



VEHICLE CLUB
Wellington

Cross Country Chronicle December 2017

MERRY
CHRISTMAS



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
Boulcott's Farm Heritage Golf Club, Military Rd, Lower Hutt

www.ccvc.org.nz

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WHEN HELP IS NEEDED

Should members need assistance in recovering their vehicle (typically when used on a non-club activity) they should contact in the first instance:

Duncan Grocott, Phone 027 487 6676

(other members can then be tasked to assist)



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Vehicle Inspectors

Brian Howat

Howat Engineering
10 Horlor St, Naenae
Ph. 04 567 1471

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

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

Dec 10: NZFWDA National 4x4 Trials - Round 2

Open to the public and spectator friendly, the NZFWDA 4x4 trials series comprises one day events hosted by NZFWDA affiliated clubs around the country. This round will be hosted by Counties 4WD Club at 1051 Tahuna Rd, Ohinewai. For further detail see www.nz4x4trials.co.nz/calendar-and-results/

Jan 20: NZFWDA National 4x4 Trials - Round 3

Open to the public and spectator friendly, the NZFWDA 4x4 trials series comprises one day events hosted by NZFWDA affiliated clubs around the country. This round will be hosted by Hawkes Bay 4WD Club. For further detail see www.nz4x4trials.co.nz/calendar-and-results/

Feb 24: NZFWDA National 4x4 Trials - Round 4

Open to the public and spectator friendly, the NZFWDA 4x4 trials series comprises one day events hosted by NZFWDA affiliated clubs around the country. This round will be hosted by Manawatu 4WD Club. For further detail see www.nz4x4trials.co.nz/calendar-and-results/

March: Annual Ahuroa Volunteer Fire Brigade Fundraiser

By Rodney Offroad Club. Actual date yet to be confirmed - normally held in November each year but now will be held in March 2018. Annual event held in Ahuroa. Usually two options: 1. Club Shiny - need WOF and Rego, great scenery and covering a wide range of amazing farm lands. 2. Tuff truck - great mud and hill challenges with a very small amount of roadwork, suitable for non-WOF and Rego vehicles. More details to follow.

Mar 24: NZFWDA National 4x4 Trials - Round 5

Open to the public and spectator friendly, the NZFWDA 4x4 trials series comprises one day events hosted by NZFWDA affiliated clubs around the country. This round will be hosted by Mt Egmont 4Wheel Drive Club. For further detail see www.nz4x4trials.co.nz/calendar-and-results/

Apr 14: NZFWDA National 4x4 Trials - Round 6 (FINALS)

Open to the public and spectator friendly, the NZFWDA 4x4 trials series comprises one day events hosted by NZFWDA affiliated clubs around the country. This round will be hosted by Wanganui 4WD Club. For further detail see www.nz4x4trials.co.nz/calendar-and-results/

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.

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 1920 x 1080 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 Brendon Millard

Email address: photos@ccvc.org.nz

Note most email systems have a size limit for email of 10MB. If you don't know how to resize the photos or the email is bigger than 10MB, use an online service like files.fm or put on a USB stick and contact Brendon to arrange collection / drop-off.

Always looking for 4WD related video clips, PowerPoint presentations, YouTube listings, etc. that can be shown on club night - 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 Brendon prior to arrange. If you have any questions please contact Brendon.

Contact details

Brendon Millard
2/11B Gemstone Dr, Upper Hutt
027 2235705 anytime
04 5680157 work



Presidents Piece - Nov 2017

Hi all.

Last month I commented that summers here. And we've had no rain since – we might have to think about using spark arrestors in some areas shortly! A reminder that as it's summer the Golf Club are now running twilight golf sessions which means the room we've been meeting in will now have meals available from 6.00pm if you want a meal there before our Club meetings. The meeting will be upstairs for summer – buy a beer at the bar and bring it up but remember to sign the book.

In November the Committee devoted a Sunday afternoon to a strategy session – what are the important things that we need to be focused on over the next 6-12 months? We had the survey results from you to help and there were no surprises –

- Aging membership
- Declining membership
- Land access – new places to go
- Different trips

Resulting actions are that we need to find ways to communicate with younger potential members - our Facebook page and update the website. Let's make it easier for people to join – we're looking into removing the training day from the joining process (only a few non-members who do the training go on to join the Club), but keeping training going and even increasing training opportunities, especially as part of trips. We've not been involved with fund-raising trips since the adventure tourism act came out and we believe we got quite a few new members from those events so we'll look at getting back into this area.

