



Cross Country Chronicle November 2017



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

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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

Nov 10-11: Manukau Winch Challenge

Hosted by the Manukau 4WD Club. Friday night stages at a new venue. Saturday day stages at last year's venue at Maramarua. Three classes: Challenge, Outlaw and Club Class. Is open to all MC vehicles and run under 4x4 Challenges Inc rules. See www.manukau4wd.org.nz/photos/links/Manukau_WC_2017_Details.pdf or email events@manukau4wd.org.nz

Nov 11-12: 42nd Traverse Working Bee

Organised by Friends of the 42nd in conjunction with DOC. The plan is to try and get a really good number of people to tackle the vegetation along the stretch of track from the "Lookout" down to the Waione Stream. We start from Kapoors Rd. Start time on the Saturday might be 0930 to allow people to drive from surrounding regions if they wish, otherwise suggest overnighing at National Park. Aim to do a few hours Sunday before heading away early afternoon. DOC will do a health & safety briefing and a check on the competency of chain saw operators. It would be advisable to have personal protective equipment to comply with DOC H&S. If able to assist please email info@friendsof42traverse.nz

Dec 02-03: Operation Stirling 4x4 two day safari

The dates shown are confirmed but subject always to NZ Army requirements regarding Army activities. All bookings must be made online. This guided tour is strictly limited in numbers and bookings are on a first received basis. There will be two options available for accommodation and meals; Barrack accommodation and meals: You sleep in Army barracks on Friday and Saturday night, plus receive Army cooked meals on Saturday and Sunday morning and a cooked meal on Saturday night. You will be provided with a cut lunch for Saturday and Sunday. Self-catering and camping: On the Sports ground just down the side road from the Army Museum and provide all your own meals. Showers and toilets will be supplied. Pricing; Offlimits is a charitable trust and our mission is to raise money to support the health and welfare of servicemen and women. Pricing includes: Guides for all groups, Radio communication between groups, Medical support, Access to the land, Toilets and showers at the rugby club grounds, Access to the rugby club bar and facilities, Map of the area. Operation Stirling prices are \$365 per driver and vehicle and \$160 per passenger for the fully accommodated and catered option. If you are camping and catering for yourself, then prices are: \$250 per driver and vehicle, and \$60 per passenger. For registration go to www.offlimits.co.nz/event/operation-stirling

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 18: 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/

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

Summer's here! And 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. And apparently it won't be too long before the new club house is open and we'll be moving into that.

With summer comes the GWRC and Hutt City summer programmes which CCVC always help out with – thanks to all club members who answer the call to provide seats or assistance. I expect we get a few new members from these events every year. And the South Coast clean-up is on Nov 11th, again organised by Barry.

What's happening at Committee meetings lately -well we've sorted out recovery points for newer vehicles which can't take front tow hooks – might be in the magazine this month but details are on the web site. We're having a strategy meeting to decide what the three or four most important issues are that we need to focus on next – things like what's come out of the survey results, new trip categories, new trips/events, web site and facebook development, club assets, Club night format and content. Any ideas or thoughts on this please let me know – president@ccvc.org.nz .

There are quite a few trips in the calendar prior to Xmas – several require bookings and have limited numbers so please take a look and make that booking if you're interested. The Kids Xmas trip is on and that's been really popular the last few years so make sure you've got your name down for that if you've been thinking about it.

Hope to see you at Club night – only two to go this year!

Neil

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

PEELING THE ORANGE – Part One

This was to be a Club 4 x 4 Trip to Reefton, staying as usual at the DoC lodge at Waiuta for the week. These trips are really great fun with communal evening cooking, good dry and warm accommodation, hot showers and space to do nothing. I took my brother in law on the trip and decided to add a couple of days at St Arnaud and do a bit of maintenance on the Scout Lodge.

Cook Strait was promising storm swells and potentially delayed sailings so I decided to cross the evening before and spend the night at Blenheim which was a pleasant sojourn where I had spent some years in my early working career. There was time to pick up a few kg of local honey and move on to the next stop at St Arnaud, staying at the Scout Lodge, Diks Place. The plan was for Howard to join us there and both travel to Reefton to start the CCVC trip, but truck repairs and surge swells in Cook Strait put paid to that. So it was on a Friday morning that Orange Peel headed out solo from St Arnaud to Reefton.

