



VEHICLE CLUB Wellington

Cross Country Chronicle

August 2023



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CLUB CLOTHING

Mike Oliver is now in charge of club clothing. There will be samples available to vie on club night. Watch this space for new items.

Cap Navy/White	\$18
Beanie Navy 3059	\$18
Hoodie - Pullover Navy - Unisex	\$67
Hoodie - Zip Front Navy - Unisex	\$76
Soft Shell Jacket Black Mens & Womens Sizes	\$110
Dri Gear Polo Shirt Navy/White Mens & Womens Sizes	\$55.50
Crew Neck Cotton T- Shirt Navy - Mens & Womens sizes	\$20
Oilskin Jacket Mens Only Size	\$172.50
Oilskin Vest Mens Only Size	\$149.50
Wool Jumper Mens Only Size	\$124

<http://www.cvc.org.nz/Club-clothing>

Clothing Delivery.

The preferred method for clothing delivery is to have the products shipped to you by courier directly from the embroiders. There is a charge of \$11.50 for this (built into the system) however it means that you will receive the products within a day or so of them being produced by the embroiders.

There is also an option to pick up the goods at (say) club night however, the clubs preference is to have them forwarded directly to you.

Payment for Goods.

Payment for the goods is currently set for "online only" allowing you to use your credit card (or Paypal account) and the funds will be automatically credited to the Clubs Paypal account.

Other payment methods are not currently available through the website however, if you need to make payment using another method, please discuss the issue with the Store Manager Mike Oliver

THE PRESIDENTS PIECE

Another busy month for me. I managed to get out on 2 trips over the last month. Darren's family shiny and Max's not so shiny, both in the Akas. Plus we had the CCVC awards night with guest speaker Jamie Fitzgerald. Congratulations to all those who won awards, it was another successful awards night.

A big thank you to John Vruink who has been the clubs entertainment officer for the last 20 years and has now handed over the reins to Gina Oliver. John also handed over the role of Store Manger to Mike Oliver as John plans on exploring both NZ and overseas in the next few years. Thanks for all the hard work you have put in John and enjoy exploring. I caught up with both Gina and Mike recently and they have lots of things planned so watch this space.

Its great to see that we are still running plenty of trips each weekend and they are proving poplar. We have lots of new members coming through and hit the milestone of 2000 followers on Facebook a week ago. A big thanks go to Nic Stark and Rob Knauf who I have enlisted to help me with social media. We have gone to 20 new followers a month to 60 last month!

John Parfit also ran a trip poll for club members. To get an idea of what kind of trips people are keen on doing. We will be looking through the results and seeing what we can do to provide more trips in the future. The poll also asked if anyone was keen on becoming a trip leader. 20 people responded with yes. This is great news. For a while the same people were running trips and its good to have plenty of active trip leaders so we can offer more variety.

The trip with Max reinforced the importance of being prepared for a longer then expected trip. Ensure you always have plenty of food and water and warm clothes. Vehicle breakdowns are just part of 4wding. So prepare for the unexpected.

PS if you havnt paid your subs for the year then the cut off date is looming and you will no longer receive the magazine or be able to go on club trips. Please pay ASAP to enjoy member benefits if its an over-site.

I have a few more trips on my calendar for the next month so hope to see some of you out there.

Until next time keep warm, dry and keep safe.

Miss Muddy Penne
CCVC President



MIKES MAIDEN VOYAGE IN LANDY - 30th July 2023

It was a crisp and frosty morning when the sound of Landy warming up echoed across the valley as she set off with her new owner.

Mike had been looking for a tough truck for awhile and jumped at the chance of adopting Landy when Neil decided to move on to speedier vehicles and flatter tracks.

The trip started off well as Mike became accustomed to Landys quirks and got to experience some of the tougher tracks a smile was plastered firmly across his face. The open air style of Landy made the day feel like a day out at the Spa. Mud treatments and steam as we went through rivers and mud puddles. Aerobic exercises were undertaken to avoid the trees that a window would normal block. People pay thousands for this kind of treatment and was just an added bonus to a great day out.

An early lunch break due to issues with Max's truck gave an opportunity to chat amongst the other drivers and passengers. (Note not to forget to nominate Max for silliest thing done this month—come to club night to find out how Max's wheel nuts ended up in the stream!)

Problem sorted and we headed up the Zigzag track and carried on exploring the forest. After awhile Landy started plying up and cutting out for no reason. (she obviously was missing Neil and having a tanty) Was it lack of petrol—hope not Mike filled it up before the trip started. After several stops and started Mike managed to get Landy to the Orange Hutt to be inspected by numerous Mechanics that happened to be in the trip. Various explanations were thought of but nothing confirmed. It was decided that Max would go out and grab his trailer and come and take Landy out. He wouldn't be long.....famous last words. The rest left to do the devils staircase thinking Max would be back shortly.

Unfortunately Max's truck broke down on the way out and he had to walk to get his trailer calling his wife on the way to help out. So in short 3 hours later he returned with his trailer to pick up Landy and Mike. Most of the trip participants got out of the forest after 6 but it took another few hours to get Landy out.

Thanks to all that helped out. Max and his wife, Kane and Family, Anthony and Darren.



