



VEHICLE CLUB
Wellington

Cross Country Chronicle September 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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GOODYEAR



MICHELIN **BRIDGESTONE**



Action Tyres - 7 Wareham Place - Seaview - Lower Hutt - (04) 939 2284



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

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Hawkins St, Lower Hutt
Ph. 04 569 3485

Dave Bowler

Pete Beckett
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11 Raiha St, Porirua
Ph. 04 237 7251

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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

Sept 15-16: Mainland Winch Challenge Series Round 4

Timaru. For more information email Vicky at mainlandwinching@gmail.com, "Series Entry Forms" and updated "2017 Rule Book" can also be obtained by emailing the mainland email address.

Sept 30: Off Road Racing North Island Championship

Round 3 hosted by Waikato, short course only. See www.oranz.co.nz for further details.

Oct 13-14: Mainland Winch Challenge Series Round 5

Dunedin. For more information email Vicky at mainlandwinching@gmail.com, "Series Entry Forms" and updated "2017 Rule Book" can also be obtained by emailing the mainland email address.

Oct 21-22: Off Road Racing Championship

Final, to be held at Nelson. Short course and enduro. See www.oranz.co.nz for further details.

Oct 21-22: Novawinch "Battle of the Palace"

Teams event 2017 held at Possum Palace, Northland. Open to all competitors who are members of the New Zealand 4wd Association (NZFWDA). Vehicles will have to meet Norwest OHV Club requirements and a minimum requirement of extreme mud tyres. More in depth details are included with the entry forms. Gates open on Friday 20th Oct, competition runs over Sat 21st and Sunday 22nd October (Monday 23rd is a holiday). All Competitors are in with a chance of a sponsor prize as drivers names are drawn randomly, so whether you're first or last you could still walk away with the top prize. This is a non Spectator event due to access difficulties. Email possumpalace4x4@gmail.com

Oct 22: NZFWDA National 4x4 Trials - Round 1

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 EBTDC Club. For further detail see www.nz4x4trials.co.nz/calendar-and-results/

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. 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 - July 2017

Wow it's been wet! Colin James is declining trips into his property for the first time I can recall in the last 15 years and there are quite a few reports of water damaged tracks coming in including Sutherland's Track and several in the Akatarawa's. Odlins Road is closed before the Renata Saddle due to the road slipping away where it was last repaired.

Haven't had the truck out myself for the last month but did manage to get the bi-ennial vehicle inspection done, if yours is due this year it'll be over due now. Remember trip leaders will turn you away if your sticker isn't up to date. Just need to get a WoF and registration now! Have had to sort the handbrake out and finally replaced the drum setup with a disc brake so will be interesting to see how well that lasts.

A big thanks to all those who completed the survey last month. Steve should have some initial comments in this newsletter with a more detailed analysis out next month. The Committee will use it as a basis for a planning day we're having in about a month as we look at what the Club needs to be doing in the next 12-18 months.

One thing we've been looking at is recovery points on modern truck where tow hooks can't be fitted to the front chassis members. Looks like there are solutions to that issue and we'll have guidelines out shortly as well as an update of the vehicle inspection guidelines.

Hope to see you at Club night on the 13th - G Guy motors are doing a presentation of the story of Mickey Thomson and offering us a drink and some food so don't miss out!

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

Day trip to Big River Mine, Reefton - 12 July 2017

Scribe - Andrea Merrett

While the rest of the South Island shivered from a bitter southerly blast our day dawned clear, crisp and sunny. After a short delay with our departure due to one of our vehicles suffering a breakdown, in true 4WD fashion within half an hour the problem was diagnosed and the part ordered, we began our 25K journey up to Big River Mine. We headed west out of Reefton, over the Inangahua Bridge and left into Soldiers Pass.