There are quite a few ideas on land access, the easiest being making contact with landowners we've lost contact with over the years, mainly due to the trip leaders with the contact moving on. If you have memories of places we used to go and any details then please let me know.

Different types of trips – half day trips, touring trips and trips just a little harder than Shiny 4x4 but not Club 4x4 with the potential damage – some unkind person suggested trips like Frank runs!! The touring type trips catering for more modern vehicles (and any change to the new members joining process), require some changes to our Rules so will take a bit of work and a vote by members – probably at our AGM next year.

It's all go here.

Last meeting of the year on the 13th – hope to see you there. Charles is running one of his famous quiz nights and we'll have something special with tea and coffee.

Neil



TRIP REPORTS AND ALL THAT

There is always a bit of hoo-ha about who should write the trip report and in the end some-one gets nominated. But they actually have to write the report so we can all see what happened.

This report is different, it is written before the trip so folk know where we plan to go and can imagine the "hard to access" tracks they are missing out on.

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Participants on the MARLBOROUGH MEANDER will catch the ferry to Picton on 20 January and cruise to Kaikoura (the highway being open by then). Obviously things to see on way, but a right turn onto the Inland Road gets the group to the first real track. A few hours over the seaward Kaikoura range to the "Middle Clarence" valley. A day or two exploring and then exit towards Kekerengu. All by permission of the land-owners. About 120 km off road and a major river crossing, not including exploring!

A trip follows through much of Molesworth and via the normally closed Tarndale route to Sedgemere Huts This allows trips to the St James area, another area only open by registration in summer.

The Rainbow Rd is relatively simple, but another trip uphill from St Arnaud to Beebys Knob is also scheduled. A day or three at St Arnaud, travelling the Porika and Braeburn, perhaps the Branch and Leader and maybe even Mt Murchison.

Down the Wairau Valley to the North Bank Rd and Mt Patriarch (well at least as far as one can drive) leads us to Renwick or Blenheim. Options of a shortish day to Maungatapu Saddle (the early road to Nelson) or a longer day to Mt Campbell (Motueka) are possible. Black Birch range if not already covered.

And then to Picton and back home, a trip of about 9 days in truly spectacular areas seldom visited but always enjoyed.

Want to come – there are a couple of spots left – contact ian.hutchings@xtra.co.nz or 021 435 675 ASAP



Club Clothing

John Vruink on behalf of the club has been investigating club branded clothing for members to purchase. He is working on getting samples and we will get the gear modelled and photographed shortly (and include a form to fill out) but in the meantime here is a list of the new club clothing and prices:



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

If interested please contact John directly on john.vruink@gmail.com

Ed - committee member Ron Gardner's son made a speech to his class after visiting Ohinewairua, here is his speech:

Ohinewairua

My name is Jacob Gardner. Even though there are four boys in my family, I am the only one who likes going on four wheel drive trips with my Dad. This is mostly because there was an accident where our four wheel drive rolled down a cliff and four men had to pull my brother Dominic and I out of the back of the car, so you have to be quite brave to go on these trips and I am very brave.

I love going four wheel driving with my Dad, its so much fun, you get to see all the vehicles driving in puddles and getting stuck and using a winch to get the vehicles out when they are stuck, out of the deep water and mud, and sometimes the winch can actually break!!

Over Labour weekend Dad and I went on a very special trip where we went to, Ohinewairua and we stayed over night where shearers sleep. We went for lots of drives and I want to tell you about some of the amazing things that I saw.

I saw a possum crawling in the trees and I saw its eyes blinking at me!! Also, we went to the top of a mountain that used to be a big lake. There was a massive eruption in Taupo that smashed the water and then pushed it all down the river and it made all the walls fall into the lake, and the water all rushed down the hill and made a different lake. And now you can go to the tip of the mountain and if you have a really great 4 wheel drive you can go and drive around the crater that was left behind. It was such an amazing experience!!!

Thank you all for hearing my speech and if you are interested in mud and noisy vehicles and lots of adventures come and talk to me about this amazing club called the CCVC!!!!



