



WELLINGTON



VEHICLE CLUB  
Wellington

# Cross Country Chronicle May 2013



The Official Magazine of

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

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# Cross Country Vehicle Club (Wellington) Inc

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Te Puni 5045

Wellington

[www.ccvc.org.nz](http://www.ccvc.org.nz)



VEHICLE CLUB  
Wellington

The club meets at 7:30pm on the 2nd Wednesday of each month  
at the Petone Working Men's Club, Udy Street, Petone.

Position	Name	Home Phone	Work Phone	Cellphone	Email
<b>Club Officers</b>					
President					
Vice President					
Immed Past President					
Secretary					
Treasurer					
Club Captain					
<b>General Committee Members</b>					
Driver Training Officer					
Entertainment Officer					
Membership Officer					
Land Access Manager					
New Members Officer					
Newsletter Editor					
Publicity Officer					
Safety Officer					
Trip Coordinator					
Competitions Officer					
NZ4WDA Delegate					
General Committee					
<b>Appointments and Other Useful People</b>					
Archivist					
Asset Manager					
Assistant Trip Coordinator					
Club Night Photo's					
Club Recovery					
Help desk					
Membership Database					
Track Maintenance					
Trophy Officer					
Webmaster					
Welfare					
<b>CCVC Life Members</b>					
Tom Adams	Graham Barr	George Bean (Deceased)	Leith Bean	Peter Boniface (Deceased)	
Stuart Brown	Andy Cockroft	Owen Farghar	Mike Gall	John Hughes	
Bob Jeffery (Deceased)	Heather Jeffery	Ron Johnson	Steve Lacey	Colin Landy	
Phil Lewton	Vern Lill	Bruce Mulhare	Raynor Mulhare	Ron Oliver (Deceased)	
Peter Osborne	Ross Perkins	Grant Purdie	Tony Street	Ron Wadham	

## WHEN HELP IS NEEDED

Should any members fail to return from any outing, four wheel drive or otherwise, whether as a club member or as a private individual, the following person/s should be contacted in the first instance:

**Anthony Reid 973 8262 or 027 273 6579 or 021 061 1831**

**Morris Jury 566 6197 or 021 629 600**

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### Editorial Ramblings

**WANTED: Society Gossip, Scandal, Rumour, and if all else fails, NEWS! Photos also very welcome ....**

Don't forget the AGM is coming up in May and the annual club awards night is slotted in for June, both of these events are good nights to come along to, the club can only be as good as the committee that run it so if you want to do your bit then please volunteer to help at the helm. It's not that hard and doesn't tie up heaps of your time but you will have a hand in the future of the club.

Some good trip reports to read as well, keep these coming as that's what people like to read. I have slotted in a couple of jokes just to fill the spaces left around the interesting stuff.

We are also starting a review of the magazine format, content, etc in light of it going to an electronic format in June so if you have any suggestions feel free to drop me an email (newsletter@ccvc.org.nz), all thoughts and suggestions welcome.

**Alan!**

We (CCVC) have been advised by the Petone Working Men's Club that everyone who is not a member of the Petone Working Men's Club **MUST** sign in when they enter the club, including CCVC members attending club nights, meetings, etc.

This is standard procedure for licensed clubs and it is a legal requirement that this be done so please ensure you sign in as a visitor whenever you attend CCVC events at the Petone Working Men's Club (if you are not a member of PWMC of course).

It is very important that we comply with their request if we wish to maintain the good relationship we have with them.

### MAGAZINE CONTRIBUTIONS

This is your magazine so it can only be as good as the contributions you make!! We need any articles, trip reports, technical items, "How-to's", etc to be in the hands of the editor by the end of each calendar month. Please email to newsletter@ccvc.org.nz or post to 34a Hine Rd, Wainuiomata or fax to 04 914 8366.

**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 does not constitute endorsement by the Club, the Cross Country Chronicle or it's Editor.



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### **Pete Beckett**

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### **Richard Blair**

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

## **National Events**

### **May 25-26: NZFWDA AGM**

National AGM and Conference of the New Zealand Four Wheel Drive Association, being held at the West Plaza Hotel, Wakefield St, Wellington

### **June 01-02: Mainland Winch Challenge Rnd 1**

Top of the South Winch Challenge 2013. Okaramio, Blenheim. Scrutineering 3pm-5.30pm Saturday afternoon. 3 Night stages Sat night 10 Day stages Sunday Prize giving 6.30 Sun Night. 3 Classes Clubman, Open and Outlaw all in accordance with Mainland competition Rules. Entries will shut Sunday 12 May at 12pm. Unfortunately no spectators. For more information contact Leigh e-mail [imsahi@xtra.co.nz](mailto:imsahi@xtra.co.nz)

### **Jun 02: Woodhill 100**

Off road endure race in the Woodhill Forest, South Head. Organised by the Auckland Off Road Racing Club

### **Jul 06: Mainland Winch Challenge Rnd 2**

Thermal Thunder, Hamner. Further details to come otherwise see [www.mainlandwinchchallenges.co.nz](http://www.mainlandwinchchallenges.co.nz)

### **Aug 03: Mainland Winch Challenge Rnd 3**

Cedar Creek, Dunedin. Further details to come otherwise see [www.mainlandwinchchallenges.co.nz](http://www.mainlandwinchchallenges.co.nz)

### **Aug 03: South Island Enduro**

ORANZ Rnd 2 Enduro in Nelson, organised by the Nelson Off Road Racing Club

### **Sep 07: Mainland Winch Challenge Rnd 4**

Scrutineering on Friday 6th September at Grant Road, Frankton followed by 10 challenging stages on Saturday at new venue. For further details see the website [www.mainlandwinchchallenges.co.nz](http://www.mainlandwinchchallenges.co.nz) or phone Bert Chandler on 027 422 4582.

