



VEHICLE CLUB Wellington

Cross Country Chronicle

July 2022



INSIDE THIS ISSUE

Presidents Piece.....	2
NZFWDA AGM	3
Ohinewairua Station	5
South Island Trip.....	8
Wet & Windy on top Orongorongo ...	10
And the Oscar Goes to	11
Sponsors & Supporters	13
On the Road Again	14
Trips/Events.....	15
CCVC Photos & Videos.....	19



THE PRESIDENTS PIECE

Mud glorious mud, think that is how the song goes (well it does in my head)?

Anyway with all the wet weather we have been having there was a fair bit of it around when I rolled the Jeep out of the garage on Saturday to take part in John Parfitt's Akatarawa family shiney run.

Easy run through to the fence line when a heavy shower hit the convoy and a muddy climb proved to be too much for some. The attempt by the Suzuki Jimny had the driver looking for clean under garments after a less than ideal turn around and exit but all good in the end with a number having a few goes before we took a couple of interesting tracks back to the Orange Hut for a late lunch. A great day with a lot of happy faces from the visitors.

Mid-way through 2022 finds the club financially sound and on track to break even. We have a number of members who have not paid their annual sub's, maybe a few more than usual. Please check if you have paid, if you are not sure drop one of the committee an email and we will confirm it. If you stop getting emails and the newsletter then your membership will have lapsed.

We have tasked Penne with looking into businesses who support the club, the idea is laying out exactly what we can do for them in return for things like door prizes for club night and awards dinners. John V has confirmed our major sponsor is again on board with a great prize for the awards dinner, should be advertised later in the magazine.

On the subject of door prizes for club night, the huge charge of \$1 at the door for club night is to cover costs of tea/coffee, biscuits, cheese and crackers and the popular chippies. It is not just a ticket in the raffle so is not optional, I understand some didn't want a ticket for the door prize so didn't stump up with the cash. Hope this clears that up.

Neil held a Trip Leaders meeting recently which covered loading trips into the Wild Apricot software program, we understand not all trip leaders are computer savvy and this shouldn't put anyone off running a trip, if you're not sure then contact someone on committee (preferably John Parfitt) and we will load the trip for you. We are very keen for all CCVC trip leaders to keep their hand in by running at least one trip per year, sounds easy but does take some planning.

John Vruink tells me he has engaged a speaker for our awards night which is now booked for late August, should be another enjoyable evening so please book early so we can confirm numbers. The club is covering some of the ticket price to make it more affordable in these times of increasing living costs.

Thanks it from me, enjoy the upcoming trips and hopefully we will catch up on the trails.

Regards Ralph Dobson
CCVC President



CCVC 2022 AWARDS NIGHT

Friday 26th AUGUST

at

The Silverstream Retreat
Grasslands Room

\$40 per member
\$40 per member partner
\$65 per non member

Book before 18th August

Guest Speaker

DAN COWPER

Organisers of
Suzuki 4x4 Extreme

G Guys Motors

sponsoring tyres to the value of
\$1200.00

pre dinner drinks from 6:00pm
Dinner from 7:00

If you have a trophy
from last year please return to
John Vruink ASAP

NZFWDA AGM - may 2022

NZFWDA AGM 28th May 2022 Grant Prudie, Ian Hutchings, Frank Allan and myself attended the NZFWDA AGM as delegates for CCVC arriving Friday evening.

Saturday Morning was set aside for a pre-AGM forum. The budget was on the agenda first with nearly 2 hours of discussion. A budget was presented for 2022 with projection for 2023 and 2024. If the association keeps the fees and running expensive without adjustment, the budgeted consolidated funds of the association (which is National, Northern , Central, Southern Zones and Comps,) would reduce to \$211,000 in 2022, \$175,000 2023, and \$141,000 by 2024. Scenarios were presented where the association fees, which can not change until 2023 if voted on, were increased by \$5, \$10, and \$20, with \$20 being required to return to a positive budget. It was noted that the fees had been \$25 for many many years which increased 4 years ago to \$30 and another this year to \$35. Discussions were also had on how expenses may be managed better with the biggest costs being Insurance, Trail Torque and holding the AGM. Direct members benefit from their fees which include Association Insurance which has increased by more than 100% in the last 4 years, running the AGM, and Zone split which increase from \$6 to \$8 in 20320 amounts to more than 2/3rds of their total income.

Tidy HQ access

A presentation was made by Grant Purdie on how members can access the NZFWDA web site which is hosted on Tidy HQ. The system is straightforward to use with the main issue being members not having the correct email address or using a different email address to what is recorded by their club. Once on the system you can manage all of your own information on this site. Maybe we can get Grant to do the same presentation for CCVC members one club night.

AGM

The AGM started at 1:00pm with 41 delegates present representing 26 clubs. Apologies were received from 4 clubs with 3 clubs on zoom. Minutes of previous AGM were circulated and accepted. Financial statements were present and accepted with a correction to the original accounts that were circulator on 26th April. Annual reports from National and Zone Officers were presented and taken as read, copies are available for members if they wish to read them on Tidy HQ.

Neville Dunton reported that he was approached by 2 Worksafe staff in regard to an incident at the Whangamata Tect park where a member on a trip has been permanently injured. They advised that a prosecution did not go ahead but if it had, it would not have been the club but the trip leader that would have been targeted for not following Association and or Club guidelines. Trip Leaders and club members need to be aware of their obligations around Health and Safety and follow all guidelines.

Six remits were present to clubs for delegates to vote on at the AGM. With one club rejecting 4 of the 6 but as they did not have a delegate present and no instruction as to why no discussions were held and all remits were approved.

Election of Office—All positions were filled with the current officer with the exception of Secretary Kath Jaggard. After many years of service Kath is stepping down and is taking early retirement and planning to travel around Australia for a few years. Sam Whalley from Whangarei club was nominated and accepted. Craig Lilford is stepping down also as membership Officer after doing a great job of organizing and setting up Tidy HQ, a massive job with 100s of hours inputting members' information Turiq Wasim from Auckland club was nominated and accepted.

