



VEHICLE CLUB Wellington

Cross Country Chronicle

May 2023



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THE PRESIDENTS PIECE

My last report as president, time to step back and let a new face come on board.

The AGM will be held this month and we have a number of new faces nominated for committee positions, great to see and shows we are well set up for the future.

As noted in my AGM report, a huge thanks has to go out to the team who make the club work, too many to name here but include committee, trip leaders and active members and partners.

I've been away in the South Island for all of April so the club has been in the hands of John Parfitt who has kept me up to date and looked after any issues that have come up, cheers mate.

As for Georgie and myself, we started off again with a Jeep Club Easter break driving plenty of tracks around Blenheim in the Pajero. The trip around to Cape Campbell was a highlight except getting stuck in meter deep seaweed wasn't the best, the smell was pretty ripe I can tell you. A quick dip in the Awatere River cleaned most of it off later in the afternoon. We have also enjoyed searching out old coal and gold mines on the West Coast and were also lucky enough to grab a special deal to fly over the Alps from Franz Josef on a stunning clear and blue day. Currently based in Arrowtown before heading further South for a ride on the Kingston Flyer, life is pretty good.

Thanks to all who made the last three years enjoyable, I look forward to getting back home when the weather turns cold and firing up the Jeep for a few winter trips. See you on the trail.

Regards

Ralph Dobson

Soon to be ex-President CCVC.



NOTICE OF 2023 WELLINGTON CROSS COUNTRY CLUB AGM

Notice of Annual General Meeting

Cross Country Vehicle Club (Wellington) Incorporated.

Notice is hereby given that the

2023 Annual General Meeting

of the

Cross Country Vehicle Club (Wellington) Incorporated

will be held on

Wednesday 10th May 2023

at the

Naenae Bowling Club, 25 Vogel Street, Naenae.

The AGM will be held in association with the monthly club night starting at 7:30pm.

Shaun Ross Club Secretary

[Copy of CLUB OFFICER NOMINATION FORM - Landscape 2 \(wildapricot.org\)](#)

CLUB OFFICER NOMINATION FORM

I wish to nominate the person/s below for the following officer positions of the Cross Country Vehicle Club (Wellington) Incorporated

CLUB OFFICERS	NAME (Print)	ACCEPTANCE (Sign)	NOMINATOR (Sign)	SECONDER (Sign)
President				
Vice President				
Secretary				
Treasurer				
Club Captain				

GENERAL COMMITTEE MEMBERS	NAME (Print)	ACCEPTANCE (Sign)	NOMINATOR (Sign)	SECONDER (Sign)

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 \$9.50 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.



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 7th 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

GR4D3R

Hi, my name is GR4D3R and I'm the Black Jeep of the family. I started my life off quite sedately and I was just another plain old black jeep. No dents, no scratches, just a run around for town. After serving my then master well for years he decided it was time to move on and that's how I met Frank.

He had found me on Trade Me and apparently I was just what he'd been looking for so he quickly hit Buy Now and paid for me sight unseen. Him and his missus then jumped on a plane to Auckland to meet me. I must say I was rather excited – a new chapter of my life was about to start. So I waited at the airport barely containing my excitement. I had cleaned and polished my body to make sure I looked my best. I was pretty quick to realise that was a waste of time for what Frank had planned for me.

After a quick trip to the closest servo to refresh my system we headed on the long haul home. The first stop was to Supercheap for a new stereo. Frank didn't seem to like the way I only had 2 volumes – can't hear a thing or deafening. And he didn't appreciate Nic trying to sing for some noise in the car.

We stayed the night in Taupo then carried on the rest of the way home the next day.