One side effect of the Kaikoura earthquake is the much greater amount of traffic on Highway 63 to the West Coast. There are also the added roadworks increasing the width of the roadway, putting a real two way road through the Howard narrows, and of course the stop-go and delay. But we were pleasantly surprised to have few delays at the dozen or so stop-go controls, and on reaching Murchison it was clear why. The Lewis pass was fortuitously closed and there was no real traffic coming north so the southbound folk like us got the priority. A quick lunch stop and it was time to get past the line of waiting cars and head to Reefton.



The plan was to take the scenic route through Maruia, but the road controls forced us down the Buller to Inungahua. We soon enough arrived at Reefton, picked up the Waiuta key for Saturday and checked into the motel behind the pub. The first week's trip of CCVC drivers who did the more shiny orientated trips soon arrived from Denniston and stories of their trips abounded over dinner.

Saturday was a quiet day, with Mr T hooking up little Whale and, along with Orange Peel, travelling up to Waiuta and waiting for the other trucks to arrive. The first obvious issue was the absence of the big folding tables needed for a party of our size. A phone call gave some hope, but hey it was Saturday so we were not optimistic. But soon enough the DoC ranger arrived with a half dozen tables in the back of the ute. They had been taken away for reasons unknown, stored in a DoC shed for reasons unknown, and forgotten about. A quick clean up saw them as good as before (which did leave a little to be desired). The other good news was that the ranger gave us access to the washing machine area which becomes essential after some of our trips. The rest of our party arrived around dusk and we then had six trucks, Howard, Mr T (with Whale and Little Whale), Enterprise, Winnie, Lulu and Orange Peel ready to see what tracks we could find.

(Continued on page 7)

Sunday was the first day of 4WD activity and it was off to the Marsden area. Having been denied access last year because of logging, we went again via Kokiri, Maori Gully Road and Dunganville to reach Cockeye Creek. At a morning tea stop, Orange Peel decided that discretion was the better part of common sense and removed the roof bars before they were ripped off. Then there was a simple enough run up a rambling creek bed and partial tracks to reach the plantation areas that Mr T had arranged access through Olsens. As always there were logs on the track which needed some attention before we could all navigate around the edges and reach our desired tracks. Soon we turned into the Blackwater Creek track to follow it as far as we could. This year it was quite different to last year, and the travel to the Greenstone River was uneventful. The drop-down access to the river had obviously had a lot more traffic through since last year and it was relatively easy to get to the river. The river itself was also quite different to last year with several shingle banks instead of a single wide water crossing. We soon accessed the river and crossed to the tar seal on the other side. Decision time saw us retrace our tracks to head out via Noname Road to Marsden. Some decided to play on the way and took a while to be winched out of the mud, but no real damage. So day one with no truck troubles. Yeah!

Monday we headed to Allan Water where we had retreated from the previous year. This area was and probably still is a State Forest where they were going to selectively log the mainly native trees. But politics changed all that and the once wide roads are slowly getting grown over and eroded by water and more water...it is the West Coast. There was a loop track which we hoped was less boggy than before but we thought lockers would still be needed. Lulu soon advised that his lockers were not operating but a short stop for morning tea gave time to investigate. The compressor was mounted externally by the spare tyre, but seemed not to be getting

any DC power from the relay. The relay was confirmed as OK, so it was diagnosed as a wiring fault and left for later investigation. Back on the track, the gunshot descent looked (and was) easier than before, but being sensible folk we tasked Enterprise to head down, cross the creek and test the next few bumps and bogs. Well that told us it was now not a very viable route so we took a side track that also led to the creek, but unfortunately not to the track on the other side. But it was a good lunch spot and we happily munched whilst three trucks were stuck in the bog and / or creek! Howard was pulling Lulu and both simply sunk in. Enterprise gave a bit of a tug but made no progress. So we finished our lunch and guided Enterprise and the others out. The area was obviously some form of work site as there were pipes, pieces of iron and even a battery scattered around. There were also interesting lumps of pyrites scattered through the stream bed but no real stuff! As we went back out towards the road, we took another side track, heading essentially northwards. This let us look at the other end of the loop track, but it looked like the start of the hundred acre bog so we explored two other side roads. After two dead ends and repairing the rear spring on Lulu, we retraced our tracks to the Ahaura Road.



Back at the lodge there was time to look at the wiring on Lulu's lockers. It was soon diagnosed as a break in the feed cable from the battery to the rear of the vehicle and the break was found to be under the rear wheel arch. Why the unfused cable was routed outside (and why the compressor was not put in the engine bay) were left as questions, but a connector soon had the compressor and lockers back in business again.