Affiliation Fees and Zone Split - After a long discussion in the morning session on the budget delegates now had a lot of information to go forward with. Ian Hutchings moved that the Affiliation fees for 2023-2024 membership year be increased to \$45.00. Being mindful that too big of an increase may have potential loss of members if we increase the fees substantially all at once. Peter Vahty moved an amendment that the affiliation fee should be increased to \$50. A delegate vote was called on the amendment with Ayes 17 Nays 56 Motion Failed Ian first Motion was voted on with Ayes 59 Nays 14 Motion Carried.

As part of the morning discussions with the Association Controlling its expenses Ian moved that the Zone Split be reduced to \$4.00 for the coming membership year Motion Carried A motion was moved that

50th Anniversary Books

By now you should all have a copy of the book.

If you are new, or you know of ex members who might want one, we have a few copies still available through our online shop.

Order before club night and you can pick it up on the night.



Please note we have only a few copies left, so purchasing is on a 1st in 1st served basis.

REPORTERS AWARD

Originally the Reporters Award was for the best story in the Magazine in the past year and voted on by club members.

Last year there was some great stories and I'm struggling to choose between 3 or 4 people. So if you think one story stood out over the last year let me know by emailing me at missmuddypenne@gmail.com



NZFWDA adopt an adjective to endeavour to achieve an income and expenditure balance by the budget year Motion Carried

Next year's AGM and conference will be hosted by Southern Zone and held over week with trips each day in the Methven Area with the AGM held at the end of the week.

General Business - Changes were made to the Regulations Document with improvement to the wording but not changing the intent Sanctioned events need to be approved by the Club prior to the commencement of the event.

Ken McAdam LVVTA NZFWDA representative was unable to attend but provided a powerpoint presentation on new vehicles with new technology such as Advance Driver Assistance System, Adaptive Cruise Control, Blind-Spot Alert, Forward Collision Warning/Avoidance which are all affected by vehicle lifts and bar and winch mounts. Any change on these vehicles may require a recalibration of the system which at this stage can not be done in New Zealand. More information can be found on the LVVTA web site.

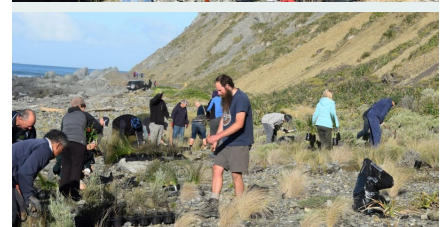
Meeting closed 3:20

Sunday morning we had a 4x4 trip to Bethells Beach where the dune area had been purchased by a local farmer and 4x4 enthusiast to ensure it remained available for clubs to have access to. Finish off with a coffee from the Bethells beach coffee cart, an Auckland thing. We all returned late Sunday afternoon to Wellington

John Vruink
CCVC Delegate
Central Zone PR

South Coast Planting

Photos by Andrew Gee



OHINEWAIKURUA STATION - easter 2022

TRIP LEADER: John Vruink

PARTICIPANTS: John V, Emmett (John's passenger), Paul Bretherton, Charlie & Joy Browne, John Dixon and Maree, Ian Dixon, (John's dad), Steve & Lara, Megan Koornneef, and her passengers Pearl, and Pearls' daughter, Pippy, Hamish Skinner, Howard Symmes, Ross van Waas, Heath Thomassen, Max Gunter.

NUMBER OF VEHICLES: 12

FRIDAY 15TH APRIL. DAY 1

All met at BP Taihape 10.30 A.M on a stunning Autumn day. In convoy travelled through the back streets of Taihape to connect with the Taihape-Napier Road known as Gentle Annie Road. Had only gone a few ks when Max noticed smoke hissing out from under his Toyota Hilux's bonnet. After about 20 mins. those helping Max to sort the problem deemed the problem was unfixable so sadly for Max this was the end of the trip for him. The alternator had failed. Max arranged a transporter to get his vehicle back to Wellington.

Arrived at Ohinewairua Station shearers quarters about 12.30. All rooms and living areas were clean and tidy. Apparently other years the participants have had to clean up after sheep had been visiting! (Who left the doors open)!! John wished to leave 1.30 P.M. Gear into rooms, changing tyres for those who had trailed tyres, air down, lunch etc. before leaving at 1.40 P.M. for a trek over one part of this huge station. Ohinewairua is a 7,500 hectare (16,500 acres) beef, sheep and deer farm. It is privately owned.

Over the duration of the weekend we travelled on existing station tracks, gravel station roads, and more often than not....making our own tracks. Yep, John just loves going up steep hills! Not so great to come up on top and cant see over the bonnet of our LWB Patrol!! By the end of the weekend Charlie was wishing he had bought Fj.!!

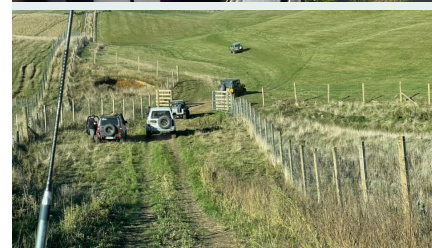
This afternoon direction of travel was over farmland with some great views over the surrounding country, Mt Ruapehu was seen on several occasions over the weekend, no snow, not even any ice patches. John took us to a lookout. Parked up on a grassy area on a bluff overlooking what can only be described as big country. Way out yonder, Ruahine ranges, wide basins below with Moawhango River snaking its way through this lush green valley. Wide terraced country rising above the valley, away out on the horizon, hills and mountains were covered in scrub, bush, but Manuka was the predominant cover.

Went overland through farmland back to quarters. Geez, they sure have their share of gates....more often than not, every day they had to be opened.....and of course.....closed. Arrived back at about 5.30 P.M. Rather chilly, as sun was starting to disappear over the horizon. Emmett lit the woodburner in lounge, place soon warmed up. Happy hour....or two..... Self catering tonight. Some had bought pre frozen casseroles, others used BBQ, whilst some cooked on stove or microwave in kitchen. Went to have a shower....curtains!! Thank you Maree for making ladies showers private and welcoming by bringing curtains. So much appreciated.