To say that the drive to Big River mine is spectacular would be an understatement. The scenery is beautiful, thick moss can be seen like a carpet on the forest floor with a dense canopy of Beech trees. The track is well maintained considering it was originally created in the early 1880s, periodically you can see along the track old planks of timber that have been laid to keep it firm and the sides of the road are flanked by Manuka and ferns.

As you meander your way long the track there are well sign posted historic sites, the first being the site of the Merrljigs Hotel (1889-1945). One of our fellow travellers Glenys mentioned her great grandfather, Walter Irving, had been a regular at the hotel. There are three other old mine sites marked Scotia Mine (1887-1903) Sir Francis Drake Mine (1889-1905) and Golden Lead Mine (1891-1903).

Upon arrival at the Big River Mine you are greeted with a large flatish grassy area, which was a surprise after the steep mountainous track you travel to get there. There are several old dilapidated houses that you can't go into and 3 old cyanide tanks. In 2000 a new engine shed was constructed to protect the remains of the Robey steam winding engine. Behind the engine shed the trail leads to a 30 minute walk to view the restored Poppet head.

For a 'nervous' 4WD passenger this trip was amazing and I thoroughly enjoyed the day.



MEMBERSHIP RENEWALS

Association Affiliation

All ordinary members who renewed their subscriptions this year have now been affiliated to the Association, unless they were previously affiliated through another Club.

If you are no longer an affiliated member through another Club, you should advise CCVC so affiliation can be arranged via CCVC. E-mail to membership@ccvc.org.nz

Membership Cards

Membership cards for CCVC members have all now been printed. Some were picked up at Club night but the remainder have now been mailed out.

No address – no card! Some half dozen members have no address recorded in the Club's database and their cards cannot be mailed out. So if your card has not arrived, log on at ccvcwellington.wildapricot.org (no www is used in this URL). You can log on using your e-mail (using the "forgot password" routine if necessary) and update your address. You can also make your address private (ie not visible to Club members) if you wish.

e-mails

Both CCVC and the Association use e-mail to distribute newsletters etc, but if your recorded address regularly rejects e-mails it is automatically disabled. So if your address has changed you need to update it ASAP to ensure you are kept in touch.



Mickey Thompson Tires & Wheels in conjunction with G Guy Motors

Present the history of the legendary Mickey Thompson, highlighting his innovations and design ideas which were way before their time, and that are now leading design benefits and features in today's premium range of American made Mickey Thompson Tires.

Refreshments will be provided.

Hi there,

The past couple club trips I went on, my wife Ivy was kind enough to film parts of the trip then turn it into short videos. We're happy to share these to club members (and non-members). If you're keen, I can send a video link or however we can best share them. Thanks.

*Patrick Padilla
021 0234 5491*

4WDDriving in the Southern Winter Sunshine 2017

Scribe Glennys Feist

We woke on Day 5 of our trip to a fine sunny frosty day. There were first a couple of mechanical issues to be attended to – White Rose needed a new thermostat and Dave’s truck needed a tyre change. Paul and Murray T headed off early to Greymouth to make the purchase and were back with it safely installed by 10am – slick work crew!

A 30 minute drive down the road beside frosty paddocks brought us to Carters Road. We turned left here and eventually came to Orwell Creek Road. On the way we passed a farm with sphagnum moss drying on racks. Soon we arrived at the farm where we paid the access fee. The farm runs completely off the grid, power being provided via a water race and 5 metre diameter water wheel. The water wheel drives a modified Gentle Annie washing machine motor which acts as a generator. 20 years previously this property was being mined and was covered in gorse but has now been converted back to productive farmland.

We went on our way up Napoleon Hill - a narrow windy lumpy track and after passing a couple of tracks on the right and left eventually got up onto Napoleon Hill. Here we found the remains of the Napoleon Hill cemetery which had served the Nobles gold mining township – a settlement which flourished here from 1865 through to 1900.

