

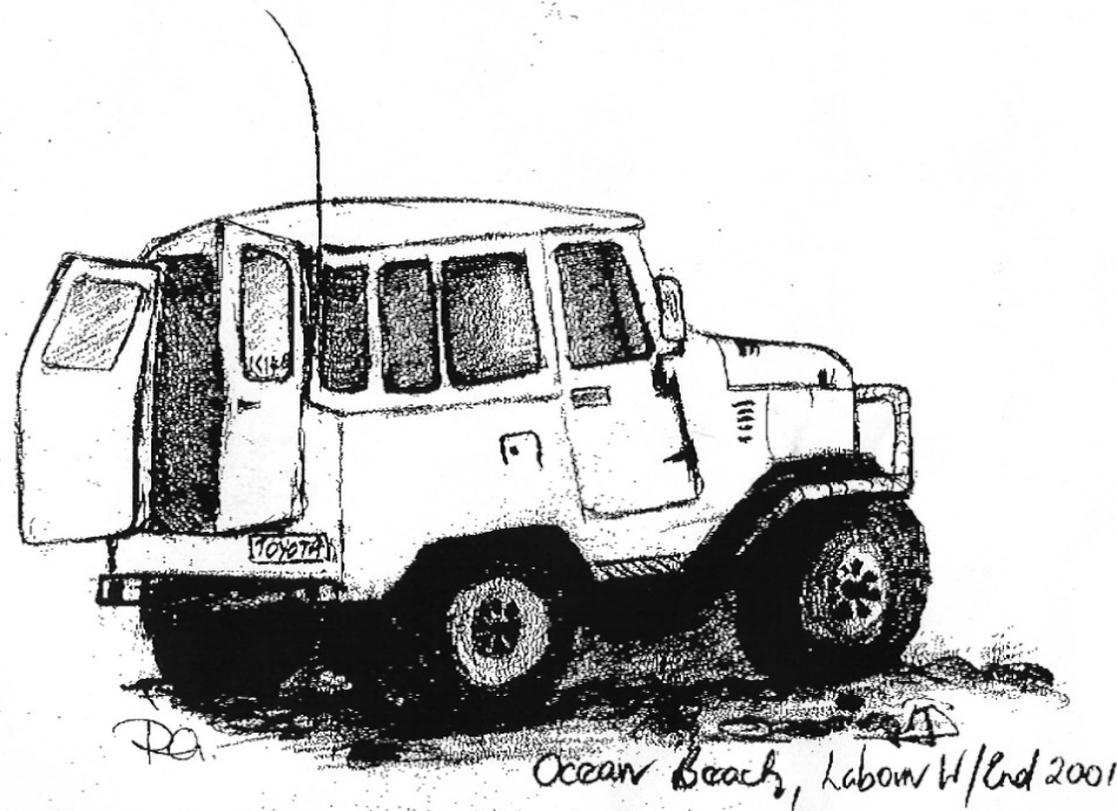
VEHICLE CLUB Wellington

Cross Country Chronicle

June 2020

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THE PRESIDENTS PIECE

Last month we were deep into Lockdown, and now we are staring at a Level 2 scenario. And two months ago no-body had heard of or imagined what Level 4, 3 and 2 meant. A week is indeed a short time in politics!

As you know the Club programme was suspended through lack of land access and through Government restrictions on motorized recreation. Now we expect to have a timetable and opportunity to bring things back to "normal" but it must be the "new normal" as laid out by Government and landowners.

We have already received a set of rules from Wellington Council about the trapping work at Te Kopahou under Level 2 and submitted the requested safety plan. So that activity looks like it can return shortly. Akatarawa forest access is still unclear but it looks hopeful, especially as access to Conservation managed land will be open under Level 2.

During the lockdown the Club reached out to our Life members who were not known to be active and this was certainly appreciated. It was a good initiative, thanks Ron for the proposal. It also served as a reminder that we all need to keep our e-mail and phone contact information up-to-date in the Club database.

As you will be aware The National Association, of which we are a part, was convicted under the Resource Management Act as a result of the Valley Club's running of the 2019 Deadwood Safari. The Judgement against the Association is available on the FWDA website <http://www.nzfwda.org.nz/news/619>. Please read it completely. It makes clear the seriousness of the issues and points to issues that Clubs must address as we go forward. The Association will also need to be explicit about the responsibilities that Clubs have which will in turn need to be explicit in our practices.

Whilst we do not expect to have our regular Monthly meeting in May, there will hopefully be options for a June meeting. One issue will be attendance as the venue does not lend itself to social isolation with our usual attendance numbers. Maybe we need to sell tickets, or more seriously have a booking system for a preset number of actual attendees and an electronic stream for remote attendees. Once the venue is available we can address the best options.

In the meantime get your trucks into shape as in a month or less we hope to be able to say Gentlemen (and Ladies) "Start your Engines".