Travelled 28.65 Ks.

SATURDAY 16TH APRIL. DAY 2

Another stunning day. Left around 8.30 A.M. to travel into the valley we looked down onto yesterday. Some of the tracks are steep with very tight corners. Not easy in a LWB vehicle to negotiate tight corners! Some of the tracks/routes John took were challenging, but he always had an alternative route. Travel today is generally over farmland always with great views. Lunch break was taken by a river, a tributary of the Moawhango River. After lunch crossed river to continue overland. Travel then went by Moawhango River. Climbed out of Moawhango Valley headed across farmland to a steep hill climb. John got up in his Fj. Challenging...some took up the challenge.....some successful.....some not. Good spectator sport for those of us who chose to take the lesser route ! After 3 attempts almost to the top, Roscoe broke universal on rear drive shaft of his Suzuki. Not good.



OHINEWAIURUA STATION - continued

Very carefully with other vehicles supporting Roscoe, got back down the hill to level ground and with Roscoe in 2 wheel drive we all made our way back to camp. Arrived 5.00 P.M. back to camp. Yep, another cold night coming up so getting the woodburner fired up a priority. Happy hour....or two....or three as tonight we have two lovely ladies led by Dell, and her helper Deidre bringing in our dinner from Taihape. What a dinner it was. So much food!! Roscoe had left camp earlier in an endeavour to source a new driveshaft, previously having touched base with family members when we had cellphone coverage. He had trailered Suzuki, so was able to disappear in his Toyota SWB Landcruiser flat deck. For the rest of us.....a night of good cheer with a roaring fire kept roaring by Emmett and others. Went into kitchen to do our dishes to find Emmett cutting up veges to make a casserole for Sunday nights dinner in the slow cooker they had bought with them. Good naturedly muttering away "I am not cutting up veg in the morning!! Meat was already de-frosting to go into cooker. Emmett preparing this stew for 5, I think it was.

Travelled 48.67 Ks.

SUNDAY 17th APRIL. DAY 3

Roscoe arrived early and if anybody wasn't awake they would have been after honking the Cruiser's horn!

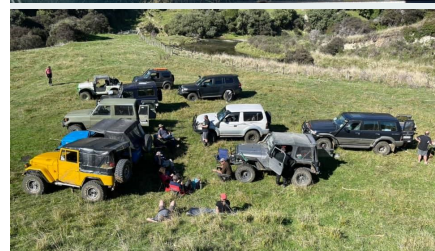
Left camp 8.45 A.M. to travel to another area of this huge station. Another stunning Autumn day, but the wind today is bitterly cold. Mostly farm tracks, John going off the grid to traverse hills where he could. Just a note here to advise that farm manager, Mark had told John "go wherever you like". We did....within reason. Along the way, Roscoe still was having problems with Suzuki. Driveshaft put in wrong way? I am not sure of problem, but 20 mins later group on way again. Our morning tea break was beside a derelict musterer's hut sheltered by spruce or fir trees. John told me that this area was known as Westlorne. However the historic, restored Westlorne hut on army land now administered by DOC on their behalf is nowhere near this derelict building. Paul found mushrooms, they were huge, possibly horse mushrooms? Anyway think he was going to take them back to camp to accompany his dinner. Our direction of travel went through paddocks with corn-flowers in bloom amongst the grasses, towards a steep climb up a clay track. Another challenge!! Some got up..... some didn't.....whilst some didn't try. A boundary fence between army land and station was where those of us chose to wait for those who wished to test their skills and vehicles. Another great spectator sport with cheers for those who got up this slippery clay track.

Back down to flat land and John took us up another track that was a mixture of clay and Manuka bashing tracks. Followed the boundary fence between station and Ngamatea Station.....Ngamatea's hunting block. The track terminated up the top. Could see a hut, probably a hut of Ngamatea's hunting Lodge buildings. Away out yonder bush covered hills. John told us that the undeveloped land was Ohinewairua Station land and would probably remain undeveloped. This land he told us would be the size of a good size farming block if cleared. This land looked very unstable, and probably not worth clearing due to erosion and other environmental factors.

We continued back to the flat farmland and lunch break was beside a river....same tributary as yesterday of the Moawhango River. Very pleasant out of the wind.....nobody wanted a swim though! The track after lunch was a clay, bulldozed track that definitely would not be suitable if it was raining. Tight corners, uphill, downhill.....but always....the views., including great views of Ruahine ranges away out yonder.

Late afternoon, making our way back to camp, via the stations ups and down terrain, another challenge.....but as always an alternate route. Those of us who decided upon the easy option and for those who had cleared the hazard were by this time travelling on one of the station's gravel roads making our way back to camp when word came through of another vehicle in trouble.....Heath. Yep, Heath had decided to have a second attempt at the hazard he had already successfully cleared at his first attempt. Heath's Jimnys radiator had split. Those not helping Heath had re-grouped on a gravel station road making our way back to camp, awaiting for a prognosis on Heath's vehicle. Not great. He was towed back to camp. Back at camp Heath did some bush repairs to radiator, but radiator overheated about 10 mins. down road on way home back to Wellington (air lock in system). Refilled the radiator to make it just past Mangaweka, refilled again, and made it all the way home. (Heath left with south bound group Monday morning). It was about 5.30ish when group arrived back at camp.

This was our last night of travelling on station. Whilst the guys were airing up, putting on road tyres for those who had trailered their tyres, Maree and myself thought it a great idea to get woodburner fired up.....no wood by backdoor, but a very full woodshed around corner of building sorted that. But.....no kindling.... Maree, you



OHINEWAIKUA STATION - continued

are a champion wood splitter!!! we got the woodburner going, but it fizzled out....Bugger.....nothing we did would make that fire go!! John...."did you build it up." Yep we built tepee system to get it started. Anyway John eventually got that woodburner going and another.....happy hour...or two..... its our last night after all. It was self catering for this night again, but when I walked into kitchen upon arrival back at camp and smelt Emmett's stew cooking in the slow cooker it smelt like.... hey Emmett, can we all have your stew!!

