



VEHICLE CLUB Wellington

Cross Country Chronicle

March 2024



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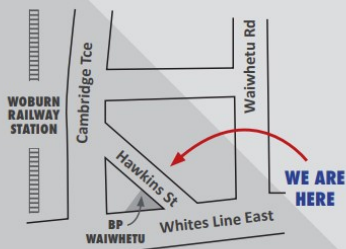


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THE PRESIDENTS PIECE

I hope everyone is managing to keep clear of Covid which seems to be doing the rounds with a nasty strain that took out Luke last month. He was supposed to speak at the February club night about sharing the tracks with other users. Come along this month to hear his talk.

I also was knocked sideways with covid and still facing the after effects. I did manage to get out on the beach clean up at Terawhiti Station. Its good to see how little rubbish is there compared to when I first went 8 years ago. No plastic straws this time just lots of fishing related items and bits of plastic. Plus the remnants of either a plastic dingy or a water tank and the odd single shoe. Its always good to see the amount of club members that turn out at these kind of events.

We are still getting some great trip reports from Ralph on his South Island Adventures with Georgie. He has now been joined by John V and Karen. They are getting to see some amazing sights, I must admit I'm a bit jealous.

Ian Hutchins has managed to purchase some second hand radios on behalf of the club. They are now available through the club online shop. If you are after a radio get in quick as there is a limited supply.

We are still running several trips a week and have 2 away trips on the calendar. As a club we are really lucky to have a great range of trips available. Thanks to all the trip leaders for running and organising the trips.

Miss Muddy Penne
CCVC President



Putting safety first - Kane, Jacqui, & Antony Hargreaves

WHY EPUNI MOTORS?

- ✓ Safety first (for you and us)
- ✓ We respect your vehicle and your property
- ✓ We can customise servicing to meet your needs
- ✓ We're honest and up-front in everything we do
- ✓ Excellence in repair and servicing
- ✓ We have specialist equipment for servicing all makes and models



ORONGORONGO FAMILY SHINY - 25 February 2024

The day started with a lower turnout than usual, only 14 trucks, including four Pajeros, a couple of assorted utes, a BMW X5 (more on that later) and two Jeep Grand Cherokees – mine and a more hardcore WJ with bull bar and suspension upgrades. Quite a few visitors, some of them trying out the club for the first time.



After a driver safety briefing, we were on the track, up the hill and at the airfield enjoying the views of Wellington. It was a sunny morning, a bit of wind around with a slight chill in the wind over the top of the hill. No sign of the forecast rain and stormy weather, it was a beautiful sunny day.

Two features stood out on this trip:
wildlife and dry ground.

Firstly the wildlife. Heading up the hill to the top stop we saw several sheep crossing and running down the track, at one point I could have had a decent Sunday roast if I'd been willing to suffer a bit of panel damage. Later, someone mentioned two deer (they weren't talking the price of Toyotas), a fat piglet crossed the track in front of me, a nanny and kid were startled in the bush at the top of the hills, and of course the Kaimanawa horses were beside the track both ways on the farm. Secondly the dry ground. It's only the second time I've seen the mud ruts near Turakirae head with NO mud, just dusty ruts. Despite the rain the night before the ground was dry and I think we were lucky if we ran through three small puddles the whole trip. The Jeep was almost as shiny at the end as when I started. Even the Land Rover trap (sorry Hamish I couldn't resist) was bone dry. With the dry track we made it across the Koutumu shingle fan, with no road construction required, and onto the Mukamukaiti stream (aka 'play area') for the lunch stop and the hill climbs. Phil walked the Toyota up the hill and made it look easy, but there were still few takers to try them out. A Toyota flat bed had a go, and then the BMW X5 wanted to try. He had a few attempts, with the back-out getting some serious airtime under the front wheels. It looked pretty spectacular, but we soon learned that he paid the price with a bent rear upper control arm.

We waited for them to try to fix it but it was taking a while and the waiting throng at the top of the 'play area' was getting restless. Phil and Frank decided to lead the rest of the group further North to the firefighter memorial while the X5 and friends stayed back to try to get the control arm off and operational again. Lots of clanging, no swearing (there were children present), lots of sweat and a bit of blood later and the control arm was off. It was fixed with an axe and a rock – 4WD enthusiasts are often a resourceful bunch! Once it was back into something resembling the factory shape, it was refitted, the wheel went back on and we were able to rejoin the main group at the heavy gate.

