



VEHICLE CLUB Wellington

Cross Country Chronicle

March 2022



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THE PRESIDENTS PIECE

The club had another first at the January club night, we live streamed the meeting so members who couldn't come along could log in and watch it live. A real learning curve for Shaun Ross who ran the camera and live feed, he reckons next time will be even better.

We had an incident on one of our January trips which is under investigation by some of the committee to see what we can learn. It does highlight the fact that our sport has inherent dangers and even the most experienced drivers can be caught out. As a driver you can never let your guard down so please be careful out there.

The GWRC trip up Mt Climie went really well with two trips run over the day, approximately sixty members of the public enjoyed the hospitality of our members who provided seats.

We found out recently that one of our ex-members has been stuck down with a very serious medical condition, more on Eric Bon's fight later in the magazine. Eric was one of a dedicated team of CCVC members who kept Odlin's Road open when DoC were pretty keen on closing it off. Not only did they keep access but also came to an agreement with DoC to maintain the track and look after the old hut.

The weekend just gone had Jeep club in the Akatarawa Forest and CCVC out doing a beach clean-up at Te Ikaamaru Bay. I also had a twice postponed trip into Terawhiti Station with New Zealand Heritage, all on the same day. Being keen on history and the stories from the past, I chose checking out the Albion Mine site and a walk into the old Phoenix mine shaft. About ten vehicles had a guided tour around Terawhiti Station lead by one of the owners, Michael Grace. One of my fellow history buffs was Andrew Dinsdale from CCVC who was home for a short stay, he is currently out of retirement as the ranger on Molesworth Station.

I came across a few old photos that might be of interest to members who drive the Red Rocks road, a few shots of the old Bren Gun Carrier which is exposed from time to time on I think Windy Bay beach. The Carrier was powered by a small V8 engine which had stainless steel valves, these have claimed a few tyres over the years.

Fingers crossed you are all staying safe and well, see you out on the trail.

Ralph Dobson
CCVC President



John Mike Milton Ross Wayne Nick Dean

50th Anniversary

Supporting Businesses

G. Guy Motors

4WD parts, accessories and servicing

BUNNINGS
warehouse

KAIZEN EST 2015 **WORKS**

Resene

the paint the professionals use



Z
ENERGY

SUPERCHEAP
AUTO

Repco

What an auto store ought to be

NZ4WD
MAGAZINE

cityprint
communications

MAXIMISE YOUR MEDIA
CREATIVE DESIGN
COMMERCIAL &
DIGITAL PRINT
MAILHOUSE

Thank you to all those business who helped make our 50th Anniversary year a success!



CLUB CLOTHING



Ron Gardner modelling the Hoodie - Zip front with standard Logo \$65



Duncan Grocott modelling the Polo Shirt with standard Logo \$45

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 \$9.50 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 John Vruink.

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	\$16
Beanie	
Navy 3059	\$17.50
Hoodie - Pullover	
Navy - Unisex	\$65
Hoodie - Zip Front	
Navy - Unisex	\$72
Soft Shell Jacket	
Black	
Mens & Womens Sizes	\$110
Polo Shirt	
Navy/White	
Mens & Womens Sizes	\$45
Crew Neck Cotton T- Shirt	
Navy - Mens & Womens sizes	\$16.95
Oilskin Vest	
50th Anniversary Logo.	
Mens Only Size	\$129
Oilskin Jacket	
Mens Only Size	\$152
Crew Neck Cotton T- Shirt	
Grey with Deadwood Logo	
Mens & Womens Sizes.	\$25

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



ERIC BON'S FIGHT FOR FREEDOM

Helping Eric gain some independence & Freedom.



In December 2021 Eric unfortunately became unwell. This followed with him having a mini stroke. After having many tests, scans and then a biopsy he was given the worst results Stage 4 Glioblastoma. It is a highly malignant form of cancer that affects the brain & Spinal cord. In simple terminology it's known as The terminator of all cancer there is no known cause as to why some get it, but there is no cure either. Unfortunately, the location of Eric's cancer means it is in-operable. They are doing a fast approach with Chemotherapy & Radiation to try and slow the cancer down. Since the diagnoses Eric had another minor stroke which has left him paralysed on his left side making everyday normality's incredibly difficult. This has left him wheelchair reliant to get around. Understandably there is some frustrations having to rely on others & having access to a mobility van so he can get out & about.

Eric is currently in a rest home/palliative care unit, I know Eric would love more than anything to be able to go out & do things with his family & friends. Although activity's will be limited and remain locally it would give him the boost he needs. Eric is strong, brave and courageous and although the odds are not in his favour, he is ready for the fight, even if it's just for more time.

