

Cross Country Chronicle

August 2021 (the first CCVC meeting was held on the 29th August 1971)

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THE PRESIDENTS PIECE

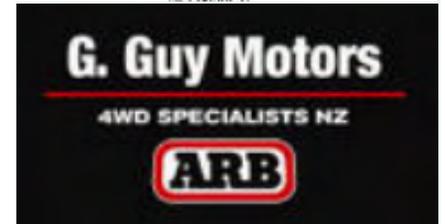
We had a stunning day for the delayed planting mission on the South Coast last weekend. Once again Barry Insell had fantastic support from the club with approximately 25 vehicles turning up, most with passengers ready to dig. Barry had invited a couple of people from Forest & Bird who were impressed with the enthusiasm of our membership. Barry picked the hardest ground I think we have ever tackled, the picks got a real work out but with many hands we got the job done.

The beaches around Red Rocks is always changing, the recent storms have pushed up plenty of pea gravel and some got to use their sand tracks to get moving, good fun with a BBQ thrown in to finish up the day. August is a significant month during our 50th Anniversary as it was on the 15th the first Deadwood Safari was held and soon after on the 29th of August the club was born. We are planning on having some historical photos up on the screen on club night so come along.

I hope you are keeping a eye on the club website as more trips are being added to the calendar which are not shown on your printed calendar.

Check your club sticker as it may expire this month, please contact your inspector well in advance and book in your check. We don't want anyone turned away due to an expired sticker.

Regards Ralph Dobson
CCVC President
K182



CLUB CLOTHING

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 \$15

Beanie

Navy 3059 \$20

Hoodie - Pullover

Navy - Unisex
Standard Logo & 50th Ann. \$69

Hoodie - Zip Front

Navy - Unisex
Standard Logo & 50th Ann. \$75

Soft Shell Jacket

Black
Mens & Womens Sizes \$110

Polo Shirt

Navy/White
Mens & Womens Sizes
Standard Logo & 50th Ann. \$40

Crew Neck Cotton T- Shirt

Navy - Mens & Womens sizes
Standard Logo & 50th Ann. \$16.50

Oilskin Vest

50th Anniversary Logo.
Mens Only Size \$120

Oilskin Jacket

50th Anniversary Logo.
Mens Only Size \$145

Crew Neck Cotton T- Shirt

Grey with Deadwood Logo
Mens & Womens Sizes. \$25

Agri Station Boundary Jersey

50th Anniversary Logo
Mens Only Size \$110

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



Andrew Gee modelling the Limited Edition **Crew Neck Cotton T-shirt with 50th Anniversary Logo \$16.50**



Shaun Ross modelling the Limited Edition **Oilskin vest with 50th Anniversary Logo \$120**



Neil Blackie modelling the Limited Edition **Crew Neck Cotton T-shirt with Deadwood Logo \$25**



Ralph Dobson modelling the Limited Edition **Agri Station Boundary Jersey with 50th Anniversary Logo \$110**



Ron Gardner modelling the **Hoodie - Zip front with standard Logo \$75** also available with the 50th Ann. Logo



Duncan Grocott modelling the **Polo Shirt with standard Logo \$40** also available with the 50th Ann. Logo

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.



OUR CLUB TURNS 50 THIS MONTH

On the 29th of August 1971 a group of 4wd enthusiasts met up at 34 Kiwi Street, Upper Hutt in the garage of Bob and Heather Jeffery. This was the first official meeting of the Wellington Cross Country Vehicle Club and we are lucky enough to still have, as life members of the club, a few of the people who attended that meeting, including Heather Jeffery, whose garage it was held in.

Over the last 50 years the club has grown from strength to strength. (Most of the history you will read about in the upcoming book) We now have about 200 members, almost 2000 follows on our public facebook page, run trips almost every weekend as well as away trips over long weekends and during school holidays. Trips range from family shiny and touring trips, that public can join, through to hard yakka and competitions. We run also training trips and regularly do charity work helping our various councils and community groups.

The first official trip was held on the 12th of December 1971 along the Orongorongo Coast. The first charity trip was held on the 23rd of April 1972 and the first Rally was held on the 25th June 1972. We also took over the running of the Deadwood Safari in October of 1972 and ran this event for many years.

The club is run entirely by volunteers, with a committee meeting every month. We are always looking for more volunteers to help run trips and help with ideas for presentations on club night. We always love to read about the trips in the magazine and see photos on our private facebook page, so feel free to send in articles and photos, even if they are non club related trips. We also have a club night once a month and for several months club members have been meeting up at the Bowling club (the venue for club nights) for dinner before hand.

Over the next few months the club will be working towards its main 50th Anniversary celebration at Labour Weekend. We already have over 100 people booked for the awards dinner, this is amazing as the bookings have only been open a month. (Ensure you book as I think the venue can only accommodate 200 people) All our life members have been contacted and where possible will be making it. Those club members that attend will get goody bags containing 4wd related CCVC items. There are also several trips organised for that weekend, including an old-timer trip to Rallywoods.

Thank you to all those people, past and present, who have put time into the running of the club and making it what it is today.



Shiny 4x4 - Flatpoint Geocaching Day Trip: 05 June 2021

We decided to run a trip with a difference over Queen's Birthday weekend. We were going to do a tikitour of the back roads to Flat Point and then on to Riversdale via the beach. This was going to be an easy drive giving participants plenty of opportunities to take in the views while learning about Geocaching

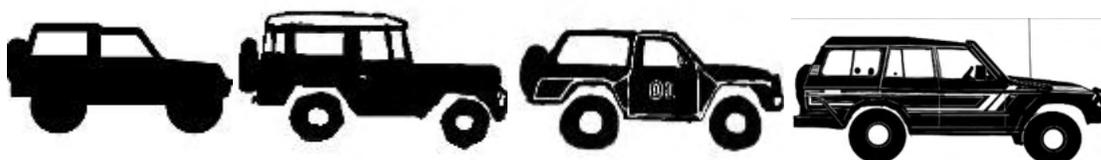
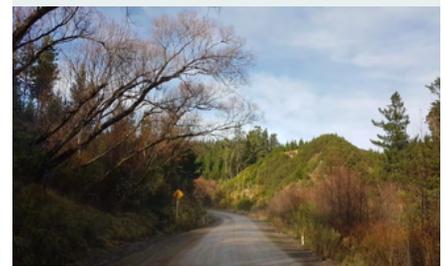
Geo what?? Geocaching: a modern day outdoor treasure hunt for young and old using multi-billion dollar satellite navigation systems to find small containers hidden in the "woods". Check out www.geocaching.com for more details.

