



Cross Country Chronicle February 2018



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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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

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 10-11: 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/

Apr 29: Suzuki Extreme 4x4 Challenge

Back for the fourth year this is the only event of its kind in NZ and was created and is hosted by Cowpertrucks. Held at 2278 SH3, Turakina it will feature the best of the best drivers and 4x4 trials competition vehicles in the country - and the line up of drivers has been confirmed. Vehicles and crews have been personally invited to test their skills against 10 extreme 4x4 courses. Steep hills, vertical banks, massive jumps, mud and speed, combined with good food, easy spectator viewing and live commentary all make for a fantastic day out with mates and family. Starts at 10:00am. The event will be recorded for TV and screened over four 30min programmes on TV3's CRC Motorsport show. See the Suzuki Extreme 4x4 Challenge facebook page for more info.

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
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Presidents Piece - Feb 2018

Hi all.

Hope you've had a good start to the New Year. I've managed to get some maintenance and (very unusual) repairs done to the truck. Got it out to the great gymkhana event that Phil G organised last weekend and just back from Cape Palliser out with five others today.

Had a Committee meeting on Wednesday night and it came up that we don't really promote to members a lot of what the Club offers. As I mentioned last month we're making changes to the joining process, adding a touring class and looking at different types of trips. We do hold monthly meetings of course and have trip reports and photos there, plus the annual Awards Night in June.

Aside from that we leave it to members to keep up with events, remember how to get all the information you want and pretty much manage things yourselves. Maybe we should do better. Anyone reading this will know about the CCVC website and how to access it but just in case - the only web site in use now is <http://ccvcwellington.wildapricot.org> and your login is your email address, password is whatever you set it to. The login page gives the option of logging in via your Facebook account. There's a lot of info on the web site so I recommend going through it sometime. Lots there for non-members as well.

We also run a Facebook page and are looking at how we can make this more active, the primary link to CCVC activities, and a better starting point for non-members. You can find it [here](#). There's also a link to it from the web site log in page. There are lots of trip photos available there and you can post your own.

The main activity of the Club is, of course, running trips and we do run a lot with more and different ones to come. One of the most important is the training/familiarisation day - not just an essential part of joining the Club but a great refresher opportunity if you have a new vehicle or haven't been out for a while - a good way to start back into trips in a guided and controlled environment.

Looking forward to another strong year and your ongoing involvement in the activities the Committee and Trip Leaders organise for members.

Neil

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



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

THE SHERRIFF REPORTS

(or - Notes for travelers on the recent Marlborough Meander)

- John:** 4WD also requires hubs to be locked to ensure traction.
Howard: Wheel nuts should be fastened "tightly" to studs, not scattered along a km or two of farm track! Wheels also need to stay on truck for the whole trip.
Graeme: Long wheel base vehicles tend to bottom on banks.
Ian: Shock absorbers should be fixed top and bottom, without breaks in the middle.
John: Number plates are not to be left on the road, nail them firmly to the vehicle.
Howard: Bolts holding suspension should not be "finger loose". Use a torque wrench.
John: Hills require a good cooling system.
Ian: Two shock absorbers are required – not just left or right side on alternate days.



But the trip did include magnificent views and places and more details will follow in full trip reports.

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)

CCVC 2018 Magazine Deadlines

Based on magazine being published 7 days before each club night, and contributions to be with the editor 4 days prior to this.

Feb:	Magazine contributions to editor by	
	Magazine published by	
	Club night	14/02/2018
Mar:	Magazine contributions to editor by	03/03/2018
	Magazine published by	07/03/2018
	Club night	14/03/2018
Apr:	Magazine contributions to editor by	31/03/2018
	Magazine published by	04/04/2018
	Club night	11/04/2018
May:	Magazine contributions to editor by	28/04/2018
	Magazine published by	02/05/2018
	Club night	09/05/2018
Jun:	Magazine contributions to editor by	02/06/2018
	Magazine published by	06/06/2018
	Club night	13/06/2018
Jul:	Magazine contributions to editor by	30/06/2018
	Magazine published by	04/07/2018
	Club night	11/07/2018
Aug:	Magazine contributions to editor by	28/07/2018
	Magazine published by	01/08/2018
	Club Night	08/08/2018
Sep:	Magazine contributions to editor by	01/09/2018
	Magazine published by	05/09/2018
	Club night	12/09/2018
Oct:	Magazine contributions to editor by	29/09/2018
	Magazine published by	03/10/2018
	Club night	10/10/2018
Nov:	Magazine contributions to editor by	03/11/2018
	Magazine published by	07/11/2018
	Club night	14/11/2018
Dec:	Magazine contributions to editor by	01/12/2018
	Magazine published by	05/12/2018
	Club night	12/12/2018