Ian Hutchings

President

CLUB CLOTHING

John Vruink on behalf of the club has been investigating club branded clothing for members to purchase. He typically has samples at club night and there is usually a few members modelling various items on trips.

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
Crew Neck Cotton T- Shirt	\$16.50

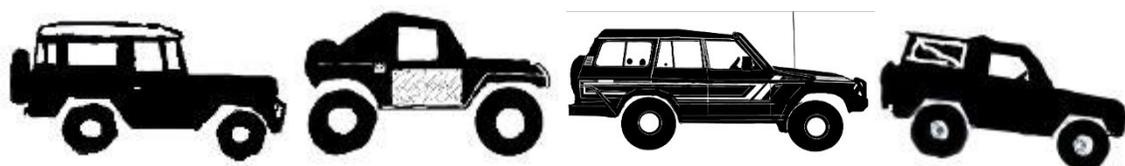
If interested please contact John directly on john.vruink@gmail.com

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.



Grease: An Overview

by John Barron (ex the Internet)

Grease is a lubricant. It is produced by combining lubricating oil, additives (for example, Molybdenum Disulfide), and a soap.

The lubricant in most greases is a (petroleum based) mineral oil, although some greases use synthetic lubricants. The soap emulsifies the lubricating portion and thickens it. The type of soap used in making the grease is one way in which greases are classified. For example, a lithium soap is used in a "lithium grease". The actual lithium soap is properly known as 12-Hydroxystearate, other greases will use other types of soaps, for example, aluminium.

Greases made with different types of soaps will usually be incompatible and cause the grease to liquify or fail in some other way. Liquified grease will not adhere to the intended surfaces and the result will be that the parts will not be sufficiently lubricated and fail as a result. Other grease failure problems can be related to contamination (water, dirt, oil etc...), infrequent changes, overheating, mechanical shear and other forces.

There are many additives that can be put into grease to give each type of grease unique properties. This also make some greases much more suited certain types of jobs than others. Some of these additives may be colourants, corrosion inhibitors, helping the grease resist shear forces, make it more tenacious, help it resist water contamination etc...etc...

Molybdenum Disulfide (a.k.a. "Moly") helps the grease film carry a load and is most often a grey to grey-black in colour. Other greases, such as wheel bearing grease, may be green, blue, yellow, red, white, or another colour depending on the colour of the lubricating portion or the colourant used. Colours can help to identify what type of grease has been used but are widely variable and, as such, are not a reliable indicator.

A few more grease notes...

NLGI stands for the National Lubricating Grease Institute, they are a body that sets standards for greases. The viscosity of grease, as labeled by NLGI, ranges from No. 000 (runny) to No. 6 (very thick, almost solid). The viscosity is quite important to the application so use the right one.

No not all greases are compatible. If you don't know what type is there, then replace it with the correct (and known) type of grease as specified by your owners/service manual. Make sure you use the right viscosity



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Post Lock-down Escape! - a kiwi road trip to the Wopwops

Words by Shaun Ross

Photos by Denise Ross and Emma McGill

A group of club members, affectionately known as **The Wellington Wanderers**, started throwing some ideas around for a post lock-down road trip when Level 3 was announced, with the prospect of being able to travel at Level 2. As many of you can relate, we were all starting to suffer from cabin fever, especially as our Easter trip got scuttled by the lock down. We finally narrowed our plans down to exploring the area around the Forgotten World Highway (SH43) over Queen's Birthday Weekend.

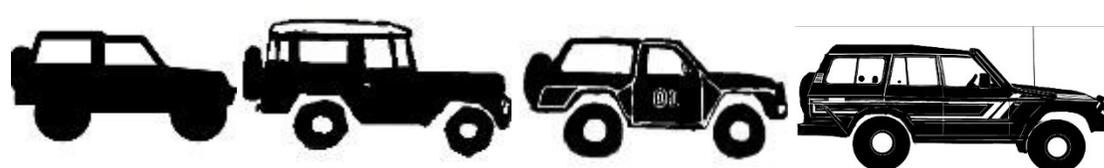
Our extended bubble of 10 left Wellington on Friday afternoon, travelling separately. Traffic on the Kapiti coast was horrendous resulting in everyone taking 3 hours just to get to Levin. Luke & Emma, travelling in Goldie, were the first to arrive at Lakelands Holiday Park just outside Wanganui. Haydn, Jeanette, Ally, Katlyn & Phoebe, travelling in The Hulk and towing a borrowed trailer, were the next to arrive. Shaun, Denise & Gemma, travelling in Max with their caravan in tow, were the last to arrive. With the formalities, greetings and setting up camp out of the way, we all settled in for the night.

[Lakelands Holiday Park](#) is located at the end of Kaitoke Road on the shore of Lake Wairitua. We woke in this really tranquil setting filled with birdsong only to have the still morning air broken by the sound of gunfire. Duck season was in full swing at 7am on Saturday morning.