Travelled 63.23 Ks.

MONDAY 18TH APRIL. DAY 4.

Emmett up early like 6.00 A.M. John do you snore??!! Anyway, it was pack up time. Charlie and I only ones to have breakfast. Most of the group were all heading back to Wellington area and were going to have breakfast at Flat Hills Café at Mangaweka. Steve & Lara were going to Taupo, and Charlie and I back home to Pukekohe. Vacuuming, general clean up left the complex clean and tidy. All vacated by 8.45 A.M. An awesome weekend was over. Great weather and great trip.

To all of you on trip....thank you for the fun and camaraderie that made this a memorable weekend.

Trip Report by Joy. Photos by Megan.



SOUTH ISLAND CCVC TRIP - MAVORA LAKE

This was part of the CCVC south island trip run by Shaun. So after sleeping at the Mavora Lakes campsite overnight in the morning after breakfast we headed out to do the Mavora 4WD track to Boundary Hut via Careys Hut. I was putting on my big boy pants and leading my first trip so I did a briefing before we left camp as the camp was about a minute's drive from the start of the track. I was leading and Shaun was bringing up the tail, we had the code for the gate at the start of the track but it turned out the gate was open. There are rangers on site at that time of year so I think that is why it was open. The track followed along the lake shore, mostly just inside the bush but also sometimes on the lake shore which was made up of course sand and small stones. The scenery was beautiful and the track was quite easy going for any 4WD with low range, there were small muddy bits and you were weaving around trees and some rocks. After about 4km it started to head up a bit and move a little bit away from the lake. It came out of the bush and a bit later we caught up to some teenage boys with packs who were heading in on a tramp for a couple of days. Really nice lads, great to see teens out enjoying tramping. A bit later on we stopped for a few minutes to take some photos and enjoy the view, before we moved off again, we saw some vehicles coming the other way so waited for them to pass before continuing. The track now got a bit narrower so we were glad we did not meet anyone else, David had his arial removed forcibly by a bush, we stopped and tried to find it but without luck.

We carried on until we came to Carelys Hut where we stopped and had a tea break. The hut was nothing flash but very serviceable and a nice outlook across the lake.

After a bit of a break, we headed off again, there was a short steep section and then we climbed up and the track became very definitely only one vehicle wide, the longer we drove along it the more I worried if we were to meet anyone coming the other way because there were virtually nowhere that you could pass another vehicle and certainly not get past five of us. Again, the track was not challenging, just narrow and a bit bumpy. We did at one point pass a Toyota Highlander which the owners had obviously decided (wisely) was not really suited for the track, the plastic skid plates confirmed this showing some damage.

Eventually the track climbed back down the hill and I breathed a sigh of relief as it opened out on the flat. We carried on past the turn off to Forks Hut track and wound our way onwards to Boundary Hut. As we got close to the hut there was a stretch that obviously got boggy at times and there were a number of ruts to choose from. Shaun and Denice decided to try and drive in one of the deeper ones and got hung up. After playing around going backwards and forwards they decided that maybe using one of the other ruts was a better idea and like the rest of us who had used them first had no issues. There was a boggy option but none of us were keen to see if it was bottomless or not.

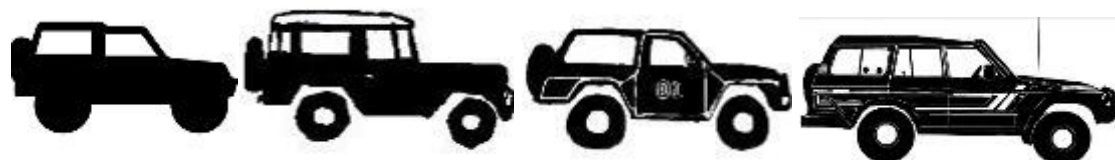
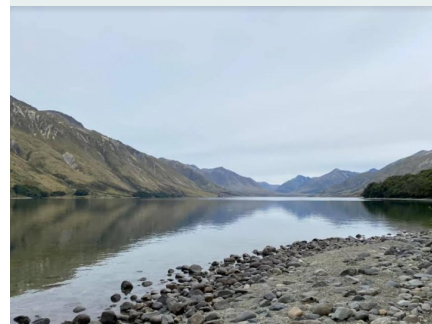
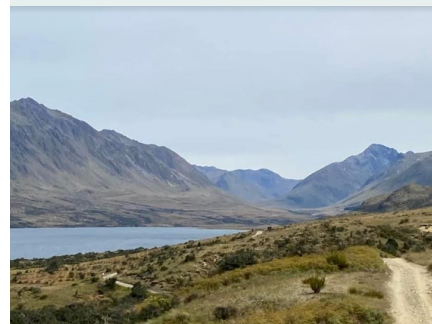
There was a very shiny, very new looking Pajero parked by the hut which was slightly less shiny with a couple of minor pinstripes. There was a bit of joking about when Emma and I had first started bringing the Prado along to trips and it was very shiny! People seem to have stopped worrying so much about that now, it's more "is that another scratch/dent?"

We had lunch and explored around the hut a bit, some going across the wire bridge over the stream and just admiring the beauty.

After lunch we turned around and started heading back. Before we got to the turn off we met some motor-bikes and a quad who flagged us down and said that their mate had got his ute stuck and could we please help.

We continued along and sure enough there was a Ranger with wide tires that had tried to drive through a bog. It was quite obvious that the tires were a VERY snug fit in the ruts and it was not going anywhere, of course no recovery gear, they had been trying to get it out but it was the only 4WD they had, everything else was either two wheels or they had a couple of quads.