Everyone met outside Soldiers Memorial Park in Greytown on Saturday morning. With the driver's briefing out of the way, our 6-vehicle convoy headed out of town, making our way to the Gladstone Public Reserve. With plenty of space to park the convoy, it provided a safe environment to introduce everyone to Geocaching. The container was quickly found and 4 teams signed the log sheet.

We then continued heading east towards the coast. The tar on Te Wharau Road eventually gave way to gravel. We stopped at the summit to take in the view and hunt for another cache. This one was a bit more elusive. The hiding spot was eventually discovered under a manuka bush.

With the log signed, we then continued on our way, arriving at the junction with Glenburn Road at the start of the last decent to the beach. The whole crew were involved in the hunt for the cache. Sadly, this one was not found. It was either very well hidden or had been lost.

We continued our way down the hill, turned left and crossed the bridge over the Arawhata Stream, and headed towards the settlement of Flat Point. Everyone took the opportunity to check out the dunny on the tsunami evacuation route. It even comes with a Covid Tracer QR code and a tiny geocache.



Shiny 4x4 - Flatpoint Geocaching Day Trip: 05 June 2021 cont...

After checking out the settlement and finding a cache hidden in the flax at the beach car park it was time to stop for lunch. We headed onto the beach via the track next to the Arawhata stream. The Connor boys pulled out all the stops, firing up the gas stove and enjoying a hot lunch while the rest of us tucked into sandwiches.

After lunch it was time to head south towards Glenburn Station. A pew with a view delivered an interesting commercially available cache container very cleverly disguised as a rock hidden in plain sight.



Then it was time to backtrack and head up Glenburn Road to the junction with Te Wharau Road. We headed inland and turned northwards on Kaiwhata Road. We were rewarded with some great views of the forest and some interesting cache locations including Muanga Moria – Homewood, the site of a quaint church building built around 1900.



Then it was time for the highlight of the afternoon and head to the beach at Uruti Point. This is accessed via Waiorongo Road, the last kilometre is not much more than a farm track aka paper road. Time to deflate tyres before tackling the beach track. It is key to check tides before attempting this. We were fortunate that high tide was at 1:30pm, so we would be driving on a falling tide giving us a great safety margin. Some sections of the beach were still quite narrow but we were able to stay out of the water.



Shiny 4x4 - Flatpoint Geocaching Day Trip: 05 June 2021 cont...

The track is quite narrow and twisty in places. Fortunately nothing as tricky as the McKenzie trail. The sand was soft in places but our preparation paid off with none of the trucks getting stuck. It is important to stick to the formed track to avoid damaging the sensitive dune vegetation. Also, keep an eye out for other users in the area, who may be on foot or riding quad bikes.

We stopped to search for a cache on the edge of the wetland. Turns out it was lost to an earlier king tide. No loss as we still had an opportunity to walk on the beach and enjoy the wetland. We then made our way to Riversdale Surf Life Saving Club for a welcome toilet stop and afternoon tea while airing up.



Our convoy saddled up and headed back towards Masterton with one last stop along the way to grab a quick roadside cache at Blairgowrie Forest. The youngsters in the group made short work of jumping the fence and retrieving the container.

Everyone reported having a great day out and enjoyed the variation that geocaching brought to the trip. Be sure to keep an eye on the club calendar as we will be leading another back-country geocaching trip soon.

For more about geocaching and so you can set up an account ready for the next trip go to: <https://www.geocaching.com/>

Words by Shaun Ross
Photos by Denise Ross



MOVIE STARS

It's not on every trip that movie stars are born, but just maybe that happened recently.

The CCVC agreement with Capital Kiwi talks of co-operation, so when they said they wanted a couple of video clips for Al Jazerra TV, three of us trappers met up at the wind turbine at 0830 one "fine" morning. Cloudy, a bit of wind but no rain and even some sun.

The film crew duly arrived with some DoC rangers from South Westland, a Council ranger and assorted Capital Kiwi folk.

The crew wanted as much realism as practicable so a trip safety briefing was held under the gaze of the cameras, and then again and again with various angles and set-ups. Seemingly they need a lot of source material, and no doubt lots ends up as they say, on the cutting room floor.

A few more shots of getting into the trucks, and out and in and out and in and we were ready to go. First stop was a box trap at the top of the tip track, and Barry took the starring role of opening the trap and cursing when it was empty. But the real reason for this spot was the background looking down to the city and suburbs, emphasizing how close any liberated Kiwi will be to the public. So not much of Barry was filmed and unfortunately, Barry never realized at the outset this so perhaps his best lines will never be heard!

Then the fun started with a couple of go-pro's cameras added to Barry's truck and it was off along the Red Rocks track, closely followed by the film crew's camera drone. So, some good 4WD type shots from the go-pro's and a classic "4WD following a track" type video from the drone.

Our next stop was on the start of the radome track which had been previously prepared with a new trap in a good spot for camera work. A large dead stoat was also pre-placed inside the trap. But first Barry did a trip along the radome track with a cameraman in the rear seat, no doubt doing careful profiles of Barry and occasional shots of the scenery outside the truck. After a seeming endless wait, Barry returned, and then took off again towards the Te Kopahou Trig for more long-range shots of driving the ridge road.