A short distance on we turned right and started on the downhill road to Nobles Creek. This road, once full of rocky steps and “big leans”, was bulldozed into a graded road a few years ago. However it appears Mother Nature is trying to return it to its former glory as ruts etc are forming again. We made our way down and on the way passed a hole in a cliff face which was apparently an old tunnel which went through to a Chinese settlement back in the gold rush heyday. We soon got down onto the flat and followed Nobles Creek through a gorge, with some taking advantage of the waterfall “carwash” cascading down from above.

It was then on to the first drivable tunnel. The tunnels were manmade by the gold miners to divert water for gold recovery. Ripple pads were put along the base to catch the gold from the water which flowed through. When going through the tunnels care had to be taken to stay away from the stakes holding the ripple pads along the edge of the tunnel. They are sharp and lethal to tyres. After the first tunnel we came to a fork in the road – you could choose either to continue on the creek and go through the last tunnel or go up and over the hill to bypass it

Those who went over the hill soon realised they had missed out on the magic of the tunnel

(Continued on page 9)



(Continued from page 8)

and soon retraced their step to come on through, some of them over and over again – big kids!!

We eventually all congregated on the riverbed for lunch. After lunch we set off down Waipuna Creek to the Waipuna-Clarke Road. The 20 to 30 feet high cliffs beside us in parts on the way down were quite impressive. Once out on the road, Dark Knight had to leave the party to go off to the "Crusades". Valuable booty needed to be recovered! The rest of the party set off to investigate Waiuta.



Club Survey 2017 – early results.

The survey has closed and WOW what a great response. Club members clearly exercised their opportunity to have a say in the direction of the club and we have some fantastic survey data to act with.

Invitations were sent to 191 members (including Life, Associate, Honorary and Ordinary members) and we received 117 responses – that's over 60%!

The early answers gave us club demographics that aren't easily extracted from our membership database - the average age of club members – around 55, the average time in the club 10 - 12 years and our members range through the Wellington Region with equal numbers coming from Wellington and the Hutt Valley followed by Porirua, Kapiti and the Wairarapa.

Your answers for preferred 4wd category produced an interesting result with 40 % ticking the harder Club 4X4 option. There was a lot of support too for Family and Shiny but it's clear that we need to put on more Club 4X4 trips – I'm happy with that now that my Zuke has a WOF again.

The rest of the survey will require more analysis but the information is there in an easily accessed format. It will be used by Neil for his toward tomorrow workshop and then I hope to be able to make a presentation to members at the October club night - but watch out for more revelations in next months' magazine.

Steve Mercer.

South Island Winter trip; Day 5 2nd part, Waiuta- Reefton

Why, you ask, am I writing the second half of Dark Knight's (Glennys and Murray's) story? "Chase some booty" they implied. Sounds like something every Dark Knight should do! However, I'm going to shed some light on their crusade. As we came out onto the road after a great trip up and down Napoleon Hill to the Waipuna tunnels, Murray F realised that he had "lost" his camera and the last time he remembered using it was on the way out of Big River the day before and particularly at No 1 Adit. Dark Knight headed off towards Big River and the rest of us pumped up our tyres for a trip into Waiuta; an historic gold mining town.

Graeme got out the pump out to inflate Grasshopper's tyres and realised that he had left the hose that joins the pump to the tyre at home. That made it really difficult to pump up the tyres so had to ask a fellow trip member with on-board air for help. Thank you for that. (When we left St Arnaud, Murray T had just offered to pump our tyres up because he had on-board air and it was considerably quicker than the slow pump we have in Grasshopper and we didn't realise at that time that we were missing a vital piece of equipment.)



