



Cross Country Chronicle

May 2018



The Official Magazine of
The Cross Country Vehicle Club (Wellington) Inc
PO Box 38-762, Te Puni 5045, Wellington
www.facebook.com/wellingtonccvc/

The club meets at 7:30pm on the 2nd Wednesday of each month at the
Naenae Bowling Club, 25 Vogel St, Naenae, Lower Hutt

Call (04) 939 2284

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GOOD *Y*EAR



WHEN HELP IS NEEDED

Should members need assistance in recovering their vehicle (typically when used on a non-club activity) they should contact in the first instance:

Duncan Grocott, Phone 027 487 6676

(other members can then be tasked to assist)



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Vehicle Inspectors



Brian Howat

Howat Engineering
10 Horlor St, Naenae
Ph. 04 567 1471

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

Shane & Carl

Mendoza Mechanical
34 Goodshed Road, Upper Hutt
Ph. 04 527 7274

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

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, its 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.

Upcoming National Events

May 19-20: NZFWDA Conference & AGM

Held in Invercargill this year. Saturday's programme includes visits to transport World and Classic Motorcycle Mecca. NZFWDA dinner Saturday evening. AGM Sunday at the Ascot Park Hotel at 09:00am, with a possible run out to Oreti Beach (famous for Bert Munro's Worlds fastest Indian) in the afternoon.

May 25-27: Hawke's Bay Winch Challenge

Vehicle scrutineering Friday with stages Saturday plus some night stages. Competition continues with more stages Sunday. Classes are Challenge, Club and Modified. No spectators unfortunately. Contact the organisers Nigel Reid on 021 452 668 or Steve Franklin on 027 430 4231 for further information.

June 01-03: Mainland Superwinch Challenge

Round One, hosted by the Marlborough 4WD Club, venue is Maruia. Email mainlandwinching@gmail.com for an entry form.

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.



CCVC Club Member's Photos and Videos

We are always keen to share club member's trip photos and videos at Club night.

Here are some simple guidelines to make it easy for everyone:

Pick your best 6 to 10 photos, resized to 1920 x 1080 pixels (or use a lower resolution on your camera)

Email them with a brief description of event, location, date taken and any notes you would like included to Brendon Millard

Email address: photos@ccvc.org.nz

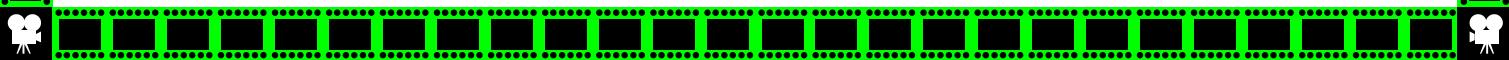
Note most email systems have a size limit for email of 10MB. If you don't know how to resize the photos or the email is bigger than 10MB, use an online service like files.fm or put on a USB stick and contact Brendon to arrange collection / drop-off.

Always looking for 4WD related video clips, PowerPoint presentations, YouTube listings, etc. that can be shown on club night - we have the technology!

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

Contact details

Brendon Millard
2/11B Gemstone Dr, Upper Hutt
027 2235705 anytime
04 5680157 work



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:

Large Marquee
Small Marque
Portable gas bbq

Water pump/blaster (useful for cleaning trucks)
Six handheld radio's on club frequencies (used on training days)



Presidents Piece - May 2018

Hi all,

Lots of notices tonight –

AGM – Club meeting on May 9th is preceded by our AGM. I'm sure you'll be lining up to hear the President's and Treasurer's reports! If you want to contribute to the running of the Club then fill out a nomination form on the night for a Committee position.

Remember the **FREE MEMBERSHIP DRAW!!!** We'll be drawing out four more applications for membership as a social member of the Bowling Club – CCVC will pay the first year's subs. The six drawn last month should bring their application forms along so we can get them in to the Bowling Club.

Our Awards night dinner is on in June – this will be back at Boulcott Farm Golf Club, see the huge ad a few pages on. You need to book and pay for it through the Club web site. Anyone with a trophy from last year is asked to get that back to Alan Donaldson in the next couple of weeks as he needs to get them engraved before the night. It'll be a big one with a great stand up comedian for entertainment and excellent food catered by Blue Carrot!

The Twin City 4x4 Club in Hawke's Bay are running a winch challenge 25-27th of May. You might want to enter your truck but if not and you can help out they're looking for marshals for the weekend – please contact Steve Mercer for details and enrolling. Doesn't look like a public event so you can't go along and just watch!

Neil





Notice of Annual General Meeting

Cross Country Vehicle Club (Wellington) Inc

Notice is hereby given that the 2018 Annual General Meeting of the Cross Country Vehicle Club (Wellington) Inc will be held on Wednesday 9th May 2018 at the Naenae Bowling Club, 25 Vogel St, Naenae. The AGM will be in association with the May club meeting.

**Paul Sadlier
Club Secretary**

The following two motions will be put to members at the AGM in order to change the joining criteria so new members can join without having to do the training day or having to have the vehicle inspection completed:

Motion 1

That clause 10(d)(iii) of the Rules of the Cross Country Vehicle Club Wellington Incorporated be deleted.

(This clause currently is - Every candidate shall "have obtained, if the owner or part owner of a vehicle to be used by the applicant on Club four wheel drive trips or events, the required Club vehicle inspection certificate from a Vehicle Inspector of the Club and had this recorded on the application form. This condition shall be waived where the vehicle already has a current Club vehicle inspection certificate.")

Motion 2

That clause 11(c) be amended to read "Ensure that any vehicle, owned by the Member or otherwise, used by the Member on Club four wheel drive trips or events meets the Club trip criteria."

(This clause currently is - "Ensure that any vehicle, owned by the Member or otherwise, used by the Member on Club four wheel drive trips or events meets the Club criteria and has a valid Club vehicle inspection sticker.")