After breakfast and having chatted to Jackie (our host), we decided to see if we could make our way to the beach. Unfortunately, the track at the end of Pauri Domain Rd turned out to be a private road with no public beach access. We then continued our journey towards Taranaki, stopping for a few forgotten supplies and some essential coffee in Wanganui and fuel in Hawera. We continued northwards to Eltham where we took time to make a sandwich and stretch our legs by exploring Soldiers Memorial Park.



We then pushed on to Stratford, enjoying the views of Mount Taranaki before turning East. Even though the SH43 is tarred, our progress slowed due to all the twists and turns. We arrived at [Bushlands Campground](#),



Post Lock-down Escape! - a kiwi road trip to the Wopwops

which is located in Tangarakau, an hour before sunset, giving us time to set up camp while it was still light. We all turned in for an early night after having dinner together.

Sunday dawned with some low cloud that quickly burned off. We left camp just after 9am. Our first stop was at the Raekohu Falls just outside camp. The next stop was at the Tahora Saddle on SH43, giving unobstructed views of the central plateau.

We then turned left onto Whitianga Road. It wasn't long before we pulled over to reduce our tyre pressures to make the ride over the corrugations a bit more comfortable. We continued on to Kohuratahi Road, turned left onto SH43 stopping at [Whangamomona Hotel](#) for morning tea. The crew enjoyed walking around the village exploring the old buildings and soaking up the history.

After stretching our legs and the Gwilliam clan having a play in the kiddy park, we all got back in our rigs and headed south on Whangamomona Road. Exploring this renowned public road was on everyone's bucket list. We soon came to a gate with a clear warning that the road was not maintained, contained many hazards and was only suitable to 4WD vehicles. Leaving the closed gate behind us, it wasn't long before we came upon the first slip. Shaun lead the way with Max and everyone followed without incident. One kilometre done, 16 more to go.



Post Lock-down Escape! - a kiwi road trip to the Wopwops

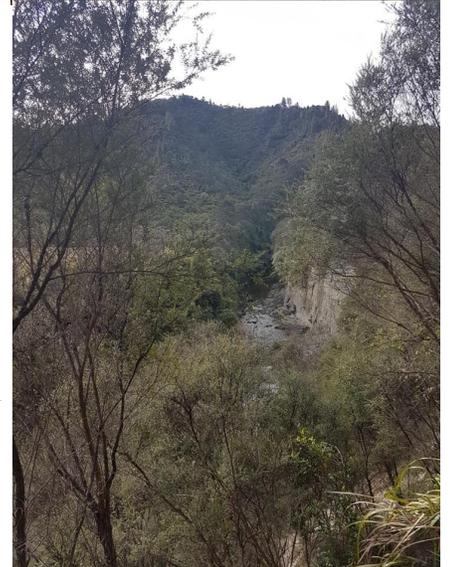
A couple of kilometers later, we met a local travelling the other way in his nearly stock ute running some aggressive mud tyres. He reported that the track was passable as he had come up from the southern end. He also mentioned that there were 2 other vehicles heading south in front of us as well as a number of ATVs and motorbikes. A little while later, we stopped at the suspension bridge over the Whangamomona River. This bridge is the start of the hiking track along the Poarangi Stream. Sadly, the suspension bridge is no longer safe to cross as one of the main cables has failed.

The track is narrow and hugs the western / right bank of the Whangamomona River at around 160m above sea level. The river is several metres below with sheer dropoffs along most of the route. There are several vantage points to take in the breath-taking views. We pull up close to the bank to allow a group of motorcyclists heading north to pass us while we took in the view of the river.

Drivers will be challenged navigating the many narrow obstacles caused by slips and washouts. We only encountered small patches of standing water and mud and would discourage attempting this track after any rain. Fortunately it had been dry for a few days before our visit.



Two hand dug tunnels are located near the midpoint. These tunnels are very similar to many other tunnels in the area. There are also two single lane bridges spanning tributaries of the main river along the route too.



Post Lock-down Escape! - a kiwi road trip to the Wopwops

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We spent some time marvelling at the feat of building these tunnels. [Forgotten World Adventures](#) offer a variety of rail buggy tours to explore the numerous rail tunnels in the area, some of which are over 1000m long.

We were all looking forward to a refreshment stop and had decided to push on as we were only 3 kilometres from the end. Little did we know what lay in wait. Shaun spotted a deep rut with a steep entry and warned everyone on the radio. Max and Goldie made it through without too much drama. Just when we thought we were clear and Haydn called out on the radio that he had popped a bead. We all stopped to help. On closer inspection, we found that The Hulk had popped a bead on each axel. The deep rut was just a bit narrower than the 80 Series with 305x75/16 tyres and had squeezed a tyre on each axel off the rim..



