



VEHICLE CLUB
Wellington

Cross Country Chronicle July 2016



The Official Magazine of

The Cross Country Vehicle Club (Wellington) Inc

PO Box 38-762, Te Puni 5045, Wellington

www.facebook.com/wellingtonccvc/

The club meets at 7:30pm on the 2nd Wednesday of each month at the
Petone Working Men's Club

www.ccvc.org.nz

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WHEN HELP IS NEEDED

Should any members fail to return from any outing, four wheel drive or otherwise, whether as a club member or as a private individual, the following person/s should be contacted in the first instance:

Anthony Reid 973 8262 or 027 273 6579 or 021 061 1831

Morris Jury 566 6197 or 021 629 600

Table of Contents

Cover	WOF inspection at firewood Loop?
P. 3	Help, Index, Safety Inspectors
P. 4	Upcoming National Events
P. 5	Trip Report: Bogs in the Bush
P. 10	Trip Report: Barrys Saturday Revenge
P. 17	Club Roll of Honour
P. 18	Trip Categories
P. 19	Club Trips - May, June & July

Vehicle Inspectors

Dayal Landy

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

Antony Hargreaves

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

Dave Bowler

Pete Beckett

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

Grant Guy

G Guy Motors
61-63 Thorndon Quay, Wellington
Ph. 04 472 2020

Carl Furniss

Wellington 4WD Specialists
3 Downer Street, Lower Hutt
Ph. 04 976 5325

Shane & Carl

Mendoza Mechanical
34 Goodshed Road, Upper Hutt
Ph. 04 527 7274



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, technical items, "How-to's", etc to be in the hands of the editor by the end of each calendar month.

Please email to newsletter@ccvc.org.nz or post to 34a Hine Rd, Wainuiomata or fax to 04 914 8366.

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.

Upcoming National Events

Jul 16: NZ Offroad Racing NZ Enduro Championships

The Nelson Off-Road Racing Club is hosting the National Offroad Racing NZ Enduro Championship. This event is a 500km Enduro in Nelson Forestry, track venue to be advised. Visit <http://www.oranz.co.nz/> for details.

Jul 16-17: CRC Speedshow

Greenland Auckland. The 10th edition of CRC Speedshow takes place over the weekend 16th and 17th of July 2016. It will be a spectacular celebration showcasing the finest, fastest and coolest new and classic cars

Jul 30-31: Offlimits 4WD Ice Buster

To be held at the Waiouru army training grounds. Subject to final Army approval. Ice Buster is a new and unique 4WD event. Unique because it's held under the biggest North Island Mountain in the middle of Winter. A Four wheel drive event that celebrates the diverse climate of the central plateau in true winter style. Saturday and Sunday are guided Safari days where we explore the features and some of the history of the 163,000 acres of the Waiouru military Training area. This Safari is deliberately placed in mid-winter to give you a chance to drive in real winter conditions. It is also placed at a time when there are few other events or distractions. An important notice; Because it is winter "Ice Buster" is only open to trucks that are equipped for winter conditions. This event is not suitable for "Shinies." Ice Buster will only be open to a maximum of 30 vehicles of two groups/convoys of 15. Early registration is essential. To register please go to www.offlimits.co.nz/event/ice-buster/, as with other events your 2 day entry fee includes accommodation in the Barracks at Waiouru and all meals during your stay.

Aug 6: NZ Offroad Racing South Island Championship

ENDURO – Waimakariri Regional River Park (encompassing the CORC club track) . Visit <http://www.oranz.co.nz/> for details.

Aug 12-13: Mainland Winch Challenge - Round Three

Blenheim, event is at Mt Riley Farm. Friday night stages, Saturday day stages. For more information email Vicky at mainlandwinching@gmail.com

Aug 14: Mainland Winch Challenge - Round Four

Nelson, event is in Richmond. Sunday 10 day stages. For more information email Vicky at mainlandwinching@gmail.com

Aug 12-14: Mainland Winch Challenge - NZ1

Top of the South, Round 3 and 4 together becomes NZ1. For more information email Vicky at mainlandwinching@gmail.com

Sept 16: Mainland Winch Challenge - Round Five

Timaru, venue to be confirmed. Friday night stages, Saturday day stages. For more information email Vicky at mainlandwinching@gmail.com

Oct 1-2: Waipaoa School annual school bus fundraiser

Waipaoa School off Gisborne Opotiki Road (gizzy end) is having their annual school bus fundraiser on weekend of 1/2 October. If you are interested you can email as per below. Good camping and other facilities topped off by great catering... Those interested can obtain the necessary forms from: Helen Rust, tel 06-8621594 or email helenrust1@gmail.com