FAMILY SHINY - ORONGORONGO STATION - July 2023

By the numbers:

4 recoveries before 11:00 am

8 recoveries total

5 degrees warm at the start of the day

1st time getting stuck

What a beautiful Wellington day – calm, crisp, clear, and ... cold. My ambient temperature gauge read 2 degrees as I drove through Homedale village on the way to the Wainuiomata Coast, but being a Jeep, the gauge may have been faulty. Safety briefing by the dynamic duo trip leader team of Shaun and Denise Ross was warm and inviting though, and then we were off with JP in Borris bringing up the rear of the convoy. All up the first climb to the airfield where we enjoyed the view. The windchill up there took it down a few degrees, but the views were spectacular on such a clear day. I overheard someone remark that we were higher than the plane coming in for a landing. Quickly snapping photos before we were on the move again, when near the back of the convoy we had our first recovery in the mud leaving the airfield – a Mitsi needed dragging out of the mud bog. Another 50 metres and two more vehicles needed some assistance to get out of the mud. Here I was, smugly thinking how their road tyres were no match for the mud even on a small incline – hold that thought!

Up the next few climbs until we get past the culvert and onto a straight bit of track that seemed quite slick. A Hilux ute, again on road tyres, attempted the long fairly straight climb, but it ended up being anything but straight – he was slipping and sliding all over and off the track. Later that day I was talking to the teenagers in the back of the Hilux who admitted it was much scarier inside than it looked outside. After 5 or 6 attempts, Hamish in the Defender came gallantly backing down the hill to come to the rescue - Borris was trapped at the back behind three vehicles. After all the slipping, sideways movement, and crab crawling up the slope before, Hamish made the tow look easy and they were soon up the hill. Yes folks, that's correct – a Land Rover Defender came to the rescue of a Toyota Hilux. A bitter pill for the Yota-heads.

We assembled up the top, and given the slippery conditions and the five vehicles with road tyres in the convoy, Shaun wisely thought an additional driver briefing was in order. He gave his usual reassuring message that “we don't want anyone rolling over and dying, so make sure you...”.

Speaking of Shaun, I have to comment on his superb radio calling. Shaun always calls everything over the radio – hazards, holes, slips (however large or small), points of interest, animals off the track. I'm sure I heard him call out there was a dung beetle that was crossing the track one day (slight exaggeration perhaps).

Down to the riverside for morning tea to let brakes and diffs cool down before being plunged into the icy cold Orongorongo river. Denise made an executive decision that this break be turned into an early lunch at 11:30 because we'd taken so long with the four recoveries.

After a short lunch, off we went across the river and up the track leading over the short hill to the farm house paddock. An uneventful passage through the mud ruts, normally someone gets bogged there but not today. We saw the Kaimanawa horses near the coast before Barney's Whare, and on to the Koutumu shingle fan. No road construction was required, but Shaun was there for some assistance with spotting. Everyone made it over the shingle fan, although I did hear a few loud bangs of metal on rock at times. I hoped everyone looked under their truck later!

Hamish in the recovery Defender, suddenly became the recoveree. He went to go through a short mud bog, and was feeling so invincible after recovering the Toyota, he thought he could select the 'deep rut side', instead of the shallower rut side. His axles were soon stranded high and dry on the track. He was unceremoniously dragged out backwards.



FAMILY SHINY - ORONGORONGO STATION - Continued

On we went to the Mukamukaiti stream camping area, aka the 'play area' where we gathered at the grassy slope at the top. I started to drive up past the hill climbs and there was a Toyota sliding on the mud (there's a pattern forming here of Toyotas getting stuck). I drove past thinking smugly "hehehe I've got mud tyres, I'll be alright". Next thing I know I've got no traction, I'm slip-sliding all over the place and the Jeep is being strangely attracted to the Toyota. A quick burst on the accelerator made sure the two didn't conjugally join together, but I was watching my rear end go sideways uncomfortably close to the front of the Yota.

I'm stuck. No traction. On a gentle slope of muddy grass. How embarrassing. First time in over 30 trips the Jeep has got stuck (some might say I haven't been trying hard enough). Recovery number 7 for the day, and it's ME. Out come my own recovery boards, one under each rear wheel and I quietly drive away down the track to the hill climbs. Guess who gets the trip report today.

The hill climbs were interesting, as the right hand one has the big suspension-eating rock, and it's starting to split. A few more runs and the split in the rock gets wider and wider. So it's time for a crew to have a go at moving it, because it could be dangerous if dislodged. Denise brings the Cruiser up the grass to the right of the climb, Shaun dutifully rolls out the winch and chain, and half the rock is dragged clear. It's dragged clear so beautifully that it rolls down the grass, way too close to the Cruiser as it tumbled down the slope. Denise was more than a little concerned sitting in the Cruiser watching the large rock tumble past the passenger door of the Cruiser!

That didn't faze our fearless trip co-leader though. With the rock cleared Denise was the first one up the cleared hill climb, showing Shaun how it's done.

Around the corner we went for a comfort stop at the luxurious DoC long-drops. On the way there, across the beach, a Disco 3 got stuck in the sand. The call came over the radio saying "I'm bogged to my axles and drifting toward the sea!". JP was there with Borris to drag him free and that last few vehicles joined the group at the DoC loos. That was recovery number eight for the day.

We headed back to the air-up paddock to finish the day. I chose not to through the mud bogs on the way home because I heard a 'sproing' and then clunking sounds from under the vehicle. Hamish remarked how he gets worried when there are NO clunking sounds from the Defender. Back home I discovered a sway bar link had popped off it's bushing.