My hope in doing this is to allow him more freedom and invaluable time with those he loves and respects. Eric was always the first to raise his hand, now its time for us to raise ours.

<https://givealittle.co.nz/cause/eric-bons-fight-for-freedom>



Latest donations



Cross Country Vehicle Club, Wellington 1 min ago
From your friends at CCVC 4x4 Club, Wgtn

\$200



Guest Donor 13 hours ago

Private

Alysha McPhail
Thank you 🙏

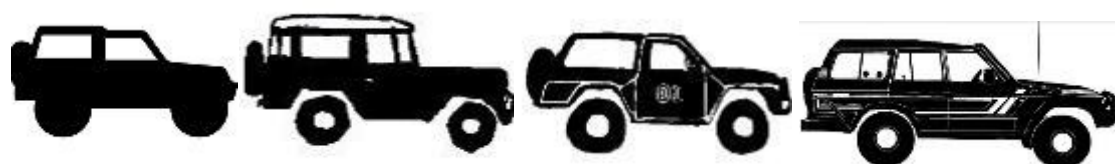


\$8,680 of \$25,000 goal

Given by 48 generous donors in 5 days

♥️ **Donate**

Share



ITS NOT FORMULA ONE

Central Zone Club Truck Challenge 2021- 20022 Round 3 Colyton 30 January 2022

The Central Zone Club Truck Challenge (CTC) isn't Formula One, thank God after Sir Lewis was robbed of his eighth world championship last year. It's far better than F1 because I can actually do it myself and no dubious safety car action will change my results. The latest event was held at the Bruce McMillan's Colyton property that we used last year and that has hosted national trials in the past, thanks Bruce. Thanks to Mark and Gail Smith, Dave Smithson, Raewyn, Tracey and Brendan Watchorn for marking out the hazards on Saturday. A lot of competitors took the opportunity to make a weekend of it by camping at the site the day before. It was a real family affair in the campsite with three generations of the Mason family who were all keen four wheelers in their Wairarapa 4wd club. In fact, there was a lot of second generation action with many of the drivers having their children codriving or driving entries of their own in the case of Natasha Smithson.

Anticipation was high for the first round in the new year and after the very wet previous round held in Tokomaru, I certainly was ready for a good run. The first hazard was a short speed section and Chris Mason blew the doors off everyone else by setting the quickest time in his Class 1 Suzuki Jimny. Early in the day Brent Ward's power steering pump died and left the Nissan rudderless, but it was no problem for Brent as he re-joined driving his work/tow truck instead and it went surprisingly well for the rest of the day.

The site provided steep sided gulleys that were used to make spectacular hazards like the "Cliff Hanger". It started with a blind entry into a descent that was so steep that your rear wheels came off the ground, into a kink at the bottom before attempting a hill climb with no run up. It was grim "hang on" stuff for the first few drivers on the hazard to search for the best line. Straight after that test of your nerve you needed a mindset adjustment to tackle an ungraded sidle hazard. In an ungraded hazard you have an opinion to move out of the course and take a penalty if you think that will help you get to the end. A few competitors used speed and a lucky amount of grip to cling on to the "wall of death" and take good points, Steve Stewart got so serious he threw his mobile phone out of the window as he skittled around.

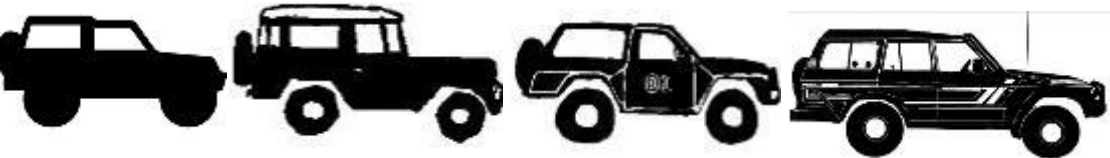
Dave McGinnity found himself first on a hazard that had been my downfall the last time we were here, and he chose to send it a bit too hard for the dry conditions and topple off his wheels. Later runners like Clinton Carroll were able to have a better look at the ditch and straddle it gently while Andrew Francis left paint down the side of an earth bank by using the "full send or no send" method.

There was serious antipathy to the mighty Jeep, even though it is the choice of half of the drivers in the field, after Chris's Suzuki set the fastest speed section time in the short speed section. Honour was restored to Uncle Sam later in the day when we finished with a long speed section and TJ Wranglers set the three fastest times.