We had a quick chat about the plan and discussed that with the driver and another guy who was keen to help however he could (he was great cause he got into the mud!). I drove up behind the Ranger staying well back from the mud and hooked up the winch. Once it was all set up and safe we got everyone back and I gave it a try however the Prado was just dragging itself towards the Ranger. We put Shaun and Denice's Cruiser behind the Prado with a tow strap and tried again. This time the winch said ahhh no. So we added a pulley block and made it a double pull. Finally, we started to move it but it was a hard pull, he was well wedged and



SOUTH ISLAND CCVC TRIP - continued

he was extremely happy when it came out. We did suggest it might be a good idea to not park the Ranger in any other bogs which he agreed with.

After packing the recovery gear back up we continued on towards the camp. The rest of the way back was uneventful, it was a nice track to do with some great scenery, next time we will head up the forks track as that is open to 4WD's as well.

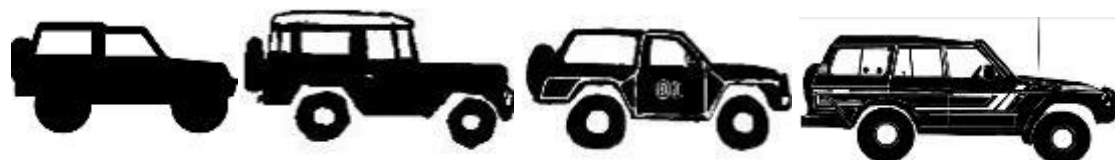
When we got back to the campsite we decided to drive out to Walter Peak Station as we still had the afternoon left. This turned out to be quite an expensive afternoon but not because of what you would think.

The road was spectacular although very dusty (a theme of the trip), it was very cool and slightly mind-blowing seeing Queenstown from the other side of the lake and realising that even though it was "just over there" it was most of a day's drive to actually get there by road.

When we were wandering around the station a farm worker was coming in with all his dogs and asked if we were there for dinner? We said Dinner???

Turns out you can pay to come over on the steamer, have a high-quality buffet and then take the steamer back. We explained that no we had driven to the station just to have a look, but was dinner an option? As it was getting to about that time of the day. He said that he was sure if we asked, they would be happy for us to book in. Shaun went to find out, this is where the expensive part comes in as it was not a cheap meal but we all agreed as we finished that it was an exceptionally nice meal with an awesome view!

We did however unintentionally cause a bit of concern, as we got towards the end of the meal the waitress came over and was quite keen for us to pay, we pointed out that we were not quite finished yet but would happily pay when we had finished. It was a little bit odd because they had started mopping floors and cleaning everything up but OK, we finished, paid and walked out admiring the Earnslaw Steamer and enjoying the view. Then one of the waitresses came over and asked if we were getting on the boat, we said no as we had driven in... suddenly it all dawned on us. The reason they were cleaning up is because the restaurant staff live in Queenstown. They go back on the steamer with the guests!! And they were politely waiting for us to leave the restaurant and get on the steamer so it could leave and head back to Queenstown!! OOOOPS!! We did take some great photos as the steamer left without us!



WET & WINDY ON TOP OF ORONGORONGO - June 16th 2022

The day started off cold, I remember snapping a photo of the Jeep's outside temperature saying it was five degrees as I passed through Homedale village on the way to the Wainuiomata Coast Rd. It warmed up to a balmy seven degrees (with a minus 5 windchill) as I arrived at the coast in time to air down before Captain Phil's drivers' briefing. Phil was resplendent in his hi-vis orange jacket as he went through the usual safety items on the agenda. Phil warned us that we were not going to make it all the way up the coast today, as the road crossing the cliff face on the last stretch to Corner Creek was still missing.

We set off from the bottom paddock only to hit a waiting line at the bottom of the first hill. A usually trusty Toyota had decided it did not want to play in four-wheel-drive this day, and just wouldn't engage. So he was dragged off to the side of the road until everyone had passed, and then escorted by Frank to the gate for an early trip home (poor guy must have felt like the kid who forgets his boots at the rugby game, no choice but sit on the sideline or go home). While he was there, tail-end Frank was waiting for a straggler vehicle to arrive late to be let in to join the fun.

Once at the airfield we waited for them to join the pack. It was a grey and windy day overlooking Wellington, and many chose to stay in the warmth and shelter of their vehicles, with a few hardy souls out in their 'oodies' near the back of the convoy.

I've got to say I was elated to see Frank arrive, because it was the first time since I joined the club that I've seen the famed Wrangler TJ in action! Having heard so much about it, but never seen it, I was beginning to think it was just another urban myth, but I was rewarded by hearing the gentle burble of the venerable 4.0 straight six engine. Onward to the top paddock, where the spectacular views were made even more moody by the grey skies, as you can see in the picture of the Orongorongo river. Over the hills and down the switchbacks to the river for morning tea with no more incidents.

We'd had a lot of rain in the past few days, and I think Phil was expecting the river to be running high and fast, which could make the crossing a bit tricky. Phil and Frank went ahead to scout best crossing place, given the assortment of vehicles we had with us on the family shiny trip. Judging by the amount of splashing and rooster tails we were all speculating that, really, they were just having fun playing in the river! Many also suggested that Frank had broken down beside the river, but actually he was just marking the crossing point until the first trucks arrived. Despite the rain, the river wasn't running all that high, and it was an easy crossing. What I wasn't expecting was that the road leading away from the river had filled up with water for a bit of added excitement.

Safely through the river we headed through the farm gates and on to the muddy bog. Some stock vehicles with low clearance were invited to stay on the drier side of the mud ruts, and we got through that section without incident. We were then peppered by a few strong showers along the way, which made me glad for the comfortable interior of the Jeep, but the rain presented no real problems to anyone. We zoomed past Barney's whare, watched by a family of wary horses and a few disinterested sheep, and carried on to the Kotumu shingle fan. I was expecting some road construction would be required after all the recent rain we'd had, but it was a relatively easy crossing of the shingle fan. Good to know our road-building skills from the previous month's trip were still holding up well. The convoy continued north up the spectacular coastline.

