



VEHICLE CLUB Wellington

Cross Country Chronicle

July 2023



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THE PRESIDENTS PIECE

Its been an exciting first few months of presidency for me. The term started off by attending Capital Kiwi's celebration of releasing kiwi. I got to meet a few Kiwi and meet a few of the key people involved in the Capital Kiwi project. Our club has been involved with trapping of predators at Te Kopahou. Hopefully in the next few years we will see Kiwi released there.

A few weekends ago, unlike this weekend, was a cracker and I decided I would tag along with Phil on his family shiny Orongorongo trip. The trip is one of my favourite trips, due to the spectacular views and variety of scenery, well worth taking every once and a while. The trip had 15 potential club member and several members that I hadn't met before and Denise Ross was leading the trip as part of her trip leader training.

I have also been chatting to a few key players in the CCVC wider community as well as the 4wd business so watch this space over the next few months. I have a few things on the boil and just waiting for confirmation from all the parties involved.

I attended the trip leaders forum a few weeks back and was good to see the inner workings of how that side of the club works. Have a think about becoming a trip leader. Our current trip leaders work pretty hard to make sure there are plenty of trips on offer. We are always looking for keen 4wd enthusiast in all trip categories so that we can offer more variety to the club members.

John Parfit is currently creating a questionnaire that will be sent out to club members shortly. The aim of the questionnaire is to get a greater understanding of what the members of our club want more of. As the club member numbers increase, and have more active trip leaders coming on board, we can offer more trips. Make sure you fill it in and have your say.

Finally we have the Awards evening in a few weeks. This is always a good event and a great opportunity to celebrate those members of the club who go above and beyond. The meal is subsidised by the club, and going on the last few years is well worth the night out. The last day for booking has been extended to the 13th of July.

Until next time keep dry and keep safe.

Miss Muddy Penne
CCVC President



Words and Photos by David Sole

Sand, Sand, Sand, Spinifex and Sausages

Saturday July 1 saw a turnout of NZFWDA members from CCVC, Horowhenua, Manawatu and Hawkes Bay to plant 3000 spinifex among the dunes at Foxton Beach. We joined the Foxton beach Coast care group, Horizons Regional Council staff and the locals in a solid two hours of planting on the flat flatter area of the dunes where the natural accumulation of water will help them establish. Big credit to the Foxton team who harvested local spinifex seed, germinated and potted them up for the planting. Spinifex and pingao, both native plants, play an important role in fixing and building dunes. As they establish they send out long runners which trap the sand and gradually lead to the build up of the low rolling type dunes that would have been originally there. Maram grass was planted along coastal dunes in New Zealand to try and prevent sand movement onto farmland and forest, but like many ideas then and since, it didn't work out so well leading to high steep dunes prone to erosion and ultimately causing more problems than it solved.

After a morning of planting on a clear day, but very sharp wind and wind blown sand, the planting was largely completed by 11.30 then back to the main bowl where the Horizons team had set up a barbecue for a warming sausage and onion sandwich. There are definitely worse ways to spend a Saturday morning!



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 modelling various items on trips.

Cap Navy/White	\$18
Beanie Navy 3059	\$18
Hoodie - Pullover Navy - Unisex	\$67
Hoodie - Zip Front Navy - Unisex	\$76
Soft Shell Jacket Black Mens & Womens Sizes	\$110
Dri Gear Polo Shirt Navy/White Mens & Womens Sizes	\$55.50
Crew Neck Cotton T- Shirt Navy - Mens & Womens sizes	\$20
Oilskin Jacket Mens Only Size	\$172.50
Oilskin Vest Mens Only Size	\$149.50
Wool Jumper Mens Only Size	\$124

<http://www.cvc.org.nz/Club-clothing>

Clothing Delivery.

The preferred method for clothing delivery is to have the products shipped to you by courier directly from the embroiders. There is a charge of \$11.50 for this (built into the system) however it means that you will receive the products within a day or so of them being produced by the embroiders.