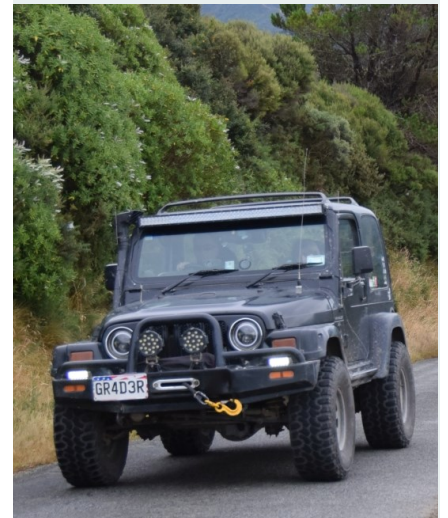
I was finally at my new house and that's when I really started to change. I got dressed with a winch, a snorkel, I got lifted to try and stop my belly from dragging and had some meaty wheels put on me.

From then on it seemed to be non-stop. We were out in the Akatarawa Forest and Orongorongos every month. No rest for the wicked.

One of my most memorable trips at the beginning was the 24 hour trip into the Akatarawas. This trip is how I got my name. Despite Frank's best effort to lift me up, my belly still dragged so I got thanked by Ross for grading the track, so next thing I know, Nic is on her phone buying a personalized plate for me. This was the start for all the vehicles at home.

Six years we've been together now and what a ride it has been. A trailer (LOADA) got built to carry me (apparently I drink fuel), I've been up to Ohinewairua and over to Otapawa several times and each time I proved my worth and exceeded my expectations (who knew I had a rev limiter). I took a gap year (which Frank likes to say I was getting repaired), I was really having a break so my poor old bones could recover.

I'm all good now, everything is working right again and I'm looking forward to many more adventures to come.



ORONGORONGO TRIP IN PICTURES - 25 March 2023

A trip report with a difference, only pictures with very few words (that way Toyota owners can enjoy it too).



As always, stunning vistas at the start of the trip over the top of Orongorongo station. It's hard to believe it, but the view got even better (Wellington looks nice too).



Good to see the (real) trip leader busting out her best disco moves.



Lining up single file to cross the river.



Reaching the turnaround point before the slip that prevents us from reaching Corner Creek. It was incredibly windy blowing around the point.



But the view was worth it



Stopped at the new lunch spot, with a bit of mud to navigate to get there.



ORONGORONGO TRIP IN PICTURES - continued



We then drove to the Mukamukaiti stream 'play area' with the two hill climbs, and trip leader Shaun (or was Denise driving?) leads the way.



Borris walked it up easily ...



A Toyotadore in a cloud of dust and smoke



The hill climb fun gathered pace. Shaun crawling to direct a CampaYota...



You can't see the smile behind his mirror, but he was very happy!



ORONGORONGO TRIP IN PICTURES - continued



One vehicle needed a recovery up the last few inches of the climb, under the watchful eye of #7.



After the hill climb fun, the trip leaders were faced with a challenge of recovering a vehicle with no front-wheel drive. Here is the second recovery vehicle is towing the first recovery vehicle which is towing the actual injured vehicle out of the soft sand.



And then you get back to the start point, go to air up, find one of your tyres is a little flat on the bottom, so you get volunteered to write the trip report. What the?



COAST TO COAST

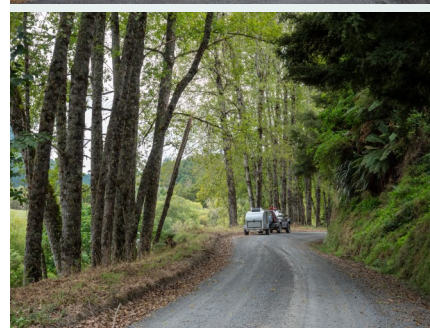
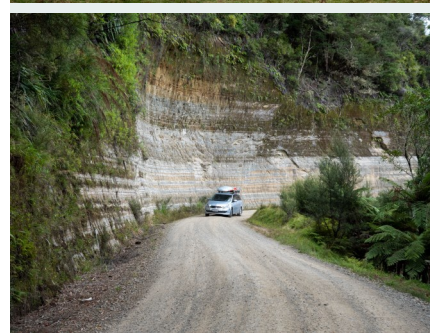
The idea of travelling from the west coast to the east coast at the widest point of the North Island – ie from Cape Egmont on the west to East Cape - using the most direct remote-road route has always appealed to me as journey. It also seemed to be a good one to run as a club touring trip, so Ashley and I decided to do a recce of a suitable route a few months ago.