PEELING THE ORANGE – PART TWO

By Ian Hutchings

The report so far... having done a couple of interesting days 4WD'ing from our base at Waiuta a little out of Reefton we looked forward to more good weather and trips out and about.

Tuesday was looking like the best day of the week, so we wanted to get some individual "must do" trips under our belt. That meant we split up for the day with two trucks heading north to Iron Bridge and four trucks heading south to Red Jacks, another Olsen forest area.

The Iron Bridge party soon left the seal and turned into the Victoria Forest Park, heading for the Mackley River Crossing. A quick stop at the old coal mine allowed the collection of a couple of supermarket bags of coal, to supplement the meagre supplies at the DoC lodge.

A morning tea break was called at the Mackley River which looked a bit higher than reported from the trip the week before. Of course there had been rain...it is the West Coast. So Orange Peel started across and soon reached the other side. On examination after the crossing, the "tide line" on the truck was up to the top of the wheels! Howard was also soon safely across. Completing this crossing meant it was a simple run to the Mt William stream crossing and upwards to the Mt William Range. The views across the country we had passed were tremendous, but as always time was passing so it was on and up to Mt Rochfort for lunch. For once there was good visibility, inland towards Murchison and out to the coastal strip. After lunch we had a walk around the Whareatea mine, reconstructing in our mind how the mine operated from the building foundations and debris littering the site. The road here continued on through barrier gates to the area quarantined-off for the Bathhurst Resources mining project. A quick stop at the disused Sullivan mine was followed by exploring the Denniston incline area. This was a real marvel with full wagons going down hauling empty one up, and the whole array heavily braked. Wagons were detached in a mid way stop, and then reattached to the other half of the incline. One could only imagine the trepidation as a full wagon rattled towards the incline workers. According to stories, an occasional hand got caught in the workswith devastating results! The underground experience was not operating, probably closed for good, as OSH had set up conditions that were

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impossible to meet, despite the good chunk of public funding that had set up the unique attraction. We had done this on a previous trip and it was especially worthwhile.



However, on start up for the run down from Denniston to Westport, Howard had trouble with the auto gear shifting up (or rather not shifting up). So we called a stop at the bottom to check transmission fluid levels but all seemed OK. Orange Peel had a mechanic as passenger so the passengers swapped trucks and ...lo and behold ...the transmission functioned perfectly all the way back to the Lodge. A quick stop at Reefton for supplies led to a chance meeting with the DoC ranger. We explained we "went all the way to Denniston to collect coal" for the lodge and he promised to fill up the coal bin. And the next day it was brimming over. Great service. The team that went to Red Jacks had an interesting day, and even though they detoured through Greymouth did not get Orange Peel's chainsaw repaired.

Wednesday was again a split day and with Howards truck playing up again he headed to Greymouth to get the transmission looked at. He was accompanied by Orange Peel who still wanted his chain saw fixed. The others headed to the Waipuna tunnels, through the Napoleon Hill farm. After an hour or two at the Mitsubishi agents the verdict on the transmission was "probably the inhibitor switch", but there are "none readily available" here or "in the country". The chainsaw was better news, two plastic "dogs" were replaced at a cost of \$0.69 and all was well. The trip back was uneventful except for the transmission still playing up.

So with both parties back at the lodge there was time to remove and look at the workings of the inhibitor switch. The shift lever rotates a shaft in the gearbox (presumably setting up the required gears internally) and the inhibitor switch is coupled to the shaft. There are about 10 wires coming from the switch that send signals to the ECU to enable or disable other functions. We were aided by information on the assembly from Brent Charles in Paraparaumu who was able to find some service data on the web. The switch was disassembled and cleaned, and replaced in the truck. This was not much improvement and it was time for dinner! Further work made things worse with the truck now refusing to start. Further inspection proved the inhibitor switch was well and truly unserviceable.