We continued up past the Mukamuka stream to the wide paddock area, where we could all turn around easily and head back to the 'play area' for a break. It was still quite cold, but sheltered down by the stream where everyone enjoyed their lunch. A few tried the two hill climbs, and with the loose wet soil, even fewer made it through. I expected that Tony, with his electronically-smart Defender would ease up the hill climb with a jaunty tip of his hat, but the Land Rover smarts couldn't calculate the right traction to get him to the top. So what hope was there for an electronically-dumb Jeep like mine? Not much. I was three tries and out, driving up the down-road with my tail between my limited slip differential legs.

We then headed back out for the last leg home. I thought it would be a breeze, with everyone having encountered and managed all the obstacles on the way here so far, but a Suzuki Vitara had other ideas. Crossing the soft wet sand, and just as it reached a slight incline, it dug a hole and buried itself to the rear axle. I rushed to the front like a kid with a new toy, hoping to finally get to use my MaxiTrax roll-up ladders in the soft sand. The Vitara driver had already got out her own recovery boards and was keen to use them (as you would be!), placed in front of the back wheels, with my ladders ahead of the front wheels. Frank was directing the action, and soon realised that despite the Vitara indicating on the dashboard that it was in four-wheel drive, there was actually only **one** wheel driving on the rear axle, and it was spinning freely unable to get traction on anything! The decision was made was to drag it out of the soft sand using the vehicle in front. Once up the rise and back with momentum the Vitara was able to make it all the way back to the front gate under its own steam with the rest of the pack. Suspected problem: broken CV joint in the front drive assembly.

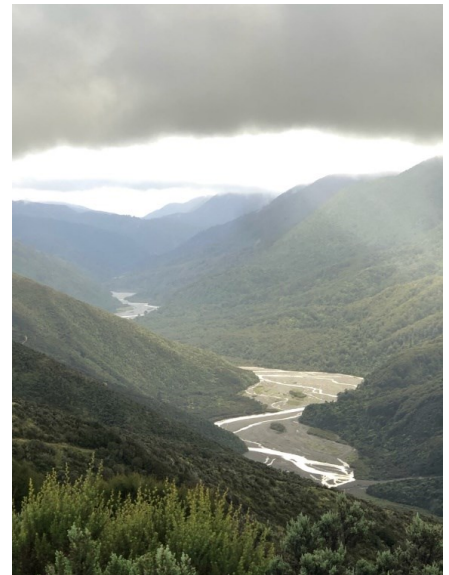
Back at the front farm gate, the sun had come out again as we aired up to road-going tyre pressures. 'Thank-you's, handshakes, and smiles all round indicated everyone had a good day out on the trail. A big thanks to Phil and Frank for the trip leadership of another great day out on the family shiny trip with the CCVC.



Can anyone spot Phil in this picture?



Spectacular view from the airfield, the back-ground scenery is nice too.



Orongorongo river from the top paddock



It looks like I'm well behind everyone else, but Chris Z is just off camera to the left! That's the twisty route we needed to cross safely.



Unexpected fun – submerged road ahead!



AND THE OSCAR GOES TO.....

Wrap up of 2021-2022 season of the Central Zone Club Truck Challenge

Summer 2022 has faded into memory, but we managed to hold five rounds of the Club Truck Challenge (CTC) from October 2021 to May 2022, from Taihape to Wairarapa via Colyton and Tokamaru, in times like these, that's good going. We have a good cadre of keen competitors who will travel from event to event to do the whole series. It's no great chore because most events are a weekend campout with good company if you chose to stay at the site. The people who have done at least three rounds over the season, have their three best results used to calculate a season placing in each class, there isn't an overall champ declared because the emphasis is still on only competing with equal machinery - and driving skill.

This year turned out to be a Wairarapa 4wd club lock out as all four class champions were from the same club, but it was thoroughly well deserved as they and many other Wairarapa club members travelled around the country to do all the events. Class 1 (no traction aids) went to Chris Mason, Class 2 (auto traction aids) Mark Smith, Class 3 (manual traction aids) Kevin Galbraith and Class 4 (unlimited mods) Brent Ward, great mahi guys.

The **"Blue denim in his veins"** award goes to the working-class man Chris Mason who dominated the unmodified class 1 in his Suzuki Jimny and managed to set some of the fastest speed section times during the year against some very much more powerful machines.

Class 2 has the benefit of limited slip differentials and up to 33 in tyres, Mark "handlebars" Smith took the honours in his Jeep even though he splits his motorsport during the year between racing classic sidecars and 4x4s.

The **"All you need is love"** award went to Dave Smithson, second in Class 2 this year proving that all you need is love, hope and an endless supply of Mitsubishi Pajeros to do well.

The **"Man of many parts"** award went to Brendan Watchorn, third in Class 2 this year. As well as competing Brendan took over the series convenor role this season and still holds the record as the only person who has competed in every single round of the CTC that has been held over the last eleven years.

Natasha Smithson and Dave Seymour rounded out the Class 2 place getters. Class 2 is the most popular class; the trucks aren't hugely modified but can be very competitive in the right hands.

The **"You can't handle the truth"** award for Class 3 went to Kevin Galbraith, another one of the Wairarapa club's few good men. Class 3 ups the ante by allowing 35 in tyres and manually operated diff locks modifications to the vehicle. Mods are always good, but they can just lead you into a lot of trouble, tales of front lockers sending drivers up trees are common.

The **"Spirit of club truck"** award goes to Andrew Gee, Steve Stewart and Dave McGinnity the Class 3 runners up who still drive to the events in their club trucks on their big ugly tyres at the cost of their dental work, hearing and sanity.

The **"You're looking good, I am good"** award goes to Brent Ward for first place in Class 4 this year. Brent couldn't leave a hill without throwing a few kilowatts at it. The **"Bravest man south of Taupo"** award goes to Brent's navigator Gary Gazza who sits in the Nissan without any control over where it goes.