TRAINING DAY - ORONGORONGO STATION - 1 JULY 2023

The day dawned chilly and foggy and as I left home in Wainuiomata it was lights on and carefully does it until I got to the Coast road. A 20 minute drive to the coast revealed a clear but cool scene where 8 students, 1 supporter and 3 tutors gathered. The snow on the Kaikōura mountains explained the chill.

Our paperwork was checked and briefing completed and we were off to the training ground. A slight deviation onto the river bed soon had us joining the horses in the training ground.

Some of us soon experienced what little grip tyres at road pressures have on a slippery track. The Nissan Patrol in front of me also found out that 4WD with front hubs disengaged is just 2WD and that a drive shaft hand brake is next to useless when there is no traction. Then it was my turn and, forgetting the tyre pressures, I started slowly ascending the slope only finding that, no matter the engine revs, no traction = no movement. Frank to the rescue for the first recovery of the day.

We all lined up and we were taken through a lesson on "Know your vehicle and its limits" by Master tutor, Shaun.

After this we were sent to try our hands (or our vehicles) at climbing some short dead-end tracks. First with road pressures and then, after airing down, trying the climbs again with normal 4WD pressures. This totally explained, again, my difficulties soon after entering the paddock.

After morning tea, we played "follow the leader (Frank)" around the skills course for the first time around. The course consisted of a rutted short hill climb (Max) followed by another climb onto the rocky knoll, where we tried to park on a precarious angle to allow Shaun to assure us that we weren't about to tip over. Then it was down and through the "creek". This area was my nemesis. I made it through the first time but 2nd and 3rd were disastrous, having to be pulled out. Learning from this was "more jandal needed!" After doing this a number of times we got to do it in reverse to try engine braking and controlling our vehicles on descents. My learning here was a 3.5l V6 petrol auto does not do a lot of engine braking over a short distance even in 1st gear 4L.



TRAINING DAY - ORONGORONGO STATION - CONTINUED

We then separated off into autos and manuals. Not sure what the manuals did (except play in some mud) but the autos learnt about left foot cadence braking. This is where we got to "drive it like you stole it!!!" down the slope until we got to a pile of rocks and the stomp of the brakes. Well that was the first run. After that we were to stomp on and off the brakes with our left foot while keeping a bit of throttle on to allow the wheels to spin a bit when the brakes were off. Basically a poor man's ABS with an added throttle feature.

Lunch had us gathered around various vehicles chatting about all sorts of things, but mainly our vehicles and mods.

After lunch it was time for the "gear you should have" lesson around the back of Shaun & Frank's vehicles. What does Shaun NOT have in the back of his wagon??? Not much! I didn't see a kitchen sink but there may have been one somewhere in there.

The final official lesson of the day was a winching demonstration where Shaun winched the very capable GR4D3R up one of the rut tracks. This went well until Shaun's truck decided to show us what happens when you have a bad connection on your winch negative cable at the battery. Sparks and heat are not a good thing! Good to know!

With the official training done for the day we all headed for the car park via the track we do each Family shiny but in reverse. Frank lead us through the river and on to the bank where we normally stop for morning tea. I noted that the river is making that space smaller and we may have to find a new location to cool our brakes off. That hill climb out of the valley is surprisingly steep but everyone made it up no problems. A quick stop for photos at the usual top of the hill and then it was down to the road to air up and head home.

What a great day and what a great team of trip leaders we have. Thanks again to Shaun, Frank and Max for their time and wisdom.