After a couple of days easy travel from Wellington, we reached the start of the journey at the Cape Egmont lighthouse. Time to record the moment and have an afternoon coffee before moving on to our beachside camp site about 20km up the coast. The next day we did the long, remote drive through to the middle of the island. After leaving the main highway we worked our way through remote sheep farming country, the mix of heavy cloud and clear sky providing some interesting landscapes. We followed Kiwi Rd as it worked its way into the hills with some substantial work having been done to carve the track into the steep hillside. The sheer cliffs and matching steep drop-offs made for some focused driving, with the single lane, unlit, rough-cut tunnels barely wide enough for the trucks servicing the local farms being another 'interesting' feature of this road. We finally reached a high plateau with expansive views across to the far ranges and the only traffic we had seen since leaving SH3 was a farm bike carrying a large gate across the handlebars that came past while we were enjoying the view here. We were all pleased that we had not met on one of the many blind corners.

Although Kwi Rd had been generally easy, we had been seeing warning signs about it not being suitable for caravans or larger vehicles. The final few kilometres showed why, as the road suddenly became very narrow as it worked its way through a very tight gorge that is notorious for tight hairpin bend, steep drop-offs and overhanging bush. Although I had not been concerned about the caravan warning since the K-Pod is small enough to follow the vehicle track very closely this trip was following a period of generally bad weather throughout the country, and I was hoping that there was not any recent slip blocking the road, since in most places it was too narrow to turn a vehicle - especially when towing. Luckily, while there were a number of small slips and narrow sections, and some rather rutted sections, there was nothing that was too challenging.

The end of the gorge marked the end of Kiwi Rd and the start of more major, sealed road, making a much quicker run to the small remote town of Ohura for a late lunch. It was then a quick, relatively main-road run to the iconic Forgotten World Highway, then a scenic run to Bushland Camp for the night. The camp was rustic and remote, but also well equipped with clean and well-maintained facilities. The main bonus for us was the sheltered community area with an open fire and a wood-fired pizza oven. The camp was even able to sell pizzas to those who were tempted - as we were.

Typical for this mountainous area, it was a slightly damp and misty morning the next day as we made our way north back up the Forgotten World Highway. I always feel that hills clad in native bush and the token section of unsealed road look best in these misty conditions. Leaving the gorge we stopped at a lavender farm for morning coffee then took a few more backroads before a main road run up to Rotorua to position ourselves for the backroads and interesting scenery we had planned for the rest of the trip.



SAME RUT - DIFFERENT TRIP - 15 April 2023

Max ran a trip in the Akatarawa's on 15/4/2023

We started at Totara Park with 12 trucks (was meant to be 14)
We did the slide track going up 3 Skulls Road. With small tree to be cut down
From there it was down to Clarks Creek where there was another tree down. The track is very overgrown, no longer can we take a public trip down there.
Going back up I got stuck on the rut coming up the hill (same rut I was stuck last trip that I went on with Max). I just did not have the ground clearance to get up. So I got to try out my new winch and was able to pull myself out. Two trucks needed to be pulled up that rut

From there we went down a track off Valley View. We got part way and Max came over the radio saying that make sure you are in low range. After a few minutes Max came back on the radio and advised it was too slippery and to turn around. Max was in a rut and needed to be witched out (Max to a winch, that truck tried back to another truck, that truck attached to one at the top on the flat)

Once Max was out of the Rut, everyone else had to be pulled up as there was another rut that could not be backed out easy
Everyone turned around and Max was at the back
We headed down Valley View then over the Pram track. The Rut going up the track is getting worse (going down will be easy), Several people needed a few tries to get up (but no one needed to be pulled up)
We stopped at the Orange Hut for lunch
After lunch we went up Hydro Valley and down the Causeway, We found a tree was down on the track – this time it was only about 20 meters so we backed back to the track. This meant we skipped the Mud hole at the bottom. So again the trip leader was at the back

