

# VEHICLE CLUB Wellington

## *Cross Country Chronicle*

April 2020

### INSIDE THIS ISSUE

Presidents Piece.....	2
Missing our Club Captain .....	3
Last of the Summer Wind or.....	4
Photos.....	5
Rallywoods March 2008 .....	6
Trips/Events .....	8
Trip Categories .....	9
CCVC Photos & Videos.....	12



## THE PRESIDENTS PIECE

Well how the world has changed. A virus in China has become a world-wide catastrophe in just a month or two.

The Club programme has essentially been suspended until some future, presently unknown date. Even if there were not other factors, the edict about not traveling into forests where others may need to rescue you is a clear directive which blocks our activities. Land access, separation distances and all the other stuff also prevent us continuing as we used too!

But obviously the greater concern is that Members are not able to go to work, some will inevitably be made redundant, others will lose income and families will all face great changes in the way it used to be.

Whilst the Club can get up and running again fairly quickly once the restrictions are lifted unfortunately the national economy is not so easily brought back to life and we all need to be aware of the difficulties that other members may face.

There was a large CCVC contingent at the service for Steve Mercer which is a tribute to how well he was regarded. Thanks to those who attended.

The Committee met by audio/video link up last week, thanks to Ron Gardener providing the technology. It reluctantly, but necessarily postponed our Club AGM till later in the year, probably September. It also recognised that the Awards Dinner could not realistically be confirmed for May at this stage, as there was no certainty as to the end of the Civil Emergency status and therefore caterers, venues and guest speakers could not be confirmed. The intention is to have an Awards ceremony at a suitable Club night once we restart them again.

The cancellations do not just affect CCVC, as the National Association Executive has decided to postpone their Annual Meeting to a later date. On the bright side it gives some more time to absorb the impact of the Valley Club Court Decision and the necessary Constitution changes being developed.

And finally the good news is that our missing third EPIRB has been located. Now we can update the batteries, clean up the registration data and update the contact points that MNZ will use if one goes off.

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 modeling various items on trips.

<b>Cap</b> Navy/White 4014	\$15
<b>Beanie</b> Navy 3059	\$20
<b>Hoodie</b> Navy ZHH	\$75
<b>Soft Shell Jacket</b> Black SJM	\$110
<b>Jacket</b> GJ Navy/Charcoal	\$100
<b>Polo Shirt</b> Navy/White	\$40
<b>Crew Neck Cotton T- Shirt</b>	\$16.50

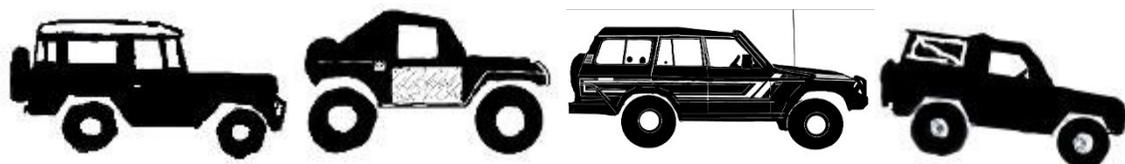
If interested please contact John directly on [john.vruink@gmail.com](mailto:john.vruink@gmail.com)

## 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](mailto:database@ccvc.org.nz)

So if you have purchased a suitable radio for CCVC use, make sure you get a call sign allocated.



## Missing Our Club Captain

Early in Feb I received an email from the club indicating our Club Captain was standing down due to ill health. This sounded a bit serious so I flicked him a text and back came the answer that he was in hospital and things had taken a turn for the worst. Just on three weeks later I was attending his funeral.

Steve Mercer had been an active club for many years, I can't remember when we first teamed up but I can remember plenty of trips and meetings and being impressed with how organised, calm and thoughtful my mate Steve was. He has been our Training Officer, Safety Officer, Club Captain, SAR liaison to name a few of his club roles.

Steve worked for NIWA for many years as their Head Diving Instructor who had the responsibility of keeping multiple members of staff alive when diving around the globe. He had about seven trips to Antarctica and presented a brilliant and interesting talk at club night a few years back at my request.

Steve was dedicated to the Suzuki brand of 4x4's, the only reason he purchased another brand was to tow the trailer with the trusty green modified SJ413 on board. Steve was the driving force behind the 2011 and 2014 Zuki Central three day 4x4 event dedicated to his favourite brand.

Steve died of acute leukaemia on 2<sup>nd</sup> March at home with Liz, Dylan, Sian by his bed and soon after meeting his new granddaughter born a couple of days earlier. He had a large turn out of CCVC members attend his memorial service along with representatives from Police, Search & Rescue, Niwa, Amateur Radio, Friends and Family.