Orange Peel was musing about why his demister/heater did not seem very effective but put it down to moisture levelsit was the West Coast.



PART TWO TO FOLLOW

Members may be interested in the following (note: this is near Gisborne):

Waipaoa Station Community Van Fundraiser annual 4WD - Sat 25th & Sun 26th November 2017

Registration will take place at MacDonalds Cartage Yard just off State Highway 2, Te Karaka 8.30 -9.30am. Scrutiny checks will be carried out by Gisborne 4WD Club members Grant Brew and Jason Miller. Once scrutiny checks are complete, we will head to Whatatutu. Enter Te Hau Station and journey on to Wheturau Station. Next destination stop will be Waipaoa Station Hall our Base camp for the Safari. A prepared morning tea will be provided, followed by a quick pre-tour talk. Please note: Could everyone bring their own packed lunch for Saturday, also everyone needs to provide their own plates and cutlery for you to use while on our 4WD Safari. There are shower Facilities available. After Morning tea we will leave camp and head for the hills, to take in great scenic sites and lots of 4WD driving fun. Hangi Tea and a social community gathering awaits. There will also be a bar running selling both alcoholic and non-alcoholic drinks.

Our fundraising committee strongly discourages drink driving and encourages a nominated sober driver.

This year's registrations close on Friday 17th Nov 2017.

Brief itinerary outlined below:

Saturday

- 8.30-9.30am Scrutiny Checks (MacDonalds Yard Te Karaka)
- 9.40 Commence 4WD ramble through several Farms then on Waipaoa Station
- On arrival at Waipaoa Station Hall: Provided morning tea.
- Head out for afternoon 4WD cruise
- 3.30 - 4.30pm Return to Base camp everyone can set up their camps
- 6pm Hangi Tea and evening gathering

Sunday

- 7.00 - 8.00am Cooked breakfast
- 8.20am: Head out for 4WD Morning jaunt
- 12.30 - 1.00pm We are aiming to be back at camp base for Sausage sizzle lunch.
- Pack up your swag and head for your homes.
- Thanks Everyone for supporting our Fundraiser!

PAYMENT INSTRUCTIONS

Entry cost for our 4WD Safari: Saturday 25th & Sunday 26th November is \$230:00 per vehicle (including 2 people) \$180 per vehicle and driver, extra adults \$50 per head. We appreciate pre-payment as this saves us time on the day and ensures the registrations are done as efficiently as possible enabling the tour to start on time. Children between 5 and 12 are \$25:00 per head. This price includes morning tea, Hangi Tea. Breakfast and the sausage sizzle lunch. Pre-schoolers are free. We need the names of ALL passengers. Payment may be made via cheque or internet banking. If paying online you MUST ensure you include the details required as below. Also, the registration/indemnity forms still need to be completed and posted back to us with 'paid via internet banking' written on the form so we can match payments with the correct people.

Please post to-

Kay Maaka

561 Armstrong Road Whatatutu

Te Karaka 4094, Gisborne

Please make cheques payable to: Waipaoa Station Sports Club

INTERNET BANKING DETAILS:

Account name: Waipaoa Station Sports Club

Account no. 03 0638 022298 000 (Gisborne Westpac branch)

Particulars: (Your name)

Code: Your Vehicle Rego number

Any enquiries to

Kay ph. 06 8621539 e-mail kayz.maaka@xtra.co.nz

The indemnity form can (hopefully) be downloaded from the link below:

[Waipaoa 4WD Indemnity Form \(1\).docx](#)



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SUPPORTING 4 WHEELING IN THE CAPITAL SINCE 1999