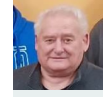
TRIP LEADERS PUTTING FACES TO NAMES



Frank Allan:
Club Captain



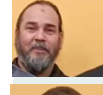
Luke Crossley:



Dave DeMartin (aka DD)



Ralph Dobson:



Max Ganter



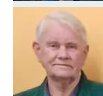
Phil Green



Duncan Grocott



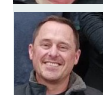
Ray Harkness



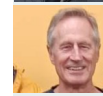
Ian Hutchings



Barry Insull



Darren Pettengell



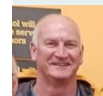
Grant Purdie



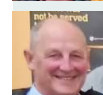
Denise Ross



Shaun Ross:



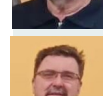
Hamish Skinner:



David Sole:



John Vruink:



Darren Young

Absent: Ashley Collins, David Coxon, Ian Groom, John Parfitt, Ross Picard, Brent Sampson, Murray Taylor & Leon Swetsloot



MUD, SWEAT AND CHEERS

This is where we give our members an opportunity to mention club members who are celebrating good times as well as those who were going through bad times.

Gina Oliver is our Welfare Officer. If you know of any one in the club that needs a bit of cheering up let her know and she can send a card to them on behalf of the club.

Her email is Ginaoliver@xtra.co.nz
Gina's phone number is **0274 946694**

Frank Allan became a grandad for the first time! Good to see he is introducing them to the club early by wearing his CCVC hoodie.

Georgie Dobson (Ralph's wife) has been in hospital but has made a great recovery, which is great to hear. Hope the road to a full recovery is easy.

Rodney Bracefield - Received a CNZM (Companions of the New Zealand Order of Merit) For services to Search and Rescue and aviation. Congratulations Rodney on this huge recognition of the work you have done.

We also will try to have the recipient of the gumboot, orange roughie and BS award on this page:

At the June Club night the awards went to:

Howard received the GUMBOOT award for not checking that this transmission was working after being repaired. The gear lever jammed as it wasn't installed properly.

Darren for the Orange Roughie for having to replace 3 tyres while on his South Island Trip because he was using old tires.

Ian got the BS award for trying to explain his way out It was such a long elaborate story I have forgotten what it was about lol



Proud grandad frank



Neil Blackie received a bottle of the aptly named "Devils Staircase" to recognise his efforts to the CCVC committee over the last 20 years. His roles have been :

2001 - 2004 Secretary

2007 - 2008 Vice President

2008 - 2009 Club Captain

2012 - 2015 Treasurer

2015 - 2016 Vice President

2016 - 2019 President

2020 - 2023 Club Captain

He has also been involved in several sub-committees over the years. Thanks for all your hard work.



CCVC 2023 AWARDS NIGHT

21st July 2023

Pre dinner drinks from 6:00

Dinner served at 7:00

at

Silverstream Retreat

3 Reynolds Bach Drive

Lower Hutt

Guest Speaker Jamie Fitzgerald



\$40 for members

\$40 for members partners

\$60 for non-members

Bookings required by 13th July

Major prize sponsor Maxxis Tyres in conjunction with Ben Cook Motors Tyre voucher

\$1200



gguymotors.co.nz



[4x4 - Hobbygear.co.nz](http://4x4-Hobbygear.co.nz)



[MudMods | 4x4 & Offroad Vehicle Modification & Fabrication Wellington](#)

Trip Leader Phil Green assisted by Denise Ross as a new trip leader.

This report is written with a little bit of CCVC nostalgia regarding the South Coast and I was pleased that Penne accepted my offer to write about the trip.

In the main mid 1970s, the club used to provide radio communication and other services to the National Car Rally of New Zealand. It included providing vehicles to act as the Lead Car, Tail-end Charlie and a squad of recovery vehicles. It was exciting stuff because international rally cars don't mess around; they just hit it hard!

At that time, part of the Rally New Zealand Circuit was from the Orongorongo Rover bridge to Featherston. That involved going round the coast on the same road (track) that the went on Sunday, 25 June. When one looks at the current track, there is no way you could rally around the coast. But at that time the road was bulldozed across shingle fans and beaches but it was still VERY rough. As background, the rally cars leave the starting gate at one minute intervals. The idea is the fastest car on the rally records is the first one away, the next fastest is therefore going to drop a little behind him at the end of a special stage so there should not be any overtaking. So on it goes down the ranks until the slowest car is mobile.

