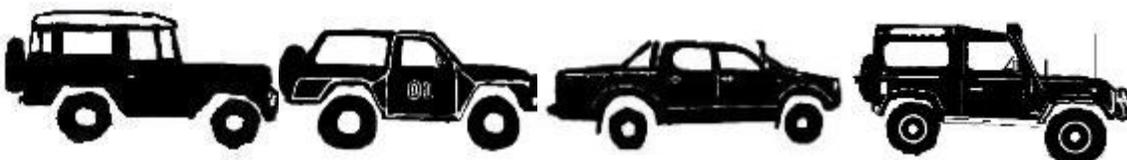
RETURN TO RALLYWOODS
Book with Neil

Sunday 23rd FAMILY SHINY

ORONGORONGO MONTHLY TRIP
All welcome
Book with Phil

Wednesday 27th Committee Meeting

Porirua Club



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

September 7th & 8th

Achilles Winter Woollies

Hosted by Desert Defenders Off Road Club, Ohakune. Sponsored by Achilles Radials NZ. A Winter 4WD tagalong tour begins in Waiouru. Updates and info at www.facebook.com/DesertDefenders4wd To register / enter <https://form.jotform.co/91619473184868>

Event Admin - Kandy

Mott kandy@motts.co.nz

February 8 2020:

4x4 Summer Escape series 2020

An escape to the iconic South Island of NZ, on roads and tracks less travelled. Contact Stewart and Graeme on summerescape4x4@gmail.com or phone Stewart on 0275 992633 or Graeme on 029 2001700 for more details and information pack.

March 14 & 15 2020:

Kauri Coast Safari

Raising funds for the Northland Rescue Helicopter. This will be 2 full days of driving. Accommodation will be camping with access to water and toilet facilities. This is a self-catering Safari. More details and cost to follow. Enquires contact Chrissy at ron.chrissymccloy@gmail.com



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 JUNE 6th Book with Phil public@ccvc.org.nz

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
04 568 2796

Dayal Landy
Gold Coast Mechanical
2 Epiha St, Paraparaumu
Ph. 04 902 9244

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 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
Graham Barr

CLUB OFFICERS

President	Ian Hutchings
Vice President	Ron Gardner
Treasurer	Frank Allen
Club Captain	Steve Mercer

GENERAL COMMITTEE

Competition Officer	Ralph Dobson
Driver Training Officer	Phil Green
Entertainment Officer	John Vruink
Central Zone Delegate	John Vruink
Membership Officer	John Parfitt
Trip Coordinator	John Parfitt
Magazine Editor Officer	Penne Durdle
Social Media Officer	Penne Durdle
Vehicle Inspector Liaison Officer	Duncan Grocott
Sponsor Liaison Officer	Ron Gardner
General Committee Officer	Steve Mercer

CLUB NOTICES

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 to get a list of prices and models



CLUB MEMBERS ONLY CLOSED FACEBOOK PAGE

The club members only facebook page is active! We had 50 members sign up in the first 24hours. Some members have found the link broken. This will be because the email the CCVC has for you is different from your facebook email. If you want to join then just send your facebook email to:

missmuddypenne@gmail.com (sorry had the wrong email last month)

All our trips will be listed in events . Club members are using it as a way to share photos of trips—I know not everyone uses facebook but if you do and haven't managed to sign up it's a good way to see what other members are up to.

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



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

missmuddypenne@gmail.com

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,

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Wellington

www.facebook.com/wellingtonccvc/

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 – most email systems have a limit of 10MB so use an online service like 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.

50 Anniversary:

We are looking for photos, stories and videos that tell about our clubs history so start looking. In the next few months look out for a photo competition where we will be looking for the best photos.

Please email 50years@ccvc.org.nz