Time to engage the winch with Max and Goldie serving as an anchor point. We managed to pull The Hulk to a point where we could change the front wheel. With steering restored, we were then able to rig up a tow strap and pull The Hulk out of the ruts and away from all of the soft mud in the drain. After fitting Max's spare to The Hulk, packing all the tools away and mounting the two flat tyres, we were all back on the road.



Post Lock-down Escape! - a kiwi road trip to the Wopwops

We made it to The Bridge to Somewhere. Everyone took time to make coffee and enjoy a sandwich. We then walked over the bridge and enjoyed the views of the river below.

We then made our way heading west along Upper Mangaehu Road, turning onto Brewer Road and heading north. We stopped at Makahu Tunnel to pump our tyres before continuing on to SH43. We stopped at the Whangamomona Hotel for dinner before heading back to camp. We all gathered around a campfire to recount the day's adventure, enjoy some drinks and roasted marshmallows before turning in for a well-deserved rest.

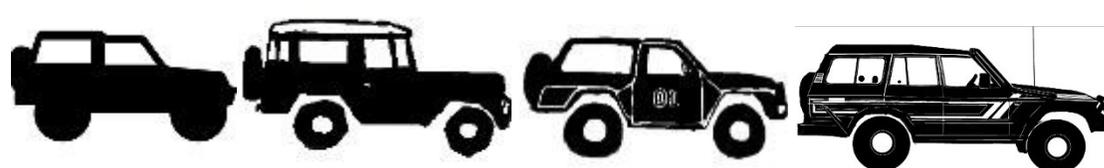
Monday morning saw the boys tackling the job of reseating one of Haydn's tyres while trying to stay dry in the rain. We first had to get the tyre off the rim so that we could clean out all of the mud. Then we reinstalled the tyre and managed to get it reinflated without too much difficulty.

After a hearty shared breakfast, we got to work packing up camp and getting ready to head home. The trip back to Wellington was around 400km, requiring several stops to refill our coffee cups.



The Forgotten World region is very picturesque and provides a welcome escape from city life. The people are friendly and facilities are comfortable. There are a lot of side tracks to explore. We didn't even get to see a quarter of what's on offer. Definitely worth another visit in the future. Thanks to everyone for a great week-end away. Now to start planning the next one!

Sunday's route, 143km including Whangamomona Road (17km)





50th ANNIVERSARY PHOTO COMPETITION:

As part of the 50th Anniversary, coming up in 2021, we need some historical photos for things we have planned. We have a few in the archives, that we will pull out over the next few months but would like to see what everyone has in their own records.

To help encourage everyone we have decided to run a photo competition to the end of the year. With winners being presented with prizes and the end of year function. (Yes there will be prizes—more info on them next month)

There will be 12 sections to enter.

1970s - Personalities
1980s - Personalities
1990s - Personalities
1970s - Competition
1980s - Competition
1990s - Competition
1970s - Away trip
1980s - Away trip
1990s - Away trip
1970s—Scenic
1980s—Scenic
1990s—Scenic

All photos entered will become property of CCVC and may be used in a 50 Anniversary Book, Calendar or other marketing material or Club publications.

Photos to be sent to
50years@ccvc.org.nz

The prizes will be a \$50 voucher per category.

For Sale

I have some rims and tyres I'd like to pass on to a new home, have I missed the May magazine deadline?

If not, I have

8 15x8 six stud steel rims (ex Nissan Safari)

6 33x12.5x15 mud terrain tyres (on the rims), well worn, some may pass a WOF, some wouldn't

I'd like to sell them but I suspect the demand won't be there so happy to donate to a worthy cause if someone would like them.

Contact: Alan Donaldson

50 Anniversary committee

The 50th Anniversary committee is full steam ahead with only 6months till we hit the anniversary year. The book is coming along with a cover shoot photo due to be taken in the next few months.

We are still after photos and stories to add in to the book, and are trying to get the contact details of past members, who are no longer a member, that may be interested in a book or coming along to some of the event. If you know of any details please pass them on to the committee.



Trapping Work

With the move to Level 2 and an amenable Council, a trapping trip was planned for Te Kopahou. It was six weeks since we could access the area to service the five trap lines so we expected a good haul. The limit was 10 people in a group and even then, social distancing and hand wipes were a requirement of Council. So, we filled out the on-line form and in due course got the land owner approval. We met at the turbine as usual and the tool kits were distributed, safety and Covid briefings conducted and we were ready to go. The Te Kopahou area has four established trap routes:

- Down from the Trig to the chain on the bunker track and then the Waipapa stream;
- Down the Radome Track to join the coastal track;
- From the Tip track along the ridge to the Quarry and Stream tracks;
- Down the Tip track to the Firefighting Dam track.