Oct 14: Mainland Winch Challenge - Round Six

Dunedin, event held at Ceder Creek site. Friday night stages, Saturday day stages. AGM before event starts. For more information email Vicky at mainlandwinching@gmail.com

Oct 21-24: Off Road Racing Championship

Final to be held at Twizel. Short Course and Enduro. www.oranz.co.nz

Oct 22 Novawin - Battle of the Palace 2016

Norwest OHV Club Inc is once again hosting the 'Battle of the Palace' Teams Event at Possum Palace over Labour weekend. This event requires trucks to work together in Teams of three to complete all the challeng-

Some details in this column appear courtesy of Cathy Parker, publisher of the New Zealand 4WD and Sportvehicles magazine. Potential participants should contact the event organiser; CCVC cannot take responsibility for any changes or inadvertent inaccuracies.

BOGS IN THE BUSH

Let me state from the outset that I hold no one but myself responsible for what happened on our Sunday drive into the Akatarawa Forest, I know in the past trip leaders have copped a bit of flack when a trip turns out to be a little different than the participant anticipated.

I have been riding and driving in the Akatarawa Forest for the last 35 years and have yet to cover off all the tracks in this amazing play ground on our back door. The names of the tracks now sound familiar, such as "Winch every inch", "The Ruts", "Slippery Forest" and "The Twenty Four Hour". These tracks give you some idea of what to expect when you venture down the track so it was a bit of a surprise for me what we found on the "Firewood Loop". I'm almost thinking you could drag the trailer in for a bit of a wood chopping (and yes there are plenty of large fallen tress which I guess would count as firewood) but the name doesn't really do this track justice.

We met at the Haywards turn off on a fine Sunday morning after an exciting evening of test Rugby. The trip was limited to a small number of trucks (should have been a warning) with Charles in the Pajero leading the way, Neil in the V8 Landrover, Damon in the well set up Pajero, Noel in the trusty Nissan, Ross in the rebuilt Cruiser and me in the Wangler. A quick trip across the forest, which we noted was reasonably slippery in places with the river running higher than usual, had us at the start of the Firewood Loop about 10.30am. Now I realise this is not the track I thought we were driving, oh well to late.

Charles lead the way, I was in behind Noel and when he needed the winch out and I could still see him just up the track I could see this was going to be different. The track was so slippery no one was keen to walk up to assist but soon with Charles' help Noel was underway and it was our turn. The Wangler spun its way up the track and we soon caught up with the others before the first bog. It was now I learnt the track is pretty much un-driveable and our winches were going to get a work-out. So we drop into the bog with lockers in and foot flat on the right peddle, did reasonably well but out with the winch and a slow pull up to the flat area about 15 metres up the track. No one drove the first bog so no shame so far.



(Continued on page 6)



We then drive about 200 metres before the next bog, this one had ruts leading straight into the deep watery hole, in dropped Noel and again out came the winch cable. This bog needed the cable to be moved a couple of times before you were being dragged up the other side. There was a less muddy flat area to the right so we had a go at that. Slowly I edged down the slope, the left front wheel tried to move across towards the flat area but with the right rear now off the ground I got an uncomfortable feeling that she could go over. I've been in this position before so knew with a stab down on the accelerator I should be able to prevent a disastrous roll into the bog. It sort of went to plan but we didn't get too far before the winch was out, this time with a snatch block as it was going to be hard work pulling us up the exit bank. The dash lit up and the volt meter dropped out to zero, winch still working so worry about that when we get out. Once out we hear on the radio of problems ahead, Charles had done the front left ball joint in the next bog, happy days.

With no charging going on I left the engine running while we walked along the track to find Charles with the high lift out and a wheel on a strange angle. A call for M8 bolts went out and we all checked the tool kits. The main problem turned out to be the ripped off brake linings, this took some Kiwi ingenuity to fix so while we waited for the glue to set we had lunch, approx 500 meters into the track. This all took an hour or so and then it was Noels turn into the bog which included a tight corner, up into the next bog and then around the tree stump. Noel's winch gave up coming up the bank so Ross turned his truck around and the PTO was put into operation. With Noel through Ross repositioned for the Wrangler as driving this bog was again impossible. Pretty straight forward until we got as far as the tree stump, bang I was dragged around it pivoting on the body work. It was so slippery we had no option but to keep going, oh well.