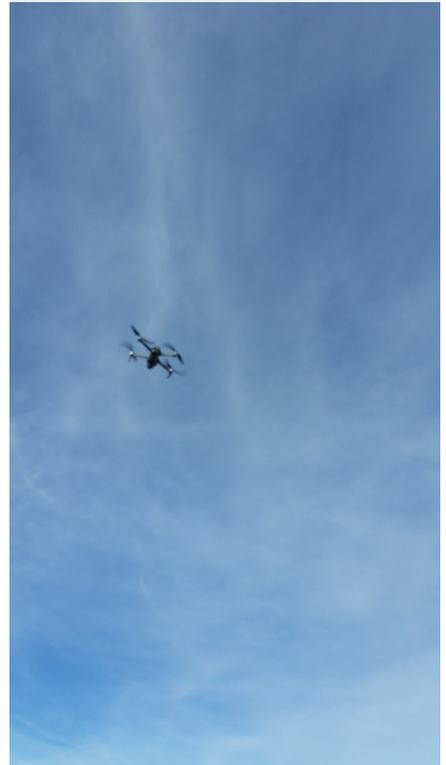
Whilst we waited for Barry, we were at a good spot to scan the stream valleys in the block for potential kiwi habitat. One valley in particular was clearly shielded from the prevailing northerly winds and southerly storms as the vegetation was much denser than other areas. Often regrowth just shows in the small tributary valleys, but in this area it covered both the small side valleys and the ridges. So maybe this might be a good spot for a second release of kiwi when the time is right.

By now the wind had freshened and it was basically cold and miserable, especially in shorts. But sheltering in the truck allowed the mornings Soduko in the Dom-Post to be completed.

Finally, it was time for the box trap and imagine the surprise when it was opened and proved to have caught a large fresh stoat! A discussion on the evils of the stoat and how it can attack and kill kiwi chicks across a wide area followed between Barry and TV presenter. Unfortunately, Barry used the incorrect tools (fingers) to remove the stoat instead of the correct lever spring controller, so we heard it all again, and again as the camera whirred.

With the film crew a little late for their next appointment with the Pol Hill mountain bikers they left it to us mere mortals to reset the traps, lock up the barrier gates and get everybody back to the carpark and civilization.

An interesting day, if a little cold, but hopefully the film crew were happy and Barry can sleep soundly knowing his film "contract" is "in the mail"!



MT THOMSEN WITH THE LEVIN 4X4 CLUB - 25 July 2021

The track hasn't been driven much in years apparently and certainly a track I personally hadn't ever been on, so when the invite came through from the boys from Levin 4x4 club I was very interested. They then told me it was a club truck track and definitely NOT "shiny". This sounds awesome and music to my ears.

So, I found myself an unsuspecting co-pilot, polished up the BUSH PIG, dusted off the dash and loaded up ready for action.

Met up at Ringawhati Rd, Otaki at 9am with the Levin Club lads and ladettes, suns shining and the bird tweeting. 4 hard yakka trucks and our guides for the day on Quads. Unfortunately, one truck wouldn't start on the trailer so we were down to 3.

Anyway, we set off through private land into a milled forestry block, thin tracks but easy stuff. This went through to DOC land where the fun started. Very over grown, muddy, washed out track with lots of side tracks to test the trucks.

We arrived at the summit for lunch and what a view. The Kapiti coast as far as the eye could see.

After a good feed and plenty of bench racing, we continued back down checking out some of the side tracks, SO MUCH FUN!!! and doing some track maintenance along the way.

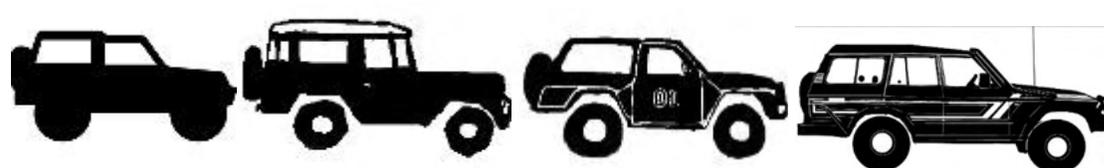
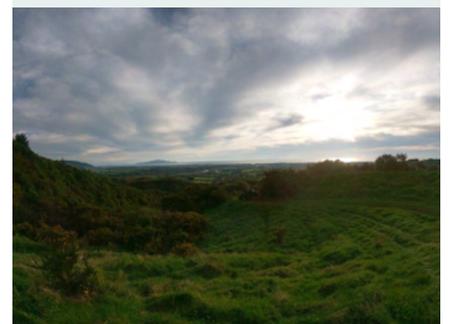
Arrived back out about 4pm and loaded up to head home.

This track is definitely a "doa a gena" and the land owner is keen to get more club members up there using the track.

We simply just need to book it with him as some of the gates are locked and the track goes through multiple properties.

I have the landowners dets if anyone is interested.

Darren Pettengell



INTRODUCING NEW LIFE MEMBER - Ian Hutchings

Ian's first exposure to 4WD vehicles was when he started work as radio tech in Blenheim and visited various hilltops around Nelson/Marlborough where there was radio equipment that needed maintaining. Places such as Black Birch, Weld Cone (Ward) and the like were regular trips. They occasionally struck snow at some sites as extreme weather occurred. His area went as far as Molesworth, Farewell Spit (which he used to access by Aero Club plane), Stephens and Brothers Islands (access by Marine Dept launch) and towards Kaikoura. Travel was mandatory and a LWB Landrover was his companion when the track was likely to be iffy.