Options to get the truck back included a dead tow to Picton, or just getting it to Greymouth and leaving it till repaired. Neither option was attractive but the drive shafts were then disconnected to facilitate a tow somewhere. However with more thinking, the evening was used to create some bypass links that allowed the inhibitor switch to be removed completely, and some cross patch links inserted into the wiring socket. The links effectively told the ECU what position the auto gearbox was in. This allowed starting and would give electrics, braking and the like for any tow. With a bit of cable extension to the side of the truck, the plan was to start the vehicle and swap jumpers to remove "start" and then give a "drive" signal to the ECU to give "normal" op-

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SUPPORTING 4 WHEELING IN THE CAPITAL SINCE 1999

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eration. But it turned out that the "start" and "drive" jumpers could both be left in place as long as a start was not attempted whilst the engine was running. Manual changing down was not an option and nor was overdrive, but with the truck mobile under its own power, life was soon looking a lot better for the trip to Picton.

Thursday it was time for a bit of a harder track, called Petrol Hill. This is a side track of the Big River Road, turning off a few km from the start of the real 4WD track to Big River. With Howard's truck still having a "handle with care" rating, the passengers were put into spare seats and five trucks headed out. When the track turned off from the Big River Rd it first headed across a few flat areas with impinging gorse, before dropping into a creek. This creek was to be our route for much of the day. The track jumped in and out of the creek, but it was reasonable travelling, if a little slow. Narrow patches with rocky sides were a little



testing and shortly afterwards we came to the "small bog". This was at the top of a small slope and whilst Enterprise went through successfully, Winnie stopped with a hissing sound from a tyre coming away from the bead. Whilst this was repaired, a little digging meant that the other trucks could simply climb out of the ruts to a grassy clearing and skirt the small bog altogether. Why the bog was on top of a hill was unclear but ... it is the West Coast

After a bit more creek travel, but with increasing parts of the track being out of the creek, we reached the "large bog". This was maybe 50 metres in length (and about 50 metres wide), but with various holes, ruts,



water holes and even the occasional solid bit (or so it looked). There were various options, left, right, middle but all looked unattractive. Our pathfinder Enterprise headed up the middle and was then inching and soon

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enough winching forwards. However that stopped suddenly when the winch rope snapped. So whilst that was repaired Mr T tried the left route. More winching and he eventually reached a firm area on the other side. Mr T was soon joined by Enterprise and the rest of the trucks awaited setting up a winch strategy and hard point. That in turn was delayed by repairing a broken valve stem on Little Whale. The advantages of a spare tyre were evident but the spare was damaged earlier in the trip! So a high lift jack



was used to break the tyre bead and a new valve stem fitted. Meanwhile an advance party went forward on foot and were soon at the "real hill", a rocky step several metres high. This would take some time to negotiate, but it was thought we were close to the end of the track. So once negotiated we could easily reach the higher and drier ground. The rest of the party were busy putting logs into the big bog and draining "puddles" to help travel either forwards or backwards.



But time was against us and despite being "so close" our trusty trip leader ordered the retreat. It was also starting to rain ...but it was the West Coast. So it was more winching of Enterprise and Little whale back through the bog while the other tucks did multi point turns to get set to return. The rain had intensified so we were not unhappy at heading out on a known track and back to the Lodge.

The oncoming heavy rain soon turned up... it was the West Coast, and there were soon text messages flowing from the ferry operators warning about possible disruption to weekend sailings. Bad weather was moving up the South Island and the first front had clearly reached us at Reefton. So we rethought Friday and decided it was sensible to head out for any available boat on Friday. With bookings rejigged, it was time to tidy the lodge, wash the floor and get prepared for an early Friday morning departure.

Howard's truck was running sweetly and changing gears as required by road conditions, but without overdrive. Mr T had changed plans and was also Wellington bound with Little Whale in tow. We made an early start in case of troubles, and of course all went smoothly. There was now plenty of time to kill before the evening sailing. A visit to the Omaka aviation museum was thus the order of the day. This is a superb display, housed in a super-large building. Various aircraft were on display with most looking "fit to fly". There was also a separate WWII display in a second "large hanger" which was well worth a visit. Peter Jackson had his team involved in setting up the displays and realism abounded.

We were shortly all ensconced on the respective ferry and in a twinkling of a hot meal and coffee it was soon enough time to disembark. Another Reefton winter trip under the belt. Maybe next year a little further south might be in order given we had done most of the Reefton environment.