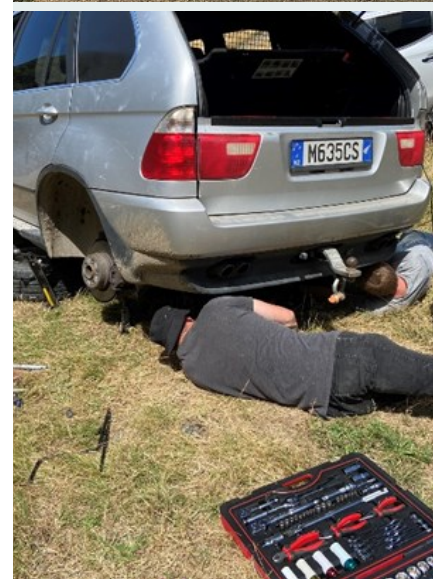
An uneventful run back to the home paddock for airing up and return of radios,, with the X5 making it back unaided, albeit with an odd-looking camber on the rear wheel. Perhaps our metal work with the axe wasn't as precise as factory specs after all. Once again, a well-led trip by Phil and Frank (the 'captains' as one of the kids on the trip called them). Everyone had smiles at the end of the day, and lots of paperwork activity at the end shows a healthy interest in people becoming new members.



Orongorongo valley, looking moody as always



Another non-Toyota increasing to the diversity of club trips.



RANDOM ROADERS—KAIWARA RD & RANDOM SPUR RD

We are still based on Ngawiro Farm in North Canterbury and really enjoying the experience. Farmer Frank even had faith in my abilities and after some basic instruction I was let loose in the big John Deere cutting the hay. Guys and big rigs always go together and I smiled for 12 acres of mowing in ever decreasing circles.

In the afternoon Georgie and I decided we needed to see the coast so we headed down the road to the Kaiwara Road which joins Culverden and Cheviot crossing the Lowry Peaks Range. This is an unmaintained road which is in reasonable repair with a couple of fords and some water ruts on some corners. No problem for the Pajero in the dry, yet again a road that would be a lot more challenging after some wet weather. The road winds through farmland with the middle stretch in the worst repair, we saw no other vehicles over the hour or so it takes to drive. Easy drive and I towed my camper through here a few years back so no problems as long as it has been dry.

Left when exiting the Kaiwara we headed to Random Spur Road for the next challenge. This road works its way over Mt Catherine and takes you to Cheviot. We hadn't been on this road and hadn't done any study (youtube is great for getting an understanding of what to expect) so was a little unprepared, this was to prove our undoing. Through the first gate that indicated an unmaintained road, just the sort of sign we like to see. On to the next gate via a gravel road that indicated we were in the wrong place as it said private property, no entry. We then noted a grass track to the right and a gate with Random Spur Road painted on a rough sign, this track had no signs of anyone being on it with long grass covering the surface. Once through the gate it was obvious it had been driven but not recently. The ruts showed it was last driven in the wet with most ruts covered in thick, lush grass. It turns out this track is 12km long and opens up a heap on the tops but with no reconnaissance I didn't know that. I'm guessing some in the club may have tackled this track in the past and wonder what the problem was, as an ex-boy scout, I just unprepared.

Anyway we started off with little problems, the ruts were deep and showed signs of large tyres at work so straddling the ruts was the answer, no issue in the dry. We rounded a corner that looked like any other although a huge old man pine was growing on the left hand side. We either hooked a log or more likely a huge branch dropped as we negotiated the tight corner and BANG, the passenger side of the truck was rocked with the mirror folding in and the dull thud of metal being squashed. You can imagine the noise and the driver was none too happy, on inspection I found a ding in the A pillar, dent in the front guard and bonnet. Great this just adds to the Polo Hill paint job enhancements.

We carried on until I found a place to turn around, I'd been injured and wasn't keen to see what would happen next. Having now done a bit of youtube study I'm keen to have another go as we were probably close to the top where the track opens up, there will be a next time. We carried on to Gore Bay and checked out the sea enjoying an ice cream in mid 20's heat. We took the tar seal back to the farm and were back in time for yet another farm kill roast with chops so delicious you can only imagine.