If you think you could give Max Verstappen a run for his money but can't get overseas, you can try the Club Truck Challenge, the next two rounds will be held in the Wairarapa and then Taihape. Vehicle rules and event calendar at www.sporty.co.nz/czctc

Results

Overall place		Points	Vehicle Class
1	Clinton Carroll	187.54	2
2	Mark Smith	226.84	2
3	Kevin Galbraith	328.15	3
4	Steve Stewart	358.68	3
5	Chris Mason	407.34	1
6	Brent Ward	414.44	4
7	Dave Smithson	436.02	2
8	Andrew Gee	442.86	3
9	Peter Pope	473.67	2
10	Brendan Watchorn	495.53	2
11	Andrew Francis	523.74	2
12	Tyran Ashford	540.53	3
13	Dave Seymour	542.23	2
14	Dave McGinnity	579.65	3
15	Natasha Smithson	663.77	2
16	Ross Gregory	170.3	1



THREE YEARS AGO

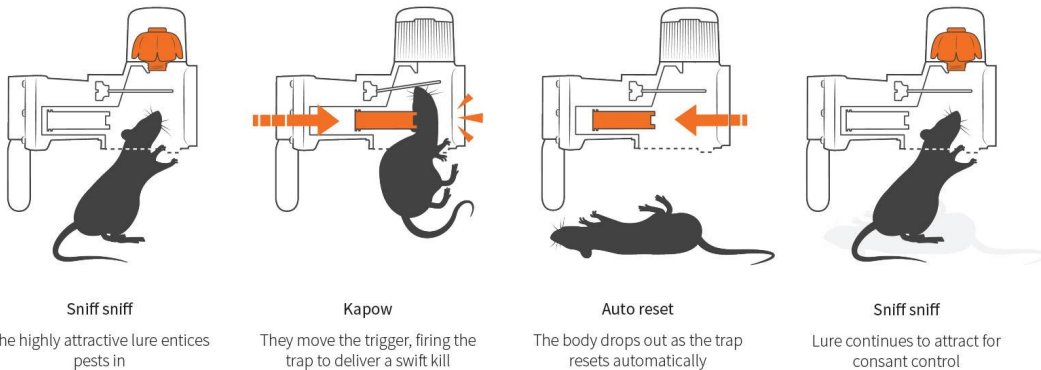
Those were the days before masks, COVID, and all that. And it was when Capital Kiwi, Wellington City Council and CCVC got together to plan predator control in the Te Kopahou block.

The big plan was to lower the population of predators, particularly stoats, so that kiwi can be released in the Te Kopahou area. It is a part of Capital Kiwi's plan to have kiwi in lots of areas, but Te Kopahou would likely be the area closest to the city.

To do the job at Te Kopahou Capital Kiwi and WCC invited CCVC to be a partner in the project. As Brian Thomas the South Coast Ranger at the time said "I would rather train a four-wheel driver how to trap than a trapper how to operate a four-wheel drive". So CCVC needed some traps, some training and some enthusiastic members to install and regularly clear the traps.

TRAPS

The gas resetting types are Good Nature A24 models which have a small screw-in gas canister and a lure to attract the prey. They are basically a small vertical tube with the lure at the top, mounted a little off the ground. The prey put their nose/mouth up the tube and touch a thin trigger wire that protrudes into the tube. When the trigger is moved a plastic bolt is shot sideways across the tube stunning or perhaps killing the prey. The bolt withdraws back, allowing the prey fall down to the ground where it is eventually scavenged by birds or other animals.



The lure is a two section ruggedised tinfoil package. One package has the non-toxic lure which can come out through a hole in the tinfoil. The other section has a small battery, a magnet and a resistor. When a 10-cent coin is removed from the rear of the package the magnet is free to move slightly, and in doing this it completes an electronic circuit of the battery and resistor. A small current flows which ever so slightly warms up the resistor and the heat gradually expands the air in the second tinfoil section. Over a period of months, the slowly expanding air pushes on the tinfoil wall between the two sections, placing pressure on the lure to slowly goob out the hole. The lure is at the top of the tube and as the lure dries out it falls off, exposing new fresher lure to attract the prey.



The snap type traps are called the DoC 200 and DoC 250 type. They are housed in a wooden box which has some mesh screens. An animal enters via a hole in the first mesh, goes sideways to a hole in the second mesh. Now the bait is right ahead and there is a nice clear metal tray to walk across to the bait. Once the prey walks on the tray it drops slightly releasing a spring-loaded steel grid which snaps down, killing the animal. But these need regular checking, removal of dead animals and replacement of the non-toxic bait.

INSTALLATION

To get the traps installed there was an initial recce, some map work, some track clearing, and a massive "installation day" in March 2019 when 130 odd traps were installed. They were left baited, but not set for a month to let the animals get used to these new neighbours! They were activated in April 2019 and have been regularly serviced every 3-4 weeks, lockdowns and other limitations notwithstanding.