CCVC-SAFETY-0006

Policy On Vehicle Recovery Points

INTRODUCTION

1. A vehicle Recovery Point is a strong point on a vehicle that can safely be used for snatch recovery or winching. A Recovery Point provides a closed metal loop, often formed as a slot that is used with a Bow Shackle to attach a snatch strap or winch hook. This policy describes several types of recovery points and specifies the requirements of CCVC for their use as an alternative to the rated tow hook required under CCVC-SAFETY-0003 and 0004.
2. A Bow Shackle typically has a breaking load some 5 or 6 times the WLL stamped on the shackle. This ensures that the overall recovery equipment has a breaking strain well above the high forces used in snatch recovery and it is probable that the shackle would be the last part of the arrangement to fail. None the less, persons should always stand well clear of any snatch recovery or winching.
3. A rated Bow Shackle will be stamped with the WLL and a shackle rated at 4.7 tonne will generally be sized 19 mm or greater.
4. Where the Recovery Point is formed as a slot, the Bow Shackle should be fitted through the slot and the snatch strap attached to the shackle pin. This minimises sideways forces¹ on the shackle pin. The angle of pull for snatching should be as straight as possible but must never exceed the maximum turning angle of the front wheels. If a snatch is unsuccessful on two attempts then winching, with a pulley block if necessary, should be used to recover the vehicle.
5. The use of Bow Shackles as a part of a Recovery Point fitting does not in any way approve Bow Shackles or other metal fittings to join two or more recovery strops together for snatching.

FRONT RECOVERY POINTS

6. A Recovery Point fitting used on the front of the vehicle is vehicle specific. They may come in left and right hand versions. They must be fitted only to the vehicle/s specified by the manufacturer for the particular product, and then fully in accordance with the instructions and materials provided.
7. A front Recovery Point fitting is typically rated at 8,000 kg and is intended to be used with a Bow Shackle with a rating WLL (Working Load Limit) of

¹ Sideways forces tend to spread the shackle apart and places stress on the weakest point, being the pin threads.



at least 4.7 tonne² A snatch strap must have a minimum rating of 5,000 kg to meet CCVC requirements³ and overall arrangement will therefore give adequate strength for snatch recoveries.

8. A front Recovery Point with a rating of 8,000 kg or greater, fitted in accordance with manufacturer's instructions to vehicles specified by the manufacturer is an acceptable alternative to a rated tow hook. They must be used in conjunction with a rated Bow Shackle with a WLL of 4,700kg or greater.

REAR RECOVERY POINTS

9. Fittings are available for use on vehicles with removable rear tow ball type fittings. With the tow ball removed a recovery type fitting can be inserted into the square box section and secured by a retaining pin.
10. The rating of the removable portion of commercial removable tow ball fittings⁴ on vehicles varies, typically a minimum of 2,500 kg and with some models having a maximum rating of 3,600 kg. The rating of the corresponding vehicle mounted "hitch receiver" portion will at least match these ratings, but would normally be significantly greater. For snatching or winching the overall arrangement should have strength of at least 5,000 kg. A hitch receiver to be used for snatching or winching should be attached to the chassis by 12 mm M8.8 tensile bolts.
11. The adequacy of any overall arrangement depends on the strength of both the "hitch receiver" (and its mounting points) as well as the strength of the recovery fitting itself. The strength of any arrangement is always limited by the shear strength of the retaining pin. This is a maximum⁵ of 10,000 lb (approx. 4,530 kg).

12. CCVC requires that a rear hitch receiver fitted to a vehicle should have a minimum strength of 5,000 kg and be attached by 12 mm M8.8 tensile bolts.

13. Fittings are available that provide a tow hook arrangement that that inserts into the hitch receiver. A rated hook will provide a progressive failure point under extreme loads, as if it were mounted directly onto the chassis.

² One metric tonne is equivalent to 1000 kg.

³ Snatch straps are available with ratings up to 8,000 kg.

⁴ See for example www.trojan.co.nz

⁵ See <http://vikingoffroad.com/utp-multi-hitch/>



14. CCVC requires that where a tow hook type recovery hitch fitting is used the hook must be of the rated type and attached with 12mm M8.8 tensile bolts, in accordance with CCVC SAFETY 0003 and 0004.

15. There are also fittings with a shackle point, rather than a tow hook. These are typically used with a Bow Shackle. These do not provide a progressive failure point and are therefore not accepted by CCVC.

FACTORY FITTED RECOVERY POINTS

16. Some vehicles are factory fitted with recovery points or other fittings that are claimed to be suitable for snatching or winching. (These are not "tie down" type loops or hooks which are only intended for towing or securing on trailers etc.).
17. There is no available data from vehicle manufacturers which provide a WLL or safety factor for such fittings and these are therefore not accepted by CCVC.