Our next adventure was the Mid Canterbury off road park, up the Mt Hut ski road and a drive to Mt Sunday, tune in for this story soon.

Random Roaders – K182



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



[4x4 – Hobbygear.co.nz](#)



RANDOM ROADERS - MID CANTERBURY 4x4 PARK & CAMP

After welcoming in the New Year it was time to hit the road with our 9m Jayco caravan sporting its new WOF. A few nights in Kaiapoi and then on to a friend's place in Ashburton, it's great to have the time to have a good look around having passed through these places on many occasions but never stopping.

A drive out to the fishing huts at Hakatere had us spot a sign for the Mid Canterbury 4x4 Park, never knew it existed. The park borders the Ashburton River although I don't think it extends quite to the river. ECAN (Environment Canterbury) have made this land available for 4x4's, great idea leaving no excuses for anyone who would otherwise rip up parks and river banks. We climbed over the "tank trap" designed to keep cars out and had a short drive around some tracks. This area has, what look to be bottomless bogs as it was very dry when we were there but still some ugly and sloppy mud holes to play in. Not a bad place for a bit of fun with the Jeep but not the now not so shiney Mitsi, maybe another day.

Methven was our next stop and with a clear day promised we headed up the Mt Hut ski field road. This was another in a series of access roads I wanted to drive while down South, we have done the Remarkables, Treble Cone, Ohau and Coronet Peak so far. Mt Hut is not exactly a 4x4 track but a steep climb up with amazing views over the Canterbury plains.

Next day we had arranged to drive into Lake Heron and on through the Lake Heron Station to the Rakaia River and out via Glen Falloch Station, a trip we had wanted to do for some time. First we drove past the turn off and on to Lake Clearwater with a side 4x4 drive around Lake Emma. The wind was very strong in the valley and we could see dust being whipped up in the Rangitata River bed. On to Mt Sunday which featured in Lord Of Rings (Edoras) so I'm told, here we are in a pretty remote part of NZ and four buses turn up full of keen followers of Tolkin's tails. Turned out there was a cruise ship in Timaru, anyway far too many people for us so drove on to Erewhon Station and then we back tracked to the Lake Heron turn-off. The wind was really blowing now so we decided to do this trip at a later date as getting rock blasted was not my idea of fun.

Next time our travels head to the east coast as wet weather hits the South Island, we check out a new military museum, pick up a couple of new members to the nomad life style and things get sketchy driving Easons Road near Moeraki.

Ralph Dobson – K182



RALLYWOODS the waterfalls trip (aka diff dinger)

Max and I had looked at this track a few weeks earlier whilst mapping out some tracks that would make good scratchy 4x4 tracks in Rallywoods. It looked like a great track until we came across the 2 waterfalls. It was a wet day and we decided to come back another day when we had some time and have a crack on a hard yakka trip.

So that day came and my son Stu and I met Max and Luke at Bulls run rd on a nice sunny morning. After a couple of small side tracks we arrived at the airstrip where Darren (with the mighty Bush Pig) and Pete and Shaun from the Palmy club were unloading. Just 5 of us, 4 Nissans and Luke carrying the banner for the Toyota drivers. After a short warm up side track we headed down Falk hill into Diff Dinger.

Pete and Darren had driven this track before but for Max, Luke and I, it was the first time. Max was first up and attacked it. He got the front up the first step but the back refused to climb. Hooked up on the winch and Max was through both the first and second waterfall.

Pete was next. Now Pete has a tendency for "if in doubt, power out" type of approach so we all had our cameras at the ready. He didn't disappoint. Slowly crept into position for the first step and crawled the front up, a bit of gas and bouncing and he was up and lined up for the second. This ones nastier. The line is climb hard left to allow room for your front to slide right before you hit rocks on the other side as your rear wheels come up. Pete was spot on then launched. Lots of bangs, front slid right, rear climbed, TD42 chuffed smoke and he bounced his way up. Was pretty awesome to watch. It's amazing what you can drive.

But now it was our turn. As I climbed the first waterfall I was surprised how much grip there was. A jab on the gas and Rosie bounced up the first waterfall without too much complaining. Gotta say I was a bit amazed. Second one I approached all wrong and nosed straight into the rock so winched my self up. (In hindsight I should have realigned and had another go! Next time!)