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So the tally of things that happened included:

- Lulu's lockers
- Little Whale's Tyres
- Enterprise's winch rope
- Howard's gearbox
- Lulu's rear spring
- Orange Peel's heater – but it was the West Coast

But true to form, all were corrected, worked around or ignored and the trip was not affected.

On the next trip out in Wellington Orange Peel found a shock absorber had come apart (maybe not on the Reefton trip, but soon thereafter) but this was replaced by G Guy's under warranty as it seemed to have failed at a weld.

So if you want a great holiday break, with trips of various categories and lots of places to go, sign on for next year and have one of the most diverse and interesting away trips available.

Postscript:

Howard got a new inhibitor switch fitted in Wellington and all was back to normal, so at least we found the right part.

Orange Peel found gaping rusted through sections of the heater blower assembly causing the heat/demist problems.



The 10 Hour Track

The reason for name of the 10 Hour Track can be guessed at and it would genuinely be a 10 hour trip from Perhams Road to Titi Road, especially on a wet day. Going the other way should be downhill and it mainly is, but there's one seriously rutted climb and a couple of short winch only muddy holes – that's what we did in November and although it didn't take 10 hours, it did take it's toll.

I'm writing the report because a Land Rover uncharacteristically let us down just after we left the meeting point. Just whose Land Rover that was isn't important but I'm pretty well convinced now that the problem was self inflicted. We got about 2km from the corner of Moonshine and Haywards Road corner when that Land Rover motor died. Pretty quickly (with some great assistance from James of G Guy Motors fame – did I ever tell you that ARB gear is fabulous stuff?), we diagnosed it as a fuel supply problem. Fixed it, drove about 50m and died again! Towed into Cooks Road and finally found a blob of silicon sealant in the outlet from the fuel tank!! Fixed and only an hour and a half lost. Thanks for the patience of all those on the trip.

On the trip – Ross and Michelle (Toyota), Ash and James (Pajero), Steve and Partner (Nissan), Grant and Partner (Nissan), Dave and Regan (Pajero), Ron and Jacob Nissan, Frank and Nicky (Jeep), Neil and Nick (Land Rover). Apologies to the two very capable Partners as I can't remember your names. Well Barbara was one but which one? But well done to you two and to Michelle – no hesitation in getting into it and working on the winch ropes, a great effort and welcome back anytime.

What a great day it was weatherwise and tripwise as it turned out. We all had to winch through the first muddy hole before the 100m rutted climb – even 35" tyres and two diff locks wasn't enough to get through. The Land Rover drove up the rutted climb as usual (35" tyres and two diff locks did work here!). We then spent a couple of hours on that 100 metres.

Ross was next – Nick and I found a good tree to connect Ross' winch to. Unfortunately it was around the corner and when Ross put the power on it broke the winch rope! Lucky Ross knows how to splice a synthetic winch rope! Sorry about that. Only a slight delay really and everyone was still winching through the mud hole and up the ruts. Most of our issues occurred here – Ross' winch rope, Steve's winch only wanted to winch 50mm at a time, Dave had a couple of issues – LPG feed (switch tanks), battery flat but nothing serious. Ron ran his battery flat winching as the alternator objected to being full of mud and refused to charge it.

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Everyone's doing multiple winch pulls up the slope so it took a little time to get everyone up with the other issues. Good to here all those motors putting out maximum horsepower though! Finally had to give up on Ron's alternator by lending him a battery from the Land Rover and Dave was still running so off we went. It's all downhill from here!

Almost no further problems – 30 minutes later I was out onto Perhams Road. There were a few other issues as it turned out but just minor recoveries. Then on the last corner Grant lost a tyre off the rim. Ross backed up and towed him out onto the road. Dave got a little excited at the sight of Perhams Road and came as close to rolling the Pajero out onto the road as I've seen! Caught it just in time and sedately drove out wondering what our problem was.

Frank was having overheating problems so we headed to the nearest water to wash his radiator – Hydro valley Road. But in the meantime Dave had noticed his truck was not behaving normally, not quite sure how he diagnosed that! But the panhard rod had broken away from the chassis. Dave and Ross patched it up enough to drive and headed back along Whakitikei Road as that was the shortest drive. We had to stop a couple of times up Rimu Road to cool Frank down but even after all that we were back out onto Bulls Run Road before 6.00pm and everyone got home OK.

Just a normal Club 4x4 trip then!