We all aired up and remarked on what a great day it had been, still with the sun shining and clear skies. Many thanks to our trip leaders, Shaun and Denise up front, John running tail in Borris, for another fantastic Orongorongo family shiny trip.



CCVC AWARD NIGHT 2023 - 21 July 2023

Another CCVC awards night has been and gone. The awards night is a chance to recognise those members of the club who go above and beyond and help make the club what it is.

The guest speaker this year was inspirational speaker Jamie Fitzgerald. He spoke about his participation in a race across the Atlantic Ocean facing storms and how thinking outside the box helped them win. He also talked about his trip to the South Pole and how he trained for it by dragging tyres around the hills of Wellington. Very inspiring and worth while.

And the winners were:

Andrew Farmer memorial Trophy - Max Ganter

Donated by Faith Farmer, presented to the new member that makes the biggest contribution to the club in their first two years

Only being a club member for a few years, Max is a very active trip leader ensuring there are always plenty of trips on the calendar and well deserving of the award.

Barbara Blackie Memorial Trophy - Gina Oliver

Donated by Neil Blackie, presented to a members partner that makes the biggest contribution to the club

Gina is on the Committee and has taken over from John as Entertainment Officer. Congrats Gina!

Bob Jeffery Memorial Cup - Brendan Millard

Donated by Heather Jeffery, presented to recognise an unsung hero, a helping hand.

Brendan has been in charge of the club night presentations for several years. He has just handed over this role to Vicki. Thanks for all the years of preparing the club night presentation.

Glengary Conservation Award - Barry Insull

Donated by Glenda & Gary Young, presented for services to conservation

Anyone who knows Barry, knows that this award is well deserved. Barry is involved in organising the beach clean ups and plantings on the South Coast as well as the trapping. Keep up the good work Barry.

Grant Kirby Memorial Trophy - Bruce Tustin

Donated by Sheryl Thompson, presented for first CCVC vehicle home in the NZFEDA Central Zone Interclub Challenge

Bruce is very active in the Central Zone Challenge.



AWARDS NIGHT 2023 - Continued

John Finlay Award - Shaun Ross

Donated anonymously in his memory, presented to the trip leader of the year

Shaun is one of our most active trip leaders. Running trips or assisting in the running of trips on a regular basis. Shaun has taken over the running of training days as well as helping out with the Orongorongo trips. Thanks for all your hard work Shaun.

Presidents Cup - Dave DeMartin aka DD

Donated by Grant Purdie, and presented at the President's whim

DD is a very active member who is passionate about 4wding and getting people out in the forest to share his passion. A well deserved award.

Reporters Award - Kris Kincaid

Donated by Alan Donaldson, presented for major written contributions to trip reporting

Kris has submitted several trip reports over the last year. Thank you for your submissions Kris.

CCVC Offroad Cup - Kane Hargreaves

First Overall Vehicle in Club Champs

John Philip Trophy - Bruce Tustin

Donated by Lynn Philip for the first club truck at the Club Champs.

Rod Wadham Trophy - Anthony Hargreaves

First Standard class Vehicle in the club champs.

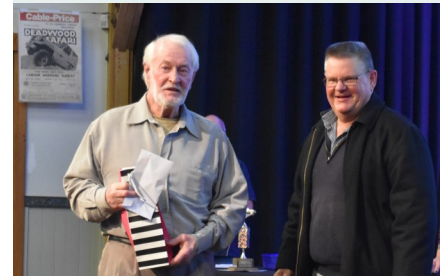
50 Year Member badge - Ross Perkins

30 Year Member badge - John Dixon, Ian Dixon, Dave Bowler, Barry Insull, Dennis Barraud, Norm Hill

20 Year Member badge - David Coxon, Rodney Bracefield, Gen Gage

10 Year Member - Brent Charles, Peter Evison, Terry Hughes., Malcolm Judd, Graeme Mackenzie, David Sayer,

Photos by Andrew Gee



MUD, SWEAT & CHEERS

At the August Club night the awards went to:

Paul received the GUMBOOT award for putting his finger in a trap during a trapping trip.



Dave got the BS award for talking, mooooo!.



A WORD FROM THE ARAC EXECUTIVE

First of all though, congratulations to Penne. It only took 50 years for CCVC to gain its first female President. Imagine what another 50 years will give us?

We recently held our AGM and CCVC was well represented there, but it is also noted that perhaps the full functions of ARAC are not as well understood as they should be – and likely that is much of our fault.

Rather than bore people with a complete history of ARAC, that is attached below for any interested in reading that far. But for now, here is just an overview of how ARAC functions as of now,

ARAC represents a disparate group of outdoor recreational interests in a variety of locations.

The sporting codes we represent include:

- Motorbikes (our largest sporting code)
- Quads (2nd largest)
- 4WDs
- Mountain Bikes
- Hikers
- Horse Riders
- Hunters

The success of ARAC has been in its ability to provide Land Managers with a single point of contact when dealing with a multiplicity of users!

As for our structure, the Executive body of ARAC is made up of a group of elected officers, together with a representative or delegate from each member club. Each of the executive has a single vote and speaking right on any issue. The Chair does not hold a casting vote.

But in reality, the Executive does nothing in the day-to-day operation of ARAC. It simply holds an oversight role of its subcommittees – where all the real work is done.