Cross Country Vehicle Club (Wellington) Inc

2018 CLUB OFFICER NOMINATION FORM

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

Tick one only

Club Officers

- | |
|--------------------------|
| President |
| Vice President |
| Immediate Past President |
| Secretary |
| Treasurer |
| Club Captain |

General Committee Members

- | |
|--------------------------|
| Competitions Officer |
| Driver Training Officer |
| Entertainment Officer |
| General Committee Member |
| Membership Officer |
| Newsletter Editor |
| Publicity Officer |
| Safety Officer |
| Social Media Officer |
| Trip Coordinator |

Name (print)	Signature	Date
--------------	-----------	------

Person Nominated: / /

Proposed By: / /

Seconded By: / /

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

(If anyone wants a one page copy of this nomination form drop me an email (newsletter@ccvc.org.nz) and I will email you one - Ed)

CCVC 2018 Annual Awards



Est. 1892
BOULCOTT'S FARM
Heritage Golf Club (Inc)

Fri 08 June 2018

Drinks from 6:00pm, dinner from 7:00pm

Cost: \$30 members & partners, \$50 non members

Stand Up Comedian show by James Nokise

(New Zealand's favourite Samoan/Welsh stand-up comic)

ACTION TYRES

Call (04) 939 2284

Cars Vans 4x4's Tyre Service & Repairs
Commercial Vehicles Industrial Equipment



CCVC in association with Action Tyres will present a \$1000 tyre voucher to some lucky ticket holder!

Second major prize for all members who purchase a ticket to the Annual Awards - 1 nights accommodation and dinner for 2 in the Wairarapa to the value of \$750

Plus spot prizes from

BRIDON

Bookings can be made via the club Wild Apricot website. For more details contact John Vruink on email john.vruink@gmail.com or 027 443 9981.



Grant Uridge - Plus4 Insurance Solutions

- for insurance that pays out at claims time

Grant realises that many people enjoy talking to insurance brokers as much as they enjoy a visit to the dentist!

But at least with Grant we can talk about the slips down Odlins Road or what's the best winch to have!

But getting the most competitive premiums, quality policy wordings and best products for life, health, income and trauma insurance can save you hundreds or thousands of dollars over time.

While Grant Uridge at Plus4 cannot guarantee every claim is paid. He will make sure that you

know what you are covered for and, in the event that there is a problem, will go the extra mile to get it sorted.

Grant makes sure that you have sufficient cover, at the best prices, so that if the unthinkable happens, you and your family can carry on and avoid a financial catastrophe.

Remember, insurance is all about the claim.

For insurance from someone who will talk your language talk to Grant Uridge,
027 448 8689, 04 976 1099
or grant@plus4.co.nz



Every CCVC member taking insurance with Grant receives a free emergency kit
A copy of Grant's Disclosure Statement is available free of charge.

G. Guy Motors

4WD SPECIALISTS NZ



CCVC VEHICLE INSPECTORS WELLINGTON

SUPPORTING 4 WHEELING IN THE CAPITAL SINCE 1999

MARLBOROUGH MEANDER

This trip was to be a journey into relatively remote parts of Marlborough, on established tracks but with only occasional farms, huts, toilets and the necessities of life. So we were prepared to camp as required. Pre planning for access and ferry bookings were put in place and we were all set to go on January 20. Together with Anniversary Day this allowed a full week of travels with only four days away from work etc.

The itinerary was left a little flexible because we might not be able to go everywhere we wanted to, but the plan was to visit Kaikoura, Muzzle, Molesworth, Rainbow, St Arnaud, Branch river, Mt Campbell and Mt Patriarch. Even as we set off the DoC website noted a couple of our intended tracks were closed!

As we planned to cross the Clarence in its middle section, the big question was about river levels. There are two NIWA river gauges on line which show the flows in the Clarence before the Acheron junction, and the joining flow from the Acheron River. The Acheron had peaked at 35 cubic metres per seconds (cums) a couple of days ago (from 10 cums) and was slowly dropping, while the Clarence gauge was around 15 cums and steadily heading down. On previous crossings the gauges had both been under 10 cums so the crossing may well be marginal or not prudently possible, especially as one truck was missing a snorkel.

Day Seven – Leatham Valley

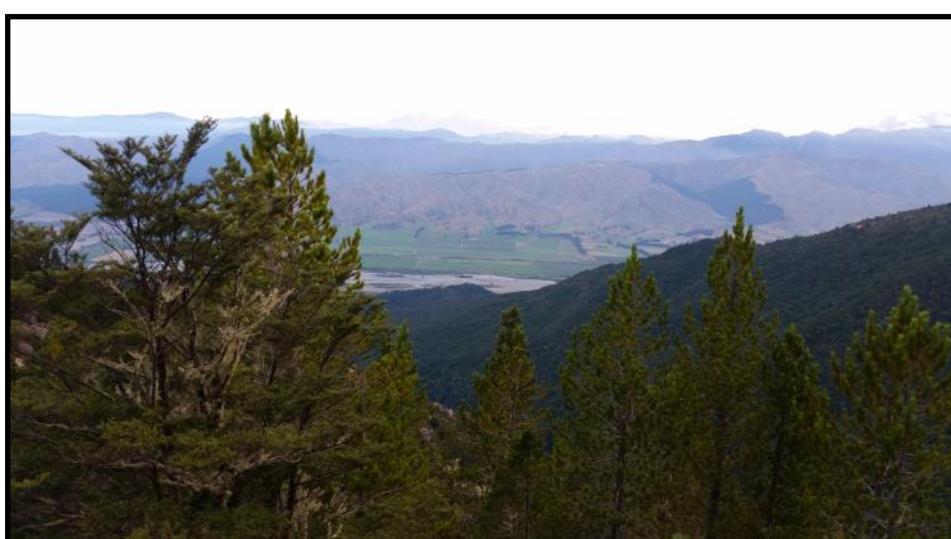
The party was all ready to go early next morning and all trucks were again fully functional. We gave the Kea Castle a good clean and bid farewell to our luxury stay. Our first stop was at the Howard Valley and Louis Creek, a gold fossicking area. There are two such areas around these parts, Louis Creek and New Creek a littler further on our travels. Whilst we did not make our fortune at the Creek, we had fun in the sun searching and panning. The Porika track was our next track. This is a public road, but not maintained by the local Council. The surface was firm, but a little bumpy and we soon reached the top and started the descent. We got tremendous glimpses of Lake Rotoroa and eventually reached the picnic area at the lake. We called a lunch stop, but the sandflies and mos-



Greigs Hut, Branch Valley

sies also wanted lunch so it was a pretty quick stop. On the roads down to SH6, Orange Peel reported a squeaky wheel. It was either a small stone or the brake disc stone guard itself, but a quick heave on the stone guard restored the truck to normal.