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Every CCVC member taking insurance with Grant receives a free emergency kit
A copy of Grant's Disclosure Statement is available free of charge.

G. Guy Motors

4WD SPECIALISTS NZ



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4WD Gymkhana: January 28 2018

Linda Millard, Phil Gibbons. Photographs by Andrew Gee and Brendon Millard

Phil Gibbons did a fantastic job in organising the gymkhana; planning events, preparing for and cooking the Barbeque, overseeing the course set-up, and running the event on the day. Phil and a willing band of helpers, Neil, Graeme Anderson and Graeme set up the course on Saturday at Malcolm Judd's farm off State Highway 58.

The day was gorgeous and warm, actually hot, hot, hot and 10 trucks turned up to participate. Steve Mercer had a lovely awning set-up on the side of his truck. However people were questioning how much shade it would provide. Did you get shade Steve, other than at lunchtime when we ate our lunches under the trees anyway? The events all had interesting names e.g. Hokey Tokey, Indian Rope Trip and Slow Boat to China. Several drivers didn't have a navigator so they co-opted another driver/person to be their navigator for that round. The children even had chances to be navigator.

Hokey Pokey

Phil introduced this first activity in a sing-song voice at the briefing. "Leave home and put your left wheels up, and put your left wheels down, then put your right wheels up and your right wheels down, turn around and put your left wheels up and put your left wheels down, put your right wheels up and put your right wheels down, then go home."

The challenge was to put the left wheels up on the plank, drive along, do the same with the right wheels do a

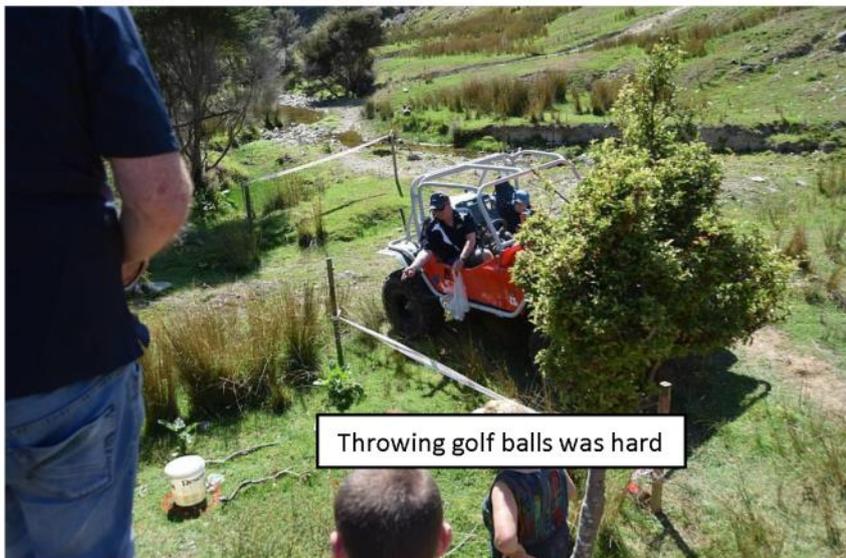
tight circle in front of the creek and repeat the plank riding with the opposite wheels. People thought this would be a piece of cake! It turned out to be harder than everyone anticipated. Neil Blackie had an oops moment when he



nearly put his front wheel down the bank and was loudly informed by other participants to STOP! He would probably have rolled if he had got it wrong. Didn't you put that peg there on Saturday Neil so people wouldn't go that way? He got penalty points for having to back up. On this round Steve Mercer was the clear winner with no penalties.



Steve Showing his style.