All through it was time to have another breather before setting off on the longest drive yet, down a super slippery set of ruts, glad we were going down as this would be a nightmare going the other way. We get to the split in the track that we planned to take so we missed the steep slide down to the main track as we thought we would probably need to winch down it to be safe.

Call came back that the tree across the track was massive so a no go. We had nearly made it with only a couple of 100 meters until gravel, feeling good as the battery was still alive and charging once we had checked the voltage with Neil's meter, must be a sensor problem but I'll keep the engine running just in case.

"Bad news guys" was the call on the radio. Three large trees down and no way round, we needed to back up the track and turn around and do all the bogs again, sh#t. Time was now against us and we needed to get a move on. The track back up to the bogs was not good as we winched for a while before Neil hooked up to me and planted boot. I have never seen so much mud hit a windscreen, I was driving blind being pulled up the track. At this time Neil noticed he was in three wheel drive so another casualty, we did get up to the top and I was left scrapping mud off the screen for 10 minutes. All up and into the corner bog, we decided it was safe enough to string three trucks together and strop out of the next couple of bogs which really worked well and was faster than using the winch.

The last bog was a killer, sitting in mud over the 33's until the winch got me up the bank with foul muddy water leaking in all the door seals. Up and out and down to the main track, we made it. Approx 5 hours to drive less than 5 km's, our co-drivers probably only sat in the trucks for about a kilometre in total. Off down to Long Crossing to regroup, driving along with very limited vision I wasn't looking at the gauges and then boom, the bonnet lifted up and we were stopped in a cloud of steam. On inspection the top tank of the radiator had split in a big way and dumped all the cooling fluid, more than a broken egg to fix this problem.



Ross so kindly towed the Wrangler out of the bush and all the way home, the guy is a legend. So out of the six trucks Charles with a broken ball joint and brakes, Neil with 3 wheel drive, Noel with a faulty winch, Damon with a full radiator and overheating badly, me with the stuffed radiator and Ross with a big smile.

At the time of writing the Wangler is a little cleaner but still not fixed so not sure how long until we are back on the road. One of those trips which are better on reflection than at the time I think, anyway we had a great day with great company all working together. Another track ticked off the list, I'll walk it next time.

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Common Workshop Tools: a Simple Guide

DRILL PRESS: A machine used for snatching the flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly painted project which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, "Oh sh---".

ELECTRIC HAND DRILL: Normally used for spinning pop rivets in their holes until you die of old age.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing job.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

BAND SAW: A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can, after you cut on the inside of the line instead of the outside edge.

TWO-TON ENGINE HOIST: A tool for testing the maximum tensile strength of everything you forgot to disconnect.

PHILLIPS SCREWDRIVER: Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip Phillips screw heads.

Pry Bar: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

BARRYS SATURDAY REVENGE

You plant 16 shrubs, and what do you get?
Someone says there's another tray yet!
So Barry don't call me for your next trip
I'm off to the physio to check my back!

Not quite how it went on the recent planting trip on the south coast. The morning after the Awards dinner is perhaps not the best time to schedule a morning planting trip, but there were 15 trucks lined up for the trip briefing at the south coast car park the next morning.

The weather was fine, and with a northerly wind promised it should have been calm and almost pleasant but ... the wind seemed to turn around and head to the shore creating large salt laden spray drifts as we ventured along the coast. The first planting spot was fairly close with most of the plants planned for the fly rock area.

As we headed along it was surprising the number of folk who were wandering along in pretty unpleasant conditions, wind blown spray, occasional sand blasts and precious little sunshine at that time of the morning.

The Council nursery staff on hand briefed us on where and how to plant the various species, the large grasses to the left, the shrubs closer to the cliff in between the grasses established on previous plantings, small grasses down in front of the logs and a spindly sort of plant next to the gorse where it would grow over and smother out the gorse. So if you managed to hear and hopefully understood at least one of the guidelines and we all grabbed plants and started. Each plant got a white magic bean to go in the hole first to give a slow release fertiliser as the "soil" for planting was more aptly described as sand and small gravel with little obvious nutrients.

And before you knew it the 300 or so plants were all planted and it was on to the next spot, the Ki-noull dune, to finish the planting.

The barbeque crew at Ross Perkins Bach started their tasks as the convoy headed past to Devils Gate. There were plenty of seals basking in both sun and shade. As there were plenty of planters for the 50 or so remaining plants, Orange Peel headed back to the car park to pick up some grandchildren (oops I should call them prospective members). After fitting a couple of car seats for the prospective members, it was back to Devils Gate to see the seals and catch the tail end of the returning convoy.