Indeed, by constitution, the Executive are specifically forbidden from interfering in the operation of its subcommittees unless they act in breach of the constitution or the law. Other than that subcommittees operate entirely at their own discretion, manage their own funds, actions, projects etc.

So what does the Executive actually do? Well very little. The Executive holds the AGM, prepares annual accounts by merging the returns from its subcommittees and as a Registered Charity, filing those with the Charities Service.

So the subcommittees do all the work? YES. And just who are they?

Currently we have four subcommittees:

- Akatarawa – responsible for the relationship with GW and management within the forest.
- Waioatauru – manages the relationship with DOC and maintains both Odlin's Road and the Waioatauru Hut
- Wairarapa – works with DOC to manage and maintain the Aorangi Crossing – aka Sutherlands Track.
- Wellington South Coast. Working with WCC to represent the local recreational community. This group is primarily headed by CCVC member Barry Insul, with nearly all tasks carried out by CCVC and guests.

It is here the real work is done, and if anyone wants to help with voluntary work, policy or direction, then here is where real influence and input can be made.

At the recent AGM, ARAC received a nomination for Frank Allan as President. We don't have a Presi-



A WORD FROM THE ARAC EXECUTIVE - continued

dent, but it was later corrected to be for the position of Chair. Whilst that nomination was unsuccessful, an invitation was extended to Frank to be co-opted to the Executive as a Communications Officer with the intention being he assist in spreading better communications between the various operating groups and the membership base and their members.

Watch this space.

A brief history of ARAC

During the winter of 1995, GW placed a 6-week closure on the whole of the Akatarawa Forest citing "Supersaturated Tracks". Whilst unhappy, the overall motorised recreational community cooperated. Hikers and Mountain Bikers were not affected.

The following winter of 1996, this became a 12-week closure, with again Hikers and MBs unaffected.

Yet in 1997, an indefinite closure was announced – this created a veritable firestorm of resentment and culminated in a certain Damon Gruenwald together with a few others banding together and calling a public meeting on 26th May that year. Over 200 people attended the standing-room-only event at Belmont Memorial Hall.

Give them their due, GW attended with both the Mayor and Plantation Manager attending. Boisterous but nonetheless constructive, it was agreed that a group of representatives would be formed to spearhead discussions with GW on an ongoing basis.

From here, the group founded the name Akatarawa Recreational Access Committee and began a series of internal meetings before entering a dialogue with GW.

An independent arbiter was funded by GW in the form of Corydon Consultants, and very many meetings spanning more than a year were undertaken. The nett outcome was the production of a document "Motorised Recreation Guidelines" – this document eventually was incorporated into GW's 10-year plan.

Amongst other things, it introduced the concept of trip leaders, training and approvals etc that are still in force to this date.

So much for Akatarawa, but what of the others?

In around 1999, DOC officers independent of the Conservancy decided to stop vehicles accessing Waiotauru Road and the valley (aka Odlin's) by way of blasting a portion of the track just before Renata Saddle. No consultation was given and the public had no opportunity for input before this was done. Indeed, the Conservation Management Strategy (CMS) specifically allowed vehicles on Waiotauru Road.

DOC were less than impressed when a small group of determined individuals effected repairs and had the road reopened again after only a few short days.

Threatening more explosives, a delegation from ARAC began the discussion with DOC Waikanae and also involved the Wellington Conservancy. In short form, an agreement was reached, and as we know the track is open – although currently blocked with a large slip that Mother Nature (not DOC) placed in our way.

This then was the formation of subcommittees where it was decided that these subcommittees would be headed by those with a keen interest in an area. Those loving the Akatarawa would harness their energies there and those preferring Waiotauru would focus there. Also, all monies were to be kept separate.

In short order now, DOC Wairarapa indicated a closure of the Aorangi Crossing – or Sutherlands Track.



A WORD FROM THE ARAC EXECUTIVE - continued

More protracted negotiations with DOC saw a team of Health and Safety consultants drawn in to oversee any attempt to negotiate reopening access. Many roadblocks were placed in the way – including the suggestion that the hill above Sutherlands Hut must be tar sealed before the track could be safely reopened. ARAC formed the opinion that DOC was not going to make this easy!

Eventually, by producing 3 distinct Health and Safety policies and having these professionally audited by another group of consultants (approx. \$1,000 later), a deal was done and Sutherlands reopened with similar constraints to Akatarawa – ie Approved Trip Leaders only. Later on, after spending very large sums, ARAC imposed a winter lockdown to protect our tracks for future use.

Wellington South Coast evolved with ups and downs as different people headed that newly formed group but eventually just Barry (with calls for volunteers and support when needed) heads up that group.

Our Day in Court

For a while, we had an Eastern Hills subcommittee. During 2001, ARAC looked at forging the track through from the top of Wainui Hill to Johnsons Road in Upper Hutt. This basically followed the firebreak along the ridgeline all the way before descending into Whitemans Valley.

One impediment to this was the descent into Whitemans Valley along the totally unformed Johnsons Road. An approach to Upper Hutt City Council to be allowed to use the road was met with bureaucratic delay but culminated in a very sneaky advertisement in the local paper on Christmas Eve of the Council's intention to permanently stop the road. We maintain this was a deliberate attempt by UHCC to sneak this through without the public being aware – they didn't count on us seeing it!

We lodged an objection with UHCC, and appeared before their Appeals Committee – but on advice from the City solicitor, our appeal was denied.