*Some details in this column appear courtesy of Cathy Parker, publisher of the New Zealand 4WD and Sportvehicles magazine. Potential participants should contact the event organiser; CCVC cannot take responsibility for any changes or inadvertent inaccuracies.*



## **Committee News**

### **Committee News**

**Magazine going electronic.** As was voted for at a previous club night, you are all reminded that the club magazine will be going to electronic distribution from the July 2013 issue. From this date forwards members will receive an email containing a link to the magazine on the club's website – this has been happening in parallel with the printed edition for at least the last six months. If you didn't include your email address on your last club subscription renewal form can you please advise the membership database person at [database@ccvc.org.nz](mailto:database@ccvc.org.nz)

**Subscriptions going electronic?** In light of us going into the electronic age, the committee are also investigating an electronic method to pay your subs, keep your details in the database correct, etc. This is just an idea currently but something we are looking into.

**Diesel and Turbo evening.** We are working on an evening down at Diesel and Turbo in Petone in the near future – this was very popular a few years back when we did this so keep this in mind – should be in the next few months so we will put it into the club calendar once finalised.



# Club Sub-Committees

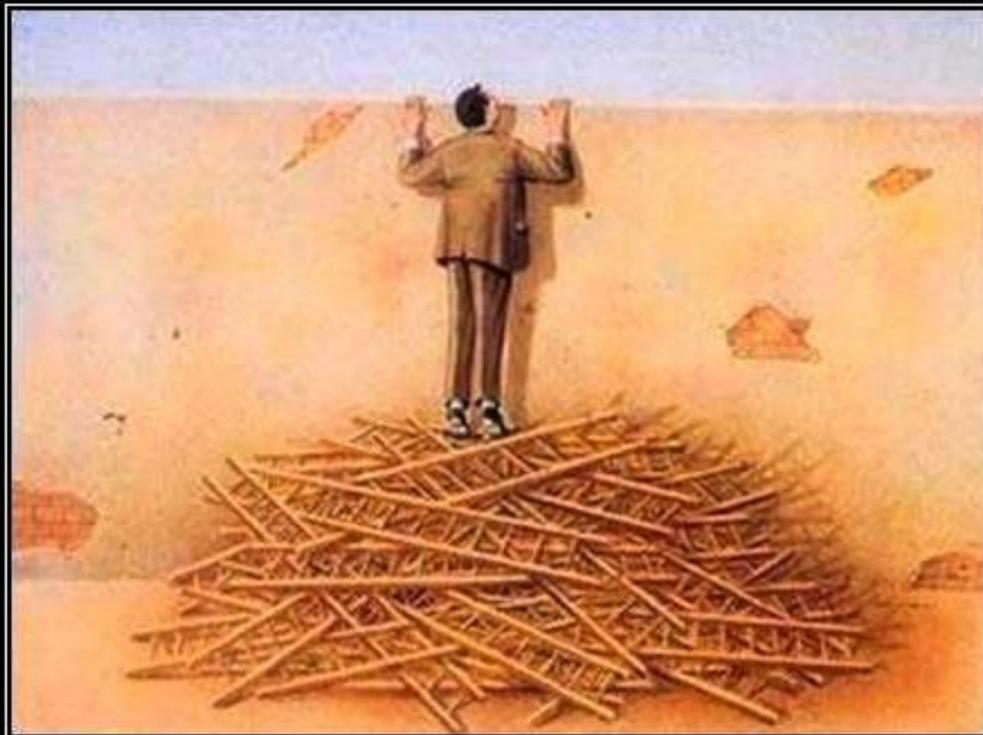
The club has the following sub committees running currently (convenor named first, where applicable):

- **60k:** Terence Broad, Ron Johnson, Bruce Mulhare, Antony Royal, John Vruink, Mark Wolstenholme
- **Club Recovery:** Anthony Reid, Morris Jury
- **Community Response Group:** Steve Mercer, Mike Murphy, David Coxon
- **Competition:** Neil Blackie
- **Deadwood:**
- **Safety:** Murray Taylor, Carl Furniss, Peter King
- **Trip Leaders Forum:** Steve Mercer, All trip leaders
- **Web Project:** Murray Wills, Grant Purdie, Stefen Cook, John Parfitt, Mike Stevens

The club also has the following external organisation liaison people:

- **Akatarawa Recreational Access Committee:** Ralph Dobson, Charles Odlin & Grant Purdie
- **Dept of Conservation Head Office Liaison:** Paul Adams
- **Foxton Beach Coast Care:** Bruce Mulhare, Grant Purdie, Russell Stevens & John Vruink
- **Friends of Belmont:** Stewart Burrell
- **Greater Wellington Regional Council:** Grant Purdie
- **Horowhenua District Council:** Grant Purdie
- **Tread Lightly!:** Ralph Dobson
- **Wellington City Council:** Grant Purdie & Barry Insull

An Amish man and his son went to the mall. They were fascinated with all the things to be seen however the one thing that fascinated them most was this door that kept opening and shutting. They stood there and watched for quite a while until this big fat ugly lady pushes the button and the doors open. She steps in and the doors shut. They watch this thing go all the way up and then come all the way down. When the doors opened a 25 year old blond bombshell steps out. The father turns to his son and says... "Quick go get your mother!!"