So off we went. The first problem was the gate on the Tip track. Whilst we had the Council keys, the lock had been changed and the Council key would not even go into the padlock. On our last trip the proper padlock had been missing, so obviously a substitute had been installed. Whatever, we clearly could not use the top access, so two trapping groups headed to Brooklyn and down to the entrance by the landfill access road. Fortunately, the earlier rain in the week had not left wet grass to contend so with a bit of back-tracking we soon had the traps in the Te Kopahou reserve itself serviced.

We then turned our attention to the fifth trap line on the South Coast. The coast road gate had been locked since the first lockdown and there was known damage to the formation from recent storms and waves. We popped up a sign advising the public that the track safety improvements were to facilitate access for predator control, and went through the gate to sort out our tasks.

We had been in touch with the Council Ranger and the week before conducted a recce of the track. Apart from boulders that necessitated a kind of zig-zag travel in some areas, there were three areas needing attention:

- A large slip that had come down, but had been tracked over by vehicles before the road closure. This needed some levelling to keep trucks on a relatively even keel so to speak;
- A second area was where the road formation had been partly washed away, narrowing the track and necessitating dropping onto the beach for a short section;
- A half-metre drop just before the Red Rocks baches which needed a bit of a gradual pathway formed for safe travel.

With this knowledge we came equipped with shovels, a generator and Kango Hammer and enthusiasm to widen and level the track by digging into the up-hill slip areas.

Two people were tasked with finding and clearing the traps, in the knowledge that a few had been claimed by Tangaroa in the recent storms.

The others split into two groups to work on the first two road sections. A few rocks were shifted to form a ledge, a bit of shovelling and a lot of Kango work then cut away the hardened slip edge, and things looked much better.

As they say, all was going well and with the first and second sections near completion, the Kango hammer stopped.

- The generator owner said it must be the Kango Hammer;



Trapping Work

- The Kango owner blamed the generator output;
- The extension cord owner said who me – it couldn't be!

So, with this huge degree of co-operation and shared problem solving it was back to shovels and picks to finish the work. The Council ranger joined us for a while and then we had a good but narrow road formation. Whilst now passable, these two areas will probably need ongoing maintenance from time to time. Maybe even some bigger beach boulders arranged to restore a protective layer. But that's for another day.

The generator and Kango were packed away and it was on to the third area. This was all pick and shovel but it was soon completed. This work also meant that a 2WD vehicle stuck at Red Rocks could be offered a road and /or a tow back to the Visitor Centre, and Council would manage this later in the week.

Whilst this was going on a couple of trucks appeared having come around over Devils Gate from the Karori Stream baches. So, whilst not in perfect condition, we knew that the track past Devils Gate would be useable as needed.

So, with Barry's Bach having a new driveway from the Visitor Centre, it was time for a quick cup of tea/ coffee and heading back to exit the locked gate.

The good news of the trip was that the promised showers did not eventuate, there was little wind, and all the work was done safely and with the 1 m distance separation required. Whatever others may say, it is simply not practicable to work with picks and shovels within a metre distance of others!

The trip was certainly worthwhile with 32 kills recorded for the six-week period, which is significantly higher than the previous rolling average of about a dozen each three weeks. Strangely a high number of hedgehogs were recorded, but there are obviously still plenty of all types of rodents available for trapping over the next couple of years.

Total	Mouse	Hedgehog	Possum	Rat	Stoat	Weasel
16 May 32	4	12	0	6	5	5
Totals to date	266	49	10	92	59	30

As to the Generator/Kango/Cord issue, well it was definitely not the extension cord as it has been used subsequently. The Kango also started up immediately when back at its home, and the generator output was tested AOK. However there was a suggestion that the Kango stopped and started when the cord was wobbled, so it was listed for repairs and indeed a broken wire was later located and repaired.



The Death and Reincarnation of GR4D3R the jeep

Twas the weekend before lockdown and all was going well. The sun was shining, the birds were singing and the small crew we had were all fuelled up and rearing to go. My entourage consisted of myself, Phil, his daughter Renee, Megan, Grant, Stewart and Rachael – oh and my regular 4wd passenger Alyssa.

We all met bright and early at the Totara Park gate and all aired down (one of us living in Upper Hutt had deflated at home so smugly watched the others). Driver's briefing was then quickly held, and we were off.

Off up Valley View we meandered heading towards Clarks Creek (all of us still in 2wd). Then someone finally had the bright idea that we should be in 4wd and announced this over the radio, so we all followed suit. Once in the appropriate gear we cruised up and down Clark's Creek effortlessly, onto Lindsay's when we explored some of the more challenging side-tracks, then headed towards Valley View but then decided to turn-off to a track that hadn't been used in a number of years. Once we got to the old skid site, we had two options – (a) the 'very overgrown' track or (b) the 'rutted but more open' track. We decided after a group discussion to take option (b) as were all club members so fully capable of dealing with any shit we may experience.

All was going well, we were dealing with the ruts and shit, meandering downhill, until the ruts suddenly increased in size and swallowed the jeep whole (well, not quite).