Seeking legal advice, we obtained the services of a barrister a certain Mr Taylor. Before he would act, we had to lodge \$30,000 into his trust account – that took just 3 days to achieve with many 4WD clubs and the National Association meeting much of the costs.

Our days in the Environment Court were 3 days in February 2003, and the hearing was convoluted but included an onsite visit for the Court Tribunal.

We had to wait a nail-biting few months, but the Court ruled in ARACs favour. The Full judgement may be found at <https://www.arac.org.nz/download/decision.pdf>

For many months afterward, ARAC would visit Johnsons Road and punch a little further each time. On the first occasion, the police were called as well as the media – but we were doing nothing illegal and were told simply to carry on.

Sadly then, Lower Hutt City Council closed off the firebreaks in the Eastern Hills rendering the whole track pretty worthless. However, not before ARAC had scored one of the biggest success stories in recreational access history and set in place a new common-law precedent.

Where are we now?

ARAC began the very painful and long-winded process of gaining Registered Charity status. It took nearly 3 years, but now ARAC is declared a registered charity and can use that status as part of any necessary fund-raising campaigns.

With the threats a few years ago of a new Incorporated Societies Act on the horizon, ARAC formed yet another subcommittee to review and rewrite our Constitution. Over many months



A WORD FROM THE ARAC EXECUTIVE - continued

drafts were made and considered before the final version emerged. It is available for download from our website <https://arac.org.nz> or from the Incorporated Society at businessregis-ters.govt.nz

This constitution confirms and reiterates our structure as described above, with currently four completely independent subcommittees and an overarching Executive.

It was ironically filed 21 years to the day of ARAC's first boisterous meeting in the Belmont Memorial Hall.

The Executive only involves itself with issues that affect all of the subcommittees. Such as gaining Charitable Status, filing submissions to Parliament, Government Agencies etc. as now, meeting the requirements of the Registrar of Incorporated Societies. Other than that the Executive can sit back and watch the good works that all the subcommittees undertake.

Major Achievements:

Apart from the obvious of keeping these places open, what else has been achieved?

Akatarawa

The original 1950's Orange Hut was replaced using purely volunteer materials and labour. Sadly after a few years, an arsonist destroyed it.

Working with GW, the hut we know today was rebuilt guided mostly by Tararua 4WD Club

The Orange Hut Barbeque was designed and built as a central facility for all users. As with all ARAC properties it is never locked and remains usable by all

A new barbeque shelter at the bottom of Rimu has been mooted for some time, with materials ready we just need to find volunteers to erect it

Waiotauru

Waiotauru Road has seen several bouts of machine work in there, and with the current slip it is planned to run a machine down again in spring.

Waiotauru Hut has been replaced, with all that remains now is to paint the exterior

Wairarapa

The road has seen many rounds of maintenance, the most recent saw heavy machinery fix up about 7km of each end.

A new gate has been manufactured for the northern end of the road but is yet to be fitted.

Maintenance of Sutherlands Hut is ongoing on a volunteer basis.

South Coast

Contact with WCC is reported regularly, with excellent relationships with Rangers and Land Managers alike.

As always with a publically accessible location, some choose to disregard the rules and endanger access for all.

Eastern Hills

Outlined above. Fought and won a major decision in the Environment Court

Now with Frank Allan on board, we hope to improve our dissemination of news – not from the Executive – but from the workers out there – the subcommittees.



gguymotors.co.nz



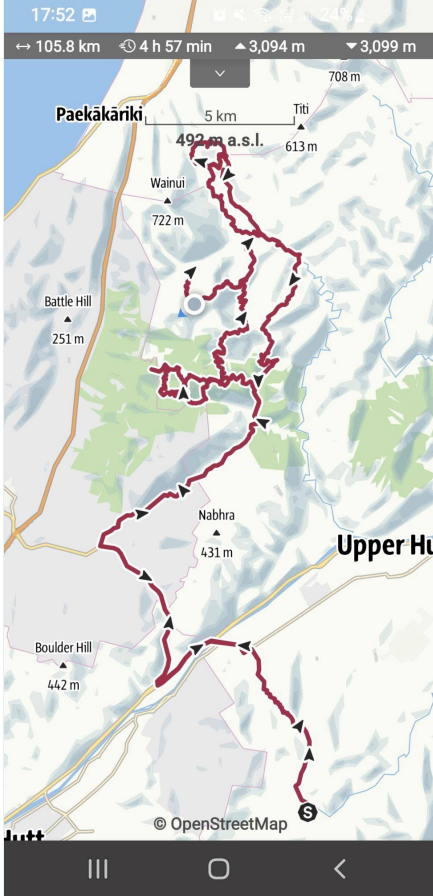
[4x4 – Hobbygear.co.nz](https://4x4-Hobbygear.co.nz)



[MudMods | 4x4 & Offroad Vehicle Modification & Fabrication Wellington](https://MudMods.com)



A DAY IN THE DIRT WITH DAVE CLUB 4x4 Trip - 2 July 2023



So the Day started out pretty good. A nice sunny day as Stu and I headed over Moonshine hill to meet with Dave at Cooks gate. We were in Rosie, my trusty Nissan Safari SWB. We got there and Scott in a pretty well kitted out caged Landcruiser was already there. We had a bit of a chat about what the day might hold and then heard the sound of a TD42 on muds storming down the gully. Round the corner came Dave (never chat in the middle of the road when Daves coming) in his Patrol and not long after Darren with the Bush pig on the trailer.