Throwing golf balls was hard

Ten Ball Bucket

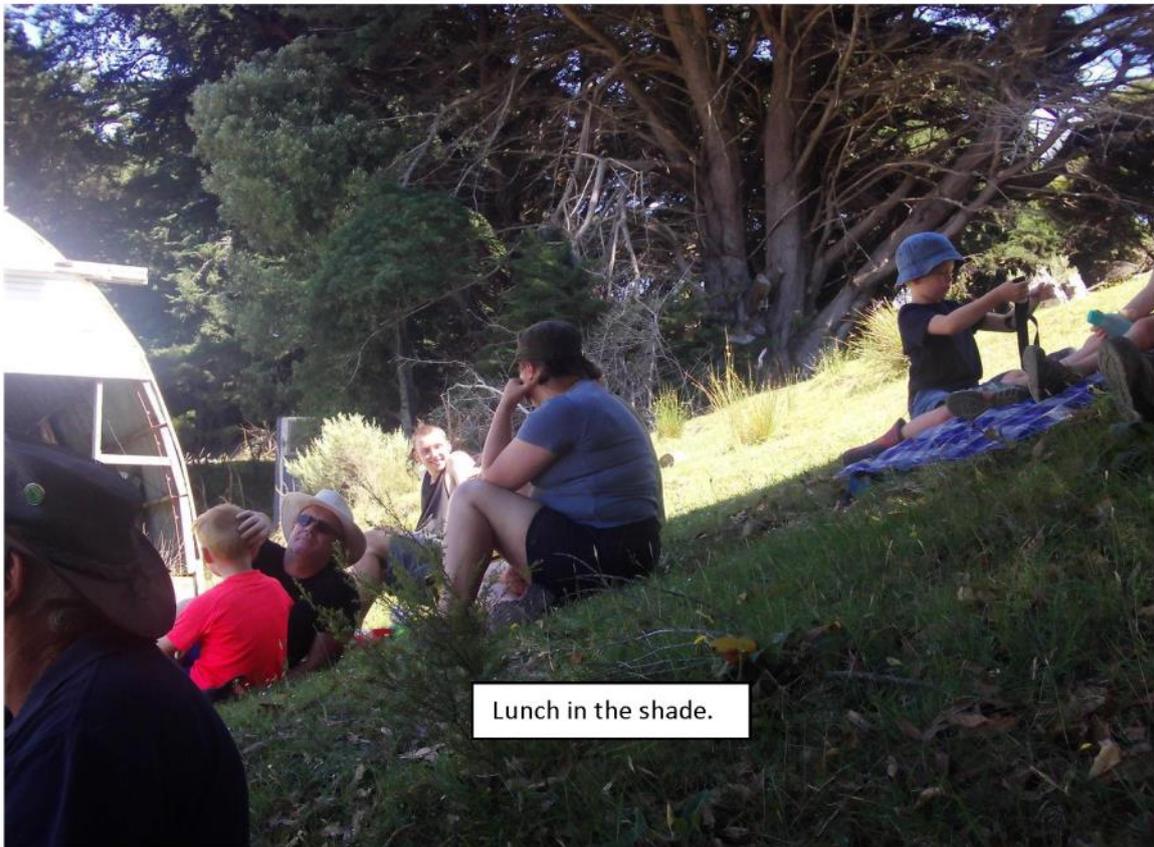
At the start gate, the Navigator received a bag of ten balls and they had to drive down a bank, stop by the tape and throw 5 balls into a bucket with water in it; driver was to do a three-point turn and then it was

the driver's turn to throw his 5 balls. When they ran out of those balls they had to drive back up to get the next bag of balls and keep throwing until they had 10 balls in total in the bucket or ran out of time. Some people even knocked the posts down that held the tape, in their eagerness to get closer to the bucket. Should have awarded Penalties there! There were lots of different throwing styles; running them down a road marker, throwing several at a time, underarm, over-arm and one person throwing all ten balls then driving up, turning and backing down so the other person could throw 10. A darts throw was the most accurate method. Ron clearly won that round with both him and his navigator

getting their 5 balls into the bucket and coming in under time. A little side note; the course designer didn't get any of his balls into the bucket when he was navigating for someone; and did mention that the bucket could have been one metre closer to the vehicle tape.