Luke was next. Made easy work of the first step and got his front well up on the second for an easy winch to get his back up. And finally Darren who pretty much seemed to walk up both waterfalls. Watching the video back there is a line that gets you through. You just gotta be on it!

After the waterfalls we turned left out of the creek. It's a steep slippery rocky climb about 50 meters surrounded by bush with a steep drop on the left but also with a deep rut on the left to keep you safe. It was deceptively slippery and Max scrambled the first half and winched the second. Pete attacked the right line sliding down into the left rut and after a couple of goes winched the rest. We were next. It looked drive able so I lined Rosie up at the bottom with a complex plan of attack. I'd stick the left wheels in the rut, press down hard with my right foot and see what happens. Both lockers engaged, second gear locked in, revs up to about 2k the right foot was pressed and I hung on. First third she ate it up, then the slippery rocks and she started scrambling for traction wiggling around in the rut but clawing forward when suddenly there was right side traction and she jagged hard right, Jumped off the gas, pulled the wheel left, back on the gas and she slewed back that way heading for the trees, off the gas again, more grip coming, straightened her up and back on the gas and I was up! Go figure! Super good fun!

Luke was behind me and by the time I'd parked Rosie and headed down to watch him I could hear the little 3.8 petrol on song whining its way up the track. He popped out of the shrubbery after a similar slippery experience to me. But he'd driven it as well. Next was the bush pig and with a lot of smoke and noise as normal she lurched her way up to the top. A really good fun track!

Then it was down back into the creek and unfortunately a sharp rock found the sidewall of my tire and cut a 50mm hole in it. Changed that in the creek and we headed to the hut for lunch.

After lunch it was play time. We each chose our poison between Wong Way and Highway to Hell. Luke and Darren took on Wong Way and made it up the entrance with Luke providing an impressive wheel lift on full noise. From there on it was deep ruts and a lot of winching after some big wheeled trucks have been through these tracks. We took on Highway to hell. An easier entrance but a big step half way up which stopped us in our tracks and we winched the rest.



RALLYWOODS - Continued

After getting out of the mud and ruts we all went down the easy side of Wacko to the bog at the bottom and drove up the steep side. That was fun. Its surprisingly drive able even though I think only Darren managed to drive the steep clay step going up. The rest is slippery, and rutted but you can claw your way up with a bit of right foot.

We also did the look out track. Max and I stopped at the top and Darren, Pete and Luke drove to the bottom turn-around and back up the rocky climb.

Finally we drove past the dohnut bogs (with Max and Darren both having a play and getting stuck) down a bushy track with a bog at the bottom. Now 3 weeks ago Luke and I drove this bog. Not this time. It was well rutted out. On 35's we diffed out with 2 inches under our front tires so we all winched out of the bog and drove a few other really great fun tracks. Time had crept by and it was near 5 when we got back to the hut to load up and leave. It was a really good day. Only damage was our puncture, but otherwise everyone had a pretty good day out on some challenging tracks with a fair amount of winching required.

Thanks Max. Was awesome fun trip.

CLUB CLOTHING

Mike Oliver is now in charge of club clothing. There will be samples available to vie on club night. Watch this space for new items.

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.

There is also an option to pick up the goods at (say) club night however, the clubs preference is to have them forwarded directly to you.

Payment for Goods.

Payment for the goods is currently set for "online only" allowing you to use your credit card (or Paypal account) and the funds will be automatically credited to the Clubs Paypal account.

Other payment methods are not currently available through the website however, if you need to make payment using another method, please discuss the issue with the Store Manager Mike Oliver



RANDOM ROADERS - EASONS RD & COUPLE OF MUSEUMS

As planned we met up with John and Karen Vruink who picked up their new Jayco Journey Out-back caravan in mid-January from Jayco in Christchurch. Ordered nearly 2 years previously they were keen to get on the road, Geraldine was within two hours of Chch so by mid afternoon of the 16th we were settled in.

The plan was to move on to Tekepo and tackle the McCauley River up to the hut and stay a night or two. The weather was not playing ball with warnings on the West Coast and plenty of rain in the high country which was likely to make the river run dirty and deep. Time to fill, Geraldine has four car/truck/military type museums so while the weather gods decided which they were going John and I started with the new Military Museum located in the main street. Well worth the visit with some very rare vehicles on display including a Willys M38 (looks like a Jeep CJ4) and a 1937 Morris 6x4 gun tractor, one of only three left in the world. The annoying car alarm that kept on going off turned out to be my truck, don't lock the doors with the dog inside as it just causes a nuisance. We then filled in another three or four hours at the Roger Mahan Heritage Centre which has a huge display of CAT earth moving machinery, vintage cars and a NZ built tank (one of eight built) that was hardly going to slow the Japanese advance.