We then headed up towards the turn off to Lake Rotoiti and despite it being clearly announced over the Club radio, and the large road signs, only two out of five trucks made the correct turn. The first two trucks were aware that small gaps in the convoy could cause much larger separation because of the stop-go roadworks were had to pass, so were not overly concerned at loss of visual contact. This soon turned into loss of radio contact! The third truck, and with the following two obviously in auto pilot, continued up SH6 heading to Nelson for some kilometres before realising their mistake and turning back onto the St Arnaud road.. Oops. Without a formal meeting point at St Arnaud, it was obvious that the coffee shop would be the first port of call in a search, and sure enough there they were! At least the spare time gave Orange Peel the opportunity to call in at Diks Place and collect a painting trestle he wanted to ship north on the roof bars.



Wairau from enchanted lookout

So somewhat later than planned we went on down the Wairau valley and up the Branch River. Passing the crossing point, we continued up the Leatham Branch to stop for the night at Caves hut, a pleasant enough grassy campsite adjacent to water and toilet facilities. The water came from a hose pipe that just ran onto a few stones without a tap. But it worked and the water was fresh, cool and clean. The

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threatened rain came, but not for too long and despite the heavy thunder and lightning we settled in for the night.

Day Eight – Mt Morris and Northbank Road

After a night when the threatening weather abated, the only issue was the hoons about 2am who went up river, decided they could not cross the river and came back horns blaring. The morning was fine and after breakfast we headed a little further up the valley to Barbers Hut. There we met a tramer who had got a puncture on his mountain bike just 50 metres from his car, and decided to walk up that night. He was hut bagging and was to head up river to Bottom Gordons Hut and beyond that day.

We also wanted to look at the Branch River that day and therefore returned to the crossing point we had passed yesterday. The crossing was easy enough, and the track to Griegs Hut was relatively simple. A nice 12 bunk Forest Service standard hut, now managed by DoC. The area was a little puzzling as it was all pinus trees in a Conservation area. A fellow 4WDer at the hut advised there was a tree down across the track to Mt Morris, so we headed up with chainsaw at the ready. Soon enough we had work to do, but with the tree cleared the track UP was relatively straightforward. Howard was worried about noises from his front axle so he turned around, parked up, and both Howard and Jeanette completed the journey up as passengers. There were various tree branch's which provided both height and width gauges for the trucks heading to the top car park! From the carpark a short walk led to the ridge line where the fullness of the valley was evident. Everywhere towards the ridge there were stunted pine trees clinging to the slopes. We descended to the hut for lunch where an article told the story of the pine trees.

In 1965 the NZ Forest Service was concerned about the lack of vegetation and consequent erosion in large areas of the Branch and other tributaries of the Wairau River. So a planting exercise was started with clumps of trees on ridge lines and spurs. In one year a total of 1700 acres was "clump" planted, each 10 acres had a clump of 150 seedlings at 8 foot separation being planted on a ridge or spur. Each 10 acres the clump was repeated. In a few years the trees self-seeded and soon filled in the "in-between" areas leading to erosion control over large areas. The project was repeated over at least four years and possibly eight years. The cost, including seedlings, labour, helicopters and supervision was around \$5,000 per annum! Now there is a good tree cover which self regenerates and holds the slopes against erosion.

On the way back to the Wairau Valley we detoured past Lake Argyle, a small hydro reservoir used for water sports. Our days final target was across the Wairau River so we headed down to a possible crossing point. Captain Underpants reported water at 800 mm one third the way across and getting deeper and swifter. Other more braided crossings were inaccessible from publicly available roads so we retreated to Renwick for fuel, food and a nice concrete highway bridge.

Howard had been unable to secure a ferry booking for Sunday, and Jeanette had plans to visit relatives in Blenheim, so they left the main party at Renwick. Then there were four!

Fish and chips were eaten on the roadside some km up the North Bank Road, and we then headed towards Lake Chalice. The DoC information was a bit vague, so we just drove on looking for a suitable camping spot. Shortly Orange Peel reported a clanking sound from a second broken OME shock absorber. Bugger again. A quick stop at the Overland

Workshop had it removed and more temporary straps installed. It gets quicker the second time around! Soon enough we determined there were no formal campsites where we were headed, so we stopped at the Enchanted Lookout carpark and holed up for the night. A couple of mountain bikers were also in residence in their camper. It was a pleasant enough spot and after a look at the magnificent views, dinner and ablutions we all headed for bed.



Relaxing

Day Nine – Mt Patriarch and homeward bound

This was our last day and we planned to follow the track as far as it went. Various maps showed it stopping at different places and the DoC information was confusing, being orientated for mountain bikers rather than 4WD'ers. Being our last day we wanted our tents dry and clean so we left them pitched and headed out. Ian travelled with Graeme leaving Orange Peel at the

(Continued on page 12)



Mt Patriarch

metres onto scree slopes to avoid impassable sections. The top was reached after about 90 minutes and the views were again spectacular. A simple sign confirmed the height at 1656 metres asl. A small cabinet nearby housed a solar array and DoC radio repeater. After photos we headed down and in about an hour we were back at the carpark where a welcoming party provided hot drinks, food and a South African sugar dumpling delicacy. The next task was to return to the campsite, have lunch and strike the tents. Graeme headed out from the campsite a little earlier than the remaining three trucks so as to be able to head to Kaikoura to visit relatives. Then there were three. The rest of the party took a leisurely lunch and headed down to the North Bank Road. Still feeling a bit sticky and sweaty from the hiking, a stop was made at a small side stream where swimming was enjoyed. A bit chilly at first but it seemed better after you were cooled down! We all choose discreet spots to get dressed again but John and Helen were reminded by a couple of slowly passing mountain bikers that their spots, while visually sheltered from other swimmers, had excellent visibility to (and from) the main road bridge!