It was at this point that GR4D3R decided 'enough was enough, "I've had a hard life and I've had enough of this shit" so stopped running

Tried starting, sounded like the battery was flat. When it finally kicked in, it appeared to not be running on all 6 cylinders. It ran for about 30 seconds then stopped again; this time permanently, still stuck in the rut.

Grant had the bright idea to check why the engine was not running, using a big spanner on the bottom pulley. It was then discovered that the engine was locked up. There were then a few expletives used (bearing in mind there was a child onboard).

Then came the issue of getting the jeep out of the jeep-eating rut and out of the forest with no engine. After a few discussions as to whether to go forwards or backwards, we decided the latter was the best option.

Once again, I was hooked up to a blue Japanese Utility vehicle, hauled out of the rut onto the side of the track. Part one of the recovery successfully completed.

Part two: turn everyone else around on the steep track – again success.

Part three: repositioned the Ute a bit further back up the track where more recovery gear came out. We hooked up the tree protector and snatch block so we could then pull the Jeep to a place where we could turn around.

Part four: Gear packed up, Jeep hooked up to Ute and off we went. Stopped back at the old skid site when we replenished our bodies with food.

After we were fed and watered, we were flat-towed all the way home, making for a rather short (but time-consuming) trip.

Upon arriving home one call to Duncan regarding his Jeep Cherokee secured a donor vehicle which he promptly dropped off on Monday.

Then lockdown was announced so I knew what I'd be doing for the next four weeks.

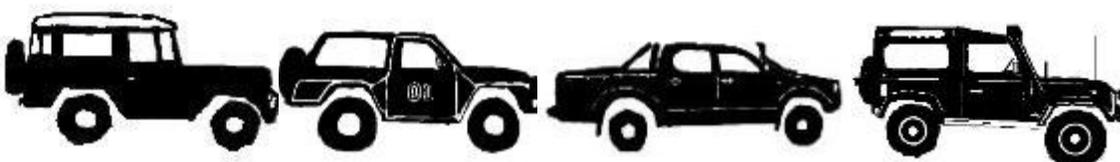
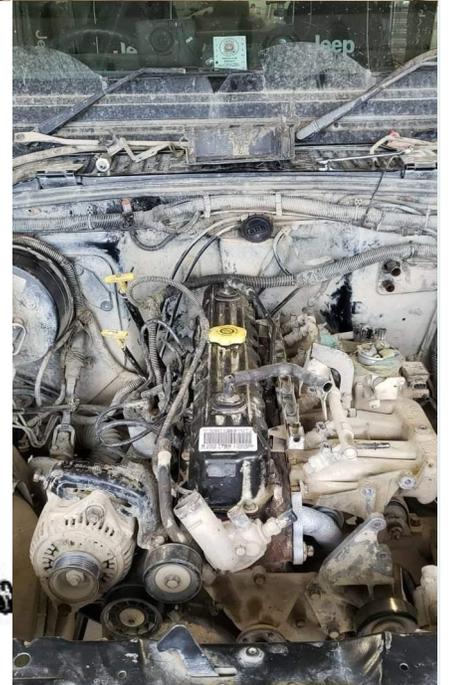


The Death and Reincarnation of GR4D3R the jeep

Six days later the jeep was running again with the donor engine from the Cherokee (now what am I going to do for the next 3 weeks of the lockdown?) I know I'll clean the jeep (for the first time ever!)

All clean and shiny with nowhere to go

Frank Allan



JUNE 2020 TRIPS & EVENTS:

To book for trips now go to <http://www.ccvc.org.nz/New-Full-Club-Calendar>

Wednesday 10th TRAPPING

A normal mid-week trap clearance.
Be at Wind Turbine for briefings and 10 am start.

Council OK has been received but weather /ground conditions may cause postponement
<http://www.ccvc.org.nz/event-3863535?CalendarViewType=1&SelectedDate=6/7/2020>

Wednesday 10th CCVC CLUB NIGHT - Meeting

NAENAE BOWLING CLUB
25 Vogel Street, Lower Hutt

All Welcome
Ian Hutchings
7:30

Saturday 13th—14th Working Party

42nd TRAVERSE—not a CCVC event

Details are available at <http://friendsof42traverse.nz/news.html>
If anyone is interested please register with the organiser at info@friendsof42traverse.nz

Sunday 21st Family Shiny

ORONGORONGO MONTHLY TRIP

All welcome
Book via <http://www.ccvc.org.nz/event-3611627?CalendarViewType=1&SelectedDate=6/7/2020>

Wednesday 24th CCVC COMMITTEE - Meeting

PORIRUA CLUB

Ian Hutchings
7:30

JULY 2020 TRIPS & EVENTS

Sunday 4th TRAINING DAY

ORONGORONGOs
Fully Booked

Wednesday 8th CCVC CLUB NIGHT

NAENAE BOWLING CLUB
25 Vogel Street, Lower Hutt

All Welcome
Ian Hutchings
7:30

Sunday 19th FAMILY SHINY

AKATAWARAS MONTHLY TRIP

All welcome
Book via <http://www.ccvc.org.nz/event-3680478?CalendarViewType=1&SelectedDate=7/7/2020>