The first 4WD Ian used on local trips was a Suzuki, owned by his daughter. She wanted a smart town car, and to her displeasure Ian got to use it up Odlins Rd, and other places. She mumbled something about bent chassis members but Ian assured her it could not possibly be his fault! Ian also did regular trips into the Orongorongo to maintain a hut that was built when he was just a Scout. It is still standing and has a new roof and ceiling lining, made possibly by 4WD access.

So, it was time to buy his my own, and a trip around car yards found a series landrover and a range rover that looked promising. Ian had taken Bernice with him "looking" so guess what they bought! The RR was comfortable and had a V8 that drunk petrol as if it lived in Saudi Arabia!. But they went to all sorts of places in it, even if the mechanical parts such as the rear diff started to fail.

When the RR was pensioned off it was time for a new truck, and we bought Orange Peel, a SWB diesel orange coloured Defender. It used to be white and the "peel" exposes bits of white periodically. Again, it went there and most importantly back again without requiring a fuel tanker!

The best 4WD trips have been in the South Island, both the deep south and the Marlborough – West Coast trips. Ian especially enjoyed the "through trip" in the middle Clarence Valley, as it offers "interesting" tracks, great scenery, river crossings, and about 100 km of travel in an area seldom visited. But any trip that gets one to places not normally accessible is a great trip.

Ian joined CCVC at the suggestion of Tony Brown after organizing land access for a few local trips. Shortly thereafter some-one asked Ian to be the Radio Officer, which seemed to be a ruse to put him onto the Committee. Thereafter Ian have managed membership, built the WA based web site, written and presented submissions to various organisations, had a short stint as President and generally done things that seemed necessary. Recently Ian has just been elected to National Land Access Officer on the 4WD Association.



THE DEADWOOD SAFARI - 50 YEARS : 15 August 1971

Many of you may be unaware that the CCVC club came out of the very first Deadwood Safari. A group of 4wd enthusiasts were having a debate about what vehicle was best. So it was decided to have a competition to prove it - and The Deadwood Safari was born, with all proceeds going to charity.

The first Deadwood Safari was held on Sunday the 15th of August 1971. From that event some of our clubs founding members decided to have a meeting to discuss forming a club. 2 weeks later at 34 Kiwi Street, Upper Hutt the Wellington Cross Country Vehicle Club was formed.

The CCVC took over the running of the Deadwood Safari from 1972 and ran it for several years, again with proceeds going to local charities. In the latter years the running of the event was shared around by the various local clubs.

The last Deadwood Safari was held in 2018 and unfortunately, as a result of a court case involving the environmental court (due to the mud and potential effect on streams, wildlife and fauna) the Deadwood Safari has not been held since. This has also had an impact on all 4wding activism nationwide especially competitions.

Fun fact No. 1: The competition was originally planned to be held at the property of in Normandale but appears to have been moved late in the day to the Akatarawa forest and called the Deadwood Safari after a spot in the Forest.

Fun fact No.2: The entrants and spectators to the event paid cash on the day. Back in the 1970s banks were not open on the weekends. The evening of after the event everyone would go out for dinner. In one instance the legend goes that one of the club members, responsible for the money until Monday, sewed it into the curtains for safe keeping while they went out for the evening.

Thanks to Leath Bean (one of our original members and current life member) we have a large collection of newspaper clippings recording the Deadwood Safari over the last 50 years. Especially in the early days.

On the following pages here are just a few of the articles of the first year of the Deadwood Safari. The photos to the side are from the Deadwoods Safaris early years.

SEE ME IN ACTION
TOMORROW!
at the 1971
"DEADWOOD SAFARI"

STARTS - PARAPARAUMU 10 am. SUN. 15th
(FINISHES AT CLOUSTONVILLE)

LAND - ROVER
AMURI MOTORS
LIMITED
HIGH STREET, LOWER HUTT — TELEPHONE 61-554
KENT TERRACE, WELLINGTON — TELEPHONE 57-659



Landrover rally to be staged

A cross-country Landrover rally from Lower Hutt to Porirua will be staged next month.

One of the rally organisers, Mr David Adams, said yesterday that the rally would be the first of its kind ever held in the Hutt Valley.

About 50 Landrovers, a few Toyotas and some Nissans were expected to compete, he said.

The rally would be held on the Normandale farm of Mr J. R. Turvey.

"The course will cover a 10-mile dirt track to Porirua and back," Mr Adams said.

Mr Adams, a parts assistant, is organising the rally with Mr David O'Flaherty, an apprentice mechanic. Both work at Amuri Motors' Lower Hutt branch.

The rally is open to anyone with a four-wheel drive vehicle or beach buggy, Mr Adams said.

"If this one is successful, we hope to have another," he said.

"At the moment, however, we're seeking a sponsor for the prizes."



LAND-ROVERS TAKE ON RIVA.

Cross-country safari has drawn big field

More than 50 go-nearly-anywhere cross-country vehicles will fight out long-standing controversy over a 15-mile trail in the Akatarawas a week tomorrow.

They'll be out to settle, once and for all, a question of rough-going superiority that has raged ever since the Nissan and Toyota crashed to the Land-Rover market. Land-Rovers have dominated the four-wheel-drive world scene for many years with a strength rivaled only by the periodic popularity of America's arttime Jeep.

While rivals have gone for

all-steel bodies, Rover have stayed with alloy panelling over a tough steel chassis.

When the first of the Japanese six-cylinder challengers arrived, Rover stuck to versatile gearing and said that too much power was nothing but a thread-loosening embarrassment on slippery surfaces.

But when the big sixes really started to make their

presence felt Land-Rovers came out with a six-cylinder model. However the bulk of their production is concentrated on four-cylinder models.

There will be more Land-Rovers than any other kind of vehicle in the August 15 "Deadwood Safari", organised by Amuri Motors in Lower Hutt.

They'll be challenged by Toyota Landruiser and Nissan Patrol sixes, a couple of Austin Gypsies, and a few dark-horse entrants that include an Austin Champ, the Rolls-engineered wartime workhorse, a few VW buggies, and an "Orongorongo buggy" built specially for off-the-roads transport.