As we headed back to Picton, Orange Peel, accompanied by John and Helen, detoured via Blenheim to post back the Mt Campbell key and pick up some food. However, as the Clubs Marlborough was open for meals at 5 pm, this proved a nice airconditioned venue to relax and eat.

We all met up at the ferry for ice creams (thanks Graeme) and were soon loaded on board. Ian had a cabin which made his time pass quickly.

So another successful CCVC trip was over with good companionship, great tracks to remote areas, awesome mountains and terrain to see, a few manageable breakdowns, and superb weather. The most appreciated feature was probably the book-a-bach for two nights after four nights camping.

We are doing it again...South Island of New Zealand, based at Waiutu Lodge - Reefton - shared bunk style accommodation or own arrangements in local area.

South Island Annual Extravaganza

14th to 21st July 2018

Club 4x4 - Winches compulsory and working!!!!

This is the continuation of the successful annual South Island trips run over the last 4 years. More orientated to the tougher truck and winches are a must along with snorkel and recovery gear. Waiutu Lodge is a DOC open plan facility which is a good base to have a look around the upper West Coast. A mixture of new and old tracks are covered along with checking out new areas. An intermit knowledge of Westport and the local mechanics and auto electrician has also been established over the last few years. Very family friendly as well. Spaces are limited so book early. Please bear in mind this is a fun family trip and we do expect all parties to muck in around evening meals and the like if staying in the lodge.

What you will need:

4x4 truck

Winch and Recovery gear

Mud tyres and snorkel

Some damage can be expected and scratches will be a must

Please make contact with either Ross Pickard or Murray Taylor or Grant Uridge grant@plus4.co.nz for more information and a chat about the trip

campsite. The road past the Lake Chalice carpark turned out to be fine with only a few narrow parts which presented no difficulty. We soon passed the mountain bikers who were at our campsite overnight and arrived at the road end. Mt Patriarch seemed welcomingly close and the GPS confirmed it was just under two km as a straight line distance. So Helen, Ian and John decided to hike along and up to the top. Gemma and Shaun joined the party for the first part which was through a patch of stunted pinus trees which were slowly creeping their way up the slopes, presumably also an earlier erosion control measure.

The mountain top was only 200 metres higher than the road end, but the track had to circumnavigate some craggy rocky parts. So when the track was not hopping around the rocky top part, it dived down a couple of hundred

Club Clothing

John Vruink on behalf of the club has been investigating club branded clothing for members to purchase. He is working on getting samples and we will get the gear modelled and photographed shortly (and include a form to fill out) but in the meantime here is a list of the new club clothing and prices:



Cap	Navy/White 4014	\$15
Beanie	Navy 3059	\$20
Hoodie	Navy ZHH	\$75
Soft Shell Jacket	Black SJM	\$110
Jacket	GJ Navy/Charcoal	\$100
Polo Shirt	Navy/White	\$40

If interested please contact John directly on john.vruink@gmail.com

Otapawa Station over Easter

EASTER FRIDAY:

On a sunny Friday morning we made the trip from Palmerston North across the Pahiatua Track to the northern Wairarapa, then followed the winding back roads to Otapawa Station. There we met the group we would spend the next three days exploring with.

Our trip leader was Stewart Burrell in his well set-up Nissan Patrol "Daisy". John Vruink in his Land Cruiser would act as a second guide throughout the trip. The different marques were well represented; on the trip were two more Nissans, one Jeep Wrangler, one Hilux, one Pajero, Graeme and Linda in their Daihatsu, and us in the Land Rover Defender.

After settling into our backpackers accommodation, we headed off for an afternoon of exploring. Otapawa is a large 9000 acre station of steep hill country, and the views from the tops of the ridges are truly spectacular. Conditions over the weekend were relatively dry, however it was easy to see how many tracks could become impassable with more moisture. Friday afternoon we visited the back valley and the play area, a good introduction to the property.



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SATURDAY:

Saturday morning we awoke to gale-force wind gusts, a total change from the previous day. After an 8:30am driver's briefing, we headed off to explore the lower bridge tracks. This was intended to take us through to lunch, however it quickly became an all-day exercise. We soon arrived at a dirt bridge that had fallen away and was too narrow to drive over. The solution was to send John Vruink's truck through the muddy ditch beside the ditch, and then winch the rest of the trucks across, a fairly time-consuming exercise!

Later in the day some spade-work was required as we arrived at a point where the track had fallen away, and once again several trucks had to be winched through. This was a fairly nervous moment for some as their trucks slid towards the edge of the track.



After a day of challenges and more great views, we headed back to the lodge to relax before dinner. That evening, the owners of the property, Douglas and Dara Robbie, put on a fantastic barbecue dinner in a dining space inside the woolshed. Everyone thoroughly enjoyed the meal, which was followed by a dessert including several pavlovas and many profiteroles. Douglas' parents also joined us for the meal, and we spent a very pleasant evening listening to his father's stories and learning about the history of the property.

EASTER SUNDAY:

Sunday morning the weather had again changed completely, with barely a breath of wind and clear sunny skies. Due to the rain overnight, we started off the day with lower tracks around the play area.