AVAILABLE PRODUCTS

18. At the time of writing this specification products are known to be available for the vehicles listed below:

Front Recovery points

Holden Colorado/ Isuzu D Max / MU-X 2012 onwards
Mazda BT50 and Ford Ranger 2011 onwards
Nissan Navara NP300 2015 onwards
Nissan GU/Y61 Patrol Feb 2002 onwards
Mitsubishi Triton MQ 2015 onwards
Toyota Hilux 2005 onwards
Toyota Hilux and Fortuner 2015 onwards
Toyota Landcruiser 70 series 1999 onwards
Toyota LC200 2007 onwards
Toyota Prado 150 and FJ Cruiser
ARB has other models under development.

Rear Recovery Hitch's and tow hook fittings- manufacturers

ARB
Bushranger
Hayman Reece
Ironman
OZtrail
Rydge Ryder
Trojan
TJM
Viking Offroad.

Ohinewairua at Labour Weekend

A trip until now I had never done, but either through club banter, the magazine or pictures, I already perceived as a great weekend away. How could it not be when it's run by John Vruink in his freshly built Smurf blue FJ40? Some of my favourite memories are from John's trips when I was only in my early teens and took my role as co-driver for my Dad pretty seriously. Pureora Forest Park and breaking through ice covered bogs being my favourite of John's trips.

Now, some 17 years later, the stars aligned and looking through the club calendar I realised we had nothing on over Labour weekend. We should have been at the first round of the national Trials series shaking down our C-class truck, but my tendency to get sidetracked by working on the Pajero meant that this trip was a more realistic option.

Friday 20th Oct day 1

12 of the 15 trucks met at Taihape at 10:30am on the Friday, and we convoyed from there to wind through the 30km out to the station itself. Only a 3hr trip from Wellington made for an easy distance to cover without a real early start and time for breakfast at The Mint Café in Bulls.

Usually the shearers quarters just off the road are the accommodation but this year due to lambing running late they were still in use and we instead used a hutt much deeper in the farm. As we were led through gate after gate, along a nice gravel road through great looking green fields, we came across a huge herd of deer. They were amazing to watch as they followed one another even more closely than sheep and with far more finesse as they crossed paths with us.

As we rounded the corner to catch the convoy after doing gate duties the expanse of the farm unfolded before us. We were atop a hill looking across the gully to the other side and between us in all directions was a monster of land just waiting for us to drive. The inevitable photos were taken.

Winding down the hill side track we came to the bottom river. The small gravel hill from the river up to the large flat of the campsite turned out to be the hardest bit of driving poor Guy would get to really do all weekend. Guy was in his 2wd Hilux work ute with Orville - his brown FJ40 - strapped to the trailer on the back. No matter the run up Guy got, the Hilux couldn't keep traction and ended up with assistance from Hamish in his tidy blue 90 series Defender.

We all unpacked our trucks, swapped our road tires for mud tires and awaited Johns call. It must have been about 2pm and John gave drivers briefing, that was, ah, brief. All I think most of us remember was the farm is 'free reign' and 'you don't have to stick to the tracks'. John may have said something about 'Fridays afternoon drive was to be a gentle shakedown as he didn't want people to break their trucks and miss out on a weekends wheeling' but I couldn't confirm. Out of the camp site and up the hill we went, maybe 500m of main gravel track and John dives off and up a steep grass hill. If this is how the trip runs I think I'm going to like it, I thought. John took us through paddocks, along and down ridges and we ended up lined up for a fairly steep grassy hill climb.



Surprisingly the grass wasn't super greasy which was nice given the Pajero's lack of engine braking for the inevitable downhill descents. As we watched people successfully take their turn we got introduced to Matt, one of the 3 Pajeros, his being the only long wheel base with his brother Chris, friend and son Corban as passengers. Matt blasted up the hill but as he neared the top it started to slide sideways in an ugly way, and when he went for reverse we realised that it was on holiday for the long weekend too. An uncomfortably fast looking reverse hill descent followed, and we realised that Matt likes to wheel hard and would

(Continued on page 14)

(Continued from page 13)

be fun to watch.

John got us moving again and there were only a few corners of gravel farm track before I saw mud and dove off the track. I think as soon as everyone saw mud 'free reign' rang in our heads and we all proceeded to get stuck pretty quick and covered in crap. It was extremely negotiable as to who got stuck first as at least 3 names were getting thrown over the club radio but nevertheless when John summons you to do the trip report how can you say no?!