We headed up the centre track near the Fence line to get back to twin gates. Max took the lead again and we headed down Whakatikei Rd, to the long crossing then up to the Power lines to have a look at the view
Then it was down the hill, there were 2 ruts on the way down that we all needed a spotter for. At the bottom it was through the Wainui steam and then up to Puketiro road, from there it was just a straight run to Cooks gate where we aired up. We ended the day at about 16:45
It was a great day and a chance to try out my new winch and some different tracks in the Akatarawa's

Shopping list

- Bigger tryers
- Winch cover
- New Battery for Radio
- Number plate Mounting

Brendon Millard

PS – I got told that I had to say Dave is a nice guy



ONCE UPON A TIME.....

The South Coast is a great attraction for folk to visit, experience and enjoy. Some walk, some run!, some use dirt bikes and some use 4WD vehicles.

A group of overseas students studying at St Pats College have done an annual trip to see the coast and the seal population, and in pre-covid years used the commercial Seal Coast Tours organization. Well, that organization has ceased to operate, given covid, border controls, and the cessation of cruise ships to Wellington.

However, a phone call from a former Seal Coast operator asked if CCVC could assist in getting a couple of dozen students to Red Rocks. So after the relevant phone calls and Committee agreement, a trip was arranged. It was to be a simple there and back trip, and as they say done by lunchtime (or shortly after).

We were all set for Saturday but by Wednesday there were coastal storm surges forecast but as they say, rain hail or snow, we go! No one told Council of this mantra and with parts of the coastal track undermined they closed the route to vehicles. Maybe we could have gotten safely around, maybe not, but it was not to be.

A phone call to Long Gully opened up the alternative of using the Wind Turbine to Te Kopahou route and the private track down to the Coast.

Saturday came with threats of showers, but by a bit after 9.00 we had trucks, pupils, teachers all set to go. The weather turned fine and sunny for the trip along the ridge giving spectacular views of the Strait, ferries, the harbour and city. Down to the coast was uneventful and bingo, the seals were right there.

A photo stop gave the opportunity to stretch the legs and note the changing weather. Wind was rising! A short trip along towards Red Rocks to check out the route showed a small stream had been washed out.

Not able to come out via the Visitor Centre, there was little point in clearing the washout so we all returned the way we had came. A further stop at the trig was quickly curtailed as the rain squalls came. Given the vagrancies of Council's new locks, we avoided the tip track and returned to the Visitor Centre.

A good morning trip helping out the community, and a chance to use Long Gully.

Thanks to all the CCVC drivers.



CENTRAL ZONE AGM

Central Zone general meeting

17 delegates present

President Report

Inter club Westerns property

Wairarapa

Levin first overall winner.

Odlins Road

Digger approved to work on slips.

Central Zone winch challenge to be held in August at Hills Hills.

Central Zone Jamboree postponed till next year because damage from Cyclone Gabrielle

Hawkes Bay Clubs thank members from other clubs helping out in the area.

Communications a major problem in HB General business

NZFWDA AGM 5 IS CZ delegates apply for funding to attend AGM at \$500 per delegate

Central Zone Standing orders

Discussion on changes to orders with a review of the document.

Next Meeting 29th July

Central Zone AGM

Kohas approved at \$600 staying the same as last year.

Election of Offices

The following were elected

President Nomination

Darren Pettengell

Dan Hawkins

Elected Darren

Vice president

Brain Howatt

Secretary

Colin Lynsay

Treasurer

Dan Hawkins

PRO

John Vruink

Meet Finish 3:00



CZ CLUB TRUCK CHALLENGE - WHAT IS THE ULTIMATE CLUB TRUCK

I'll jump to the end straight away; the best Club Truck is the one you already have. The Club Truck Challenge (CTC) has four different vehicle classes to even up the playing field so that you aren't competing against a more modified vehicle than your own. The idea is to choose a good line and then drive it and put the onus on driver skill and experience. While it's not the point of the comp to build a special vehicle for CTC, it's an interesting discussion, what parts would make the ultimate Club Truck? Let's see, I think I would want coil spring suspension front and rear, live axles, disc brakes front and rear, V8 petrol engine, a strong transmission and locking diffs. The Jeep Wrangler has a lot of those features, but the engine and transmissions are straight out of a Chrysler Valiant. The Range Rover looks promising, but the four-door chassis is a little long and heavy. Some people say that the Rangey done right is in fact a Nissan Patrol and they might be right.