The lead car (a rally car, not a 4WD) was provided by the club. It carried a sign on it saying "road closed". Legally, the road is closed until Tail-end Charlie goes past. That vehicle carries a "road open" sign. Therefore, Tail-end Charlie has to be as near as possible on the heels of the last rally car away. That process gives legal authority to forget about speed restrictions and on-coming traffic.

Needless to say, there was great demand from club members to participate in these activities, particularly with the recovery. Vehicles with winches and so forth are very good at quickly recovering recalcitrant rally cars and their drivers. In particular, on one night-time route behind Upper Hutt, there is an S-shaped bend in the road to cross a culvert running parallel to the road. The culvert was 1.8 metres in diameter and just enough to fit a rally car into. The car like a cork on a bottle. As the special stage was at night and the driver was actually gaining on the car ahead, all he focussed on were the disappearing tail lights straight ahead on the far side of the (unseen) culvert in an S-bend. He left the road on the S-bend, down into the creek and immaculately into the culvert.

Thankfully, although the car was badly damaged, there was little damage to the occupants. They were just wedged inside the car. It took some effort to pull the re-modelled rally car backwards out of the culvert so that the passengers could get out.

Anyway I'm not sure if the club does rally support anymore but it would be useful to find out. The club radio system, particularly with an alternative single-sideband system, was very good for long distance coverage.

So back to the point of this trip report. The Orongorongo trip started on a farm track from car park on the coast at the end of the road from Wainui-O-Mata and went virtually due North climbing to the top of the one of the peaks, via the airstrip which is pretty exciting to think about landing a plane on it! From the peak, the road dropped steeply over a couple of small hillocks down to the Orongorongo river then crossed back to the bridge at the end of the main road.

That part of the trip was interesting from a few points of view. First it would climb a long way up on the farm and the views were magnificent because of the cloudless day that it was. The recent rain had made the grass and clay surfaces very slippery, and one needed to take care, particularly in going downhill down steep hills.

Just to reiterate, you cannot "steer a sledge". It is most important to keep those front wheels rotating, and therefore steering, regardless. Hence, low ratio first gear and keep the foot of the brake unless you really need to briefly touch from time to time. If you can steer, you can have some sort of control of your destiny rather than sliding off the track.

The same goes in reverse. Never, ever touch the brakes when going backwards. Therefore, allow yourself to steer backwards rather than sledging backwards which inevitably turns into a rollover. The front brakes have about 90% of the stopping power in a car and therefore lock-up very quickly when going backwards. Again don't touch the brakes until you have your direction under control.

I know the old hands will yawn at these comments but one must learn the easy way.



ORONOGORONGO STATION - CONTINUED

The better part of the trip, as far as I was concerned, was starting at the Orongorongo station gates and going right around the coast almost to Wharekahau. This was where car rally took place so long ago and to look at the track now one would say "no way!". We got as far as the Big Mukumuku river but the road right through to the Wairarapa was apparently blocked by a recent slip, otherwise one could go right through to Featherston.

The track itself was relatively easy, with a few long and deep ruts which you can slide along. A few washouts in shingle fans, one of which took a bit of a building, but nothing that would test average drivers. There were some sandy areas toward the Big Mukumuku River and they just required that little bit more power to get through. One person decided to take a track which was a little sketchy to say the least. He had to be snatched out of there.

The team stopped for lunch at what they call the playground at Little Mukumuku River and was a couple of short nasty hill climbs which most vehicles attempted and succeeded in climbing. It was quite an impressive display actually.