After some great playing in two different boggy areas we hear news that Guy didn't seem to have four wheel drive in Orville - he must have got stuck to find that out I reckon and that's also kind of a breakage so he's lucky he didn't end up with the trip report! It was a shame for Guy as it turned out to be sticky free wheeling hubs that would intermittently work and were deemed un-fixable for the trip. He wasn't completely out of luck though as he got promoted from his 40 series Cruiser to the new and improved model - the mighty 70 series KRUSA of Ian Dixon as co-driver.



A bit more ticky touring around and the next highlight was coming to the border of the pine forest. Recent logging made for some very enticing looking tracks. It must have been really boggy when logged as old dried up ruts from the machinery provided good challenges to navigate. The more adventurous ones on the trip couldn't help themselves and we quickly dispersed up all three of the visible tracks. But alas, they went nowhere far and the biggest challenge turned out to be turning around.

Back into the farm tracks and John was lining up a little climb along a hillside that had been too slippery the previous year. A quick walk of it and not one to turn down a challenge John tells us we will give it a go. The first challenge was a boggy high side rut that was pretty good for holding the truck on the narrow track with drop off on the passenger's side but still a little un-nerving anyway. Ralphs TJ seemed adamant it wanted to take the most uncomfortable looking line possible - constantly flirting with the steep edge in a sideways and unconventional fashion! After Ralph was Hamish in the Defender, a truck which doesn't give too much away to its capabilities. The sound of twin air lockers being released after successfully navigating the boggy bit of track however told all.

The next obstacle not more than a few hundred metres caught Ron out in the Nissan. Ron played it safe by hugging close to the bank, and fair enough too, but at the sacrifice of running through the soft mud. It sucked his back wheels in and he was bogged. Being such a narrow uphill track with only a steep uphill on the driver's side and a steep downhill on the passenger's side it was re-

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Central Zone Club Truck 4x4 Challenge

2017/18 Round 3

hosted by the Wellington Jeep Club

Orongorongo Station

11 November 2017

Enter this skill based event in your warranted and registered 4wd vehicle. Drivers must be NZFWDA members and wear a helmet. Land access fee is \$20 per vehicle, including spectators as well as entrants.



Farmhouse accommodation is available for Friday and Saturday night, camping is also available.

On 11 November, vehicle check from 9:00 am, event start 10:00 am.

*Register now - Book your accommodation by 3 Nov please.
Email your entry to Andrew Gee, agee@xtra.co.nz*



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ally only the vehicle in front of Ron that could assist. Kelsey and Ben happened to be in front of Ron in the awesome CAT painted SJ Suzuki and lapped up the opportunity to pull out a stuck Nissan. It may have taken multiple attempts with a real risk of transforming it from a short wheel base to a long wheel base Suzuki but they made it happen and photos were captured to prove it (see the CCVC facebook page – sorry Ron!). To be fair, Ron’s truck went really well all weekend and it was cool to see it boosting around the hills. If you closed your eyes you would think you were at a Drift car event as the 6 cylinder petrol turbo let rip.



Some more challenges and driving saw out day 1 and at night the camp was abuzz as people got sorted and cooked dinners. The most impressive of these was the continual flow of pizzas coming from Emmett or John’s new pizza cooker to keep them and the Dixons full. Richard in his Discovery, Grant in his Nissan and their boys arrived in the evening and Bruce arrived even later at night in his camper towing his Wrangler.

Some had beds in the hutt, others set up tents and we slept in the luxurious setting of our SWB Pajero on the fold out shelving/bedding I had constructed. A bit of a contraption that had a number of people intrigued and



entertained.

Saturday 21st Oct day 2

Day 2 and we headed straight for the river. Meandering our way up stream required some good line picking by John. The river had enough water in it to prove dangerous if you got caught out. Ross in his capable 70 series dabbled in a few different lines, one of which was on a river bend, not more than a metre from the line picked by John, which had him snatching reverse pretty quickly!

Ralph had overheating issues in his Wrangler, but with expert Bruce Tusten on hand he was quick to isolate the problem being the common failure of the viscous fan hub. Bruce just so happened to have a 'viscous delete hub' in his truck and got Ralph sorted and underway. It's awesome to see the knowledge and skills of club members helping one another and making what could be



quite an issue nothing more than a quick repair. Bruce later told me he has owned his Wrangler since new in 97 so no doubt had the same issue at some point. With Ralph’s repairs going on some of us carried on and had a play as well as smoko break. Matt, not one to miss an opportunity to

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play, put on a show trying an interesting river line which quickly submerged the front of his truck and the depth perhaps hiding the nearly bonnet high boulder only centimetres from introducing itself to his front fender.