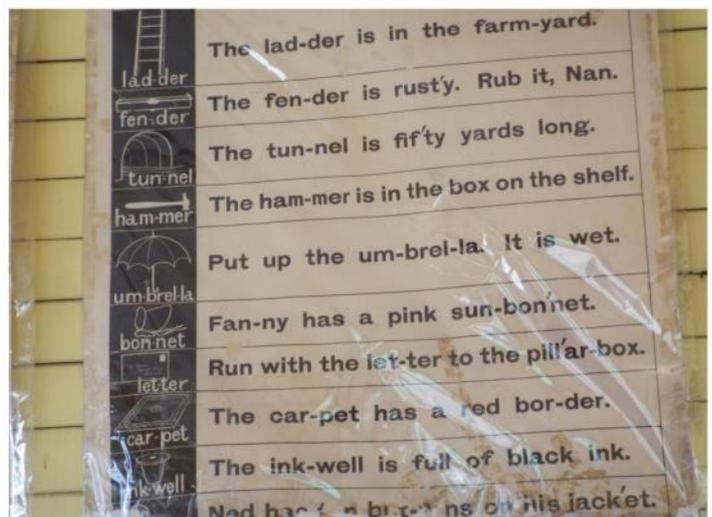
Tyres all pumped up and we headed towards Waiuta. Waiuta is halfway between Reefton and Greymouth. It is signposted from SH 7, 21 km south of Reefton. Mr T had promised to take us to school! We stopped at an old school on the road into Waiuta; Blackwater School 1913-1949. Was there a connection there to Murray's relatives, at least in name similarity?

The old desks were all still in place and on the walls were old posters that

focused on syllables. "Put up the um-brel-la. It is wet." My favourite was "The fen-der is rust'y. Rub it Nan." (Why was it Nan's job to rub the fender?)

I was pleasantly surprised that the school hadn't suffered from graffiti considering the doors were open to the public; and no-one had written on the desks. Didn't everyone write on desks, if not on top, at least underneath? I'm sure there are one or two at my old school with my initials on!

Murray told us that up until 3 three years ago this valley was still being mined. However as we went further up the road we could see that mining was still happening excavator, sluices, water pump and sieves.....all operational!



We took the top road to the Waiuta workshop, mine office and where the main workings were. The old safe in the Mine Manager's Building is still evident. We imagined walking up the steps of the Mine Office with the intention of placing gold or deeds in the mine safe. How important or rich would you feel?

The underground pump rooms are still there and several people climbed down the iron steps to investigate. Not this person however... possible collapse, closed, old and underground, all enough to put me off!



The first mineshaft was operational in 1908. Mining finished in the 1950s, after a collapse and flood in the Blackwater shaft, and it became uneconomical to reopen. Because the mine was the biggest employer, people became jobless and left Waiuta. Within 3 months after that only 20 residents remained. Now only 3 or 4 houses remain. One we saw has begun to be restored by The Friends of Waiuta. (There are also new signs, information boards and historic photos for visitors to read and enjoy.)

Mr T encouraged us to take a circuit of the old town. In its heyday (thanks to Auntie Google for this information) Waiuta had a school, hospital, police station, swimming pool (which is still signposted), tennis courts and movie hall. In 1936 there were 601 people living in Waiuta. The town was largely self sufficient in terms of facilities, shops and social life because of its isolated location. The residents enjoyed outdoor sports and in particular rugby. 56 years later the moss-encrusted rugby posts still stand on the recreation ground. Amazing! It is so awesome to see all the old relics and reminders of a once thriving gold town. There are more relics here than in many of the other South Island gold mining areas we have visited recently.

Murray's second week, South Island West Coast trip, participants were going to stay in the old hospital which has been upgraded to a DOC lodge. (Not this building on the left however!)



After we had all thoroughly immersed ourselves in Waiuta's history we headed back towards Reefton. We stopped at Slab Creek which is advertised as a gold panning/ camping area. Several camp sites were occupied and there was a large communal pizza oven. Apparently around Christmas/New year it is so popular that it

can be impossible to find a site. Perhaps this could be part of a future gold mining trip for the club, although not over the busiest times.