Standard Sidling

This is a typical training day exercise, but here it was down through the reeds so the markers weren't always visible, up across the side of the hill and back down into the reeds. Ron Gardner managed it going one way but missed the gates completely doing it the opposite way. Was he lost within the reeds? Everyone else who attempted it, completed it without any penalties.



After the barbeque lunch, (thanks Phil) we split into two groups and some did the bucket filling activity, while the others went across the stream and did the **Slow Boat to China** and the **Graded Hill Climb**.

Water Bucket Fill

The idea was to line up at the start gate, the timer was set and one in the vehicle could choose to use either the 5 litre container or the 10 litre bucket and any other pieces of equipment displayed; a piece of wood with a hook on one end, bungies, or a towel. The driver drove down the bank to the creek, one from the vehicle filled their container, buckled up again, they came up the next bank, holding the bucket without putting an arm outside the vehicle, got out, poured the water into a another 10 litre bucket, buckled up again; and repeated this procedure a second time until the bucket overflowed, then raced to the finish line with all the pieces of equipment.

Every team/driver had a different technique.

Andrew Gee, after trying to expand his course to

include a river crossing had hooked the bucket on the front of his truck, but managed to spill quite a lot coming out of the creek bed. Neil was experimenting



with the bungies and the bucket for a truck on-front carry system while others were racing so when it was his turn he chose those props. Len Priddle's navigator chose to put the

bucket on the hook on the wooden pole and held it out the window. Other people put the bucket on the floor of the cab....I wonder how much spilt in the truck. Nick and Penne were discussing tactics before their turn; Penne was going to hold the bucket, pass it to Nick so he could fill it so they didn't have to run around the vehicle. He was going to pass it back to her and she was going to hold it in two hands and steady it as they came out of the creek bed, then she got out and poured it into the other bucket. They also decided after watching other participants that the bucket didn't need to be super full each time, so hence saving time at the creek. Their tactical planning played off and they were first at 2minutes and 14 seconds.

When it was Ron's turn, there was a bit of skull-duggery and pseudo sabotaging to slow him down. However he came in second at 2 minutes 38 seconds. Young Jacob Gardner did a great job emptying the bucket after each round.

Slow Boat

As I was score keeping, and Graeme was timekeeping on one side of the river, Phil was watching and timing the Slow Boat and the Graded Hill Climb on the other. Phil reported that all contestants understood the need for extreme slowness with only one person being over the time.

Graded Hill Climb

Phil said that it seemed that Steve powered up the Zuk (his hard yakka truck) when wheels were off the ground. He came down heavily and broke the drive shaft. (Phil's comment "Really Steve,



Nick did make the hill climb

this was a Family Shiny event!") Liz was seen exiting the vehicle at high speed and headed for safety 30 metres away; and Andrew Gee sprinted to his jeep to prepare for towing duties. Phil's comment; "Why didn't Steve do a failed hill

climb retreat?" is a question unanswered. Needless to say Steve achieved a DNF for the rest of the day and scored the extra penalty points.

Indian Rope Trick

In this event the navigator held the end of the rope in their left hand only. The driver was to drive anti-clockwise around a pole keeping the rope off the ground and driving close enough so the navigator could hold onto the rope at all times. They started with 100 points and each 90° completed reduced their score by 20 points. Kyle's son was holding the rope for his Dad and Jacob Gardner, Ron's son held the rope for Neil. Both of those drivers ended up with just 20 points, the same score every other driver achieved, except Ron who got 0. Well done boys! Did that rope stretch over the event? It looked as if it was as much the navigator's ability to hold the rope as the driver's ability to make their driving circles small enough.

Blindfold Run

From the start gate the blind-folded driver was guided by their navigator between the rutted roadside banks, down through the creek and up the opposite bank with a left hand turn to the finish markers. One young boy was navigating for his father Kyle on the blindfold challenge, (with the help from Phil outside the vehicle and his mother on the other side of the creek.)

Other drivers not mentioned so far were, Len, Isaac, Brendon and Howard. All drivers, navigators and family members appeared to enjoy the day.

At the end of the events, on point count, Nick and Penne came 1st, Ron was 2nd and Neil was 3rd. There was a differential between 1st and 2nd of only 5 points.

Thank you Phil for your wonderful organisation and a great fun family day.