For the afternoon, we headed towards the top of the farm. At one point we arrived at a fairly serious hill-climb with a boggy ditch to cross at the bottom. This would be the site of some serious drama. Stewart headed up first and made it to the top without any problems. We went behind in the Land-Rover, but our all-terrains ran out of grip on a slippery step. Stewart towed us to the top before reversing down to rescue the Jeep and Hilux. After linking all three vehicles together, they hit the gas pedal, but a sudden jerk on one of the tow ropes was strong enough to bend the Jeep's rear tow-hook straight. A reminder of how much force is involved in a recovery operation. Stewart and the Jeep continued to the top, before Stewart began reversing again to collect the Hilux. However, a few seconds later we heard yelling from the top of the track, where Daisy was now resting on her side! Now the rescue vehicle needed rescuing. Fortunately, the other vehicles had by now taken an easier route around to meet us at the top, so there were many people on hand to help right the Nissan.

When all vehicles had been rescued, we continued on to the boundary of the farm, before heading back via the airstrip and the suitably named zig-zag track.

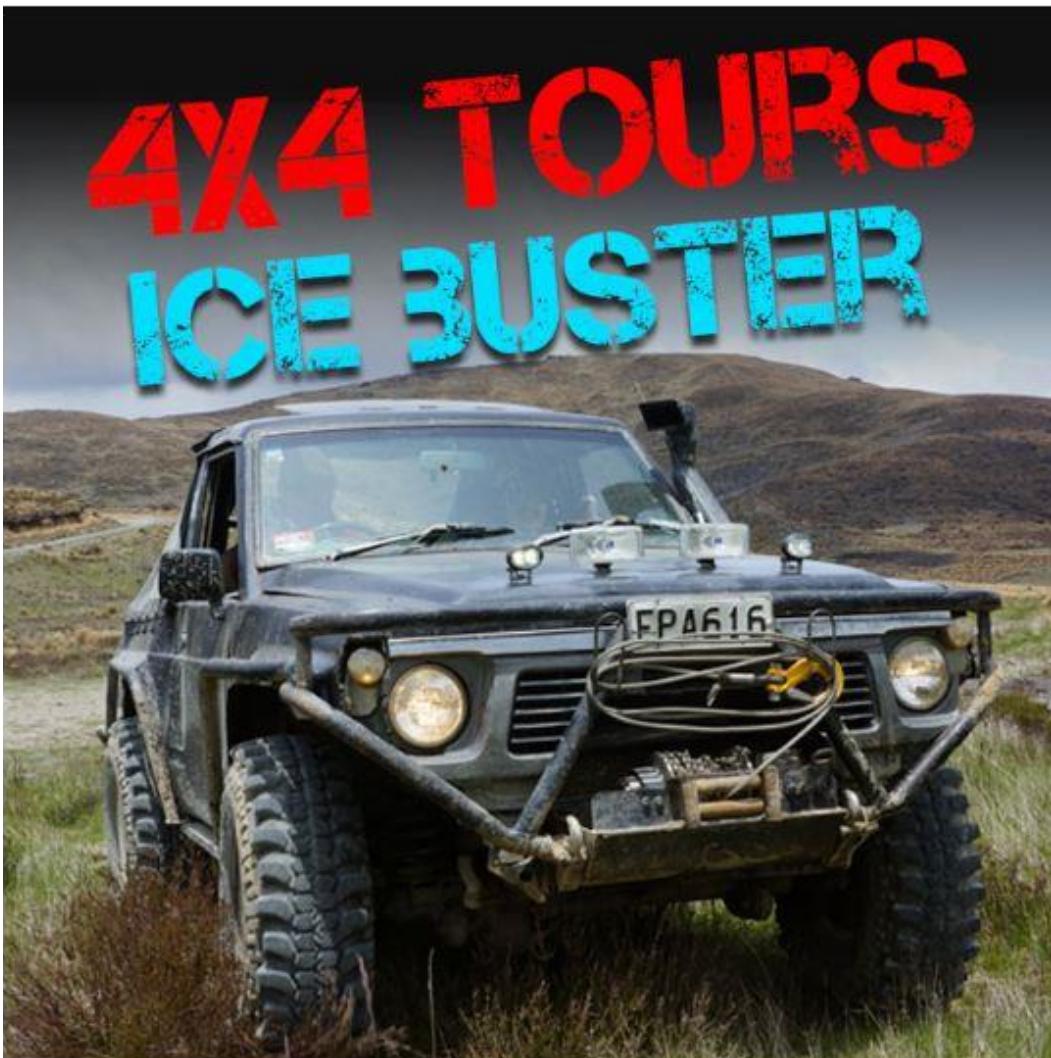
EASTER MONDAY:

Monday morning was spent driving the full over the road track. Here, Stewart managed to find another challenge in the form of a steep, slippery hill-climb out of a creek. After John and Stewart made it up, we had a try in the Land Rover. Our run up the hill was going quite well until the front of the vehicle ended up facing a rather stout tree! Luckily John was able to reverse down and tow us up the last stretch. We were suitably impressed when the Hilux made it up under its own steam, leaving a decent amount of rubber on the track!

Overall, a fantastic trip was had by all. We felt very fortunate to have access to this great property. Thank you to Stewart for running this weekend. We will be back!

By Jonathan Goodson





28 - 29 July 2018

Ice Buster is a new and unique 4WD event. Unique because it is held under the biggest North Island mountain in the middle of winter. Unique because it encompasses guided touring in the best alpine terrain in NZ.

A Four wheel drive event that celebrates the diverse climate of the central plateau in true winter style. Saturday and Sunday are guided Safari days where we explore the features and some of the history of the 163,000 acres of the Waipoua military Training area. This Safari is deliberately placed in mid winter to give you a chance to drive in real winter conditions. It is also placed at a time when there are few other events or distractions.