The barbeque was, as usual, about both talking and eating, and it was surprisingly sheltered at Ross's bach (especially inside!).

Soon it was time to go and driving back the years of planting were obvious with lots of the former rough tracked slopes having good covers of grasses. Some still areas remain to be revegetated, but there will be more trips in future years. Discussions with Council staff led to the possibility of a sign showing CCVC's involvement in this project to maybe offset the sometimes adverse view held by some of 4WD usage on the coast.

A good morning's work by the crew showed that with enough people, you can still be back home in time to give the truck a good wash in the afternoon and still get into town for a meal, drink and see the AB's beat Wales!

Well done Barry for organising the trip.

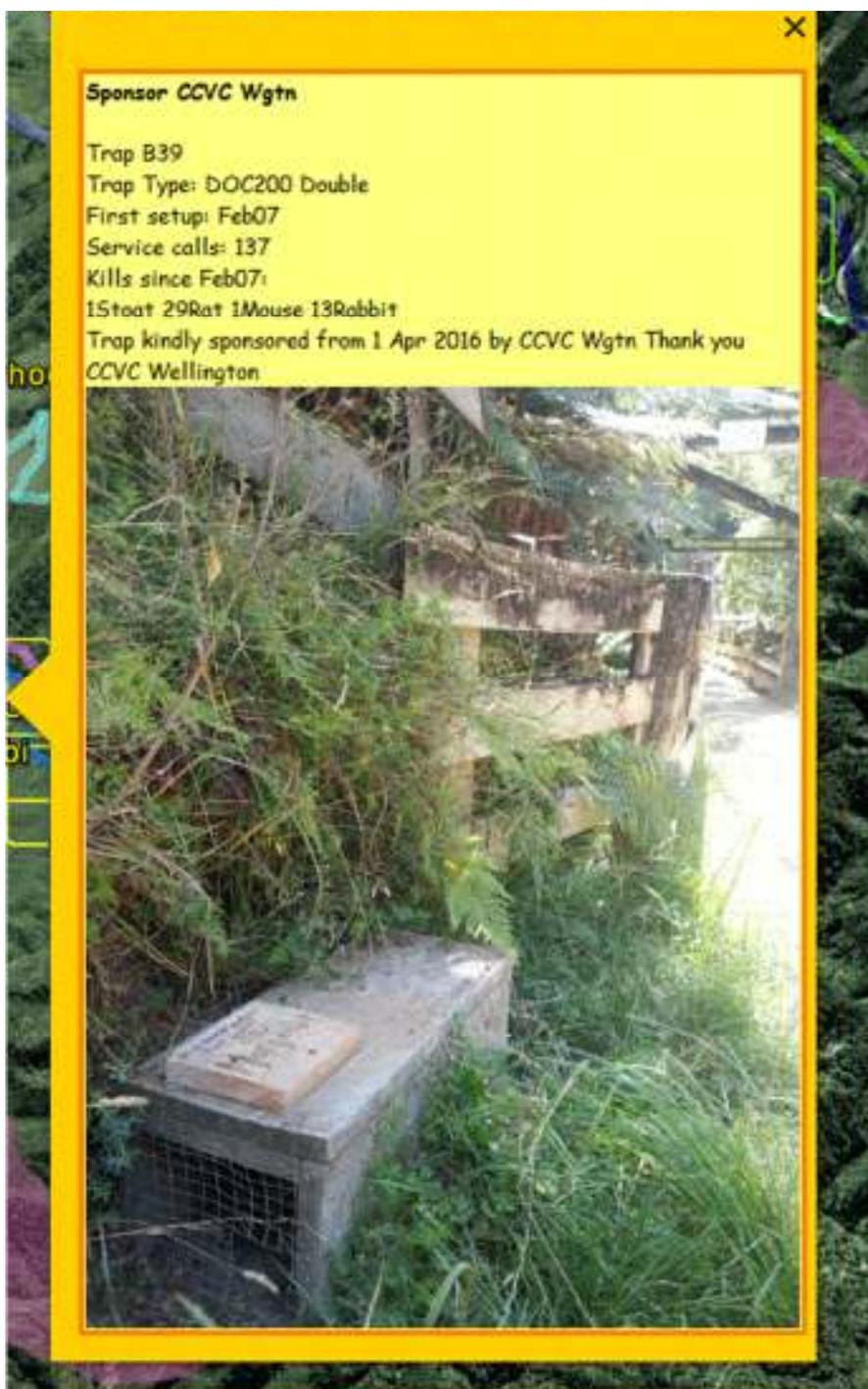


EDITORIAL

This month (and next!) we have a new Chronicle editor (Terry Hughes) as Alan is am off on another "Big OE" - this time Spain, Portugal, Budapest (Hungary), Bratislava (Slovakia), Krakow and Warsaw in Poland plus brief stops in Nice (France) and Zurich (Switzerland). He left at the end of June and will return in the middle of August, so hopefully will miss some of New Zealand's winter. Terry gets all emails addressed to newsletter@ccvc.org.nz so please continue to send trip reports, etc (in fact anything for the magazine!) to this address.



Remember late last year we mentioned sponsoring a predator trap on Blue Duck Station - well here it is!



MEMBERSHIP CARDS

Members should now have all received their membership card for the 2015/16 year. However a few members need to update their address recorded in the membership database so the card can be sent out.

Its easy, <http://ccvcwellington.wildapricot.org> and log in (use the lost password routine if you need to) and update your address details.

The NZ4WD Association has now also printed membership cards and these will be available to pick up at Club night.

CCVC Club Member's Photos and Videos

We are always keen to share club member's trip photos and videos at Club night.

Here are some simple guidelines to make it easy for everyone:

Pick your best 6 to 10 photos , resized to 1152 x 864 pixels (or use a lower resolution on your camera)

Email them with a brief description of event, location, date taken and any notes you would like included to Dave Kibblewhite

email address: verda@xtra.co.nz

OR

Put on a USB stick and contact Dave to arrange collection / dropoff

Always looking for 4WD related video clips, Powerpoint presentations, YouTube listings etc that can be shown on clubnight – we have the technology!

I need all material by 7.00pm on the Monday night prior to Club night to allow sufficient time to prepare the data show. If you have a "ready to show" USB stick with sequenced, correctly rotated photos and or video or Powerpoint presentation ready to show , these could be given to me on the night but please contact Dave prior to arrange.