When we arrived back at our accommodation at Reefton (Auto- Lodge) and met together for our evening meal in the Restaurant attached to the Motel we heard that Dark Knight had travelled all the way back to Big River No 1 Adit to retrieve their camera, only to find it was in the vehicle all the time. Not lost, just misplaced. It did make a good story, even if their crusade was thwarted. Murray F was, however, an excellent nomination and recipient for the gumboot award at the Club Meeting!

Linda Millard

Team Grasshopper



Ed - found an old trip (well, 2016 anyway) report and couldn't remember if it had been published or not, so here

FOXTON – MACKENZIE TRAIL AT EASTER

There were two trips scheduled this weekend and I choose the second one on Sunday. Trip Leader Ian Dixon told us that the track would be reasonably firm because of the recent rains. So the seven trucks duly assembled and aired down for the trip. The seven trucks were driven by Ian D, Grant P, Mike S, Ian H, Kelsie, John and Ross, with various passengers and children aboard.

The first part through the trees was uneventful, except for grumblings about low pine tree branches and roof racks. As we got further along the trail the macrocapa trees needed a trimming which was duly administered by Stihl. But while it was a pleasant day weatherwise, the gentle dunes gradually got steeper and a little more challenging. A few bypass and/or "failed to climb the dune" tracks were used! Unfortunately Orange Peel developed an engine miss which made travel more interesting. Soon a small winch up was needed on the last portion of a dune, and whilst this was put down to the loss of power, other trucks also needed a bit of a hand up that one, so who knows.

Some of the dunes were quite sharp on the top which occasionally stopped a truck, but some digging of the loose sand soon solved that issue.

Lunch came and went and we soon arrived at the turn around point where there were a few challenging climbs to practice on. So with failed hill starts well practised, it was time to wind our way back. So far so good, with no damage or incidents.

One hill was interesting with the first three trucks managing it OK, but radio chatter said one truck (Mike's) was stuck. Yes, stuck, but it turned out that that the difficulty was the left side being parallel to the sand because it had rolled onto its side at the top of the hill, wedged in a small cutting. Mike and Sarah's children had climbed the dune separately to watch the trucks come through so they must have known what was to occur!

The brains trust determined that if the truck was pulled forward it would slide to an area where the cutting was a bit wider and it might be righted. So John positioned his truck carefully and gave a small winch pull which indeed allowed the truck to be righted. The front tyre had deflated and come off the bead but looked OK. So with the truck held up on its underside the sand around the wheel was dug out and the tyre positioned so it could be re-inflated. It soon had 20 psi with the outer bead resealed, but a small hissing suggested there was sand in the inner bead. But after engine checks the truck cranked and eventually fired. It was then driven to a flat wide place where the wheel was changed and the front spring pack hanger flipped out again to normal. The B pillar had received a bit of bending in the roll over, but who needs a door that opens anyway. But the moral of that story is not to use front lockers if you want/need to steer through the climb.

The rest of the return was fairly uneventful, and whilst Ian had noted at the drivers briefing we occasionally ran over a bit of beach grass, Orange Peel took this as mandatory and drove right to the edge of a drop-off at the top of a hill climb. Oops! But a quick tug backwards was deemed the solution, which unfortunately swung the front further down the bank and left it precariously close, no scarily close, to rolling over!

(Continued on page 13)

So back to the brains trust and an initial winch (Ian's) was attached to the front to prevent the position worsening. A second winch (Grants) was attached to the rear from a far away sideways position and this was able to pull the rear back to be close to the track. This lessened the roll over possibilities hugely! The original truck (Johns) was reattached with a very short winch and pulled Orange Peel back, with three re-positioning's to keep the angles right. So Orange Peel was soon fully back on the track. Winches were wound in again and the convoy resumed towards the track back to the start.

With the convoy short of time, there was little opportunity to trim the low hanging pine trees and a roof bar was dislodged along the way. Just as we exited to civilisation, Kelsies truck developed an engine problem and needed a tow to Grants hacienda. Without a starter motor is was a bit tricky getting it back onto the trailer (this was always the original plan anyway) but it was soon accomplished.