We got sorted out and Dave ran a detailed safety briefing advising everyone he was there to support them in every way possible and that any issues they may have during the trip he would take full responsibility for (I think that's what he said. Oh, there was a bit in there about the Government too. I'm not sure how they fit into our overall safety but they were mentioned). Anyway, the most important thing was that after the briefing Dave said we should now all feel very confident that we were in safe hands. Beautiful! So after a few laughs we set off to see what Dave had in store for us. Well we would not be disappointed. I don't know all the tracks we did but there were quite a few and they were all really good fun. A rough list as follows.

Dicks yard - down and then up a very rocky climb. Dave drove it. Scott winched it and so did we, and Darren got to the top and wanted to know where the tricky bits were! Hmm. Interesting start to the day. The Tank Traps – Super good fun depending on what line you choose. Dave went somewhere, Scott and I both took the same thread the needle path through the trees and Darren, well Darren could not really be seen but you could hear a TD42 roaring, see lots of mud and water falling out of the sky, and now and again he'd bounce past you in a muddy blur. Was great video footage and we all watched the show for a bit before moving on. Thanks Darren. Was fun.

The Ruts – as most will know these are pretty cut up now and the hole at the top is getting bigger. I think Scott needed a small winch at the top out of the hole but otherwise the rest of us slipped and slid up through there and bounced through the hole. It's a great fun climb.

Slippery Forest – This was just fun for a play. I think Dave was the only one that kept himself out of trouble. The rest of us found ourselves winching out of bog holes or around trees at least a couple of times.

Track 257 (I think) – Not sure if that's the name of this track but it was a dead-end. But near the end the track was washed out so you dropped about 30meters into a creek bed then climbed the other side.



A DAY IN THE DIRT WITH DAVE CLUB 4x4 Trip - Continued

Lots of video here and plenty of chances to watch others in the group do the down and up. We all drove it in the end, but some of us needed a couple of resets. Lots of revving, clutch dumping, lockers working hard and good sticky dirt to bite into flying around. That kind of dirt is good fun and for Stu and I this was probably the best track of the day. Challenging for the vehicle and driver but achievable with lots of "woohos" as revving and skating you inch up over the top and onto the track. Lots of excited banter getting through here and a super fun little piece of track.

The better fun was after that we found the track was overgrown so we had to drive it back the other way. That was a bit trickier. Darren was ahead of us and in the lead. Now no one actually saw it but he claims he drove it. I guess we'll never know. The rest of us kept bouncing off a tree stump on the way up and into the bank on the other side, losing momentum and having to winch the last bit to the top. Now at this point just a note. Dave winched out too. Yep. I'll wait for you to sip your coffee after that bit of breaking news. A cord came out of Daves truck and he winched to the top just like us mortals. My world will be forever changed!

After that we had a bit of a play up fenceline track and up around the forest areas. Then a final short slippery clay track that ran off the main track on the way back to cooks gate. This was a short steady climb of rutted clay with quite a few holes that was just a giggle. We got out about 4.30 with lots of pics, video and laughs at ourselves and each other. Was a really great fun trip thanks Dave, with some good bits that pushed you a bit and tested you and your gear. We all got out pretty unscathed with some good memories!

A ripper of a Trip!



PYLOMANIA SHINY 4X4 - 5 August 2023

Written by Shaun Ross

Photos by Denise Ross

Max has planned a number of special trips to explore some easy side tracks that lead to various pylons in the Akatarawa Forest. Denise and I were lucky enough to be invited on the first trip in the series. These trips are limited to a total of 6 trucks. Unfortunately, two participants on our trip had to cancel at the last minute. This meant that we only had four trucks show up at the Moonshine Road meeting point on Saturday morning:

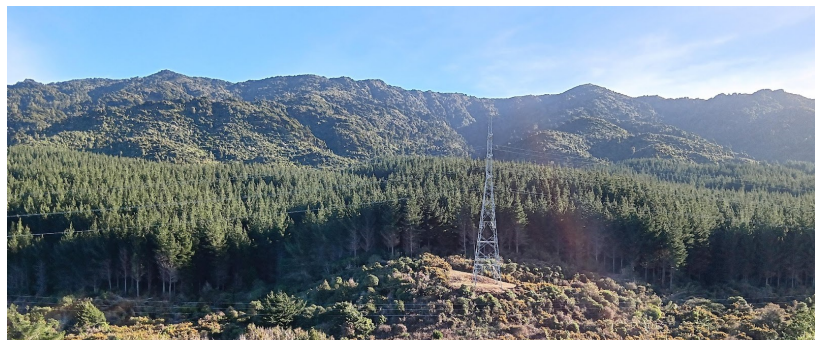
- Max in his shiny white Surf
- Brett in the silver 60 Series
- Us in our grey 80 Series
- Kris in the black Cherokee

With the formalities taken care of, we set off for Cook's Gate and stopped in the usual spot under the trees to deflate tyres and listen to the drivers briefing. Our first objective was to check out three different pylon tracks leading off Puketiro Road. We took some time to enjoy the views at each of the turn-around points while Denise collected pine cones.

We then back-tracked down Puketiro Road, turning left onto Cleary's Road. At the bottom of the hill, we made the sharp turn onto Junction Hill Road which took us onto Toi Toi Road. We followed the regular route up Hydro Road. We drove past the regular turning point at the Pylon, descending down towards the top of Zigzag track. This afforded us views across the valley to the pylons on the other side that we had just visited. One of the little side tracks off Hydro Road lead to Pylon 304, where we enjoyed lunch.