**It doesn't matter how many resources you have  
if you don't know how to use them, they will never be enough**



VEHICLE CLUB  
Wellington

## Notice of Annual General Meeting

### Cross Country Vehicle Club (Wellington) Inc

Notice is hereby given that the 2013 Annual General Meeting of the Cross Country Vehicle Club (Wellington) Inc will be held on Wednesday 08th May 2013 at the Petone Workingmans Club, Udy Street, Petone. The AGM will be in association with the May club meeting.

**Terrence Broad**  
**Club Secretary**

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## MARLBOROUGH MEANDERINGS – OR THE BUCKET LIST TRIP

### PART TWO

#### Day 3 (Monday) Muzzle Station to Bluff Station and Blenheim

It was a joy to wake up in calm weather, with a little overcast to take away the heat, the river running nearby, and a faint rustling of the trees. No dew on the tents but with rain threatening, the order of the day was a quick breakfast and away by 8 am. A short drive and a bit of confusion and we were stopped at Muzzle station. A chat with Colin, sorting out an access fee, the mandatory photos of the "Roaring Meg" John Deere 8630 tractor (16 forward gears, tyres 1.8m high and 30 km/h top speed), and we were away again. With permission, we had programmed a Club E band radio to work on Muzzle's private repeater so we could keep in touch. Not long passed and we were asked by radio to clear away from the track to avoid disturbing an early morning sheep drive, so we took to the ridge to find another way. But in due course the ridge track petered out so we retraced our steps to the track with the sheep having passed. Our route ran parallel to the Clarence River on the true left bank, but a km or so away. So there was a series of small feeder streams with climbs



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# Autolign

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*(Continued from page 8)*

of 200-300 metres to cross smallish ridges that lay between the streams. Eventually the track dropped back to the river cliffs and 18 km from Muzzle we roved along to find Ravine Hut. A hut for musterers and hunters to stay overnight with lights (bring your own battery) and all the mod cons one might expect. Our first objective was the long drop, having abstained since the previous evening. That done, we had been watching the drizzle and bad weather roll in from Tapeanuku and decided to press on to clear any clay sections before any real rain fell. So good byes were radioed to Muzzle and it was another 15 km of river terraces, small streams and steeper ridges until we reached the Branch cottage. This meant that somewhere back in the last 15 odd km we had crossed onto Bluff Station which would be our access to reach the highway at Kekerangu. A group of chaps were on a boys week out with plenty of Tui etc to manage, even at 11 am in the morning. So after a chat we were on our way about 20 km towards the working center of Bluff Station, Coverham Cottage. This is permanently staffed and used as a forward base, for shearing and the like. As we neared Coverham, the Clarence River veered away to run for the coast whilst we headed to the next river system north. We caught up with Hamish who had authorised our trip thru, and stopped there for lunch. After watching the rain fall on the Chalk Range from our large veranda, we eventually pushed on another 15 km or so to Bluff Station. The track improved but varied in width and grade, but was being improved further so a truck and trailer unit could get into Coverham to avoid the 15 km drive to the current road access. Soon enough, with a quick check on maps, we were at Bluff station where we paid our access fee and were on the highway back to Blenheim. The weather had dictated a speedy trip through the tiger country, but the track was clear and we certainly enjoyed the grandeur of the Kaikoura ranges and of course the mighty Clarence which we would meet again on our travels.

## **Day 4 (Tuesday) Blenheim to St Arnaud (Dik's Place)**

Dawn brought showers and overcast skies. A quick tyre repair on Orange Peel and a rendezvous at the Supermarket had us ready to roll at around 9 am. A spare number plate light fitting was also purchased as the lens bit on Orange Peel was clearly somewhere else! The route was mainly on the highway until we reached the Leatham river where we turned inland to ramble up a riverside track, crossing a few side-streams until we had to cross the Leatham itself. Two trucks went over, despite a fairly lumpy bottom, but it was obvious the track got less used and worse condition further on. So having a date with DoC at St Arnaud, we regained the highway and picked up our pre-arranged key to Beebys Knob, parked a few things at our overnight lodge, and ascended the Beebys Knob track. This climbs steeply and then rambles around the Knob proper to Beeby's Hut, the end of our permitted access. The weather had cleared with great views everywhere! A ramble on foot up to the Knob and the descent to St Arnaud and our overnight lodge finished what looked like a wet day, but

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had turned into another hot and sunny day, if quite windy. We stayed at Dik's Place, a lodge owned by Scouts which we had arranged access to.