This trip also reminded me of the time that the club was directly involved with a maritime rescue as part of its search and rescue commitments. On 21 May 1981, a brand-new 10,000 tonne freighter, the Pacific Charger, Singapore registered I think, attempted to come into Wellington harbour at about 1:00 am in weather conditions as almost the same as the Wahine disaster storm. There were fierce southerly winds, huge swells and lots of airborne water which cause "clutter" and prevent the radar from working. The captain got hopelessly lost and eventually was blown onto the south coast beach just below the Baring Head lighthouse. It was four in the morning when the club was notified by police that they needed vehicles to take search and rescuers down to the lighthouse to be prepared for "a Wahine type disaster" and to get there fast! The coast road had washouts running across it and the rain was intense. The lighthouse was accessed across a bridge (which is recently been renewed) just before the end of the coast road. It was necessary to take four trampers complete with their packs and gear in the back of an FJ40. The modus operandi to get to those guys down the lighthouse fast and blast through any obstacles. After a rather scary ride, in their view, the trampers elected to stay in the warm lighthouse rather go down to the beach to see what's going on!

The weather was extremely miserable. The wind was very high, the air was full of rain and spray, and visibility was just about zero. It was dark. By making our way down the beach we finally found the freighter crashing on top of the little bridge of rocks at the low-tide line. That rocky outcrop was the saving grace as far as the ship was concerned. It couldn't go anywhere else. It was not badly damaged; The inner hull was intact, and it was wedged on rocks which proved to be relatively easy to deal with when it came to salvage. However, at the time the waves were breaking clean over the ship! You could hear the boom, boom as it raised and fell on the rocks. The wind was strong that it was sandblasting the vehicle's wheels to bare steel by the beach gravel that was whipped the air.

Initially, there was no way to evacuate the crew, They were not in danger: the ship was stuck in the rocks. They tried launching an inflatable life raft which simply was caught by the wind. It blew away, snapping the rope was tied to. I presume that it is on a farm somewhere. At the end of the day, the crew were disembarked by a guy that brought down a rubber-ducky boat and a wetsuit. He was able to get into the lee of the ship through the rock-pools and was able to take the crew of the ship as they came down a rope ladder in groups of three. Each of them had one hand on the rope ladder and the other with a thumb through the neck of a half gallon of whiskey in a glass jar.

No lives are lost. The biggest drama was getting back across the flooded bridge because engineers in Wellington proclaimed, over the radio, that it may have been undermined. Anyway it wasn't, and we all went home after a stellar day!

So much for a little nostalgia. I recently re-joined the club after many years of absence, and I am thoroughly enjoying the the way the club is being run. You have huge access to areas through demonstrating good behaviour and good service and citizenship amongst four-wheel-drive community. Keep it up!

Sincerely, Peter Johnstone (K42).



CLUB 4x4 CHALLENGE- MEMBERS ONLY

Words and photos by Andrew Gee

Promoted by Duncan Grocott as a "Next level day", the Club 4x4 Challenge was held at Colin James' farm in Whiteman's Valley on 11 March. Keil Behl had wanted to resurrect the Club Champs events we have held in the past and together with Duncan, Darren Pettengell, Keil and Andrew Present got together and pegged out a number of muddy hazards. It was intended to run the hazards in both directions to double the number of tests but we ran out of time with a good number still in hand to be used at another time. It was a good day out and ran well.

We had a good selection of short and long wheelbase vehicle and experienced and novice drivers. You self graded your wagon into Standard or Club class and then we got straight into it. The hazards included a few mucky bogs that stopped everyone and slowed us down with recoveries but everyone pressed on with the right attitude. I actually think some of the double cab drivers could have chosen discretion before entering tight hazards but they manfully charged on. It reminded me of an early Club Champs that I competed in held in Long Gully. We had National Trials competitors in proper rally trucks, Club guys in club trucks, typically Land Cruisers and a few of us grommets in Suzukis. Coming to a hazard everyone walked through the course to see where it went and where there could be difficulties, then the club guys had a go. The novices followed and if you wanted, an experienced driver could jump in with you, their usual advice was just to floor it. Finally, the rally trucks had their run to show you some serious people at work. It's a lot of fun because you are always with the right people and would lead on perfectly to the Central Zone Club Truck Challenge.