Once out of the river we climbed up towards one of the boundary fences, where wild Kaimanawa horses and deer were spotted as we headed up desert road style terrain. The boundary was a deer fence and John told us



stories of being up there in the snow – quite different to the sun and warmth we had most of the weekend.

We travelled and saw more of the farm with the next major stop being the army land boundary. Not long after this John's Cruiser was having issues running on petrol. John Dixon, who I think might be a carburettor wizard, did a trackside tinkle up, dismantling the tiny components of the top of the carb and finding some crud build up in one port. As far as I know this fixed it as John carried on but had added a carb kit rebuild to his list of 'to do's'. I've got memories of John Dixon pulling his own carb apart after an assault on one of 'The Ruts' track bogs in the Akatarawas so it was far from his first time of going open heart surgery on a carburettor track side.

That night the pizzas didn't flow but the socialising and drinks did. We all squished in under the small club marquee as the odd light drizzle passed.

Sunday 22nd Oct day 3

Sunday morning we were off to see the last side of the farm, over toward the farm house and the deer we saw on the way in. On the second long slippery grass climb of the day up a neat gulley Kelsey had to deal with her Suzuki's motor that was insistent on a Sunday morning sleep in and didn't like the angle it was on. We tried to lend a hand in the Pajero but the dead weight of the Suzuki was enough for us to break traction every time.



We got Ron involved too but still couldn't make it happen. All the while Kelsey was perched a little precariously, no doubt getting a sore leg on the brake pedal, on a steep little step. Eventually our efforts were enough for the Suzuki to get bored, fire up and drive itself out of there! On one of the snatch attempts the Pajero must have ticked over the hours for a scheduled idler arm replacement because it dropped its guts sending the springs and internals flying. Luckily Sarah spotted it while running the recovery operation. I thought she was trying to tell me I'd just blown a CV, which I wasn't happy to accept but she knew her stuff and assured me it was the idler arm she had seen me replace not that long ago. We drove up to the flat where everyone had been watching our shenanigans and fitted the new idler arm I luckily had as a spare. Battery powered

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rattle guns made this job so much quicker and easier.

The next event was a poor cow caught in wire, it was distressed and couldn't be wrangled in the large field for us to assist it so John went to advise the farmer. As we carried on we came to another cow with bigger issues. Like us, it had been mud bogging, but unfortunately it was not a fun time for this cow and its calf. Covered head to toe in mud it must have become stuck during birth, the calf was dead and the mother not in a good way. A committed effort from Ron and Hamish, mud up to their elbows, had a strop around its rear legs with Ross on winching operations to free it from the grips of the bog. We left the cow to mourn the loss of her calf and hoped she would be ok.

The next sight-seeing was at the very top of the bluff looking down the near sheer drop and across to the adjacent hills. The height of the bluff was amazing, apparently formed by huge amounts of water at the time of the Taupo explosion!

One of the fun things of club trips is seeing how other people do things, from their choice of vehicle, how they drive it and how it's been set up right down to what food they choose to take away. This particular lunch award had to go to those having American Hot dogs for lunch. The frankfurters had been cooked and kept warm in a thermos all morning. This is one lunch we've made a note of to try on future trips!

From the lunch spot John could be spotted lining up a very steep climb back onto the main track. We packed up lunch and John flew up it with perfect control. We went next and I must have gone too slow as we bellied onto the main track we had come up 90 degrees to. I think I had visions of wheel standing if I went too fast so played it a touch too safe. A reverse hill decent on the brink of traction had the bum clenching the seat pretty tight. This trip would be a different, slippery, story with a bit of rain! Attempt two and we got it right - couldn't let it defeat us!

Another optional slippery longer climb followed not long after, with Richard in his Discovery giving it a 10/10 red hot attempt. He had the 5" lifted, 35" tire shod Discovery performing trials truck like stunts with all wheels off the ground, simultaneously. It was spectacular to watch but didn't quite pay off and he paid the price of a slippery, butt clenching, ride back to the bottom pretty quickly.



Some more ticky touring around and the trip finished off with some river time to help wash off all the mud. Nick in his Pajero maybe wanted one last go at being pulled out as he got bellied extremely well on a big rock in the middle of the river.