Thanks Steve for being a mate, we are going to miss you.



## The Last of the Summer Wine or LOCKDOWN

When you hear of movement restrictions, stay at home and don't drive, these obviously apply to people. No such restrictions on our "Mustelid's and friends" that visit our trap lines at Te Kopahou and the South Coast. Seems a bit unfair, so with it obvious that trap clearing would need to cease for a month or more, it was decided to even the odds and give our furry friends some nice new bait before lockdown. Hopefully this might put more of them in a more permanent sort of lockdown in future weeks.

Given that we were in Stage Three that only permitted "individual outdoor activities" a fully advertised trip was not realistic. Rather five individual trips were organised so everybody would stay within their bubble and observe social distance rules.

A trap line was allocated to each truck, with tool bags and bait being deposited on the carpark for individuals to pick up. Briefing and changes to routine were done over the radio and it was time to get going.

The first Council gate unusually had no padlock, and the second was a bit dodgy in that it did not shut properly. A report to the Ranger sorted the first one, and a few judicious blows with a wheel brace cured the second padlock.

I was doing the Te Kopahou bunker trap line and lo and behold, there was a pair of BBQ tongs at the first trap!. One primary instruction is to unset the trap before putting one's hand in to change the bait, but it seems that the previous trappers on this line just forgot the instruction and used tongs to change the bait.

The usual array of rats, stoats and other pests were removed from the traps, but on the Radome trap line one trap was missing. Well actually misplaced by a grumpy Opossum who had clearly been zapped by the trap, but decided not to die immediately. He had sufficient strength left to uproot the box trap and wander several metres along the track before pegging out. The box trap was still attached to his head! What happened to the re-bar stakes securing the trap is not clear, but they were nowhere to be seen. Now that would make a great YouTube video Clip!

Thanks to Neil, Kele, John and Barry for turning out at short notice and especially in the day before lockdown when we all had last minute tasks to finish.

Its about a year since we started this exercise, and so far around 235 pests have been removed from the area by the box traps, comprising six different type of pests. An unknown number of smaller animals will have been dealt to by the A24 resetting traps. Some are now needing new gas canisters, suggesting that each has fired some 30 times (including periodic operational tests). All told, a huge total contributed by CCVC. There are two years (and maybe more) to go and, as we are told, it is not a race - just keep on plodding until nothing more is trapped. Soon we will seek further members to receive a short training session so the loads can be shared around a bit more in future years.

Enjoy your lockdown!



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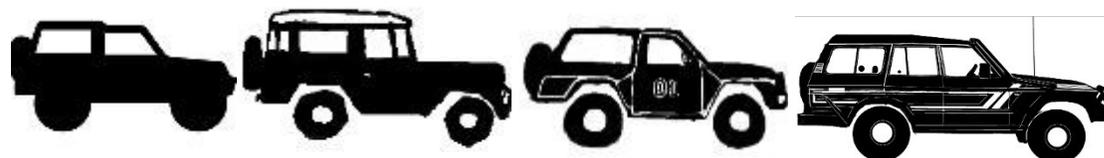
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## Some of the photos received this month



### 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](mailto:50years@ccvc.org.nz)

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



## Rallywoods March 2020

Was this my last trip for the year? Three weeks ago one couldn't comprehend we'd be in a lockdown situation before the end of the month. Anyway I'm now looking at what maintenance I can do on the truck – I've already changed the oil and filter, it's mainly the rear brake calipers which are starting to seize up. But I've also found the fan on the oil cooling radiator has stopped – easy if I had a new one. Oh and the solenoid on the horn has seized up. And I want to take the winch gearbox apart and see if I can get it to free spool more easily. Fair while since I changed the ATF and can't recall when the transfer box had clean oil. Oh yes – the fuel filler cap and inlet got smashed a couple of months ago so I need to get onto that. But the only spare parts I have are new brake pads so I can do the brakes, winch and horn, take the dead fan off and take the fuel filler neck out. If I get really bored I could clean the inside of the truck I guess but not that desperate yet.

Well back to the trip – it was Sunday March 8<sup>th</sup> and what a beautiful day it was. With Darren, Matt, Duncan and Kevin having to pull out we had five vehicles – Steve and Lara Penman in their Jeeps, Luke Crossley in the Land Cruiser, Chris Murray in his Pajero and the Land Rover. James parked up his Jimny and sat in as a passenger and winchman with Steve.