Neil



Skyline Trip, Saturday 25 November

I got to the meeting point in Fraser Ave about 7:50 and half the trucks were already there and waiting for an 8:30 start. The rest rolled in pretty quickly so once all the bookings were accounted 12 trucks got under way around 8.15. As I had stripped all the gear out of my truck and it didn't have a club sticker I jumped in with Barry and Tony in the Suzuki.



The cloud had been down on Mt Kaukau and as I could see it from where I live I had been worried that it would be down along the ridge and too dangerous to drive and for other users of the track.

We got up there soon enough with none of the slipping and sliding just above the start we had last time . We stopped for a photo opportunity of grey mist and grey mist but every now and then a view shaft into the harbour and city or out to the windmills would open up enough for a photo.

We continued along the ridge stopping for the view and a photo opp at the Crow's Nest above Silverstream Road and Huntleigh Park. It was much warmer here, even over that short distance, than Mt Kaukau. No missed turnoffs this time!

The track weaves along the west side of the ridge and as we approached the Parkvale Road turnoff we stopped out of the cool

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wind for a sheltered cup of tea. Onto the track down to Parkvale Road then out to Karori and down to St Albans Ave for the next leg of the trip.

Unfortunately with a combination of traffic lights, traffic and not hearing instructions a few of the group turned up the Makara Hill Road and got all the way to Makara Village before we managed to corral them back into the fold.

Through the St Albans Ave gate and off up Makara Hill via the 4wd track keeping an eye out for cyclists suddenly crossing the track from the left or right. No incidents and near the top we pulled over to the left and stopped to look at the new suspension bridge, which club member Murray Feist put a lot of voluntary time into. It is spectacular and great to see it being well used.

Up and over the top. We didn't stop this time to avoid irritating the cyclists who have rather mixed views about our access and presence despite it being a 4wd track. It is always a pleasant drive down the hill to the gate and great to see the revegetation planting done by the Makara Peak group getting established.



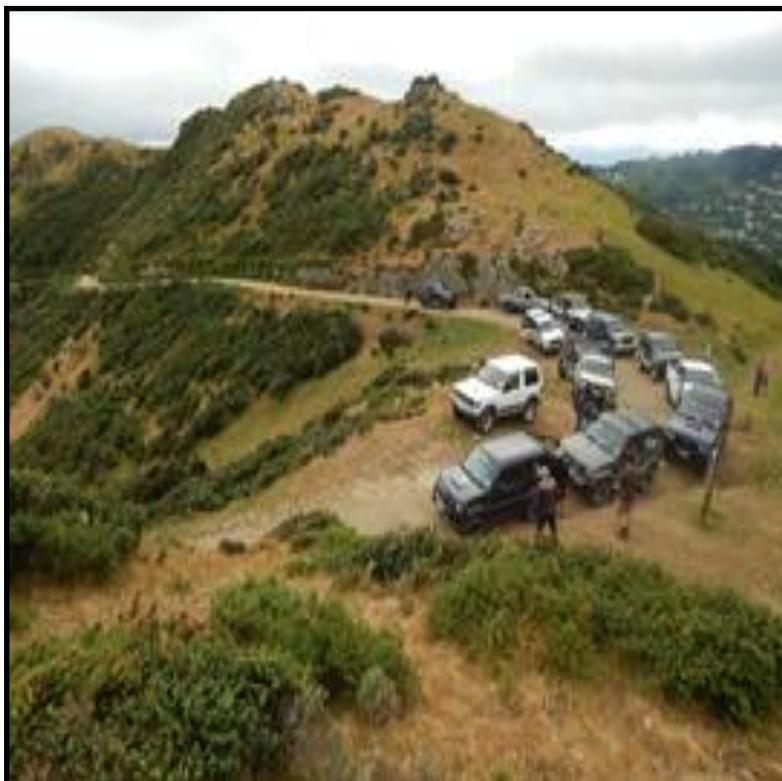
Out onto Makara Hill road and we regrouped at Makara Village before heading to the road end at South Makara Road. Through the gate and we joined up with Karori Stream with the track still in good condition and the river fairly low. The track crosses Kinnoul and Terawhiti stations in a couple of places which restricts the extent of 'public' access. A couple of courtesy calls from Barry Insull earlier in the week cleared the way for us to cross these.