Botsoc Botanical Meander

As we met at the Owhiro Bay carpark the clouds were getting darker and the wind fresher. Nevertheless another great run out by CCVC members in this community partnership event with the Wellington Botanical Society.

That it was happening at all was attributable to Barry Insull who had a conversation with a BotSoc member suggesting that their grey hairs could benefit from getting together with our grey hairs and organise a botanical excursion through Te Kopahau Reserve.

So there we all were, us with our 4wd drives and the Botsocers armed with walking sticks, boots,

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gaiters, day packs and the all important plant lists. Briefings were given to both the drivers and the Botsocers, people distributed among vehicles and we were off. Joining us for the day were Parks Planner Joel de Boer who is working on the management plan for the reserve and Nursery Manager David Willyams.

First stop was about half way up the tip track where everyone decanted from the vehicles to look at the plant. Heads down, bums up and a lot of discussion about even the tiniest plants and also the inevitable reference to the ever changing plant names with what was once known as *Hebe arborea*, changing to *Hebe parvifolia* and more recently the hebe genus was returned to being called veronica so it is now *Veronica parvifolia*. From the tiniest harebells and ferns all the plants held a huge fascination.



This continued the pattern for the day along with a running commentary from the Botsoc trip leader Chris Horne. Even though my job has a lot to do with plants it continues to fascinate (and intimidate) me the level of scrutiny given to even the most common plants. It was reassuring to see even the Botsocers asking about plant identities.

After the endless rain and storms through 2017 the stream crossings had become difficult to negotiate. Barry had organised a few work parties but the Rangers finally got a digger in to go through the reserve with the result the tracks and stream crossings were in very good condition.

We stopped for lunch at the hairpin at the bottom of Spooky Gully. It was still pretty drafty and the wind had a bite so everyone huddled down behind the vehicles or in against the vegetation. It was a



great place to stop as it is the only place in the reserve where the leafless clematis *Clematis afoliata* grows. When we usually drive through our backs are to it and we would normally not see or notice them. This caused great excitement so the hillside above was soon covered by scrambling Botsocers investigating the plants and looking for seed (they had a collection permit!). Also here is a recently discovered specimen of a mistletoe. There are highly palatable and its presence suggests that good headway in being made in control of goats and possums in the reserve.

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Lunch finished we drove up the hill to the Te Kopahau trig and along to and down the Radome track, again with a couple of stops on the way. It doesn't matter where you stop there were items of close botanical interest, from the *Gaultheria* with its red berries, the different species of *Coprosma* and ferns to orchids and the little white *Euphrasia* beside the track. Of course we were easily able to compete in terminology stakes with low gear, engine braking, Nissan, Toyota, Isuzu and Mistubishi species, inflation, deflation...you get it!.

After a final stop at the yards it was back down the tip track for some insight into the landfills, their consents and the good, bad and the ugly of them which triggered a fair bit of conversation then down to the road and back to Owhiro Bay car park where Chris Horne kindly offered to shout the drivers a cup of coffee and a bun at the Bach café.

I don't know about the other drivers but I always learn heaps on these types of trips and the crew from Botsoc really appreciated being able to get around so much of the reserve so quickly achieving in a few hours what would normally take them a couple of days. The crew I had with me expressed a new appreciation of 4wd drives used carefully and responsibly and I am sure this will continue to be a long and mutually beneficial relationship.

Double Instant Kiwi to Barry for this one!

David Sole
K116



Akatarawa Forest "Scratchy Shiny 4x4"

Sat 30 Dec 2017

Trip Leader : Grant Purdie

This was the second part a recce trip Grant was leading into the forest and following the first part on 28th December, only 3 trucks were available, capable and brave enough to join him for Part Two.

We met at Totara Park with Grant being spot on time in his Toyota FJ40 and he was joined by the capable and the brave, being Bruce Piper in his Toyota Surf, Ron Gardner in his armoured Nissan Patrol and Dave Moger in his Toyota FJ70.

Having aired down, as we entered the forest it was proposed and seconded that Ron be elevated to honorary membership of the Toyota 4WD Club just for the day given the make up of the group. There seemed to be some sort of atmospheric interference over the radio at that point as Ron's acceptance seemed somewhat incomprehensible but after a couple of radio checks we found all was good and pressed on.