An important notice. Because it is winter "Ice Buster" is only open to trucks that are equipped winter conditions. This event is not suitable for "Shiny -Shinies." However Dull Shinies are OK. Ice Buster will only be open to a maximum of 55 vehicles of Three groups/convos of 18. The groups are likely to be "Dull Shinies, Adventure and Club Trucks"

What's included:

- One of the best winter events in New Zealand set in the amazing tussock country of the alpine Central North Island
- 2 day event registration (Saturday and Sunday)- if you choose the on site registration choice your entry fee includes accommodation in the Barracks at Waipoua and all meals during your stay.
- 2 day Registration either camping or staying off site. If this is your choice then you arrange your own accommodation and food and report each day.
- We limited the number of trucks for this event to 55. This keeps the average size of each group down to 18 trucks. That way we maximise trail time and not stoppage time.
- You must of course have good offroad or ATV tires. You will also need basic recovery gear such a towing strop, etc with a recognised vehicle towing hook.

Registration Notes – All registrations must be completed on our web site. There will be no on the day registrations. We will send you your event briefing notes approximately 2 weeks before the event.

<https://offlimits.co.nz/event/ice-buster/>

SUNSET TRIPS

The Regional Council run a couple of "Sunset Trips" each year where the Club gives the pre-booked public a 4WD trip, ending up at a suitable spot for viewing the setting sun. This is a part of our partnership with the Council and the Community.

Originally these were held at Battle Hill, but with the Transmission Gully roading project cutting off access from Battle Hill to the forest ridges, the trips were shifted to Belmont Regional Park. For a year or two the route in the Belmont Park was able to include the Waitangarua ridges, but once again the roading project forced a route change.

This year the route was set to include a seldom visited area of Boulder Hill and an new 4WD access route from Dry Creek. This route went up from Dry Creek to Boulder Hill, around to the ammunition bunkers, pausing at the new woolshed, down to Stratton Street and up to Belmont Trig for the actual sunset. The meeting point was set up for the commuter carpark at the Haywards Interchange which gave easy access to Boulder Hill. A bit tricky finding the car park access the first time as it branches off from the ramp leading to SH2. Don't miss the turn!



The recce for the route worked well, with only a small section of "uphill grass" where the route could be tricky in wet weather. There was not a formal track in some places but, typically, the only mud was at the top of the hill! As a side trip, we visited a side ridge where a fencing contractor was working. This enabled a bit of park management and a check on a newly constructed irrigation dam which was filling up nicely. The fencing was a part of a project to segment off a coupe of bushed areas in gullies where regeneration without stock damage could occur over the coming years.

However, on the way back from dropping off the Ranger the beloved Orange Peel decided to grind to a halt at the Maungaraki roundabout. The clutch had become inoperative which meant an inability to select or change gears while the engine was running. Not to be daunted, the truck would go forward in first gear by stopping the engine, putting it into gear, and starting again. With a shudder and judder the truck would go under normal engine power but only in first gear. Hmmm not to be easy getting home!. So stopping on the downhill slope onto State Highway two and repeating the trick in second gear got Orange Peel rolling southwards to Wellington. Speed was limited by the maximum sensible engine revs in second gear!



With a bit of thinking, and a quick phone call, it seemed best to run straight thru to G Guy's (who were still there) and leave them to sort it out. A bit slow along the highway, but traffic seemed to be able to pass satisfactorily and with a miraculous small gap appearing in the northbound commuter flow at Thorndon, the truck was inside G Guy's workshop!

Upon inspection the next day it turned out the master cylinder had decided to give up the ghost. The parts would not be available till the next day, a day after the Sunset

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Trip, so the ever helpful Grant lent me their white ute for the trip.