Any questions please contact Dave

Contact details	Dave Kibblewhite 43 Tennyson Avenue, Avalon, Lower Hutt 021 765554 anytime 04 9398840 work 04 5770680 home (before 9.00pm)
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Google Map





You will all recognise the above logo, don't you? Well there has been a few changes to this business but it is still about and active in Downer Street, Lower Hutt. I am working on getting a new advert to include in the magazine but in the meantime we should still be patronising this and all the other club sponsors.

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.

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NEW YEAR'S EVE IN HISTORIC MACETOWN

2016 > 2017

Registration of interest

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at Cromwell





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Industries

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Every CCVC member taking insurance with Grant receives a free emergency kit
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Cross Country Vehicle Club

Roll of Honour

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

Member Information:

Bob Jeffery Steward 1982

George Bean Treasurer 1972, 73, 74, 84, 81, 82, 84, Steward 1976

Peter Boniface Not listed as a committee member

Ron Oliver Initial President in 1971 the President 1972, 73, 74

Vern Lill Committee 1974, 76, Steward 1975, Delegate 1977, 78, Vice President
1979, 80

Steve O'Callaghan New Members Officer 1999 till 2015

Ron Wadham Safety Officer 1997, 98, led many CCVC trips

CCVC Life Members

Tom Adams	Graham Barr	Leith Bean	Stuart Brown	Andy Cockroft
Owen Farghar	Mike Gall	John Hughes	Heather Jeffery	Ron Johnson
Steve Lacey	Colin Landy	Phil Lewton	Bruce Mulhare	Raynor Mulhare
Peter Osborne	Ross Perkins	Grant Purdie	Tony Street	



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Trip Categories

The following trip category definitions, plus any *additional* requirements specified on individual Trip Information Sheets, will be enforced, for safety reasons. Trip Leaders will turn away vehicles or drivers that do not comply. The vehicle and driver requirements given here are a summary of the full requirements listed on the club website. Please refer to www.cvc.org.nz for a definitive list of requirements.

For all Categories: All open or soft-top vehicles must have a roll bar or roll cage.

All Categories **other than Family 4X4** are for members only. Prospective members and visitors are welcome if they can demonstrate to the Trip Leader they are members of another club and have adequate experience.

Family 4X4:

Description: Family trip. These trips will be straightforward and will usually include some degree of guidance in driving techniques as necessary.

Drivers: Particularly suited to family outings and drivers new to off-road driving, this category is also open to anybody who enjoys this style of trip.