We stopped for a relaxed lunch at a sheltered grassy clearing. The feedback so far was that the group was enjoying the scenery and the relaxed driving...and just 15 minutes from the city! Lunch finished it was off down to the coast via the Karori Stream Mouth 'settlement'. Barry and I had considered heading round to Tongue Point but we weren't too sure that the modern LWB utes would get over the cattle stop without crunching the undersides.

Decision made it was off round Windy Bay and a quiet drive back to Owhiro Bay by about 1.30 where we finished the trip in hot dry conditions.

Thanks to Barry Insull for helping organise the trip, Murray and Glenys Feist for being tail end charlie and to the WCC rangers for making this trip possible for us.

David Sole



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:

Large Marquee

Small Marquee

Portable gas bbq

Water pump/blaster (useful for cleaning trucks)

Six handheld radio's on club frequencies (used on training days)

Email address changes.

There is news about that Vodafone has stopped offering an email service, so anyone with clear.net.nz and paradise.net.nz addresses will have to change their email addresses. Once you have done this can you please advise the club of your new address - you can do this by going to the wild apricot site and updating your details or by sending the club an email to the membership email address members@ccvc.org.nz

Note that your email address is also used by the NZFWDA for the distribution of things like Trail Torque - you cannot change this yourself but if you let the club know you have changed your address then we will change it with the association - once again drop an email to members@ccvc.org.nz

Inaugural Annual Central Zone 4WD Jamboree

The NZFWDA Central Zone Committee with the support of the Central Districts 4WD club is proud to announce the inaugural Annual Central Zone 4wd Jamboree.

We have decided to bring back the concept of a weekend of 4wd activities for Central Zone members. It is a chance to visit some iconic places around the Manawatu in your shiney or club truck with like minded people.

Below you will find a tentative time table for the weekend. This will give you an idea of the thinking behind the event. The final program will not firm up until a couple of weeks before the event, but we guarantee you will have a fun filled weekend. What is it going to cost you? We are working to keep the costs down and we will only be charging you \$20 p/p for the weekend. This will include camping fees at a local camp ground (for those that wish to use a nearby motel/hotel you will need to meet these costs yourself), and BBQ on Saturday night. We will be working on a short list of nearby accommodation which will have favorable pricing.

When:

Wellington Anniversary weekend, 19-22 January 2018. To book your place and we may have to limit numbers, email me your details, and I will send you the bank account details. Max Wheatley czpresident@nzfwda.org.nz

Costs:

- \$20 per adult and kids are free.
- Food & fuel

Central Zone Jamboree

WHEN: Wellington Anniversary Weekend 2018. 20-22 January 2018

WHERE: Based around the camping ground at the Ashhurst Domain

WHO: NZFWDA Members & Families

COSTS: Minimal as partially sponsored by Central Zone.

Friday – Arrival

1900 - In formal dinner at the local (your cost), 4WD movies on the big screen

2300 - Late night cruise up the river

Saturday

0900 - Tough trip boys to the dams and Porita Park, Easy trip to North Range Road, Takapari Rd and river

1800 - BBQ at Ashhurst Domain

Sunday

0900 - Tech visit. Hotrod Heaven

1030 - Oruara river. 1200 - Picnic lunch somewhere

1300 - Gymkhana. 1500 - McKenzie trail

1900 - Group dinner at local

2300 - Night ride to Wharite Peak

Monday

0900 - Fast laps at off road racing track

1200 - Lunch

1400 - Pack up and go home

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
Owen Farqhar
Ron Johnson

Member Information:

| Name | Joined | Life Member | Brief History | Deceased |
|-------------------|---------------|--------------------|--|-----------------|
| Bob Jeffery | 1971 | 1981 | Meeting to form CCVC held at Bob's house Steward 1982 | 1998 |
| George Bean | 1971 | 2004 | Treasurer 1972, 73, 74, 81, 82, 84 Steward 1976 | |
| Peter Boniface | 1971 | 2006 | Not listed as a committee member | 2006 |
| Ron Oliver | 1971 | 1979 | Initial President in 1971 President 1972, 73, 74 | |
| Vern Lill | 1971 | 1981 | Committee 1974, 76, Steward 1975 Delegate 1977, 78, Vice President 1979, 80 | 2014 |
| Steve O'Callaghan | 1994 | 2015 | New Members Officer 1999 till 2015 | 2015 |
| Ron Wadham | 1993 | 2004 | Safety Officer 1997, 98, led many CCVC trips | 2015 |
| Owen Farqhar | 1971? | 2006 | Vice President 1978, 79, 86, 87 Delegate 1996 | 2016 |
| Ron Johnson | 1980 | 2006 | One of our founding members, Competitions Officer 1984, Committee member 1983, 85 | 2017 |

CCVC Life Members

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

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.