With no sign of a break in the weather we instead headed to the coast and ended up in Oamaru before driving on to Hampton and the Moeaki Boulders, which I'm pretty sure have sunk into the sand since we visited about a decade ago.

As a side trip we did the Easons to Duncan Road loop which climbs high into the coastal hills giving great views across the bay. We climbed up a standard gravel road which soon had grass growing up the middle strip, then on through a couple of gates where the track starts to show signs of winter damage. We came to a long, steep clay section which looked very rutted, mainly by running water. Into low range and off we went. The track just got worse and worse and pretty soon all the driving aid lights were lighting up the dash board. At one stage we lifted both front wheels (not at the same time) well into the air as Georgie hung on. The ruts were Suzuki swallows and it would not be my choice to have to back down, we avoided the deepest ruts and bounced our way to the top. John followed in the Nissan following a similar line but with his sway bars disconnected didn't have the spectacular wheel lifts. The rest of the track crossed farm paddocks and small streams and then meets up with Duncan Road which ran through a pine forest prior to them cutting them all down. We had previously driven this road and it was wet and boggy but with the canopy gone was now an easy drive down the hill.

Next time Karen breaks her leg, we drive Ram Rock Road, check out Macraes Gold Mine and take on the Mt Buster Road in reverse.

Ralph Dobson – K182



TRIP CATEGORIES - Continued

Below are the categories as they will be going forward. Note: Regarding attendee requirements if you have been doing Shiny 4x4 trips under the old rating then you are able to attend Scratchy 4x4 class trips.

The Trip Categories are now:

Touring Class (Scenic/social/touring)

Novice drivers, with little or no four wheel driving experience being needed.
Easy driving on sealed and unsealed roads, no rough tracks but vehicles should have reasonable ground clearance.
Vehicles must be AWD or 4WD
Can have road or all terrain tyres.
No equipment or vehicle modifications required.
No damage expected.

Family Shiny (4WD introduction)

Novice drivers, with little or no four wheel driving experience being needed.
Farm/Forestry tracks with some medium ascents/descents, sand driving etc.
Vehicles must be a 4WD (not car, van or station wagon) with a low ratio gearbox and be suitable for "off road" driving.
Road or all terrain tyres (unless specified otherwise by the Trip Leader for that particular trip).
No equipment or vehicle modifications required.
Possibility of light scratches.

For all the following levels the below applies:

CCVC Members must have completed the CCVC training and all vehicles must have a current CCVC inspection sticker.

If not a CCVC member, must be a member of another recognised NZFWDA affiliated club.

Must meet any specific vehicle requirements and be judged as being capable to participate in the level of the trip by the trip leader whose decision in this regard is final and non-contestable.

4. If planning to bring a vehicle that is not road legal you must discuss this with the trip leader to ensure there will not be any "legal" roads on the trip.

FOR SALE: TAIT 2000 Model II Radio



The club has managed to secure a limited supply of second hand radios. They are available through the clubs online store for a cost of \$100.00 they usually retail for \$200.00.

We recommend that all club members have a inbuilt car radio as they get better coverage than the handheld versions. Radios are important during trips to convey messages down the line and give warning of upcoming hazards or let the trip leader know of incidents further down the line.

This is a great opportunity to upgrade your radio. As there are a limited supply it is a case of first in first served.



UPCOMING NATIONAL EVENTS

Saturday 13th April - NZFWDA National 4x4 Trial - Round 6 and Final day

Hosted by Mt Egmont 4WD Club at Mt Egmont.

Round 6 and final of the 4x4 National Trial 2023/2024 season.

Fun day out for the whole family watching extreme 4x4 competition vehicles go head to head.

For more details visit

nz4x4trials.co.nz/calendar-and-results/

Saturday 20th - Sunday 21st April 4x4 Outdoor Expo

Kumeu Showgrounds, Auckland. 4x4 vendors, Show & Shine, Camping, Swap meet. Details

www.4x4outdoorexpo.co.nz email info@4x4outdoorexpo.co.nz (link sends e-mail) Phone 021 268 2070.