The huge expanse of the farm was an eye opener. Apparently it's one of the biggest privately owned north island stations. The amount of stock, and the casualties that come with lambing and calving, showed the harsh realities of farming. Many pregnant sheep had fallen over and were stuck on their sides. A lot of people on the trip

did the good deed of standing up sheep and helping them on their way again. Seeing lambs separated from their mothers was especially heart breaking for Sarah who felt the need to rehome them and bring them into our family as playmates for our boxer dog Lexie.

Such a great trip if you haven't yet done it, you need to. Thanks John, Emmett and the blue smurf Cruiser for



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

Polaris 1000 Off Road Race 2017

This race is held every second year and for my third race it was again held at a new venue. I was keen to go again and put a trip together for the club which was a little different, a few members put their hands up and so with a little planning we had somewhere to stay and the opportunity to drive the course of 43km on the Friday recce.

No surprise after such a rubbish winter that the forecast was for rain and a hint of snow. A number of "fare weather 4 wheelers" pulled the pin so with a hardy crew of Steve Mercer and John Vruink we headed to Tokoroa for a weekend of motorsport. The plan was to be on site by 3.30pm on the Friday to hook up with the drivers on the recce, no race vehicles allowed on this so no unfair advantage. Unfortunately the recce for the morning and now the afternoon was called off due to the atrocious conditions. We heard it took about 4 hours to get the marshals around showing them their points for the morning. Once again the drivers were going to race the first lap blind.

We ended up walking into the course and watched the kids race in their cool little trucks on a shortened course which included plenty of mud.

We caught up with Brian Howart (CCVC member) who was racing his Landrover Discovery and Terry De Graauw from the Valley Club who had just finished his six year project and was keen to go.

Race day was wet with the race delayed a little due to course changes as the steep hill climbs were deemed almost impossible. Unlike previous years the organisers decided to have a timed start and not the amazing spectacle of the mass start. With 87 starters it wasn't long before the first racers were back at the start, the side by side Polaris RZR 1000 and the Yamaha YZX dominated the event as they were super quick and light enough to skim across the muddy bogs.

A long day which had Brian Howart barrel roll his truck along with plenty more damage, had Ben Thomassen in the lead in his factory Polaris, a lead he lost and then regained to win the event overall. Brian finished the day in a very credible 49th ahead of some favourites like ex winner Tony McCall and the Supermarket millionaire Trever Cooper. Terry was placed 55th and went on to be 41st overall for the event.

The second day was similar in weather although once it started to snow on the higher parts of the track it was decided to shorten the event in the name of safety, I understand some marshals were getting hypothermic.

The race ended up being 650km in distance with UTV's taking the first 7 places. Our man Brian was 31st overall and was pleased the battered Disco lasted the distance.

Although the weather wasn't the best we all enjoyed the event and will be sure to go again as it is a totally unique event on the motor racing calendar.

Ralph Dobson
K182





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
November 2017				
Saturday 4th	Odlins Road Re-opened	Neil Blackie	Club 4X4	Odlin's Road
Saturday 4th	Upper Hutt City Council Event - Members only (see Trip sheet for details) - Bookings essential	David Coxon	Shiny 4X4	Akatarawa Forest Akatarawa Forest - Orange Hut
Sunday 5th	CCVC Training Day for Prospective Members - FULLY BOOKED	Phil Green	Training (Unknown)	
Wednesday 8th	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 11th	Akatarawa forest with Frank - (Email bookings preferred) blackjeepofthefamily_96@hotmail.com 0275456586	Frank Allan	Family Shiny	Akatarawa Forest
Saturday 11th	South Coast Cleanup - Club vehicles only - Book with Barry	Barry Insull	Shiny 4X4	Wellington South Coast/Red Rocks
Saturday 18th	Sweet Georgia Dinner Cruise	Hugh Mackenzie	Family Shiny	-tba-
Sunday 19th	10 Hours? Plus a few.	Neil Blackie	Club 4X4	
Sunday 26th	Orongorongo Monthly Trip - All welcome - Book with Phil (philgreen2964@gmail.com)	Phil Green	Family Shiny	Orongorongo area
Wednesday 29th	CCVC Committee Meeting	Neil Blackie	Meeting - 19:30	-tba-
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 - Details to be confirmed	Frank Allan	Family Shiny	-tba-
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-
January 2018				
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
Wednesday 31st	Greater Wellington Regional Council - Sunset Tour #1 - Members of the public must book with GWRC	-tba-	Shiny 4X4	Belmont Regional Park