### **Day 5 (Wednesday) Dik's Place to Lyell**

We had planned to check out the Howard Valley, Louis Creek gold fossicking area and the Porika track to Lake Rotoroa, and all went as planned. Sandflies prevented a leisurely lunch so onwards through the Braeburn towards Murchison. We discarded the option of Nuggety Creek and the Matakitaki Valley through lack of time, and popped through the Mangles Valley to Murchison. Lunch at Longford timed our trip nicely to be at the pre-arranged meeting with the landowner to ascend a local hill top



at around 1500 m asl. Again great views and we could see every where. The wind was rising so after cooling down one radiator it was down to the farm, and back on the highway to Lyell. This was our overnight camp-site, positioned to give an early morning access into the Mackley track to Denniston. The new mountain bike track (25 km) to Mt Lyell had just been opened (The Old Ghost Road) and this will eventually loop through to the Mokihinui River and Seddonville. For now there is still a 20 km section to complete later this year so it was a "there and back" track. As the evening approached DoC collected the camp fees.

### **Day 6 (Thursday) Lyell to Dik's Place**

This was our extra day we gained by rearranging the plan, and the morning welcome for us was an unwelcome heavy damp mist which made all the tents wet. But again we were away by 0800 and off to New Creek



Farm and the Iron Bridge Track to the Mackley River. The Blue Duck Creek needed a lot of gardening, with a little less on the Mackley itself. After that we all crossed safely. The next stream (Mt William Stream) is usually simple, but again gardening was needed and boulders were duly rolled away to clear a path. I suspect the mud flap found missing half an hour later was left here in a "pre gardening" crossing attempt. From the Mt William Range it was Burnetts Face, and then up Mt Rochfort. The mist came with us! But never mind, lunch was at the Denniston Incline Brake Head and we were then back on the sealed highway. Waimangaroa, Westport, Murchison soon rolled past and we returned to Dik's Place at St Arnaud.

We had certainly had an interesting day if a busy one. The evening became more interesting when the folk who had booked the lodge for the night turned up as we were cooking dinner! Our second stop here was a day out of kilter because of the trip re-planning. But with some rearranging of bunks it all was sorted and we had two guests for the night.

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# Cross Country Vehicle Club (Wellington) Inc Annual Awards Dinner

Petone Workingmans Club

**Sat 22 June 2013**

Drinks from 6:00pm, Dinner at 7:00pm

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## **Day 7 (Friday) Dik's Place to Molesworth**

At Diks Place it was easy to get breakfast and pack up. So by 0800 we were saying goodbye to the other residents and headed to the Rainbow. Our main target was the St James area which DoC has partly opened as a trial this year. But going through the Rainbow we encountered a tractor group, who had been traveling up from Canterbury over several days. Our road toll (\$25/truck) was payable at the old Rainbow homestead. The chap managing access had been doing this job for 19 summers! After a quick stop at Sedgemere Huts, we were soon passing Lake Tennyson, rejoining the upper valley created by the Clarence River as it flows through the ranges to the Coast. Registration and a gate code system is used to access St James via the Maling Pass. The track over the Pass led over the north end of the St James Range to the Waiau River headwaters. A contractor coming out was looking for cellphone coverage to order a new hydraulic hose for his digger. He was not impressed by having to drive to Hamner when he could be working! The Maling Pass is a "there and back" track so we stopped at the turn off to Lake Guyon Hut, and returned back to the Pass. Lunch was had in a cool copse of trees nearby to an ancient rabbit fence which some see as having heritage value.

Soon we were back out on the main road heading down the Clarence valley to the Edwards Pass. Suzi Black was grumbling a bit from the gearbox and clutch, so it was parked up and just two trucks went over the Edwards Pass to Edwards River. This is another access between the Clarence River valley and the Waiau River which again was controlled by code locked gates. We met what must have been the Canterbury Land Rover club coming out, and eventually met a gnarly crossing of the Edwards River. So the Terrano stayed at Scotties Camp whilst Orange Peel went on to Charlies Hill and the return point above the Waiau. One feature was a huge washout, all of 50 metres wide and 50 metres deep, running down to the Waiau, but it had not claimed



the track (yet)! This access is all a bit crazy as trucks do a there and back trip at both ends of the St James, doubling the wear on the road (and truck) when through access would be simpler and easier all around. But that's the Conservation rules! So we turned around and soon enough were in sight of Scotties Camp and all returned to join up, reclaim Suzi Black, and rejoin the main road by the Clarence at the locked gates. Each of

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the "there and back" trips was an hour each way, so it was now mid-afternoon and we were heading to a campsite at Acheron or Molesworth that night. Acheron was soon reached and we decided to push on to Molesworth itself. An interesting building just off the road was a fully solar powered repeater station on the Transpower Fibre cable system. With the Guide, Severn and Saxton rivers behind us we crossed Wards Pass to the Awatere catchment and the Molesworth campsite. Tents, food, beer in that order were swiftly arranged as the sun went down (and DoC collected the camp fees).