T stiffest competition is expected from the low-geared, high-torque Nissans, though the Land-Rovers' secondary rock-clambering and the plugging abilities of the four-by-four Chevys

By

Motoring Editor
JIM WEBBER

are by no means being discounted.

Tough route

Spectators won't be allowed on the 15-mile safari route. It's too dangerous. The field will start off from Paraparaumu at 9 a.m. and will begin to arrive at Cloustonville around 90 minutes later.

Organisers will be out in the ranges today and tomorrow surveying the logging-track trail which has been divided into three stages for the safari run. One specially tough section covers a mile of nightmarish conditions for which competing drivers will be allowed 14 minutes.

Spectators should see some interesting spectacles as the field emerges from the hills at Cloustonville.

4-WHEEL-DRIVE RALLY ON SUNDAY

"Deadwood Safari" is the name given to what is believed will be New Zealand's largest four-wheel-drive motor rally to be held on Sunday from Paraparaumu to Cloustonville, Upper Hutt.

Land-Rovers, beach buggies and other vehicles with four-wheel-drives are expected to line up for the treacherous cross-country course, which will take the vehicles over hills, through streams and mud.

In all more than 60 vehicles are expected to compete in this testing event.

The estimated time of the run will be just over 60 minutes.

The entry fee is \$5, and the sponsors, Amuri Motors Ltd, of Lower Hutt, are donating all entry fees to the Kristina Home for the Intellectually Handicapped Children, and it is hoped the entry fees will be large enough to buy a television set for the home.

Seven four-wheel-drive vehicles had a test run over the course last Sunday. Three of them became stuck in about three feet of mud and had to be winched out.

A 'grudge' contest

Beach buggies, Landrovers and Toyota Landruisers held a "grudge" contest yesterday.

Each make of vehicle showed its capabilities over a 15-mile course on the "Deadwood Safari" from Waikanae to Akatarawa.

Performances were even in what was considered to be the first meeting for the rugged go-anywhere vehicles.

Nearly 50 vehicles participated over a hard course featuring the best a cross-country run could offer.

The six buggies entered surprised by their performance, showing manoeuvrability, a good turn of speed and an ability to float across the water sections with their Volkswagen chassis.

The Landrovers lived up to their rugged reputations while

the Toyotas equalled in most respects. The lone Nissan entry came through well to be in the final bunch from which the winner will be known later this week.

A Toyota driven by Greg Chappel and Peter McLean, of Wellington, was considered by race officials to be the likely safari winner.

A jeep and a wartime desert vehicle gatecrashed the start resulting in officials asking recovery crews not to assist them if they were trapped during the event.

One buggy came to grief when an attendant jumped on its back while it was in a stream and sank it. A Land-rover rolled but the occupants were unhurt.

"DEADWOOD SAFARI"
4-WHEEL DRIVE RALLY
at RALLYWOODS
Sunday, 26th January

FIRST VEHICLE AWAY at 10.30 a.m.
FOLLOW THE SIGNS OFF
MOONSHINE ROAD

\$1 per Adult; \$3 per Carload
WELLINGTON CROSS COUNTRY
VEHICLE CLUB



RALLY ENTRANT TACKLES AKATARAWA CREEK



3/37
FIRST DEADWOOD 1971

R. Moran, of Martinborough, demonstrates his way of crossing Martin's Creek, in the Akatarawas, during the recent Deadwood Safari rally for multi-wheel drive vehicles, which the organisers believe to be the biggest of its kind ever held in New Zealand.

Handicapped Children's Society. The drivers were sponsored mainly by engineering and motor firms.

Mills equal 3. Other drivers had Landrovers, Nissens, jeeps or beach buggies, and Naenae Service Station came first in the beach buggy section.

The rally, which was organised by a committee comprising Messrs. Graham Waddington, Warren Tombs, Peter O'Flaherty, Steve Hayman, Trevor Miller and David Adams, raised about \$300 for the Intellectually

Mr Moran was one of the 63 competitors, most of whom were from the Hutt, from Paraparaumu to Cloustonville. Eight cars failed to finish the course, on which the average speed was 22 m.p.h.

The main place-getters, all of whom drove Toyotas, were: A. McLean 1, Tony Street 2, Ballis Pet, Duncan McFarlane (Hutt) and M.

Splashing through on safari

A "BEACH BUGGY" splashes into Martin's Stream on the 15-mile "Deadwood Safari" from Waikanae to Akatarawa yesterday. Land Rovers, Toyota Landcruisers and "beach buggies" made up the 50 entries in the novel competition. The most testing section was a bog hole which trapped every contestant except a Toyota which worked up enough speed to become airborne for 12ft after coming off a rise. Though several vehicles came to grief in various ways, nobody was hurt in the event.



DRIVERS' NIGHTMARE WAS FUN TO THEM



Mud and water explode as a Land-Rover slams into a swamp across the road in yesterday's cross-country from Paraparaumu to Akatarawa. The hole had been deepened before the race and a pump fed it with water throughout the contest.



Great lumps of clay fly as a Toyota ploughs through the "bog hole" on yesterday's rough-country safari. Only one vehicle slithered through this hazard without being towed out.



AS THE CROW FLIES IT'S NICE—BY MOTOR IT'S A NIGHTMARE

By Barry Sowerby

FROM Paraparaumu to Cloustonville, near Upper Hutt, is some 13 or so miles as the crow flies. And, in flying, the crow has far the better journey.

For the country below him — possibly best described as steep to overhanging — is definitely not the place for a sedate day's drive. What suffices for a road through this particular stretch of the Akatarawa Ranges is a single-laned, rubble-metalled forestry track. The only direction signs are those supplied by memory and normal hazards include such delicacies as tortuously-angled turns, the deepest ruts, corrugations and potholes, a creek, the odd fallen tree and a slip or two.