We met up at the Haywards/Moonshine Road intersection at 9.00am and trundled into Rallywoods at a sedate pace with headlights on as required. And there was a lot of local traffic coming out – going to church? Apart from the horse float I guess. After airing down at the Rallywoods gate we drove on in. The intention is to provide an opportunity for those who want to be a bit more challenged than a Shiny 4x4 might offer but not a full out Club 4x4. Quite hard to do and maybe Rallywoods isn't the best place, but in Rallywoods all the challenging tracks I want to tackle are optional – if someone doesn't want to drive one for any reason they can drive around and meet us at the other end. This doesn't usually happen - everyone has a go and it's only if they can't make it that they drive around!

We turned left into the pine trees just before the turn off to the Green Hut, there's a little loop in there with a slippery climb out where everyone had to winch last time. Although still damp in there, no rain for a couple of weeks, it was a lot drier this time so no problems with that. We headed on to the Green Hut and took another left and up Dreamer, stopped at the downhill entrance to Nissan Way and walked down to have a look at that gnarly track – it doesn't look so bad from the top. It was on the way back to the main track I made an easy mistake – should I go left through that water or go right? Surely that water hole isn't as deep as it used to be. Oh yes it is. Straight down to the diffs and after a short water and mud geyser Steve hooked up a strop and pulled me out. Let's go right!

Back down towards the Green Hut and then left again into the Ladies East and Ladies West area – in wetter times just getting to the open area is a mission and the whole area is a bog, but not today – it was an easy drive. We took the steep exit option from there down onto the main road, one of the drops has vehicles close to doing a nose-stand with rear wheels off the ground, please don't stab your brakes right there! Up Hilux Hill (named after his own truck by Steve O'Callaghan as he was continually frustrated by this short track until he got a locker, it's not so hard now), and down Wong Way. It's a bit drier today so we'll try going back up – still need big tyres and a rear locker! Chris, Luke and Lara contributed to global warming and used up some gas and tyre rubber on it to no avail. So we drove around and with a short diversion through a pond sized puddle, back onto the track, some tricky off camber manoeuvring between trees (with a bit more winching to save the panel work), out to The Lookout for lunch. Used to be a great view from The Lookout, trees keep growing though so now no view.

As it was dry and just five vehicles we decided to carry on from there and turn around before the final steep descent – it's a one-way track and quite steep and rocky but the last descent is just steep, with most vehicles needing to winch the final 50m. No problem going down, just take it easy and pick your line. Coming back up is a good technical challenge – steep, rocky and lumpy, but requires a moderate steady throttle to keep some momentum, stop on a tricky bit and more than likely you can't get going again. But only a couple of issues coming up - Chris got a rocky corner slightly wrong and needed a short winch, Lara hooked up her rear diff on a rock and couldn't go forward or back.



## Rallywoods March 2020

Always good to get out of a track like that with no damage or breakages – Chris had a moment where reverse gear disappeared (all that bouncing?), but all good once he found it again. Wound our way back towards the Green Hut and got there by going down Imagination – instructions for this one are that this is very steep but traction is good, there are two drops which want to put you onto your nose so start into them as slowly as possible and let the vehicle roll through once you feel the rear wheels lifting, don't stab the brakes. I was near the bottom when I heard Lara on the radio to Steve – “Can you come down and give me some guidance? I'm on a funny angle.” I walked back up – Lara had got a front wheel slightly off the track on a bank which created a huge cross-axle and one rear wheel well off the ground with the Jeep on the balance point. Best decision of the day - stop and ask for help! Very close to a multiple roll-over. Recovery was simple – Steve put his winch on the back hook and steadied Lara's Jeep as she backed up a little and we were away again.

Back down to The Green Hut after that and took a right halfway along the Airstrip (originally used by one of the Rallywoods owners for his microlight, you couldn't possibly land a regular small aircraft there). This track is a bit overgrown initially dropping down through some rough gorse to a stream and then a rough rock face climb – short but challenging. A couple of winches later we dropped back down and climbed into a loop track and a muddy hole which used to be easily driveable. Now only 35" tyres and diff locks get through, so more winching. All great practice.

We explored the winch challenge tracks in the pine trees which we'd started in first thing and found one we could safely drive down and one Steve and I could drive up, but they're definitely Club 4x4 plus tracks. Turned out this little deviation put a couple of dents in Luke's Land Cruiser by “rubbing” against the trees. I now think Steve O'Callaghan had it right when he restricted his trips in Rallywoods to SWB vehicles which he defined as two doors (or less).

We'd covered all the tracks I intended to do so Chris and Luke decided to depart at this stage, around 3.00pm, but Steve and Lara were keen to look at more. We went back to Ladies East and Ladies West planning to attempt driving up one and down the other as a loop track. I haven't been able to get up either of these tracks for years so was a bit surprised to get to the top. Then Steve and Lara both made it as well – these Jeeps are good! I remembered getting stuck in the hole which joined these two tracks previously so hit it hard - 3<sup>rd</sup> low and foot flat with both lockers in. Couldn't do it – about 25m through it but 2m short! Truck was relatively clean until then. Hooked up the winch and pulled through the last bit. In the meantime Lara had started in after me but we decided they should back out and meet at the bottom rather than charging into that mud. Steve had to winch Lara backwards as her 33" tyres already had the diffs on the ground.