### **Day 8 (Saturday) Molesworth and home!**

The morning was both early and cold, five degrees without the sun. But everybody was moving about and getting ready to leave early. We decamped a moment or two after 8 am and headed down the public road to the Awatere Valley. The power lines were our constant companion, and after a few high country stations were passed we arrived at the turn off to Black Birch (the trig Altimarloch). This was a nostalgic visit for me as in the late 60's I was involved in construction and installation of the radio repeater at the top. Other buildings such as the US Observatory have both been added and removed from the ridge since then, but the radio station remains for now. It is a steep zig zag up, with a few bites needed at some corners, but a tremendous view from the top at 1696 m asl. Downers were adding some new gear for the Marlborough Wine and Food Festival in the next week, so after a tour inside and out, we headed down, with the aim of at least two of us jumping on to the earlier ferry at 1 pm. Our third truck had already planned to stay an extra a day in Marlborough. With some haste we both made the boat to check in and change tickets etc.

"Mission accomplished" was the general feeling whilst sitting in the comfy soft seats on the boat, especially doing Mt Fyffe, the Clarence through to Muzzle, St James and Beebys Knob, all tracks needing special access which the Club has either not used for many years or at all. Weather on the trip was awesome, and we modified the planning to avoid the rainy weather and inevitable rise in the rivers, and picked up another day to do the track through to Denniston in the process. We camped out every second night, that's just how it worked out, so we could always prepare lunches and food for dinner in comfort. That meant we could travel longish days with an easy to prepare meal ready in a short time. The party was small, and could travel quickly when needed, but large enough to work around any issues with trucks, tracks, and even DoC.

So another South Island Safari completed. Roll on the "Bits we missed Trip" in January 2014.



### **Zukfest 2013 - Reefton @ Easter.**

I've been trying to get to Reefton for Zukfest ever since their first event back in 2007. Breakdowns in one form or another had thwarted me until this year and when the Christchurch Suzuki club announced the event back in October I was the first to register. We had expected that a few others of the ZukiCentral participants



would attend, but with Pete rolling his Vitara off the track and into a tree after two flips and Nigel heading overseas, your Pres quealing about too many trips to the South Island and Graeme starting a new job, it was left to me and Four Door Phil to fly the CCVC flag with the Chch mob.

Lucky Murray (riding shotgun) and I departed Wellington for the Mainland on the 0230 ferry just a few hours after attending the club's March committee meeting. There was no point going to bed, so as soon as I got aboard I slumped into one of the aircraft type seat and grabbed a few hours kip.

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Some rude fellow disturbed me by rapping loudly on my adjacent window at a rude hour, but apart from that I slept well (someone else near me must have been snoring). Lucky Murray got a cabin to himself so was sprightly when we met on the car deck shortly before 0600. Not ones to hang around, we drove straight through to Murchison for a slap up breakfast and fuel up of the trucks. We were keen to get to Reefton on time, so we pressed on and were there by midday – several hours ahead of the organisers.

We checked in to the Old Nurses Home (no old nurses in sight) and waited for Zuki action. Four hours later (after soaking up some Reefton mining history) we were introduced to organisers: Fat Controller (Terry); and Fatboy Johnny in the Reefton Working Mans Club / RSA. You don't get "Fat" names without respect and over the next few days we realised these mates were the part of the nucleus of the Zuki brothers in the southern club. Other organisers began to arrive including club President James and Treasurer John, and by the end of a pub evening most of the 25 entrants had dropped by to check in and pick up their registration papers. There were three trucks from Welly, two from Nelson and one entrant from western Aussie (ex Invercargill Vitara owner).

**Day 1.** A sunny and calm, warm Reefton day dawned and the fleet arrived outside the RSA. Noticable was the range of models - just 413s, Samurais and Vitaras with one X90 named Barbie. No Jimnys or Grand Vitaras.

There were three trips planned for the day. Possum Bob would lead the Grade 1-2 trip, James leading the Grade 3 trip and Terry to lead the Grade 5 trip. Four door Phil and Fish from Silverstream chose to do the Grade 3 trip but I had no option "you've got a Sammy on 32s with a winch - you're grade 5" Oh well, there goes my plan to enjoy the softer trips and not wreck the truck.

Off we head, Terry the Fat Controller in the lead to the Pylon track along with 5 other trucks including Mad Garry in the Hilux drive train spring over 413 flat deck powered by a v6 commodore, Pete C and PJ from Chch and John and Tyra from Nelson. As named, the pylon track follows a power line over the hill north west of Reefton. It had only been reced for a short distance from the start so we were heading into uncharted waters but knew that the start would be challenging. Yes it was. Winching onto the track from the stream at the "new" bottom. Everyone had to do it and there was a large tree to get around without falling over as well! It all went incident free though although we had a moment of wondering when a weka came out of the bush and had a peck at a winch rope under load. Fortunately no damage.



Off we drove with Terry's warning "its pretty steep and the Hump might stop you". It sure did. Winching again and then onwards and upwards. Murry had driven his Nissan down this hill on his winter holiday July trip so we had "intell" and he knew the worst was over. It was lunch at the top outside a trappers hut while we waited for most of the trucklets to cool down. After a cold drink for the Zooks and a hot one for the drivers we were on the go again. Trev's Hill - "its quite close" so I chose not to pump up the tyres. Driving quite a few kms on tarmac and 10 psi wasn't too good for tyres or truck. The tyres warmed up and so did the Zook. It needed a rest and a cold drink by the time we arrived at the next track.