Members: Anybody is welcome, especially prospective new members.

Vehicles: An important objective is minimal challenge and minimal risk to vehicles. Club safety equipment is mandatory for club members; it is not mandatory for non-members although it is recommended for vehicles once their drivers have participated in one or two trips. All open or soft-top vehicles must have a roll bar or roll cage.

Shiny 4x4:

Description: More difficult family trips, for shiny wagons and drivers *with some experience* who want more challenge and don't mind minor bush marks etc on their vehicles.

Drivers: Must have some experience, particularly important are experience in stopping, failed hill climbs, steep descents and sidelings. Club members must have completed CCVC Driver Training and participated in at least 2 Family 4X4 trips after becoming a member.

Vehicles: Vehicles must have mud tyres, tow hooks and all the required equipment per the club's document "Vehicle Safety & Equipment Inspections". This applies to all vehicles on the trip.

Club 4x4:

Description: Challenging trips, for experienced drivers. There will be steep and challenging terrain, modestly deep water and mud, likelihood of bush marks.

Drivers: Must have experience beyond that required for Shiny 4x4 trips, including water crossings and vehicle recovery. Club members must have participated in at least 2 Shiny 4X4 trips.

Vehicles: Must have mud tyres, tow hooks and all the required equipment per the club's document "Vehicle Safety & Equipment Inspections". This applies to all vehicles on the trip. Accessories such as high-lift jacks, externally mounted spare tyre, bush bars and multiple jacking points are of advantage. Winches are often particularly useful. Generally a short wheelbase vehicle is better suited for the tight tracks.

Hard Yakka:

Description: Difficult trips with very challenging terrain and surfaces, where winching, digging, and vehicle damage are all a possibility!

Drivers: Experienced drivers only, must have approval of Trip Leader. Club members must have participated in at least 3 Club 4X4 trips.

Vehicles: As per the Club 4x4 category. In addition, a roll-bar or roll-cage is recommended for all vehicles on Hard Yakka trips. Often a winch is mandatory on a Hard Yakka trip; this will be specified on the Trip Information Sheet

Date	Name	Organiser	Category	Place
July 2016				
Wednesday 13th	CCVC Club Night - 7:30pm, Petone Working Mens Club, Udy St, Petone - Visitors Welcome.	Neil Blackie	Meeting - 19:30	-tba-
Saturday 16th	A week of West Coast 4X4 based out of Reefton - Bookings Essential	Stewart Burrell	Shiny 4X4 / Club 4X4	South Island West Coast - Reefton area
Saturday 23rd	Half Day in the Akatarawas (Attitude Required) - Book with David 027 451 0361	David Coxon	Family Shiny	Akatarawa Forest
Wednesday 27th	CCVC Committee Meeting	Neil Blackie	Meeting - 19:30	-tba-
Saturday 30th	Orongorongo Monthly Trip - Book with Morris (04) 566 - 6197	Morris Jury	Family Shiny	Orongorongo area
August 2016				
Saturday 6th	Red Rocks and Beyond - Club Members and members of other clubs only	David Coxon	Shiny 4X4	Wellington South Coast/Red Rocks, Long Gully and beyond
Wednesday 10th	CCVC Club Night - 7:30pm, Petone Working Mens Club, Udy St, Petone - Visitors Welcome.	Neil Blackie	Meeting - 19:30	-tba-
Sunday 14th	Akatarawa Forest with Frank A - Book with Frank (francis.a@orcon.net.nz)	Frank Allan	Family Shiny	Akatarawa Forest
Wednesday 31st	CCVC Committee Meeting	Neil Blackie	Meeting - 19:30	-tba-
September 2016				
Saturday 3rd	CCVC First Aid Course for Trip Leaders and those renewing their CCVC Qualification	John Parfitt	Training (Unknown)	
Saturday 10th	Akatarawa with Graeme - Book with Graeme (04) 526 7636	Graeme Millard	Family Shiny	Akatarawa Forest
Wednesday 14th	CCVC Club Night - 7:30pm, Petone Working Mens Club, Udy St, Petone - Visitors Welcome.	Neil Blackie	Meeting - 19:30	-tba-
Sunday 18th	Orongorongo Monthly Trip (to be confirmed due to lambing etc)	Morris Jury	Family Shiny	Orongorongo area
Saturday 24th	Kapiti Camera Club - Colonial Knob - Members only	Brent Samson	Shiny 4X4	Colonial Knob, Porirua