THREE YEARS AGO - continued

In theory, the predators tend to travel in open areas and on tracks, and if we had a 100 m coverage on a trap line, and trap lines were not more than 1 km apart, over time we should get most of them. But it is not clear if the predators all obey these guidelines!

The main target is stoats as they can overpower juvenile kiwi chicks, but once the chicks grow they can fight off attacks. So, getting a low population of stoats is crucial. Other predators can attack nests but the adults can give some protection against this.

We need to remember that the exercise is a marathon, not a sprint race, and one can never be sure it is over.

MAINTENANCE

This basically needs 4WD's, trained people, enthusiasm, fine weather and new bait, lures etc.

The first we have plenty of, the second and third was a bit variable, the fourth was always available and the fifth was supplied as required.

So, we were all set to operate. The agreement with WCC and Capital Kiwi was for a three-year period, but renewable between the parties if agreed.

Whilst there are a couple of dozen CCVC members who are trained in trapping (it's not hard ("don't put your hand in the trap" is the basic rule) it fell to a crew of about half a dozen members to turn out the regular trap checking. Without their support it would all be over. Many thanks to all those who turn out regularly, and to our statistician.

PROGRESS TO DATE

It's all in the numbers. A few traps have been stolen by members of the public, a couple vandalised, but the numbers tell the tale. The lines are not all the same length but it is clear that:

Most rats are on the Coast – food is probably more plentiful from public use.

The tip track is pretty clear – is the landfill more attractive than our bait?

Numbers are dropping year by year – stoats especially

Line	Total	HHog	Mice	Poss	Rat	Stoat	Weasel	Rabbit	Cat
Bunker	61	7	10	5	14	11	13		1
Coast	186	23	2	2	96	27	34	2	
FF Dam	51	27	1	1	15	3	3	3	
Hape	30	14	2	2	7	1	2		2
Quarry	20	9			1	3	6	1	
Radome	78	2	14	6	28	25	3		
R Rock	51	13	11	3	11	11	1		1
Tip T	29	11	7		6	2	3		
Waipapa	30	1	9	1	8	5	6		
Totals	536	56	107	20	186	88	71	4	4
Year 1	185					41			
Year 2	208					25			
Year 3	143					18			
Latest 6 months	44	2	13	4	12	2	11		

It is surprising that we have

caught Possums and a few cats, as the grill sizes are quite small, but anything is welcome. Greater Wellington are also trapping and poisoning possums in the area so the remaining issues are of course goats and pigs, yes pigs! Over to Council to deal with those, but without effective fences they will always be a problem.

WHAT NEXT

Should CCVC renew its three year agreement?

Can more members be involved to spread the load?

When will the kiwis be released?

Covid Vaccine Pass Required for Club Night

We have received the following from Naenae Bowling Club:

"In line with recent changes to Alert levels and moving into the Traffic Light system the Naenae Bowling Club will be a fully vaccinated facility from Friday 3rd December.

Every person that is entering our facility will need to be double vaccinated and be able to prove this with means of their vaccination passport – either on their phone or in paper copy. This will need to be accompanied by a form of photo ID.

Once the members of our Club have been checked they will not need to show their vaccine passport here at the club again."

As per last month we will also be live streaming the meeting for those of you that want to stay home.



Orari Gorge 4WD Track

Words by Shaun Ross

Photos by Denise Ross

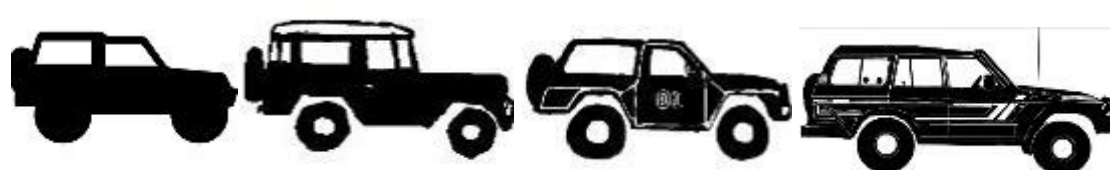
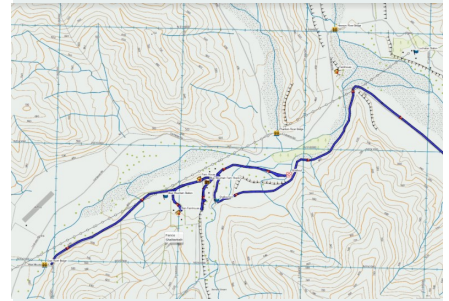
The Orari Gorge 4WD Track is a spectacular route along the west bank of the Orari River. It crosses the Blue Mountain Station and the Orari Station. Landowner permission and payment of a daily visitor fee are required. Blue Mountain Station has a website (<https://bluemountainstation.co.nz/pages/orari-river-track>) that makes this process really easy, including online payment. Unfortunately, up to date track information is not available on their website. On the day that we did the route, none of the regular farm staff were on hand to provide directions.