Sunday 28th April - Suzuki Extreme 4x4 Challenge

Held at 2278 SH3 Turakina it will feature the top 10 drivers from the 2023/2024 National 4x4 Trials season. Starts 9.00am.

www.cowpertrucks.co.nz (link is external) Facebook page for more info.

TRIP CATEGORIES - Continued

Standard 4x4 (First level "Member Only" trip).

Drivers with some 4 wheel driving experience.

Off road tracks, some steeper terrain, rutted tracks and deeper mud.

Aggressive "All Terrain" or "Mud" tyres required with differential breathers and snorkels recommended as is some protection such as bull bar, steel side steps and underbody protection. recom-

Winches are not necessary on all vehicles but this will be at the Trip Leaders discretion depending on weather and track conditions.

Some scratching is likely as is a chance of minor damage.

Scratchy 4x4 (2nd level tougher "Member Only" Trip)

Drivers must have participated in at least two (2) "Standard 4x4 trips and have moderate to sound 4 wheel driving experience.

Steeper terrain with slippery driving conditions, very rutted tracks, close obstacles to manoeuvre around and deep mud.

Recovery is likely to be required.

Vehicles should have higher ground clearance, extended differential and transmission breathers, snorkel, bull bar, steel side steps with underbody protection. Lockers or Traction Control and winch are recommended.

Larger and /or more aggressive tyres may be required.

The Trip Leader will list any specific requirements in the description of the trip.

Scratching and some vehicle damage possible.

Club 4x4 (Designed for "Tougher" trucks")

Drivers must have participated in at least two (2) "Scratchy 4x4" trips and are confident and experienced in all aspects of 4 wheel driving.

Rough tracks, muddy, steep and slippery terrain, rocks, deep water.

Winch recovery is likely.

Vehicles will need higher ground clearance, extended differential and transmission breathers, snorkel, bull bar, steel side steps with underbody protection, lockers and winch.

Larger and /or more aggressive tyres than used in previous categories will be required.

The Trip Leader will list any specific requirements in the description of the trip.

Vehicle damage is probable.

Hard Yakka (The most difficult trip category)

Drivers must have participated in at least two (2) "Club 4x4" trips and be very experienced drivers able to handle self recovery and the harshest of conditions where anything may arise.

Very steep, deeply rutted tracks, bottomless mud bogs and rock hopping will be encountered.

Heavily modified vehicle which will usually need 35" or larger aggressive mud terrain or Symex style tyres, lockers, winch, full bar work and roll protection.

The Trip Leader will list any specific requirements in the description of the trip.

Vehicle damage is likely.



MARCH 2024 TRIPS & EVENTS:

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

Wednesday 13th CCVC CLUB NIGHT

NAENAE BOWLING CLUB
5 Vogel Street, Lower Hutt

All Welcome
Penne Durdle

Saturday 16th STANDARD 4x4

AKATAWARAS with John P

Sunday 17th TRAINING

BASIC WINCH TRAINING - Members Only

Sunday 17th STANDARD 4x4

SUTHERLANDS TRACK - With MAX

Sunday 23rd FAMILY SHINY

ORONGORONGOs
Monthly Trip - All welcome

Sunday 23rd

TRANSMISSION GULLY LOOKOUT

Thursday 28th SCRATCHY 4x4 AWAY TRIP

EASTER AT OTAPAWA

APRIL 2024 TRIPS & EVENTS

Saturday 6th SCRATCHY 4x4

RALLYWOODS with Max

Tuesday 9th - 12th COMMUNITY

AKAS - CYLCLE TOUR

Wednesday 10th CCVC CLUB NIGHT

NAENAE BOWLING CLUB
5 Vogel Street, Lower Hutt

All Welcome

Saturday 13th - 28th SCRATCHY 4x4

SOUTH ISLAND AWAY TRIP

Sunday 14th FAMILY SHINY

AKATAWARAS
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

For more events refer to our

Website www.cvc.org.nz or our

Facebook page www.facebook.com/wellingtoncvc

www.facebook.com/group/wellingtoncvcmembers



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	
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:

Craig Hunter

Dimitri Lu

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

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!



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.**

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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:

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 Vicki

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 or use the CCVC google drive.

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. Or upload to the CCVC google drive.

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