Saturday 25th FAMILY SHINY

ORONGORONGO MONTHLY TRIP

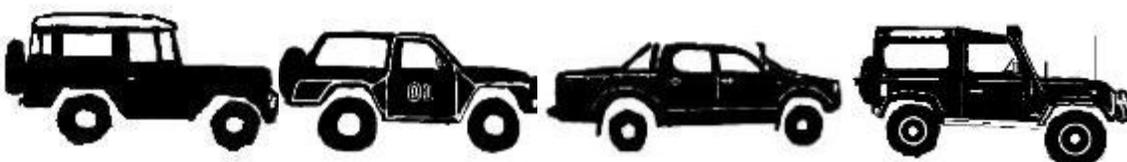
All welcome
Book via <http://www.ccvc.org.nz/event-3611628?CalendarViewType=1&SelectedDate=7/7/2020>

Wednesday 29th CCVC COMMITTEE

PORIRUA CLUB

Ian Hutchings
7:30

For more events refer to our
Website www.ccvc.org.nz or our
facebook page
www.facebook.com/wellingtonccvc/



TRIP CATEGORIES

Cross Country Vehicle Club Wellington Incorporated (CCVC or Club) organises and runs 4WD trips and events that cover terrain of various degrees of difficulty. Club members and visitors that participate have differing levels of off-road driving skills and experience and their vehicles have differing degrees of off-road capability.

As a guide to participants, the level of difficulty of each trip is identified in advance as falling into one or more of the pre-defined Trip Categories. The Trip Categories are defined as:

Touring Class Travelling on back country roads accessible to the General Public. Limited “off road” travel may occur but only where appropriate to vehicles on the trip;

Family Shiny Introductory level “off road” trip;

Shiny 4x4 More challenging “off road” trip;

Club 4x4 Specialist vehicles and equipment required, also additional driver skills;

Hard Yakka The most difficult terrain, requiring significant driver and vehicle capability.

Safety issues can arise if drivers have inappropriate skills, experience or vehicle capability for any given trip.

CCVC has defined the guidelines set out in this document, describing driver skills and experience pre-requisites for participation in club trips and events in order to optimise safety to the greatest extent possible and practicable.

Membership of CCVC

To become a member of CCVC a driver must attend three (3) trips of either the “Touring Class” or “Family Shiny” category trip.

Once these trips have been completed and the “Application for Membership” submitted, the prospective new member’s application will be considered through the Club’s new member approval process.

Advancing through the trip categories

In order to advance to a “harder” trip category, members are expected to have participated in a minimum of two (2) trips in the previous category. Members are to advise the Trip Leader when they attend their first trip of the next category up.

Members will be required to have attended a club training event, as determined by the Club from time to time, prior to being able to participate in any trip with a category of “Shiny 4x4” or above.

The member must also be judged as being capable to participate in this level of trip by the Trip Leader.

A Trip Leader has the absolute right to exclude a member from a trip if they believe that the trip is beyond the capability of either the member and/or their vehicle and that participation in the trip has the potential to place the member, their vehicle or other persons participating in the trip in any form of danger due to the Member and/or their vehicles unsuitability.

The Trip Leaders decision on the day is final and can only be contested via the clubs “Complaints Process” as set out in item 51 of the Clubs Rules (Constitution).

To participate in any trip other than “Touring Class” members vehicles must have a current CCVC Vehicle inspection sticker.

Note: Exemption to the Inspection Sticker rule above may be given for trips where the nature of the trip involves minimal or no off road driving and a CCVC certified vehicle is not really required in order to participate in the trip (e.g. Trips/events that have been given a “Shiny 4x4” category in order to exclude non members).



TRAINING:

Training takes place on every trip and Trip Leaders will try to provide support and instruction (as appropriate) to prospective and new members attending each trip.

This may be done either by the trip leader or by having an experienced Club Member take the individual "under their wing" (so to speak) for the period of the trip.

Training events for specific aspects of 4WD'ing will be organised by the Club from time to time.

As from the effective date of this document, attendance at a Club driver training event will no longer be a prerequisite to joining the club.

Members will be required to have attended a Club training event, as determined by the Club from time to time, prior to being able to participate in any trip with a category of "Shiny 4x4" or above.

The next training day is **SATURDAY JULY 4th Book with Phil** <http://www.ccvc.org.nz/event-3611639?CalendarViewType=1&SelectedDate=7/7/2020>

VEHICLE INSPECTIONS:

Safety is paramount in everything the club does and to this end the Club has a vehicle inspection regime where members vehicles are inspected by appointed CCVC Vehicle Inspectors to ensure that the vehicles meet the specific requirements as set out in the various Club documents (e.g. CCVC-SAFETY-0002 Minimum Standards for Tow Hook Mounting).