Where to next then? I'll show you Diff Dinger. Ron G and I had driven in there last year, after I managed to smack the back corner of the Land Rover into a rock face we decided Ron should winch up to avoid damage. Easy. Diff Dinger is two very nasty looking wet rock steps both about a metre high. We chose our tree and I winched up. Then Lara – but a front wheel jammed into a rock step with the winch pulling flicking the front wheels hard right, classic break your steering issue. Stopped before doing any damage but the steering seized up for some reason and was very stiff on the steering wheel. Not the best in a very steep sided twisty ravine and only halfway up the first step. But after looking at it for a while we got the wheels straight and it all seemed to come right once she was up. Steve winched up without a problem and we were heading out, just the steep little climb through the gorse back to the airstrip and we were done for the day.

About halfway up that climb, which is lumpy and steep but one I've gently driven more than 20 times, the Land Rover reared up and felt like it wanted to flip over backwards. I backed off and tried again. Three times it did the same thing, very nasty feeling – loads of traction with one of the rear wheels was in a small dip and maybe there was a cross-axling hump on the opposite front tyre. Not wanting to risk flipping over I hooked up the winch again and winched over it. Ridiculous really but too late in the day to be doing anything silly so Lara and Steve did the same. I had left my rear locker in and I think that drove the truck up and made it want to rotate so the front just kept on lifting, could have been OK without the rear locker or by having the front locker in. Normally wouldn't have used a locker there at all so it was an “interesting” learning experience.

Getting close to 5pm by now so we called it a day, took off back down to the gate where we aired up, James hopped back into his very well setup Jimny (yes, didn't get another mention in the report but he was still with us and doing a great job helping with the winching). A good day, wonder when we'll get to do it again?

SWB's only from now on I think but I won't bother with the other Steve O rule which was to arrange the convoy in order of tyre size – smallest at the front.



## APRIL 2020 TRIPS & EVENTS:

Due to the lockdown there are no trips or events.

But while you are locked down here is a list of things you might want to do:

Clean your 4WD or 4WDs

Check all your equipment to make sure its still in good working order and is present and accounted for.

Get your lock down buddies to decorate your truck in an Easter theme.

Have a look through all your photos and videos to see if you can find any from CCVC trips. (the older the better) Any you find any (and are happy for us to publish them) then please email [50years@ccvc.org.nz](mailto:50years@ccvc.org.nz). Check if family or friends have any photos.

If you feel like doing a bit of writing and have some stories about club personalities or VIPs then let us know as we are also looking for stories about club personalities and founding members (and any other people who have played a significant role in the club) It would pay to check first to prevent double ups. Again contact us at:

[50years@ccvc.org.nz](mailto:50years@ccvc.org.nz)

For more events refer to our  
Website [www.ccvc.org.nz](http://www.ccvc.org.nz) or our  
facebook page  
[www.facebook.com/wellingtonccvc/](http://www.facebook.com/wellingtonccvc/)

## MAY 2020 TRIPS & EVENTS

To be confirmed at a later stage



## 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 JUNE 6th Book with Phil [public@ccvc.org.nz](mailto:public@ccvc.org.nz)**

## 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

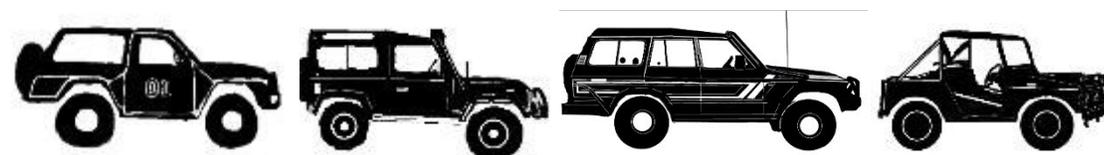
**Grant Guy**  
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41 Hutt Road, Pipitea, Wellington  
Ph. 04 472 2020

**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
General Committee Officer	

## CLUB NOTICES

### NEW MEMBERS

Phillip Geyer

Please make him welcome and help them become active member of the club.

### 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 (sorry had the wrong email last month)

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](mailto: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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[www.ccvc.org.nz](http://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](mailto:photos@ccvc.org.nz) – most email systems have a limit of 10MB so use an online service like [files.fm](http://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](mailto: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](mailto:50years@ccvc.org.nz)