To get to Trevs Hill you have to negotiate a swamp or two, similar to the Ruts, and suddenly I was Lead Truck. Not to let CCVC down I launched into the first bog and the Green machine did me proud. We had to snatch John and Tyra through and they had to wait for the next truck. Terry directed me to head off up the hill and I didn't need to be told twice. One or two turns and then straight up. The whole Zook was flying at times. It ws an exhilarating buzz, driving that hill of only 300m but it was a complete thrill. The others all arrived in a similar state. It was great.

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We headed back toward Reefton investigating a couple of dead end short tracks before turning up Soldiers Rd and taking the right turn instead of going to Big River. This was just a short run in virgin territory. One steep climb to a dead end followed by a sideways descent (for me) which Murray failed to capture on film:).



Last trip of the day was a short loop up into what looked like pumice country. It was a little technical and ahead of me

John diffed out and needed to winch quite a lot of the way. I followed and while driving a little further, also had to winch to the top. We even had to winch down because of the deep ruts! But it was only a short run and then we were back with the bunch. Time to go home. We aired up and shook out the front hubs. Hello, hello, hang on guys I've got no drive train. Lock in the rear diff lock and got go again but there's something amiss. Sure enough, back at the hostel we jacked up the rear and dismantled the rear passenger side. Lo and behold a snapped passenger side axle was diagnosed.

Now, I don't carry many spares, least of all spare axles - you need four different ones! What you do is head down the pub and look pathetic (something I'm good at). Someone take pity on me. I needn't have bothered. The word was already out and rear axles were being sought throughout Reefton. The wait begins. Murray and I soberly drank sarsaparilla and coke that evening in the hope that a spare would appear and we could fix it before tomorrow dawned. Sadly no. We traipsed back to the Nurses home and had fingers crossed all night hoping for the magic to happen.

**Day 2.** Arrived sunny and warm again. After a fine breakfast of bacon and eggs benedict it was back down to the RSA again for the 0800 start and hope for spare parts bonanza. Sadly it didn't happen BUT Terry did come up with directions to his spare in Christchurch. "It's only 3 and a half hours away. What have you got to lose?" Right we're off. Hang on a minute. John the Treasurer had a fall yesterday and may not be able to continue. Can you take him back? Sure. Poor John had stepped out of his Zook and straight down a bank to the river bed below, injuring his already sore hip and knee. He had a miserable night and ended up calling the ambulance. They declared no broken bones and gave him pain killers but they didn't help much. He jumped at the chance of going home early. A sad end for him to Zukfest but at least he would be in his comfy home that night and Johnny Fatboy would bring back his beloved 413. Our way of distracting John from the pain was to keep him talking about his many Zuky adventures. He drives a taxi day to day and has the gift of easy conversation. Needless to say the journey to Christchurch seemed to take a very short time.

After dropping John off at home into the care of his grown up daughter, we headed west to find Peter C's small holding and the rusting Sammy axle and wheels in the sheep paddock. It was easier to find than we thought and Murray had the axle out before I'd returned from letting Pete C's wife know what we were up to (there was no one home).

Axle safely tucked in the back of the Nissan at 3, we headed back to Reefton via Arthurs Pass. We arrived back at 6.30. Time for a quick drink and feed and then down to work. The Grade 5 trip that day had not yet finished. There were already reports of mayhem coming through. Terry had snapped a radial arm on his coily Sammy. Peter C had snapped a front and a rear axle. They were still three hours from finishing. Should we wait or carry on with our job? We carried on but with no workshop available, we had to do the job in the car-park, using the lights from Murray's Nissan we started the job.

First pull left axle then pull right axle, then pull diff head and remove any broken remains of the axle end.

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Then replace and seal the diff head and drivers axle, and then attend to the replacement axle which had to be coaxed into place. We finished up at around 1 am. When I say "We" I really mean Murray did the job and I held the torch. I'm actually quite good at holding torch. Murray's good at all the other stuff. Fortunately the weather was kind and it remained mild and dry until we'd finished. We scrubbed up and hit the hay at 0200. Alarm was set for 0730.



**Day 3.** Rain and wind. We both woke feeling second hand. Fortunately there was still some bacon to go with the eggs and after a large cup of strong coffee we began to cheer up. Kick off for the morning had been posted for 10, and the team directed all trucks to the base of Wiggly Hill for a team photo at the mid car park. Trouble was, no one had done the recce and even the Grade 5s had a bit of trouble getting up. The Grade 2s mutinied half way up and a back down was required for everyone behind. After a couple of hours of mucking around we all had our trucks assembled in the roadside car park for a group photo and the real day could begin.

While the Grade 5 trucks headed to the Green Hut and beyond, we were keen to take the opportunity to see around the Garvey's Creek open-cast coal mine especially as we had Leigh (who works there) guiding us around. It was a popular choice and over half the trucks decided to join us. Luckily the mine was closed for the day, unlike the nearby Oceania gold mine which works 24/7. We were in for some spectacular sights and even though the weather wasn't in our favour it was great to see the incredibly convoluted twisted coal seams exposed on the previously mined faces.