The GQ Nissan Patrol was made from 1987 to 97 followed by GU from 1997 to 2016. The GQ has been popular as a good basis to build up a serious off-road weapon or Winch challenge competitor. The supply of these vehicles dried up a bit when they were no longer able to be imported because of a lack of airbags and they can suffer from rust.

Is Dave Hintz's GQ patrol the ultimate club truck? His results over the years might suggest it is. Dave competes in Class 4 CTC, Super Modified, which allows unlimited suspension modifications, a maximum tyre size of 35 inches and individual steering brakes (a.k.a fiddle brakes). There are a few V8 powered GQ Patrols in the CTC using the LS1 engine or the Nissan V8, Dave has an LS1 engine and manual gearbox connected with a Marks Adapter to a standard transfer case. Brent Ward has a similar LS1 powered Patrol with engine modifications and an all-important LED light bar while Mikey Ward has a GQ fitted with a Nissan V8 engine, they are all good ways to turn petrol into noise.

In Australia there are countless serious suspension parts available, but Hintz's Patrol just features a set of raised springs without drop boxes or fabricated suspension arms. Tyres in Class 4 are a maximum of 35 inches and Dave runs the Simex Extreme Trekker on alloy rims that are beadlocked. Keep in mind that the requirements of the Club Truck Challenge are that the vehicle must be registered and warranted so the modifications must be roadworthy. The axles are fitted with ARB air locking diffs. The truck is finished off with bar work custom made by Phil Shailer at Monster Dogg Customs.

Dave Hintz

Dave Hintz has been a motorsport competitor for absolute ages. In the old days he preferred the 4.4 litre alloy engine from the Leyland P76 which powered his Escort rally car and his Landrover, the Tui buggy in 4wd trials. These days his favourite donk is the Chev LS1 which has featured in his FJ70 Landcruiser E class Trials truck, his D class Cowper truck the Killer Bee and the Nissan Patrol he uses in the Club Truck Challenge.



Dave's signature machine was the Tui Land Rover was powered by the Leyland P76 motor. The E class trials Landcruiser replaced the Tui Land rover and was powered by a LS 1

Dave Hintz had moved into the D class of National Trials in a Cowper Truck powered by a LS1
Dave and Grace Hintz are Club Truck stalwarts competing and hosting numerous rounds of the comp.

Since joining the CTC Dave has made it a family affair, driving with his daughter Grace as his navigator and in turn navigating for his mum Judith who competes in a Suzuki Vitara. The Hintz family has welcomed the CTC to their farm North of Taihape many times and they have all been great events. Dave is a man of enormous energy and enthusiasm and you have to run to keep up with him but he loves having fun in cars and seeing others likewise having a ball.

Words and Photos by Andrew Gee



Brent Ward runs a LS 1 engine in his version of the ultimate Club Truck Nissan



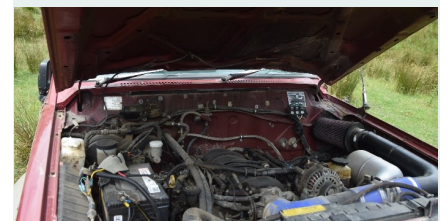
Mikey Ward flies high in his V8 Patrol, a machine strong enough for this treatment.



The Chev LS1 provides plenty of power for circle work.



Raised but basically stock suspension is sufficient for Dave Hintz.