A vehicle inspection sticker is valid for two (2) years from the date of issue. CCVC requires that all CCVC Members vehicles participating in any trip category other than Touring Class trips have a current CCVC Vehicle Inspection sticker. Members vehicles not having a current sticker displayed cannot participate in trips/events.

The Trip Leader/Event Organiser has no discretion in this regard except: Exemption to the Inspection Sticker rule above may be given for trips where the nature of the trip involves minimal or no off road driving and a CCVC certified vehicle is not really required in order to participate in the trip (e.g. Trips/events that have been given a "Shiny 4x4" category in order to exclude non members).

As from the effective date of this document, having a vehicle inspected and obtaining a vehicle inspection sticker for the vehicle will no longer be a prerequisite to joining the Club. Members and prospective members can judge for themselves which trips are appropriate for them however the Trip Leader has the final say as to whether a person or vehicle can participate in any trip or event.

It is recommended that novices on Family Shiny trips and Members new to the Shiny 4x4 category make themselves known to the Trip Leader so they can be allocated a "buddy" to guide and assist them during the trip.

VEHICLE INSPECTORS

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

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

Grant Guy
G Guy Motors
41 Hutt Road, Pipitea, Wellington
Ph. 04 472 2020

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

Ash Senior
Kaizen Works
Unit 6/141 Hutt Park Rd, Lower Hutt
04 568 2796

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

NB: Please remember to call and make an appointment before turning up for an inspection!



CCVC LIFE MEMBERS

Tom Adams
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

ROLL OF HONOR

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
Graham Barr
Tony Street

CLUB OFFICERS

President	Ian Hutchings
Vice President	Ron Gardner
Treasurer	Frank Allen
Club Captain	Neil Blackie

GENERAL COMMITTEE

Competition Officer	Ralph Dobson
Driver Training Officer	Phil Green
Entertainment Officer	John Vruink
Central Zone Delegate	John Vruink
Membership Officer	John Parfitt
Trip Coordinator	John Parfitt
Magazine Editor Officer	Penne Durdle
Social Media Officer	Penne Durdle
Vehicle Inspector Liaison Officer	Duncan Grocott
Sponsor Liaison Officer	Ron Gardner

CLUB NOTICES

CLUB MEMBERS ONLY CLOSED FACEBOOK PAGE

The club members only facebook page is active! We had 50 members sign up in the first 24hours. Some members have found the link broken. This will be because the email the CCVC has for you is different from your facebook email. If you want to join then just send your facebook email to:

missmuddypenne@gmail.com

All our trips will be listed in events . Club members are using it as a way to share photos of trips—I know not everyone uses facebook but if you do and haven't managed to sign up it's a good way to see what other members are up to.

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:

NEW MARQUEE!!!!

Water pump/blaster (useful for cleaning trucks)

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

Portable gas bbq



MAGAZINE CONTRIBUTIONS

This is your magazine so it can only be as good as the contributions you make!!

We need any articles, trip reports, photos, puzzles, technical items, "How-to's", etc. these are to be in the hands of the editor by the end of each

calendar month.

Please email to

missmuddypenne@gmail.com

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.

The mention of products, service procedures or service organisations herein

The Official Magazine of

**The Cross Country Vehicle Club
(Wellington) Inc.**

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Wellington

www.facebook.com/wellingtonccvc/

www.ccvc.org.nz



CCVC CLUB MEMBERS PHOTOS & VIDEOS

We are always keen to share club member's trip photos and videos at club night, in the club magazine and on our facebook page

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

- Pick your best 6 to 10 photos
- Save the images as a jpg
- Please resized to 1920 x 1080 pixels (or use a lower resolution on your camera)
- Please don't put the photos on a website in an email or in a pdf file as it makes it hard to extract the images.

We are always looking for 4WD related video clips, PowerPoint presentations, YouTube listings, etc. that can be shown on club night – we have the technology!

CLUB NIGHT CONTENT:

Brendan needs all material by 7.00pm on the Friday 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, these could be given to Brendan on the night, but please contact Brendon prior to arrange. If you have any questions please contact Brendon.

Please Email them to photos@ccvc.org.nz – most email systems have a limit of 10MB so use an online service like files.fm or put them on USB key

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

MAGAZINE CONTENT:

Penne needs trip reports, photos and any other content by the 1st of each month to allow sufficient time to put them into the magazine. Thanks to those who contributed content to this months magazine.

Please email missmuddypenne@gmail.com.

50 Anniversary:

We are looking for photos, stories and videos that tell about our clubs history so start looking. In the next few months look out for a photo competition where we will be looking for the best photos.

Please email 50years@ccvc.org.nz