The current pit face was deep and being constantly filled with uncontrolled loose spill and rain flows and the scale of the whole "remove the top of the mountain" exercise was awesome. We had lunch at the workers smoko hut where the loaders were all lined up. Leigh kicked one into life and showed us a few tricks that these monsters can do - impressive.

We drove to the summit of the operation and down one of the groomed exit tracks to the Waitahu river below. The reasonably large boulder track discouraged most of the convoy and they elected to return to Reefton via the way they'd come in.

Only Terry and I chose to cross the river and investigate the Montgomery Hut track. Good choice by the others as most of the Vitaras would have got fouled on the track which required good ground clearance. The Fats led the way and Murray and I really enjoyed the river side trip where the track narrowed to walking only at the hut. We returned to Reefton past the way we'd come in and on down the river to a road end. It involved several detours down onto the boulders and picking our way through some deep water. Fortunately Green Sammy sustained no further damage.

### **Prize Giving.**

The RSA caterers laid on a great spread and then it was into the drawing of prizes. First came the sheriff ses-

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# Cross Country Vehicle Club (Wellington) Inc



## 2013 CLUB OFFICER NOMINATION FORM

I wish to nominate the person below for one of the following positions of the Cross Country Vehicle Club (Wellington) Incorporated.

Tick one only

<b>Club Officers</b>	
<input type="checkbox"/>	President
<input type="checkbox"/>	Vice President
<input type="checkbox"/>	Immediate Past President
<input type="checkbox"/>	Secretary
<input type="checkbox"/>	Treasurer
<input type="checkbox"/>	Club Captain
<input type="checkbox"/>	
<b>General Committee Members</b>	
<input type="checkbox"/>	Competitions Officer
<input type="checkbox"/>	Driver Training Officer
<input type="checkbox"/>	Entertainment Officer
<input type="checkbox"/>	External Organisation Delegate – NZFWD Association
<input type="checkbox"/>	Land Access Manager
<input type="checkbox"/>	Membership Officer
<input type="checkbox"/>	New Members Officer
<input type="checkbox"/>	Newsletter Editor
<input type="checkbox"/>	Publicity Officer
<input type="checkbox"/>	Safety Officer
<input type="checkbox"/>	Trip Coordinator
<input type="checkbox"/>	General Committee Member

	<b>Name (print)</b>	<b>Signature</b>	<b>Date</b>
<b>Person Nominated:</b>	.....	.....	...../...../.....
<b>Proposed By:</b>	.....	.....	...../...../.....
<b>Seconded By:</b>	.....	.....	...../...../.....

Please complete this form **legibly** and return to the secretary (or committee member) so that it is in the secretary's hands before the AGM on Wed 08 May 2013. You may email the form to the secretary on [secretary@ccvc.org.nz](mailto:secretary@ccvc.org.nz) or post to **CCVC, P.O. Box 38 762, Te Puni** (please ensure that it is posted in time for our final mail clearance on the day before the AGM) or hand the fully completed form to the secretary on the night before the AGM starts;. It would be preferred if it could be returned earlier if possible.

Date	Name	Organiser	Category	Place
<b>MAY 2013</b>				
Wednesday 1st	Amateur Radio Course for CCVC Members - Week 1 (Date to be confirmed)	Ian Hutchings		
Sunday 5th	Akatarawa Ramble - Bookings Required - Book with Graeme (04)5267636 Cellphone 0292001700	Graeme Millard	Family Shiny	Akatarawa Forest
Wednesday 8th	CCVC AGM - In association with club night	Ralph Dobson	Meeting - 19:30	Petone Working Men's Club, Udy St
Wednesday 8th	CCVC Club Night - Visitors Welcome. 7:30pm, Petone Working Mens Club, Udy St, Petone	Ralph Dobson	Meeting - 19:30	Petone Working Men's Club, Udy St
Wednesday 15th	Amateur Radio Course for CCVC Members - Week 1	Ian Hutchings	Event	
Saturday 18th	CCVC Training Day for Prospective Members - Contact AJ (021 760238)	Andrew Johnston	Family Shiny	Orongorongo area
Wednesday 22nd	Amateur Radio Course for CCVC Members - Week 2	Ian Hutchings	Event	
Saturday 25th	NZPWDA National Conference and AGM - West Plaza Hotel, Wellington	NZPWD Association	Event	
Saturday 25th	Orongorongo in May - Book with Morris (04) 566 - 6197 Cellphone (021) 629 - 600	Morris Jury	Family Shiny	Orongorongo area
Sunday 26th	NZPWDA National Conference and AGM - West Plaza Hotel, Wellington	NZPWD Association	Event	
Wednesday 29th	CCVC Committee Meeting	-tba-	Meeting - 19:30	Porirua Club
Friday 31st	Ohinewairua at Queens Birthday - Bookings Required	John Vruink	Shiny 4X4 / Club 4X4	Ohinewairua Station, Taihape
<b>JUNE 2013</b>				
Wednesday 5th	Amateur Radio Course for CCVC Members - Week 3	Ian Hutchings	Event	
Saturday 15th	Akatarawa Ramble - Bookings Required - Book with Graeme (04)5267636 Cellphone 0292001700	Graeme Millard	Family Shiny	Akatarawa Forest
Wednesday 19th	Amateur Radio Course for CCVC Members - Week 4	Ian Hutchings	Event	
Saturday 22nd	CCVC Annual Awards Dinner	John Vruink	Event	Petone Working Men's Club, Udy St
Sunday 23rd	Orongorongo in June - Book with Morris (04) 566 - 6197 Cellphone (021) 629 - 600	Morris Jury	Family Shiny	Orongorongo area
<b>JULY 2013</b>				
Wednesday 3rd	Amateur Radio Course for CCVC Members	Ian Hutchings	Event	
Sunday 7th	Akatarawa Ramble - Bookings Required - Book with Graeme (04)5267636 Cellphone 0292001700	Graeme Millard	Family Shiny	Akatarawa Forest
Saturday 20th	South Island Winter Exploration - Bookings required by 31/05/2013	Murray Taylor	Shiny 4X4 / Club 4X4	Ikamatua/Reefton
Saturday 27th	Orongorongo in July - Book with Morris (04) 566 - 6197 Cellphone (021) 629 - 600	Morris Jury	Family Shiny	Orongorongo area