Dangers

Here and there, the road reaches heavenwards so sharply that additional dan-

gers are presented by objects flying out of the glovebox. All of which, naturally, makes it the ideal course for a car rally. Yesterday it got one. To regress a little, the whole thing started with some good-humoured joshing between the champions of two different car types. A two-wheel drive beach buggy, one group said, could beat a four-wheel drive vehicle over anything anytime.

Arranged

At the drop of a dipstick, the match was arranged. Local motor companies and service stations donated a variety of prizes and the \$5 fee extracted from the drivers of about 60 competing vehicles will buy a TV set for the Intellectually Handicapped Children's Society.

All that then remained was the selection of the course and here the four-wheel affi-

shrewdness in entrusting Peter O'Flaherty, who knows the Akatarawas like the back of his hand, with that duty.

Hazards

For, as if there wasn't more than enough to contend with already, Mr O'Flaherty liked creek fords deepened by dams, water-holes pumped out to bare soft, car-trapping mud and flooded boulder-strewn ditches.

Soon were created such headaches as Punga Hole, Devil's Staircase, Williams' Mistake, the Martin's Creek Ford, Dave's Detour and The Skids.

And to cut a long story short, everyone had an absolutely marvellous time proving that the beach buggy brigade were wrong.

Also-Rans

Even though they put up no mean performances, they were relegated to the also-

rans behind a fleet of Land-Rovers and the dark horse entry, a sextet of Wairarapa-owned Toyotas which, early rumour had it, may have made something of a clean sweep of the top places.

Certainly they showed a haughty, snarling disdain for most of the obstacles and one of their number was the only entry to make it through the treacherous mudhole without calling on the tow wagon.

Wettings and muddying apart, the day's worst mishaps were the overturning of two vehicles, without resultant injury, and the bogging down, after a wrong

two-ton truck sent to extricate them.

Rescue

The rescue operation which followed was a prime example of what can be achieved by 20 willing young men and a stout rope.

Even that sort of toil obviously couldn't detract from the enjoyment of the day. Many soon showed themselves keen for another rally and so another is to be planned.

It, too, will wind through the Akatarawas — but some changes are to be made. The course, for instance, will definitely be tougher.



MANGAHAO DAMS - Sunday 1st August

After concerns from Ashley that the road might be closed by slips, the first in the highly popular Mangahao Dams trips met for briefing and coffee at the Shannon railway station. In winter sun and with its surrounding gardens and fields, was a very pleasant place to relax with a coffee and pie from the local café, and recover from the long drive to get here before the briefing. Leaving the station, I was running tail and found the amount of traffic around meant that by the time I had got onto the main road, there was no one waiting for me at the turnoff for the dams, but it was sign-posted so all was good as I caught up with the back of the convoy for the short run to the car park at the white water park at Mangaore. We passed a "Road Closed" sign on the way, but Ashley seemed confident that this was old signage (or just an overly cautious "well we did warn you" if anyone hit a fallen rock).

The white water park is where 300m of the river just downstream from the Mangahao power station had been set up as a competitive kayaking course. Although this has a nice picnic spot on the bank of the river, we just stopped for a short walk to see how high the river was (very high) and visit the 38MW Mangahao power station.

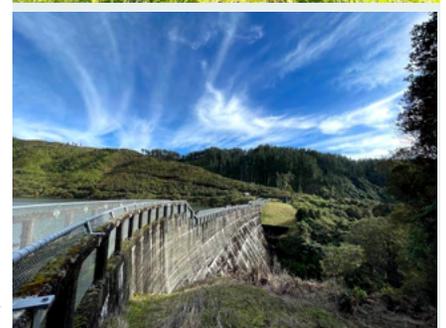
Heading on up the hill, past another "Road Closed" sign we saw evidence of cleared slips, some of which were still dribbling a few rocks onto the road, but nothing to cause any concern. Near the top I stopped to enjoy the view down the valley and get a photo – very nice although it is a pity that the interesting drive and better views from the radio mast at a high point on the ridge is no longer available, the whole side-track having been gated. Stopping at the first dam we were surprised how low the water was, especially given the recent rain, however I assume from the flow downstream of the dam that we saw earlier that the power station is in full production. An interesting addition to the area were a couple of newly-built seats on a cleared bank above the road opposite the dam. Getting to the seats was a scramble up a muddy bank, but the area appeared to be under development as a car park for dam visitors, although given the gate and "Private Property" sign on the driveway up to the area, it may even be the start of a private residence.

After some time spent walking the top of the dam and enjoying the beauty of the area, we continued with a short run to the next dam. The main challenge here seemed to be parking, with several people reversing back out of the side road as I arrived. I joined the overflow in parking on a conveniently wider section of the main road and walk down to the dam for some very nice photos of the dam with the bush-clad hills reflecting in the lake as I walked down. With the car park and main part of the dam in deep shade and very cold, there was a general flow of people crossing the dam to find the sun and enjoy a pleasant chat. Ashley finally had to drag us back to the cars to continue.

On the short run to the third and final dam, I pulled off to explore a side track down to the river. It gave good access to the riverbed, with a final section being a little cut up by the side creek due and offering the only real 4WD challenge of the day. While I was doing this, Ashley and the rest of the convoy had continued to the third dam. This was meant to be our lunch spot, but while it was sunny, there was a cold breeze that made standing around a little unpleasant. In the end we returned to the more sheltered riverbed for lunch. This was a very pleasant spot, although warning of hydro activity causing rapid increases in levels were noted and meant that everyone was ready for immediate departure if necessary.

Our relaxing lunch break was followed by an equally leisurely return trip to Shannon and the end of the trip at about 3:30. This was quite an early finish, but a welcome one with most people needing several hours to get home, especially given the Sunday evening traffic build-up on SH1.