On this day several competitors made a name for themselves, what that name was you will have to decide, maybe at the Awards part of the next meeting but you could start with Door Slammer, Wheel chucker or Flash Jeep and go on from there. It was good to see long standing club members Antony and Kane Hargreaves out with Kane's kids hanging on in the Cruiser and Jacqui being very serious with the score card in Ron Johnson's old V8 Patrol. Duncan had arranged the club marquee and a barby for a casual lunch, maybe we'll bring some food to cook next time.

After finishing the hazards we headed out to a lookout point for a group photo now that the mornings fog had burnt off and sent the drone out. Great day, thanks Duncan, the right crowd and no crowding.

Limited results due to my poor memory

First equal Bruce Tustin and Kane Hargreaves

Third Andrew Gee



SOUTH COAST PLANTINGS

Words and photos by Andrew Gee

Some forty members from Wellington's Cross Country Vehicle Club (CCVC) took to their southern coastline for another planting season recently. CCVC Life member Barry Insull told those present that this was likely to be the 17th year the club has been supporting the local council to re-establish an assortment of species along the Cook Strait coastline.

This year's effort included planting Pingao, a golden sand sedge, on a small remnant of dunelands and the ever-hardy tauputa and poa (tussock type grass) at a couple of other sites. The club is always willing to forge community relationships and we were assisted by members from the local branch of Forest and Bird and another Tawa based community planting group.

The event concluded with a BBQ at one of the historic baches at Red Rocks, thanks to Bev Insull and Ross Perkins for their mahi .



Barry Insull giving a briefing



Duncan Grocott doing hard labour



Shaun Ross planting Hebes



UPCOMING NATIONAL EVENTS

8th - 9th July OFF ROAD RACING NATIONAL CHAMPIONSHIP: rounds 4 & 5

West Melton, hosted by Christchurch Club. Short Course and endure (separate rounds). www.oranz.co.nz

4th - 5th August - TEAMS WINCH CHALLENGE SERIES 2023: Manawatu Round

Manawatu Round, Hills Hills, hosted by the Manawatu 4WD Club at Ashurst. Entry fee \$300.00 per team. This event in the series is not suitable for spectators. More information here:

Manawatu Round. <https://offroading.kiwi/teams-series/teams-series-manawatu-round/>

2nd September - OFF ROAD RACING NATIONAL CHAMPIONSHIP: round 6

Round 6 hosted by Waikato Offroad Racing Club at Tect Park, Taunanga. www.oranz.co.nz

2nd September - THUNDER 4x4 Racing

Hosted by Thunder 4x4 at 1779 Broadlands Road, Taupo. A social mud racing event so that the public can also join in the fun. For those who have registered their cars only and would like to bring some extra friends out with you are more than welcome, feel free to bring your chairs and a picnic and get set up to watch the mud fun racing happening.

This is a social event for 4x4 / car owners to come and take on one of the mud races we will have in place, there will be a park over for self-contained motorhome and caravans along with those who have tents and their own self-contained bathroom so they can stay for the weekend also.

Costs; \$68.00 to register your vehicle for the Thunder 4X4 Mud Racing, please email mark@thunderhop.co.nz (link sends e-mail) to register and you will be sent the details to confirm your spot. There will be registrations on the day. Spectators \$20.00 Adult (14 years and above) \$10.00 Child (5 - 13 years) free for 1 - 4 years \$60.00 Family Pass (2 x adults & up to 4 children) Contact details; Phone: 0212 808893 Email: mark@thunderhop.co.nz (link sends e-mail) website: www.thunder4x4.co.nz

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).