Using a variety of maps and track information from <https://www.4x4explorer.co.nz/articles/orari-gorge-loop-track/> we set about finding the start of the track. The route provided by 4x4explorer crossed the Orari River near the confluence with the Hewson River. This crossing was too deep on the day as a fair bit of rain had fallen in the area in the last 24 hours. A route that had been used previously on Blue Mountain Station had been washed away when the river changed its course and undercut the bank. Fortunately we were able to find the new route that crossed Bernard Stream and skirted around the washout. All of this searching took about an hour and was quite stressful for me as the trip leader. I did not want to disappoint everyone who had joined me and Denise on the South Island Summer Explorer trip.

Once we were on the main track and making our way into the gorge, we decided to stop for lunch on a wide plateau overlooking the river. This gave me time to relax and reframe while everyone had a bite to eat and enjoyed the view. Heading south from our lunch stop we noticed that the river had carved a deep canyon in the rock filled with numerous rapids.

Track conditions were good when we visited. There were only a few obstacles to navigate along the way. These are marked on the map. The old bridge over the Andrew Stream is no longer open to vehicles. The width has been reduced to only allow pedestrian traffic. This also marks the boundary between Blue Mountain Station and Orari Station. There is a detour up the Andrews Stream to a ford and then returning along the opposite bank. This section of the track is covered in grass and can be very slippery if wet. We encountered a lot of livestock on the Orari Station, which is not surprising as it is a breeding station.

The route is about 40km long and took us about 4 hours to complete at a very leisurely pace, stopping frequently to savour the views, take photos and check out the huts along the way. The route can be done in either direction or as an out and back. Blue Mountain Station also has options for staying overnight and fishing the numerous streams in the area. The Orari Gorge DOC Campsite provided a very convenient location for us to spend two nights in the area. Alternatively, you could find suitable accommodation in Geraldine or Fairlie. I highly recommend you put this on your must see list. It is well worth the \$50/vehicle access fee.



MARCH 2022 TRIPS & EVENTS:

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

Wednesday 9th PRE CLUB NIGHT DINNER

NAENAE BOWLING CLUB
25 Vogel Street, Lower Hutt

All Welcome
Ralph Dobson

Wednesday 9th CCVC CLUB NIGHT - Live streamed via our private FB page

NAENAE BOWLING CLUB
25 Vogel Street, Lower Hutt

All Welcome
Ralph Dobson

Saturday 12th WINCH CLUB

24 hour Track

Saturday 12th FAMILY SHINY

AKAS Monthly Trip
Fully Booked

Saturday 19th - Sunday 20th TOURING OVERNIGHTER

Manawatu Overnighter

Saturday 19th SHINY - LADIES DAY

Akatarawa forest

Sunday 27th FAMILY SHINY

ORONGORONGOS Monthly Trip
All Welcome

APRIL 2022 TRIPS & EVENTS

Saturday 9th FAMILY SHINY

AKAS Monthly Trip
All Welcome

Friday 15th - Monday 18th AWAY TRIP

Ohiniwairua

Wednesday 12th CCVC CLUB NIGHT

NAENAE BOWLING CLUB
5 Vogel Street, Lower Hutt

All Welcome
Ralph Dobson

Sunday 24th FAMILY SHINY

ORONGORONGOS Monthly Trip
All Welcome

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

There is no Magazine in January .

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

For more events refer to our
Website www.ccvc.org.nz or our
Facebook page www.facebook.com/wellingtonccvc/
www.facebook.com/groups/2341019559499870/



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.

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

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
58 -62 Main St, Upper Hut
Ph 022 508 1975

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



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	Ralph Dobson
Vice President	John Parfitt
Treasurer	Nic Stark
Club Captain	Neil Blackie
Secretary	Shaun Ross

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
Sponsor Liaison Officer	Ron Gardner
Committee	Megan Koornneef
	David Sole
	Frank Allen
	Dave DeMartin
	Dudley Harris

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.

We are also planning on using this page to live stream club nights.

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:

Ben Eastwood

Please make them all feel welcome



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.**

PO Box 38-762,

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Wellington

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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 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
(027 2235705)

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