David Coxon



SOUTH COAST PLANTING - Saturday 31st July

I woke up to the sun streaming in my bedroom window.

What a day in comparison to the cold, wet, gale force northerly of the cancelled trip, three weeks previously.

For a change it was a short drive for me from Brooklyn down to the old South Coast quarry carpark. After airing down, Barry directed me to join the other trucks already parked up in the sun across the bay.

Approximately 25 trucks and a group of 7 people from Forest and Bird along with Frank the Ranger, gathered for Barry's drivers briefing. We then stuck in to planting boxes of Taupatas and Tussock grasses with an interesting array of matocs, trenching shovels, spades and techniques, to scratch holes in the stoney ground.

Moving on through the Gap, past Red Rocks and along the coast we came to The Big Dune, which is fenced off. There was quite a bit of damage to previous planting by pigs rooting. This time, the ground was mostly sandy. Helen from Forest and Bird filled the holes I dug with tussocks and grasses, as we all enjoyed the sunny, windless day, with views of the lightly snow capped Kaikouras and Richmond Ranges to the south.

It was great to see a mix of familiar and not so familiar faces from CCVC, along with people from Forest & Bird working together, socializing and seeing a 4x4 perspective.

A rumbling tum and no more plants (approximately 2000 I believe) told us it must be about lunch time. The trucks then meandered back to Ross Perkins batch where a bbq lunch of sausages and onions wrapped in a slice of bread was waiting. I parked up beside the track on what seemed like rough long grass covered ground. The thought passed through my mind that maybe I shouldn't park there. Eagle Eye Barry passing by gruffly delegated the trip report to me. Apparently there where logs placed to deter people like me. Be warned and Barry, I promise I won't park there again.

Along with the nice bbq a birthday cake was produced for Denise Ross and shared around. (Celebrating her 50th)

Great day, great people, thanks to everybody on the bbq, those making cups of tea and Barry for your boisterous organisation.. I'll be on the next one.

Cheers Howard Symmes



TRAPPING TRIP (For the non goldcard holders) - Sunday 25 July

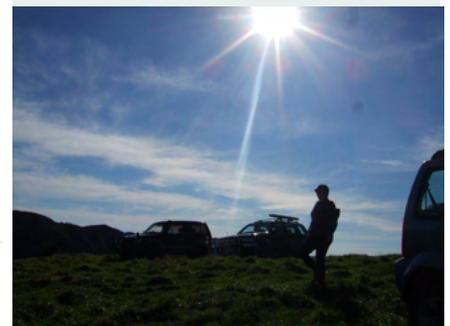
Midweek trapping trips are usually reserved for the grey haired brigade (or as others may call it the exclusive gold card club—those over 65 who have retired and have free time on their hands. Occasionally they do have weekend trips for those who still work 5 days a week Monday to Friday 8ish to 5ish.

Newcomers to the trapping Crew were Mike and Gina Oliver—way too young to be able to participate in the Weekday trapping. They were partnered up with Barry to teach them the ropes. Gina proudly wiggled all her fingers at me on reaching the finishing point to prove that she had not lost any in the checking process.

Denise and I are training for an adventure race in February - so she decided it would be a good idea to hitch a ride with Shaun on his trapping trip and walk from the start to the end of the Te Kopahau tacks.

The trucks have to stop every once an a while to check the traps. This gave us a good chance to catch up and see what they do. It also gave me the opportunity to get some good photos for the book. Shaun and Ian were more than happy to pose for the camera and demonstrate how a trap gets checked. (What is it with these trappers wanting to be models and movie stars.....)

The day was perfect no wind, the right amount of sun, with amazing views around every corner. Admittedly it is way easier exploring those hills in a truck. Walking is not so easy, and the legs complained for several days after. In the end we did beat Shaun and Ian back to the meeting spot. Shaun had a bit of difficulty and needed some assistance round a tricky corner and the rest of the crew came to his rescue.





50 years of friendship, fun & four-wheel driving

The book will be going to the printers at the end of this month, so there is still a little bit of time to get in if you would like to purchase an extra book or 2. Also if you know of any past member who you think may want a copy, please let them know that they can purchase a copy through our website. Some of them may feature in it, like Roger Seymour, Morris Jury and Linda and Graeme Millard. There is over 70 coloured pages. We have trawled the club archives and original members photo albums to get as many photos of people and trips as possible.

The next two months are big months for the 50th Anniversary Committee. It's our official birthday at the end of this month and I believe there may be some cake at the September Club night to celebrate. It is also the Deadwood Safari Anniversary next weekend. The August club night will have a presentation of some of the Deadwood event over the last 50 years. There is also a few articles of the first Deadwood in this magazine.

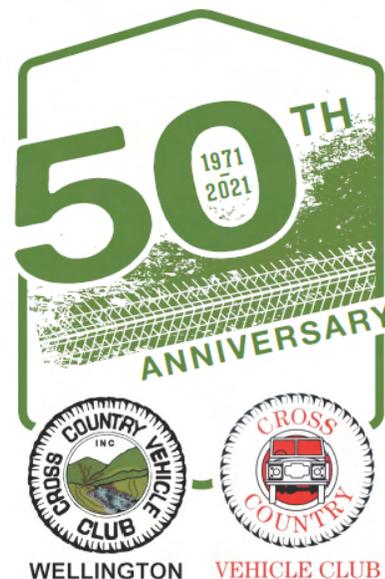
We are also well on our way to getting 50 new members. Any person who is a member of the club on our actual Club birthday day (29th August) will get their name in the book. So if you know of anyone in the process of joining and have done their trips make sure they get the application in by the committee night on the 25th of August. We also have 1 family shiny and 1 touring trip before then so perfect opportunity for those potential new members to up their trip count. If you know anyone keen to join the club encourage them to do it before the end of the month. There may even be something special for that 50th new person.