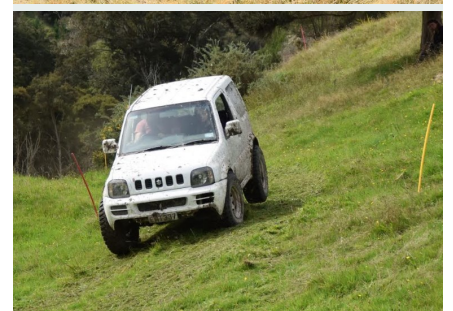
For **"services to Agriculture"** the award goes to David Hintz who is outstanding in his field, yes it really is his field. His Nissan Patrol came in second place for the season, but his daughter Grace is champing at the bit to take over driving on her own account. David put together several the courses over the summer, thanks for your mahi.

The **Holy Father**, Peter the Pope with steadfast Shirley at his side is Mister Clean and Tidy in his Jeep Wrangler JK. The Jeep's computer-controlled traction control puts Peter in Class 4 in his largely standard machine versus the unlimited modified machines, regardless Peter does well.

The new season usually begins in October, keep an eye on the website for the upcoming calendar.

Vehicle rules and event calendar at www.sporty.co.nz/czctc

Words and photos by Andrew Gee, Wellington Jeep Club



AND THE OSCAR GOES TO.....

2021-2022 season results

Class 1

1st Chris Mason Suzuki Jimny

Class 2

1st Mark Smith Jeep Wrangler

2nd Dave Smithson Mitsubishi Pajero

3rd Brendan Watchorn Mitsubishi Pajero

4th Natasha Smithson Mitsubishi Pajero

5th Dave Seymour Mitsubishi Pajero

Class 3

1 Kevin Galbraith Jeep Wrangler

2 Andrew Gee Jeep Wrangler

3 Steve Stewart Nissan Patrol

4 Dave McGinnity Jeep Wrangler

Class 4

1 Brent Ward Nissan Patrol

2 Dave Hintz Nissan Patrol

3 Peter Pope Jeep Wrangler

Words and photos by Andrew Gee, Wellington Jeep Club



CCVC SPONSORS & SUPPORTERS

The CCVC Committee is looking at our sponsors and supporters and what they can give each other.

We are looking at expressions of interest for business who are interested in supporting or sponsoring our club.

For further information or to express your interest in being a supporter or sponsor please email missmuddypenne@gmail.com

Club Supporter - those businesses who offer discount to club members.

What they get in return –

- we list the businesses in our magazine with links to websites
- we list all the business on club/awards night on one slide
- in our members only portion of our website we list discounts with links to websites or contact details.

Note: we can have several businesses that offer the same product or service eg our vehicle inspectors.

Club Sponsor - those businesses who offer discounts to club members and offer a minimum of 2 give away products for spot prizes for club night, awards night, or club champs. (The minimum value of \$50)

What they get in return -

- the business gets advertised in our magazine (side panel)
- the business has a slide on club night. (2 times a year) and will also be listed under supporter's page.
- they have a slide at the awards night presentation
- in our members only portion of our website we list discounts with links to websites or contact details.
- the business will be promoted in a public portion of our web page.
- once a year can join a family shiny trip in a suitable vehicle at no cost or join a club member as a passenger on a club member only trip.
- once a year can come to club night to promote their business through a short presentation.

Note: there will only be 1 business promoting a set product or service. Though the business as a whole may represent several products or services, we will only promote a portion that is unique to other sponsors.

Major Club Sponsor - those businesses who offer discounts to club members and offer a major prize for awards night. \$800 or more.

What they get in return -

- the business gets advertised in our magazine (side panel) and 2 x a year a main panel advertorial.
- the business has a slide on club night every month as well as awards night and will also be listed under sponsors
- in our members only portion of our website we list discounts with links to websites or contact details.
- the business will be promoted in a public portion of our web page.
- can have promotional material at club night and as give-aways to new members
- option to have banners or flags at awards night, club champs and other public open days.
- can join a family shiny trip as a driver in a suitable vehicle at no cost or join a club member as a passenger on a club member only trip.
- once a year can come to club night to promote their business through a presentation or host the club night at their business.
- twice a year we will provide links to their Facebook page promotions to our public and private Facebook pages.

Note: there will only be 1 business promoting a set product or service. Though the business as a whole may represent several products or services, we will only promote a portion that is unique to other sponsors.

THANK YOU

G. Guy Motors

4WD parts, accessories and servicing

**FOR DONATING \$1200 WORTH
OF TYRES FOR A SPOT PRIZE
AT OUR AWARDS NIGHT**



Grant Guy Motors are Wellington's leader in 4WD mechanical services (MTA assured), ARB 4X4 accessories, 4X4 parts and tyres for all types of 4WD vehicles.

At G Guy Motors we can cater for all your 4WD needs, whether you have a shiny 4WD, a dedicated off-road 4WD, or a fleet of commercial 4WD vehicle's. With our staff's wealth of experience you can be rest assured you'll receive the value for money that comes from talking to those who use the products they sell and service.

www.gguymotors.co.nz

[G GUY FACEBOOK](#)



ON THE ROAD AGAIN

After spending nearly 8 months broken & tucked away in the workshop then garage, I was finally fixed enough to get out & play. About time too as I was sick of seeing my replacement (the stinky old pajero) going out and having all the fun. Ah bliss is all I heard from Frank as he was happy to be back at the helm of his one true love (sorry Nic).

After drivers briefing we were off for what Frank thought would be an uneventful day, but someone had other plans. We got through the gate & discovered a linkage had moved causing us to be unable to get into 4L. Oh well, we'll just have to stay in 4H & look at it when we get home. So we carried on. We were about halfway along the fence when we saw a vehicle coming down the road toward us. This could be the visitor who hadn't turned up. So around I turned back to the gate to let them in. But alas, they weren't there. So we waited a couple of minutes but no luck so we took off headed up the hill again. We made it back to the same spot we were in before and then the Suzuki turned up again beside us on the road. Yes, it was the missing visitor. So after talking to them we turned around again to the gate so let them in. This time they were actually at the gate waiting so we let them in & off we were again. We made it all the way to the bottom of the hill this time to find a Hilux sitting at the bottom as he'd lost 4wd. It was too hard to try & fix so called it day for him. So, for the third time today, I turned around again and escorted him back to the road. I know this paddock so well now.