We then continued making our way north and spent some time exploring the 257 track before stopping in at Orange Hut for afternoon tea. We then headed up Hydro Valley Road exploring more side tracks along the way. One of the pylons gave us a great view across the valley to the slippery forest.

It was getting late in the day, so we made our way through the desolate area and up Titi Road to Perhams Road, ending our trip at Mangatukutuku Gate. We had spent 7 1/2 hours covering 60km exploring the forest. Everyone remarked at how peaceful it was at each stopping point. The air was full of birdsong too. A really enjoyable and relaxing day. We highly recommend everyone sign up for one of these trips. This is an easy step-up for anyone wanting to move up from Family Shiny to Shiny 4x4 too.



A COMMITTEE BUT NOT AS WE KNOW IT - ARAC

ARAC (Akatarawa Recreational Access Committee) held its first AGM in three years last month and as I was home I attended as an interested party along with a number of other CCVC members.

The following is my opinion of how ARAC is letting down the clubs they are supposed to be representing. I have often said that the structure and some of the existing committee members should change as they come across as an "old boys club", set in their ways and are not keen on change. I have been involved in a number of committee's over the years including more than fifteen years with CCVC and the ARAC set up is like no other I've come across.

The reporting structure is flooded; the chairperson and committee supposedly have no involvement with the sub-committees who don't report to anyone which leads to poor/no reporting of ARAC activities. When asked who is on the sub-committees there was no answer forth coming on the night. We don't even know who the member clubs of ARAC are as there is no register posted on the web site as required by their constitution. This would lead you to believe the ARAC committee don't even know who they represent other than themselves and a small number of interested parties who turn up at the AGM, I can't recall any mountain bikers, hunters, hikers or horse riders ever attending to vote but stand to be corrected.

The "old boys club" description was confirmed at the recent meeting when the Press Officer indicated he did not have the time to send out newsletters or update the web site and when it was suggested that maybe he should step down for someone with more time to take over the idea was quickly dismissed. When challenged on who he represented it took a while to mention a clubs name which happened to be the same as two other people present at the meeting who all took part in the voting later in the meeting, not sure this meets the requirements under their constitution but neither did the way voting delegates were authorised at the meeting as only one club followed the proper process in confirming their delegate prior to the meeting.

When the current secretary indicated that he would gladly step down if someone wanted his role, it seemed he was surprised when a volunteer came forward who was promptly nominated and seconded. This lead to the current secretary being nominated and seconded by existing committee members (the old boys club), a nomination I was surprised he accepted, after saying he would step down, and was duly voted in after the original nominee left the meeting in disgust after a robust discussion.

Don't get me wrong, ARAC have done some great work in the past working with local authorities to keep recreational areas open for our enjoyment, I just think they are stuck in the last century and not prepared to change with the times.

Once three attendees had left the meeting in frustration, including one of the sub-committee heads, it dawned on the existing committee that not all was going well and it was decided that they should communicate more with stake holders, not a new suggestion by a long shot. This lead to Frank Allen (CCVC) being co-opted onto the committee as Communications Officer, I'm sure Frank will flourish in this role given the necessary support from the ARAC committee and sub-committees. I know Frank would also like to be on the Akatarawa sub-committee as an active CCVC trip leader and the club being one of the highest 4x4 users of the forest so it makes sense we are involved.

You may say, "why don't you get involved yourself", fair call and I did try twice to get on the ARAC committee but failed.

As an optimist I hope that ARAC will listen to constructive criticism and change with the times and become the proactive advocate we need to maintain access to our local tracks, time will tell.

Ralph Dobson
Immediate Past President CCVC,
Past ARAC Delegate

BE PREPARED

Its always a good idea to be prepared on trips for changes in weather or prolonged trips. Here is a list of some of the things to pack on trips, make sure you have enough for all member on the trip:

Warm clothes - potentially a change of clothes if there is river crossing.

Wet weather clothes

Extra food

Extra water

Torch

First Aid Kit

Sunscreen,

Sun Hat

Bug Spray

A pack of cards—you never know how long you might be waiting in the forest.

Do you have a way to tell loved ones you may be late.?



TRIP CATEGORIES

UPCOMING NATIONAL EVENTS

2nd September - OFF ROAD RACING NATIONAL CHAMPIONSHIP: round 6

Round 6 hosted by Waikato Offroad Racing Club at Tect Park, Taurangi. www.oranz.co.nz

2nd September - THUNDER 4x4 Racing

Hosted by Thunder 4x4 at 1779 Broadlands Road, Taupo. A social mud racing event so that the public can also join in the fun. For those who have registered their cars only and would like to bring some extra friends out with you are more than welcome, feel free to bring your chairs and a picnic and get set up to watch the mud fun racing happening.

This is a social event for 4x4 / car owners to come and take on one of the mud races we will have in place, there will be a park over for self-contained motorhome and caravans along with those who have tents and their own self-contained bathroom so they can stay for the weekend also.