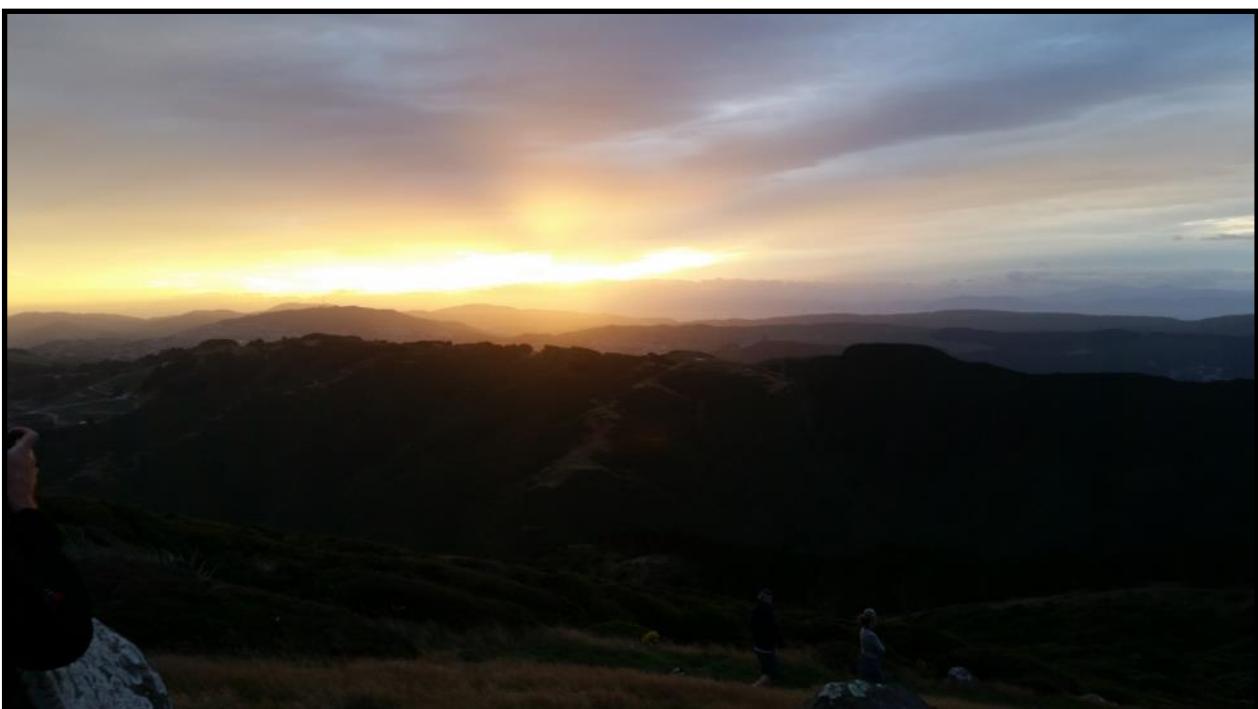
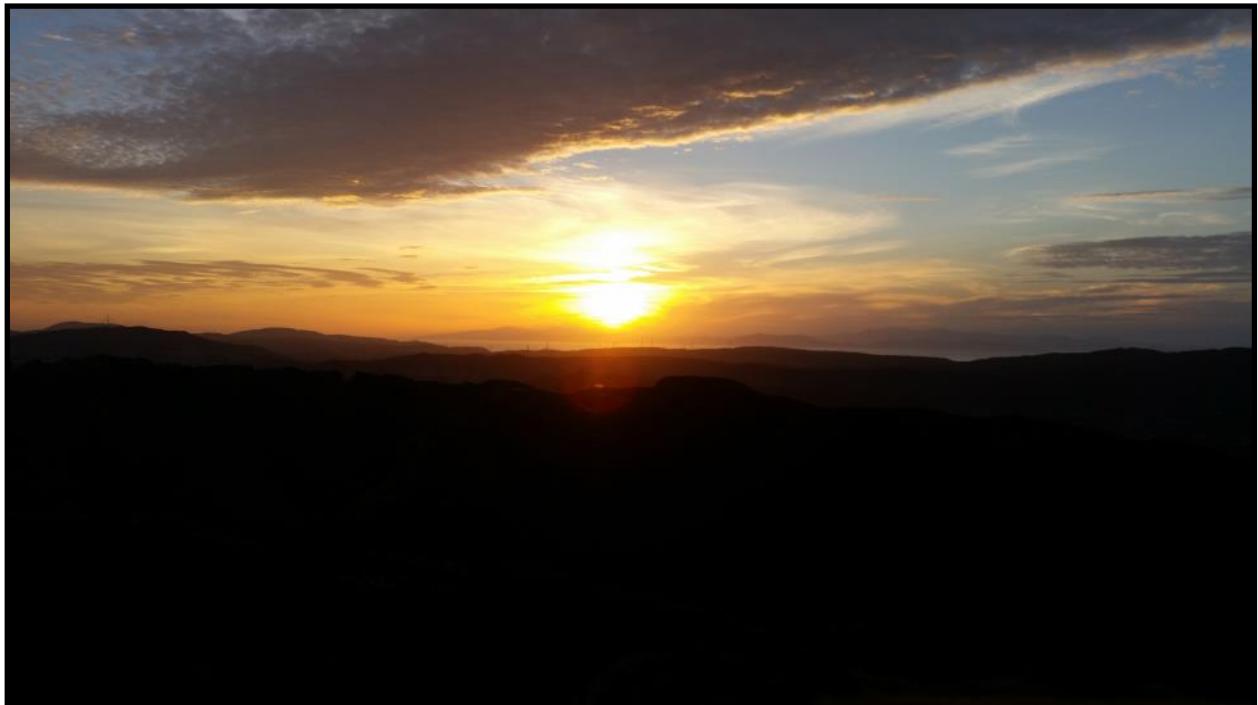
So the two trips were set to run, but last minute calls for trucks were necessitated by higher numbers of the public than in previous years. Unfortunately several members of the public did not show for the first trip, meaning a couple of empty trucks. We don't have the option of "overbooking" that the airlines seem to utilize, so our load factor is always a bit of a "wait and see" exercise.

As always, the sunset is an uncertain outcome as cloud can spoil the finale. For the first trip there was cloud, but a gap appeared and gave a good display.

On the second trip, one truck had some overheating issues ascending Boulder Hill, but we eventually reached Belmont Trig to see a second good display, even if cloud again played a part.

Maybe next year we might plan a different route, perhaps doing the sunset viewing from Boulder Hill. Whatever the route it will always be an interesting trip and hopefully allow exploring a different area of the park.

Thanks to the ever-reliable crew of CCVC members who turn out each year to make these trips a success.



Akatarawa - Recce trip 28 Dec 2017

Shortly after assembling and the trip leader Grant's briefing we had a minor delay while we removed the awning from Sean's lovely shiny Series 80 - low hanging branches were expected and would have resulted in the extraction anyway, just not in a kind way.

Steve's mysterious puncture stopped us for a second time only minutes from departure. A quick change with a few of us chipping in saw him back on the off road.

Grant's "spot of bother" was caused when he didn't take a sharp corner tight enough and was left in need of a tow back to the track. Quickly followed by James who promptly got stuck too in his little Suzuki, fortunately he had the decency to rescue himself.



A quick stop at the beautiful transmission gully viewing spot of our own creation that we walked to above Battle Hill, some of the photos give a glimpse.

Deep in the blowfly track Dave managed to avoid all instruction and put his right wheels in the left hand rut (something that was seemingly impossible to do though he proved otherwise) and got into that almost-tipping-over situation before all the yelling and shouting got through and he let the pedal off the metal.

Lunch on one of the peaks overlooking Porirua inlet.

Back on the track then Sean lost a rear wing on a tree deep in the forest. It looked like the whole rear bumper would have to come off but fortunately only a 10 minute repair was required. It must also be said that Sean seemed to take every opportunity to get into the swing of track maintenance and get out with his saw and cut back the scrub whenever he could. Accordingly we'll know him as Sean the arborist from now on.