Under bonnet view of Hintz's Patrol shows plenty of room for further engine mods in the future



Surplus power fires the Patrol into the hills.



APRIL 2023 TRIPS & EVENTS:

To book for trips now go to <http://www.cvc.org.nz/New-Full-Club-Calendar>

Wednesday 10th PRE CLUB NIGHT DINNER

Wednesday 10th CCVC AGM NAENAE BOWLING CLUB

5 Vogel Street, Lower Hutt

Wednesday 10th CCVC CLUB NIGHT NAENAE BOWLING CLUB

5 Vogel Street, Lower Hutt

All Welcome

Ralph Dobson

Saturday 13th FAMILY SHINY

AKATAWARAS

Monthly Trip - All Welcome

Saturday 27th 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.cvc.org.nz or our

Facebook page www.facebook.com/wellingtoncvc/

www.facebook.com/groups/2341019559499870/

MAY 2023 TRIPS & EVENTS

Saturday 10th FAMILY SHINY

AKATAWARAS

Monthly Trip - All Welcome

Wednesday 14th Club Night

All Welcome

Saturday 17th Planting

South Coast Planting

Sunday 25th 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 leader about how to be one,



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).

UPCOMING NATIONAL EVENTS

14th May - SUZUKI EXTREME 4x4 CHALLENGE

Held at 2278 SH3 Turakina it will feature the top 10 drivers from the 2022/2023 National 4x4 Trials season.

Adults \$20, Family \$60. Hot food & refreshments will be available. See the [Suzuki Extreme 4x4 Challenge\(link is external\)](#) Facebook page for more info.

20th MAY - OFF ROAD RACING NATIONAL CHAMPIONSHIP: round 2

Hosted by Nelson Club, Spooners Forest, Nelson www.oranz.co.nz

27th MAY - GIVE IT A GO 4WD ENDURO

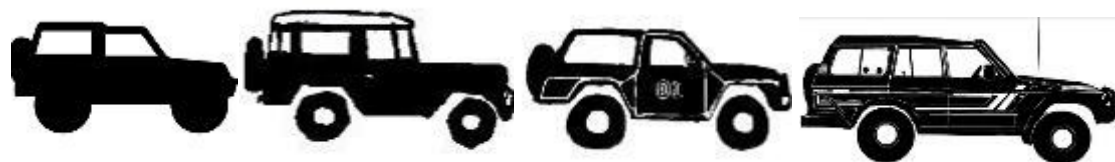
Hosted by 4x4 Events and held at Alford Forest, Methven. Club trucks/Basic trailer trucks for beginners and those who want to have a go. \$50 per truck for NZ4WDA member, \$55 per truck for non-NZ4WDA member.

Great fun day out with like-minded people. BBQ on site. Camping available on site. Showers & Toilets. Everyone welcome. Gates on at 9am, Vehicle checks 9.30, Briefing at 10 with racing starting at 11am. Safety requirements; include Helmets, Seatbelts, Winch, Mud Tyres, Ground Anchor, 2 people per truck.

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For more details and registration visit <https://4x4events.co.nz/index.php/give-it-a-go-enduro/>

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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

Dave Bowler

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!



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	Ralph Dobson
Vice President	John Parfitt
Treasurer	Nic Stark
Club Captain	Duncan Grocott
Secretary	Shaun Ross

GENERAL COMMITTEE

Competition Officer	Ralph Dobson
Driver Training Officer	Shaun Ross
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 Nic Stark
Sponsor Liaison Officer	Penne Durdle
Committee	Megan Koornneef David Sole Frank Allen Dave DeMartin Dudley Harris Luke Crossley

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.

We are also planning on using this page to live stream club nights.

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:

Andrew Mills

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. The AGM is coming up. If you think you would like to have a role in the committee or know someone perfect for the job fill in a nomination form (link below) and send it through to secretary@ccvc.org.nz

[Copy of CLUB OFFICER NOMINATION FORM - Landscape 2 \(wildapricot.org\)](http://wildapricot.org)



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.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 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
(027 2235705)

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