Finally we could start on the actual trip now. We made it up the hill in 4H with no issues and the remaining of the trip was fairly uneventful. We stopped for lunch at the playground where a lot of visitors attempted the hill climb to no avail. I wasn't even going to try with 4H.

After everyone was refreshed we headed back to the gate. Everyone aired up, got paperwork signed and headed on their way. Now home to be shut up in the garage again for more repairs while the Pajero fills in again for Driver Training. One day I'll be back to normal.

Overall, a good day back out along the beautiful Coast, a little bit chilly but that never stopped anyone.

GR4D3R

CLUB CLOTHING

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

Cap Navy/White	\$16
Beanie Navy 3059	\$17.50
Hoodie - Pullover Navy - Unisex	\$65
Hoodie - Zip Front Navy - Unisex	\$72
Soft Shell Jacket Black Mens & Womens Sizes	\$110
Polo Shirt Navy/White Mens & Womens Sizes	\$45
Crew Neck Cotton T- Shirt Navy - Mens & Womens sizes	\$16.95
Oilskin Jacket Mens Only Size	\$152

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

Clothing Delivery.

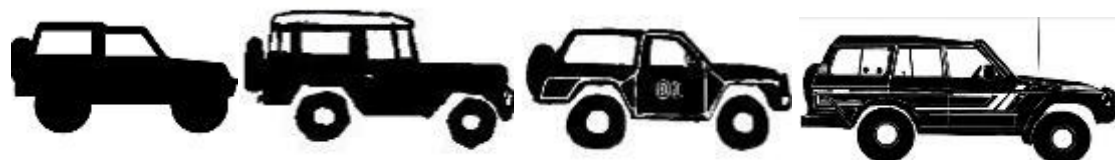
The preferred method for clothing delivery is to have the products shipped to you by courier directly from the embroiders. There is a charge of \$9.50 for this (built into the system) however it means that you will receive the products within a day or so of them being produced by the embroiders.

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.



JULY 2022 TRIPS & EVENTS:

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

Wednesday 13th PRE CLUB NIGHT DINNER

Wednesday 13th CCVC CLUB NIGHT NAENAE BOWLING CLUB
5 Vogel Street, Lower Hutt

All Welcome
Ralph Dobson

Sunday 17th 4WD SHINY

ODLINS Road (Half way)

Saturday 23rd FAMILY SHINY

ORONGORONGOS Monthly Trip
All Welcome

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

AUGUST 2022 TRIPS & EVENTS

Wednesday 10th CCVC CLUB NIGHT

NAENAE BOWLING CLUB
5 Vogel Street, Lower Hutt

All Welcome
Ralph Dobson

Saturday 20th SHINY 4x4

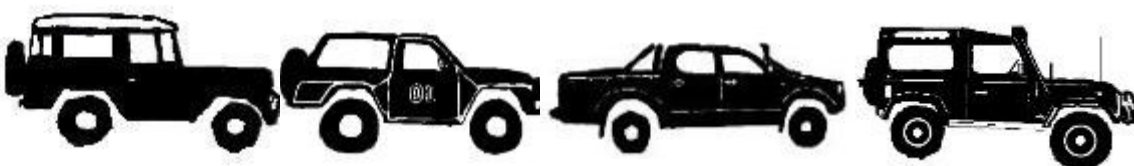
AKATARAWAS afternoon Trip

Friday 26th AWARDS NIGHT

All Welcome
Silverstream Retreat

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

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

UPCOMING NATIONAL EVENTS

Fri 3rd March 2023 - Sun 5th 2023

HEREWORTH 4WD TUTIRA TREK 2023

This biennial fundraiser is now gearing up for the 8th running in 2022 and will be based around Tutira, Northern Hawkes Bay. Previously cancelled last year due to pandemic. Bookings open later in year : Contact: hereworth4wd@gmail.com



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 Parfitt
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	Penne Durdle
Committee	Megan Koornneef
	David Sole
	Frank Allen
	Dave DeMartin
	Dudley Harris
	Luke Crossley

CLUB NOTICES

CLUB MEMBERS ONLY CLOSED FACEBOOK PAGE

Some members have found the link broken. This will be because the email the CCVC has for you is different from your Facebook email. If you want to join then just send your Facebook email to:

missmuddypenne@gmail.com

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

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

CLUB ASSETS

The Club has purchased various assets over the years, mainly for use on Club events or to facilitate the smooth running of the Club. At the discretion of the Committee these assets may be borrowed by Club members for non-club purposes. An approach for use should be made to the Clubs Asset Manager, Duncan Grocott, <mailto:assets@ccvc.org.nz>

The main assets are:

Marquee

Water pump/blaster (useful for cleaning trucks)

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

Portable gas BBQ

NEW MEMBERS

Welcome to the following new/returning members:

Lana Borlase

Rob Laxley

Please make them all feel welcome



MAGAZINE CONTRIBUTIONS

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

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

calendar month.

Please email to

missmuddypenne@gmail.com

DISCLAIMER: The opinions expressed in this magazine are those of the contributors and not necessarily those of the club, it's executive or committee members. Publication of maintenance techniques or mechanical modifications should be weighed against generally accepted procedures and the Club should not be considered an authority in this area.

The mention of products, service procedures or service organisations herein

The Official Magazine of

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

PO Box 38-762,

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 any questions please contact Brendon.

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

Contact details: Brendon Millard
(027 2235705)

MAGAZINE & SOCIAL MEDIA CONTENT:

Penne needs trip reports, photos and any other content by the 1st of each month to allow sufficient time to put them into the magazine. Thanks to those who contributed content to this months magazine. The best format is as a word document in Arial Narrow 10

Please email missmuddypenne@gmail.com.

CLUB RADIO CALL SIGNS

The Club uses a series of radio call signs in the Kxxx series to meet our licence requirements. Once you get on a trip you soon know what call sign is tail end charlie etc for the day. But basically if you don't yet have a Call Sign you are not authorised to use the Club radio licence.

Call signs are available to financial members on request to database@ccvc.org.nz

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