Grant has a great style of trip leadership with detailed explanations of the history and geography of the area interspersed with hazard warnings of steep drop offs, deep ruts and the occasional mountain biker.

The trip was wide ranging going up Valley View Road, Clarkes Creek, Boiler Gully, Lindsay's Road and then Valley View Road again. At various points it was obvious that Grant was exploring the 180 degree turning capability of the trucks as we found various tracks which required that particular technique to be deployed. If a track is worth driving one way, it is certainly worth driving back the other way as and when you reach the end of it.



We worked our way across McGhie's Bridge, down Hukinga, Cedar Holme Creek and Deadwood Ridge. As part of the Trip Information Sheet we were asked to bring bush clearing tools and they came into use on a number of occasions as we found trees across the track. We pushed through some bush so dense that it was a relief to find there was a track there at all.

We then arrived at the Rock Garden and decided to take an exploratory walk down it to the wash out. Traction was a challenge walking down and it was at the bottom that the reality of the hike back up dawned on some of

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the less physically fit and outdoorsmen of the group. Various comments were made around the lack of mountaineering equipment that was supplied, why put a thumping great V8 in a 4x4 then walk up the side of a mountain, how would they get a rescue winch from a helicopter through the canopy of trees and the whereabouts of emergency oxygen tanks but all made it safely back to the top, some slightly behind the others.

We then went back down to the Third Crossing and then along the Pram Track where another walk was suggested up to find one of the old boilers. By the time we made it there, there were a couple of old boilers at the site, one old and rusty and the other not quite so old or rusty but hot and sweaty and puffing and panting like an old boiler.



In the middle of the day, we took another walk through the bush to the edge of a river where the less adventurous members of the group decided that staying on this side of it for lunch was the better option. It was a genuinely idyllic setting for lunch under the shade of the trees with the sound of flowing water and the tranquillity of the forest.



The trip continued through the Long Crossing, Rimu Road and into Cleary's Road during which the FJ70 began to sound even louder than normal and so not wishing to disturb the wildlife too much,

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the group halted while Dave had a quick check underneath, finding that the exhaust joint from the right hand headers had decided it was time to impersonate the driver and puff and blow a bit. This was speedily attended to and we moved on to Puketiro Road and then Dick's Yard.

It was fair to say that Dick's Yard was quite a significant challenge and so enjoyable that we went down one way and up another, then turned around and came back down. At the bottom, we had a break for refreshments. To an un-informed passer by, it might have looked like Dave was under the FJ70 attending to the exhaust again however the reality was that Dave was just enjoying some shade under the truck from the hot sun while Ron generously made him a refreshing hot beverage.

After refreshments, we carried on up Dick's Yard, however Ron decided to temporarily suspend his membership of the Toyota 4WD Club and got stuck in the ruts, requiring the FJ70 to courageously reverse back down the challenging track to provide assistance. The reversing back down was so courageous that by the time it was concluded, Ron had completed his own recovery and re-established his temporary membership, so we continued back on our way up.

With time ticking along, we went back down Puketiro Road to Cook's Gate and exited out via Bull's Run Road. Overall it was a great trip exploring some challenging tracks (both in and out of the trucks) with great camaraderie and a lot of fun.

Dave Moger
10th January 2018



Joining of strops for snatch recovery

Current Practice

Joining of two strops is a common practice to effect a recovery by snatch, where one strop is too short.

Stretch capability of strops

In normal use, a nylon strop will stretch approximately an additional 30% before contracting and pulling the vehicle free, eg a 9 metre strop will stretch to 12 metres.