JULY 2023 TRIPS & EVENTS:

To book for trips now go to <http://www.ccvc.org.nz/Public-Trip-Calendar>

Wednesday 12th PRE CLUB NIGHT DINNER

Wednesday 12th CCVC CLUB NIGHT

NAENAE BOWLING CLUB
5 Vogel Street, Lower Hutt

All Welcome
Penne Durdle

Saturday 14th-17th AWAY TRIP

Ohinewairua Winter Trip Matariki Weekend - Members Only

Sunday 15th SHINY

AKATAWARAS
BBQ - Members Only

Sunday 16th FAMILY SHINY

AKATAWARAS
Monthly Trip - All Welcome

Friday 21st AWARDS DINNER

Silverstream Retreat
Register (by the 13th July) [HERE](#)

Sunday 22nd SHINY

AKATAWARAS
Shineish - Members Only

Sunday 23rd SHINY

ODLINS ROAD
Shiny - Members Only

Saturday 29th FAMILY SHINY

ORONGORONGOs
Monthly Trip - All Welcome

Dave DeMartin (aka DD) is keen to run trips every weekend but is struggling to find people who want to join him. He typically runs Shiny 4x4 trips but will look at running tougher trips in the future. Speak to him at club night if you want to get out. He is happy to tailor trips to club members experience level.

For more events refer to our

Website www.ccvc.org.nz or our

Facebook page www.facebook.com/wellingtonccvc

www.facebook.com/group/wellingtonccvcmembers

AUGUST 2023 TRIPS & EVENTS

Wednesday 9th Club Night

All Welcome

Saturday 19th SHINY

AKATAWARAS
BBQ - Members Only

Sunday 27th FAMILY SHINY

ORONGORONGOs
Monthly Trip - All welcome

SEPTEMBER 2023 TRIPS & EVENTS

Wednesday 13th Club Night

All Welcome

Sunday 17h FAMILY SHINY

AKATAWARAS
Monthly Trip - All welcome

Sunday 30th FAMILY SHINY

ORONGORONGOs
Monthly Trip - All welcome

Keep an eye on the website as new trips are being added all the time.

Keen to be a trip leader so we can run more trips? Talk to one of our current trip leaders about how to be one.



CCVC LIFE MEMBERS

Tom Adams
Leith Bean
Stuart Brown
Andi Cockroft
Mike Gall
John Hughes
Heather Jeffery
Steve Lacey
Colin Landy
Phil Lewton
Bruce Mulhare
Raynor Mulhare
Peter Osborne
Ross Perkins
Grant Purdie
Neil Blackie
Ralph Dobson
Alan Donaldson
Ian Hutchings
Barry Insull
John Parfit
John Vruink
Mark Wolstenholme

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
Tony Street

CLUB OFFICERS

President	Penne Durdle
Vice President	Luke Crossley
Treasurer	Nic Stark
Club Captain	Frank Allan
Secretary	Shaun Ross

GENERAL COMMITTEE

Competition Officer	Ralph Dobson
Driver Training Officer	Shaun Ross
Entertainment Officer	Gina Oliver
Central Zone Delegate	John Vruink
Membership Officer	Frank Allan
Trip Coordinator	John Parfitt
Magazine Editor Officer	Penne Durdle
Social Media Officer	Penne Durdle Nic Stark Rob Knauf
Sponsor Liaison Officer	Penne Durdle
Committee	David Sole Dave DeMartin Dudley Harris Mike Oliver

CLUB NOTICES

CLUB MEMBERS ONLY CLOSED FACEBOOK PAGE

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

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:

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

NEW MEMBERS

Welcome to the following new/returning members:

Please make them all feel welcome

WANT TO PLAY A BIGGER PART IN THE CLUB?

Think of joining the committee or training to become a trip leader. If you think you would like to have a more of a role in the club speak to one of the committee members to see how you can help.



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.

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

Ben Cook

Ben Cook Motors (Ex GGuy Motors)
41 Old Hutt Rd, Pipitea, Wellington
Ph. 04 4729565
cookmotorsltd@gmail.com

Antony Hargreaves

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

Pete Beckett

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

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

Darren Pettengell

Mudmods
mudmods@yahoo.com
Ph 022 508 1975

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



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,

Te Puni 5045,

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:

Vicki 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 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: Vicki Teulon at teulonv@gmail.com

MAGAZINE & SOCIAL MEDIA 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. The best format is as a word document in Arial Narrow 10

Please email missmuddypenne@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