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sion done by President James. It seems everyone had made a witnessed mistake and good spot prizes were awarded for all sorts of misdemeanors ranging from failing to latch your bonnet and watch it rip itself off its hinges and fly into the bushes to simply leaving your tree protector on the ground for too long.

Next came the drawing of raffle tickets that we'd been pressured to buy all weekend. Fourteen special prizes were up for grabs including a set of Hankook tyres, a WARN winch and a set of Superwinch free wheeling hubs - pretty good for only 25 entrants. The winch was won by Ashley - a local whose dad also led one of the trips. The tyres were won by Lucky Murray and the hubs were picked up by Four Door Phil, and I picked up a snatch block and first aid kit. Not a bad haul for the boys from Wellington.

At the end of it, the organisers looked pretty jaded. I think this could be the last Zukfest to be run in Reefton which is sad but I'm really glad I made it. The concept of a one manufacturer club has its merits as all the guys were fiercely proud of their S logo. It was easy to plan trips for tight trails because they only had to fit one width of vehicle and all were similarly capable.

We forged good bonds with the southern club and look forward to sharing trails again soon in the future.

Steve Mercer.

## Trip Categories

The following trip category definitions, plus any *additional* requirements specified on individual Trip Information Sheets, will be enforced, for safety reasons. Trip Leaders will turn away vehicles or drivers that do not comply. The vehicle and driver requirements given here are a summary of the full requirements listed on the club website. Please refer to [www.cvc.org.nz](http://www.cvc.org.nz) for a definitive list of requirements.

For all Categories: All open or soft-top vehicles must have a roll bar or roll cage.

All Categories **other than Family 4X4** are for members only. Prospective members and visitors are welcome if they can demonstrate to the Trip Leader they are members of another club and have adequate experience.

### **Family 4X4:**

**Description:** Family trip. These trips will be straightforward and will usually include some degree of guidance in driving techniques as necessary.

**Drivers:** Particularly suited to family outings and drivers new to off-road driving, this category is also open to anybody who enjoys this style of trip.

**Members:** Anybody is welcome, especially prospective new members.

**Vehicles:** An important objective is minimal challenge and minimal risk to vehicles. Club safety equipment is mandatory for club members; it is not mandatory for non-members although it is recommended for vehicles once their drivers have participated in one or two trips. All open or soft-top vehicles must have a roll bar or roll cage.

### **Shiny 4x4:**

**Description:** More difficult family trips, for shiny wagons and drivers *with some experience* who want more challenge and don't mind minor bush marks etc on their vehicles.

**Drivers:** Must have some experience, particularly important are experience in stopping, failed hill climbs, steep descents and sidelings. Club members must have completed CCVC Driver Training and participated in at least 2 Family 4X4 trips after becoming a member.

**Vehicles:** Vehicles must have mud tyres, tow hooks and all the required equipment per the club's document "Vehicle Safety & Equipment Inspections". This applies to all vehicles on the trip.

### **Club 4x4:**

**Description:** Challenging trips, for experienced drivers. There will be steep and challenging terrain, modestly deep water and mud, likelihood of bush marks.

**Drivers:** Must have experience beyond that required for Shiny 4x4 trips, including water crossings and vehicle recovery. Club members must have participated in at least 2 Shiny 4X4 trips.

**Vehicles:** Must have mud tyres, tow hooks and all the required equipment per the club's document "Vehicle Safety & Equipment Inspections". This applies to all vehicles on the trip. Accessories such as high-lift jacks, externally mounted spare tyre, bush bars and multiple jacking points are of advantage. Winches are often particularly useful. Generally a short wheelbase vehicle is better suited for the tight tracks.

### **Hard Yakka:**

**Description:** Difficult trips with very challenging terrain and surfaces, where winching, digging, and vehicle damage are all a possibility!

**Drivers:** Experienced drivers only, must have approval of Trip Leader. Club members must have participated in at least 3 Club 4X4 trips.

**Vehicles:** As per the Club 4x4 category. In addition, a roll-bar or roll-cage is recommended for all vehicles on Hard Yakka trips. Often a winch is mandatory on a Hard Yakka trip; this will be specified on the Trip Information Sheet



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