After 2 years of working on the book, and before that the calendar, focus in the new few months will be directed at the 50th Anniversary dinner and weekend. We will be contacting our sponsors for prizes and goodies for the Award night goodie bags (with any surplus items going into the club night prize pool.)

For the awards night we are wanting some CCVC memorabilia to show on the night. So if you have any old CCVC clothing, cups etc let us know as we may want to borrow it.

In the first month of booking we have had 110 places booked for the awards night. If you were wanting to go it may pay to book in soon as the venue only has a 200 seat capacity. (I think we didn't even anticipate the amount of pre-bookings we have already had and the team is happy that so many club members are getting behind the event.

Most of our life members will be there including several of the original members and their families (who grew up in the club) It should be a great night.



50th Anniversary Weekend

Labour Weekend 2021

BOOK NOW TO AVOID MISSING OUT!

Friday 22nd - Old timers run Rallywoods

Saturday 23rd - Day trip location TBA

Sunday 24th - 3/4 Day Trip TBA

Sunday Evening - 50th Anniversary Dinner Silverstream Retreat 6:00pm to 11:30pm Combined with CCVC awards evening and new Life Member presentations. **BOOK QUICKLY** - we only have enough for 200 people and over 110 places have been booked already.

Monday 25th - 1/2 day trip with BBQ

Accommodation Motel style rooms are available at Silverstream Retreat 3 Reynolds Bach Drive, Stokes Valley, Lower Hutt Phone 04 562 9080 or 0800 800 499

Email: info@staywithus.co.nz
Accommodation is limited, if you wish to stay at Silverstream Retreat please contact them directly. Booking reference Cross Country Vehicle Club 50th Anniversary

Dinner Registration Club members via the club web site .
Non members contact 50years@ccvc.org.nz

If you know of any past members who would like to come please let them know they can register via email 50years@ccvc.org.nz



AUGUST 2021 TRIPS & EVENTS:

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

Wednesday 11th PRE CLUB NIGHT DINNER

NAENAE BOWLING CLUB
25 Vogel Street, Lower Hutt

All Welcome
Ralph Dobson
5:30

Wednesday 11th CCVC CLUB NIGHT

NAENAE BOWLING CLUB
25 Vogel Street, Lower Hutt

All Welcome
Ralph Dobson
7:30

Saturday 14th FAMILY SHINY

AKATATRAWA Monthly Trip
All Welcome

Sunday 15th SHINY - CLUB 4x4

ODLINS WITH DD
Book with DD

Sunday 15th - TOURING TRIP

Touring trip - Backroads To White Rock
All Welcome

Saturday 21st SHINY 4x4

AKATATRAWA Afternoon Trip with BBQ
All Welcome

Wednesday 25th CCVC COMMITTEE

PORIRUA CLUB
Ralph Dobson
7:30

Saturday 28th CLUB 4x4

Mud bogging in the Fire wood loop/ 10 hour
Big tyre, locker and winch required. Lots of MUD !!

Sunday 29th - TOURING TRIP

Touring trip - Manawatu High Points
Waitlist

For more events refer to our

Website www.ccvc.org.nz or our

Facebook page www.facebook.com/wellingtonccvc/

www.facebook.com/groups/2341019559499870/

SEPTEMBER 2021 TRIPS & EVENTS

Sunday 5th FAMILY SHINY

AKATATRAWA Monthly Trip
All Welcome

Wednesday 8th CCVC CLUB NIGHT

CLUB NIGHT
NAENAE BOWLING CLUB
All welcome

Saturday 25th SHINY

DEADWOOD MEMORIES
All Welcome

Saturday 25th CLUB 4x4

DEADWOOD MEMORIES

Sunday 26th FAMILY SHINY

ORONGORONGOs Monthly Trip
All Welcome
(Subject to lambing)

Wednesday 29th CVC COMMITTEE

PORIRUA CLUB
Ralph Dobson
7:30

Keep an eye on the trips 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 tri leader about how to be one,



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).



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HMH Ltd has a core range of **winching equipment**.

We provide the full range of wire rope from small dainty 1.5 mm stainless to heavy duty 26 mm galvanised rigging rope.

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HMH Ltd also has a comprehensive range of **synthetic and natural fibre ropes** – which we can cut to any length. We have everything from high strength Dyneema winch rope, shock and sash chord, to basic polyester and nylon rope.

<http://howardmaterialhandling.co.nz/products/>

47 Port Road,
Seaview,
Lower Hutt.

Ph: +64 4 568 5889

Email: sales@howardmaterialhandling.co.nz

Bridon-Bekaert Ropes Group (www.Bridon-Bekaert.com) is the world’s premier supplier of mission-critical advanced cords and ropes. As a leading innovator, developer and producer of the best performing ropes and advanced cords globally, the Group provides superior value solutions to the oil & gas, mining, crane, elevator and other industrial sectors. Two of the most enduring wire and rope pioneers joined forces in 2016 to make this ambition real. Bridon-Bekaert Ropes Group has a global manufacturing footprint and employs approximately 2 500 people worldwide.

WELLINGTON

57 Cuba Street
Petone
Wellington

Tel: 04 568 4384

Email: wtnsales@bridoncookes.co.nz

National Free Phone: 0508 274 366



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

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

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:

Terry Barr
Giovani Torresan
Tony McCombs

Please make them all feel welcome

We are well on the way to reaching our 50 new members in our 50th year.



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,

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:

Brendan needs all material by 7.00pm on the Friday night prior to Club night to allow sufficient time to prepare the data show. If you have a "ready to show" USB stick with sequenced, correctly rotated photos and or video or PowerPoint presentation, these could be given to Brendan on the night, but please contact Brendon prior to arrange. If you have any questions please contact Brendon.

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

Contact details: Brendon Millard
(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.

Please email missmuddypenne@gmail.com.

50 Anniversary:

If you have any questions about the anniversary events please email 50years@ccvc.org.nz

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