So we licked our wounds and wound our weary way back to whence we had come, Palmerston North, Wai-kanae or Wellington. But a good day out and thanks to Grant and Ian for both working to retain access to this track and leading the trip.

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)

G. Guy Motors

4WD SPECIALISTS NZ



CCVC VEHICLE INSPECTORS WELLINGTON

SUPPORTING 4 WHEELING IN THE CAPITAL SINCE 1999



Come along to the September club night (Wed 13th September) and see the local Mickey Thompson tyre representative - a talk and display has been arranged by our club sponsor

G Guy Motors.



Grant Uridge - Plus4 Insurance Solutions

- for insurance that pays out at claims time

Grant realises that many people enjoy talking to insurance brokers as much as they enjoy a visit to the dentist!

But at least with Grant we can talk about the slips down Odlins Road or what's the best winch to have!

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know what you are covered for and, in the event that there is a problem, will go the extra mile to get it sorted.

Grant makes sure that you have sufficient cover, at the best prices, so that if the unthinkable happens, you and your family can carry on and avoid a financial catastrophe.

Remember, insurance is all about the claim.

For insurance from someone who will talk your language talk to Grant Uridge, 027 448 8689, 04 976 1099 or grant@plus4.co.nz



Every CCVC member taking insurance with Grant receives a free emergency kit

A copy of Grant's Disclosure Statement is available free of charge.

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
September 2017				
Saturday 2nd	Find the Forest - Trip Leaders ONLY	Graeme Millard	Shiny 4X4	Akatarawa Forest
Friday 8th	Polaris NZ1000 - Supporters Trip - Limited Vehicle Numbers- CLUB MEMBERS ONLY - Bookings essential	Ralph Dobson	Family Shiny	Ohakuri Road, Taupo
Saturday 9th	Odlins Road Side Tracks	Neil Blackie	Club 4X4	Odlin's Road
Sunday 10th	Akas with Graeme - Book with Graeme (04 5267636 - 029 2001700)	Graeme Millard	Family Shiny	Akatarawa Forest
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-
Saturday 16th	ARAC Akatarawa Trip Leaders Assessment #1	ARAC	Event	-tba-
Sunday 17th	Orongorongo Monthly Trip (to be confirmed due to lambing etc)	Phil Green	Family Shiny	Orongorongo area
Sunday 24th	ARAC Akatarawa Trip Leaders Assessment #2	ARAC	Event	-tba-
Wednesday 27th	CCVC Committee Meeting	Neil Blackie	Meeting - 19:30	-tba-
October 2017				
Sunday 1st	Annual Eastbourne Beach Clean up - Keep New Zealand Beautiful Week activity	Darren Young	Family Shiny	Eastbourne Beaches to Harbour Entrance
Sunday 1st	Inter-Club Champs	Neil Blackie	Club 4X4	Berkett's Farm (2015 Deadwood site) 528 Whitemans Valley Road
Saturday 7th	Akatarawa with Ian G - Book with Ian (ipgroom@xtra.co.nz)	Ian Groom	Family Shiny	Akatarawa Forest
Wednesday 11th	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 21st	Ohinowairua at Labour Weekend - Bookings essential	John Vruink	Shiny 4X4	Ohinowairua Station, Taihape
Wednesday 25th	CCVC Committee Meeting	Neil Blackie	Meeting - 19:30	-tba-
Saturday 28th	Orongorongo Monthly Trip - All welcome - Book with Phil (philgreen2964@gmail.com)	Phil Green	Family Shiny	Orongorongo area
November 2017				
Saturday 4th	Upper Hutt City Council Event - Members only (see Trip sheet for details) - Bookings essential	-tba-	Shiny 4X4	Akatarawa Forest Akatarawa Forest - Orange Hut
Sunday 5th	CCVC Training Day for Prospective Members - Book with Phil (philgreen2964@gmail.com)	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) francis.a@clear.net.nz 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
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-