Effect of longer strops

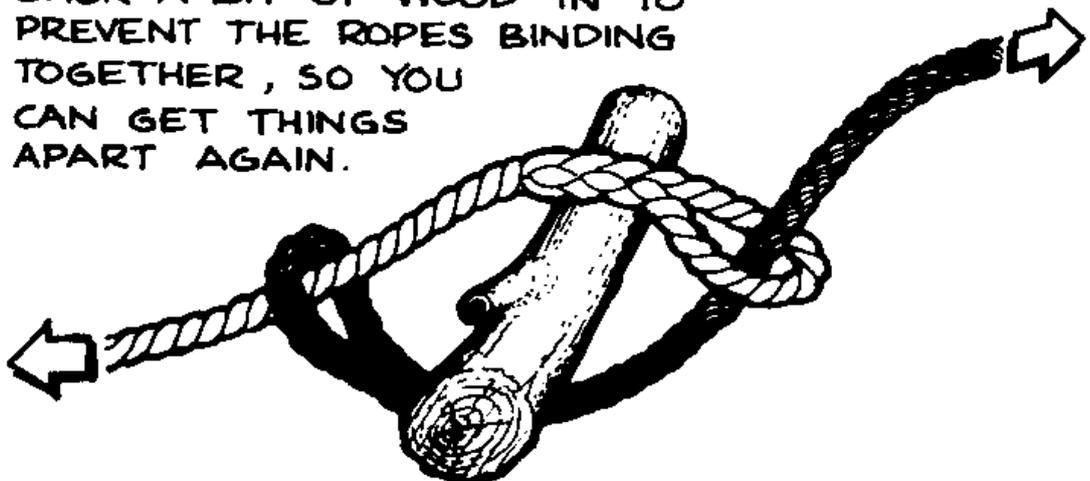
When two strops are joined, the towing vehicle has twice the distance to accelerate away (eg 6 metres) before the strops become taut. This extra distance creates far greater stored energy to the strops and the strop mounting points. These forces could be held to a minimum if drivers showed restraint in accelerating away from the stuck vehicle.

Recommendation

Where it is necessary to effect a recovery by snatch and one strop is too short, the Safety Committee recommends that the second and any subsequent strops or ropes be non-stretch or very low stretch, and that speed is kept to a minimum. Remember the motto – “gently at first”..

Method for joining strops

STICK A BIT OF WOOD IN TO PREVENT THE ROPES BINDING TOGETHER , SO YOU CAN GET THINGS APART AGAIN.



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
February 2018				
Saturday 3rd	Botanical Society Trip - Seats Required	Barry Insull	Shiny 4X4	Te Kopahou Reserve
Wednesday 7th	CCVC Committee Meeting	Neil Blackie	Meeting - 19:30	-tba-
Wednesday 7th	GWRC Sunset Tour - Back up date	-tba-	Family Shiny	
Saturday 10th	Akatarawa Forest with Frank - Book with Frank (blackjeepofthefamily_96@hotmail.com)	Frank Allan	Family Shiny	Akatarawa Forest
Saturday 10th	The Long Drive	Neil Blackie	Shiny 4X4 / Club 4X4	Cape Palliser and coast,
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	Terewhiti Clean Up - All details to come	Barry Insull	Shiny 4X4	Terawhiti 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	Phil Green	Shiny 4X4	Orongorongo area
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-

March 2018

Saturday 3rd	CCVC Training Day for Prospective Members - Book with Phil (philgreen2964@gmail.com)	Phil Green	Training (Unknown)	
Saturday 3rd	Greater Wellington Regional Council Sunset tour #2 - Members of the public must book with GWRC	Ian Hutchings	Shiny 4X4	Belmont Regional Park
Saturday 10th	GWRC Sunset Tour #2 - Back up date	-tba-	Shiny 4X4	
Sunday 11th	Wellington City Council Parks Week - Seats Required	Barry Insull	Shiny 4X4	-tba-
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-
Sunday 18th	Greater Wellington Regional Council - Redwood Ramble - Members of the public must book with GWRC	David Coxon	Shiny 4X4	Akatarawa Forest
Saturday 24th	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-
Friday 30th	Otapawa Easter Escape - Bookings Required	Stewart Burrell	Shiny 4X4	Otapawa Station, Haunui Rd off Route 52, Tiraumea, (sign posted as you approach Tiraumea) - OR via The Alfredton Road toward the coast from Eketahuna view at http://www.otapawa.co.nz/farmstay.htm

April 2018

Saturday 7th	Akatarawa Forest 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-
Wednesday 25th	CCVC Committee Meeting	Neil Blackie	Meeting - 19:30	-tba-
Sunday 29th	Orongorongo Monthly Trip - All welcome - Book with Phil 04 970 3126 (philgreen2964@gmail.com)	Phil Green	Family Shiny	Orongorongo area