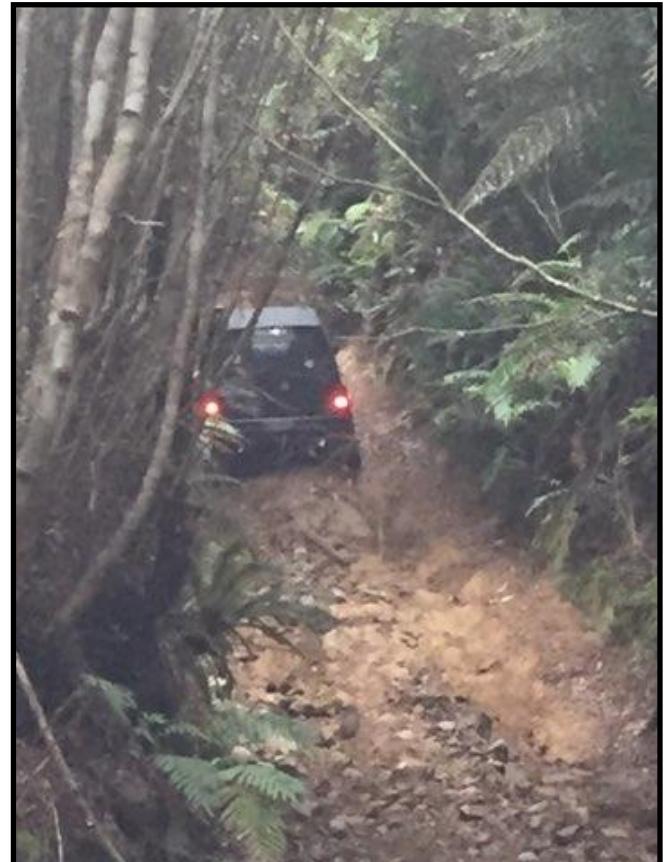
James was stopped once again but this time by the devil himself (or rather his staircase) it took several attempts for him to surpass the tricky muddy and rocky slope. Though we later discovered that he'd damaged his Vitara and lost front wheel drive making him rear wheel drive only, as a result our return was somewhat belated. Grant ended up hitching James up and the two of them driving out non-stop to the end of the track with the rest of us reforming a convoy and eventually catching them up.

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A great day, a bit wet here and there, and lots of gorse but we cleared a lot (loads left on my front bars when we exited).

Paul Jonson
Pajero SWB



PS: And just an addendum, trip report author admits to a wee blunder a few days later on the McKenzie Trail, guess which photo.



Cross Country Vehicle Club

Roll of Honour

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

Member Information:

Name	Joined	Life Member	Brief History	Deceased
Bob Jeffery	1971	1981	Meeting to form CCVC held at Bob's house Steward 1982	1998
George Bean	1971	2004	Treasurer 1972, 73, 74, 81, 82, 84 Steward 1976	
Peter Boniface	1971	2006	Not listed as a committee member	2006
Ron Oliver	1971	1979	Initial President in 1971 President 1972, 73, 74	
Vern Lill	1971	1981	Committee 1974, 76, Steward 1975 Delegate 1977, 78, Vice President 1979, 80	2014
Steve O'Callaghan	1994	2015	New Members Officer 1999 till 2015	2015
Ron Wadham	1993	2004	Safety Officer 1997, 98, led many CCVC trips	2015
Owen Farqhar	1971?	2006	Vice President 1978, 79, 86, 87 Delegate 1996	2016
Ron Johnson	1980	2006	One of our founding members, Competitions Officer 1984, Committee member 1983, 85	2017

CCVC Life Members

Tom Adams	Graham Barr	Leith Bean	Stuart Brown	Andy Cockroft
Mike Gall	John Hughes	Heather Jeffery	Steve Lacey	Colin Landy
Phil Lewton	Bruce Mulhare	Raynor Mulhare	Peter Osborne	Ross Perkins
Grant Purdie	Tony Street			

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.

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.ccvc.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 stropping, 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

Date	Name	Organiser	Category
May 2018			
Sunday 6th	CCVC Training Day for Prospective Members - Book with Phil (philgreen2964@gmail.com)	Phil Green	Training (Unknown)
Wednesday 9th	CCVC AGM - In association with Club Night	Neil Blackie	Meeting - 19:30
Wednesday 9th	CCVC Club Night - 7:30pm Naenae Bowling Club, 25 Vogel Street, Lower Hutt - All welcome	Neil Blackie	Meeting - 19:30
Saturday 12th	Fun in the Forest with DD - Bookings Please	Dave De Martin	Club 4X4
Saturday 19th	An Adventure in the forest - Book with Frank (blackjeepofthefamily_96@hotmail.com)	Frank Allan	Family Shiny
Saturday 26th	Orongorongo Monthly Trip - All welcome - Book with Phil 04 970 3126 (philgreen2964@gmail.com)	Phil Green	Family Shiny
Wednesday 30th	CCVC Committee Meeting	Neil Blackie	Meeting - 19:30
June 2018			
Friday 1st	Queens Birthday at Ohinewairua - Bookings Essential	John Vruink	Shiny 4X4
Wednesday 13th	CCVC Club Night - 7:30pm Naenae Bowling Club, 25 Vogel Street, Lower Hutt - All welcome	Neil Blackie	Meeting - 19:30
Sunday 24th	Orongorongo Monthly Trip - All welcome - Book with Phil 04 970 3126 (philgreen2964@gmail.com)	Phil Green	Family Shiny
Wednesday 27th	CCVC Committee Meeting	Neil Blackie	Meeting - 19:30
July 2018			
Saturday 7th	CCVC Training Day for Prospective Members - Book with Phil (philgreen2964@gmail.com)	Phil Green	Training (Unknown)
Wednesday 11th	CCVC Club Night - 7:30pm Naenae Bowling Club, Vogel Street, Lower Hutt - All welcome	Neil Blackie	Meeting - 19:30
Saturday 14th	Akatarawa Forest with Ian G - Book with Ian ipgroom@xtra.co.nz	Ian Groom	Family Shiny
Saturday 14th	South Island Annual Extravaganza - Bookings Required	Ross Picard	Shiny 4X4 / Club 4X4
Wednesday 25th	CCVC Committee Meeting	Neil Blackie	Meeting - 19:30
Saturday 28th	Orongorongo Monthly Trip - All welcome - Book with Phil 04 970 3126 (philgreen2964@gmail.com)	Phil Green	Family Shiny