Costs; \$68.00 to register your vehicle for the Thunder 4X4 Mud Racing, please email mark@thunderhop.co.nz (link sends e-mail) to register and you will be sent the details to confirm your spot. There will be registrations on the day. Spectators \$20.00 Adult (14 years and above) \$10.00 Child (5 - 13 years) free for 1 - 4 years \$60.00 Family Pass (2 x adults & up to 4 children) Contact details; Phone: 0212 808893 Email: mark@thunderhop.co.nz (link sends e-mail) website: www.thunder4x4.co.nz

Friday 19th Jan - Monday 22nd Jan 2024 MANAWATU 4WD CLUB CHARITY SAFARI 2024

Hosted by the Manawatu 4WD Club over Wellington Anniversary weekend.

Tag a long trip suitable for all 4wd vehicles with a transfer box. We will once again be taking on the steep spectacular tracks around Ngamatapouri in the upper reaches of the Waitotara valley (the longest no exit road in New Zealand). Camping once again will be on the sports field.

More details will come in due course, but for now keep the weekend free and we will update as details come to hand.

Please make yourself familiar with the trip categories and ensure both you and your vehicle are capable of the trip you are going on.

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 prerequisites 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).



AUGUST 2023 TRIPS & EVENTS:

To book for trips now go to <http://www.cvc.org.nz/Public-Trip-Calendar>

Wednesday 9th PRE CLUB NIGHT DINNER

Wednesday 9th CCVC CLUB NIGHT

NAENAE BOWLING CLUB
5 Vogel Street, Lower Hutt

All Welcome
Penne Durdle

Saturday 12th SHINY 4x4

AKATAWARAS - PYLONMANIA #2

Saturday 12th COMMUNITY

SOUTH COAST - St Pats

Sunday 13th FAMILY SHINY

AKATAWARAS
Monthly Trip - All Welcome

Sunday 13th SHINY 4x4

AKATAWARAS

Saturday 19th SHINY 4x4

AKATAWARAS - AFTERNOON TRIP WITH BBQ

Saturday 26th HARD YAKKA

THE ROCK GARDEN

Sunday 27th FAMILY SHINY

ORONGORONGOs
Monthly Trip - All welcome

Sunday 27th COMMUNITY

HAM RADIO - Seat required

Dave DeMartin (aka DD) is keen to run trips every weekend but is struggling to find people who want to join him. He typically runs Shiny 4x4 trips but will look at running tougher trips in the future. Speak to him at club night if you want to get out. He is happy to tailor trips to club members experience level.

For more events refer to our

Website www.cvc.org.nz or our

Facebook page www.facebook.com/wellingtoncvc

www.facebook.com/group/wellingtoncvcmembers

SEPTEMBER 2023 TRIPS & EVENTS

Wednesday 13th Club Night

All Welcome

Saturday 17th Family SHINY

AKATAWARAS
Monthly Trip - All welcome

Sunday 30th FAMILY SHINY

ORONGORONGOs
Monthly Trip - All welcome

OCTOBER 2023 TRIPS & EVENTS

Wednesday 11th Club Night

All Welcome

Sunday 29th FAMILY SHINY

ORONGORONGOs
Monthly Trip - All welcome

Keep an eye on the website as new trips are being added all the time.

Keen to be a trip leader so we can run more trips? Talk to one of our current trip leaders about how to be one.



CCVC LIFE MEMBERS

Tom Adams
Leith Bean
Stuart Brown
Andi Cockroft
Mike Gall
John Hughes
Heather Jeffery
Steve Lacey
Colin Landy
Phil Lewton
Bruce Mulhare
Raynor Mulhare
Peter Osborne
Ross Perkins
Grant Purdie
Neil Blackie
Ralph Dobson
Alan Donaldson
Ian Hutchings
Barry Insull
John Parfit
John Vruink
Mark Wolstenholme

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	Penne Durdle
Vice President	Luke Crossley
Treasurer	Nic Stark
Club Captain	Frank Allan
Secretary	Shaun Ross

GENERAL COMMITTEE

Competition Officer	Ralph Dobson
Driver Training Officer	Shaun Ross
Entertainment Officer	Gina Oliver
Central Zone Delegate	John Vruink
Membership Officer	Frank Allan
Trip Coordinator	John Parfitt
Magazine Editor Officer	Penne Durdle
Social Media Officer	Penne Durdle Nic Stark Rob Knauf
Sponsor Liaison Officer	Penne Durdle
Committee	David Sole Dave DeMartin Dudley Harris Mike Oliver

CLUB NOTICES

CLUB MEMBERS ONLY CLOSED FACEBOOK PAGE

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

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:

Marquee
Water pump/blaster (useful for cleaning trucks)
Six handheld radio's on club frequencies (used on training days)
Portable gas BBQ

NEW MEMBERS

Welcome to the following new/returning members:

Please make them all feel welcome

WANT TO PLAY A BIGGER PART IN THE CLUB?

Think of joining the committee or training to become a trip leader. If you think you would like to have a more of a role in the club speak to one of the committee members to see how you can help.



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.

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

Ben Cook

Ben Cook Motors (Ex GGuy Motors)
41 Old Hutt Rd, Pipitea, Wellington
Ph. 04 4729565
cookmotorsltd@gmail.com

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

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

Darren Pettengell

Mudmods
mudmods@yahoo.com
Ph 022 508 1975

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, 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

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

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Te Puni 5045,

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:

Vicki 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 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: Vicki Teulon at teulonv@gmail.com

MAGAZINE & SOCIAL MEDIA 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. The best format is as a word document in Arial Narrow 10

Please email missmuddypenne@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