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 |
|----------------------|---|----------------|-----------------|--|
| December 2017 | | | | |
| Saturday 2nd | Akas with Graeme - Book with Graeme (04 5267636 - 029 2001700) | Graeme Millard | Family Shiny | Akatarawa Forest |
| Saturday 2nd | Wairarapa - Up the River | Neil Blackie | Club 4X4 | see notes section |
| Saturday 9th | Kids Christmas Run - Club Members only - Bookings Essential | Frank Allan | Shiny 4X4 | Orongorongo area |
| Wednesday 13th | CCVC Club Night - 7:30pm Boulcott's Farm Heritage Golf Club, 33 Military Rd, Boulcott, Lower Hutt - All welcome | Neil Blackie | Meeting - 19:30 | -tba- |
| Thursday 14th | CCVC TL SAR Driver training | Steve Mercer | Meeting - 18:30 | All Fire Safety (Pete Kings), 3 Matiu Close, Elsdon Porirua. |

January 2018

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|----------------|--|----------------------------|----------------------|------------------------------------|
| Friday 19th | NZFWDA Central Zone 4WD Jamboree - Bookings Required | Central Districts 4x4 Club | Shiny 4X4 / Club 4X4 | Manawatu |
| Saturday 20th | Blue Duck Station Revisited - Wellington Anniversary - Limited Numbers. Bookings Essential | Ralph Dobson | Shiny 4X4 | Blue Duck Station - Wanganui River |
| Saturday 20th | Marlborough Meander - Bookings by 01/12/2017 essential | Ian Hutchings | Shiny 4X4 | Top of the South Island |
| Sunday 21st | The Long Drive | Neil Blackie | Club 4X4 | Cape Palliser and coast, |
| Saturday 27th | Orongorongo Monthly Trip - All welcome - Book with Phil 04 970 3126 (philgreen2964@gmail.com) | Phil Green | Family Shiny | Orongorongo area |
| Sunday 28th | Jim Can Ya (gymkhana) - Club Members only | Graeme Millard | Family Shiny | -tba- |
| Wednesday 31st | CCVC Committee Meeting | Neil Blackie | Meeting - 19:30 | -tba- |
| Wednesday 31st | Greater Wellington Regional Council - Sunset Tour #1 - Members of the public must book with GWRC | Ian Hutchings | Shiny 4X4 | Belmont Regional Park |

February 2018

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|----------------|---|--------------|-----------------|--------------------------------|
| Saturday 3rd | Botanical Society Trip - Tentative | Barry Insull | Shiny 4X4 | |
| Wednesday 7th | GWRC Sunset Tour - Back up date | -tba- | Family Shiny | |
| Wednesday 14th | CCVC Club Night - 7:30pm Boulcott's Farm Heritage Golf Club, 33 Military Rd, Boulcott, Lower Hutt - All welcome | Neil Blackie | Meeting - 19:30 | -tba- |
| Saturday 17th | Tererwhiti Clean Up - All details to come | Barry Insull | Shiny 4X4 | Tererwhiti Station |
| Saturday 24th | GWRC Queen Elizabeth Park Farm Tours | Ian Groom | Shiny 4X4 | Queen Elizabeth Regional Park. |
| Saturday 24th | Upper Hutt City Council Orongorongo Event - seats required | -tba- | Shiny 4X4 | |
| Sunday 25th | Orongorongo Monthly Trip - All welcome - Book with Phil 04 970 3126 (philgreen2964@gmail.com) | Phil Green | Family Shiny | Orongorongo area |
| Wednesday 28th | CCVC Committee Meeting | Neil Blackie | Meeting - 19:30 | -tba- |