

Cross Country Chronicle

March 2021



INSIDE THIS ISSUE

Presidents Piece.....	2
CCVC ladies we want you.....	3
Colin James Farm.....	4
Terewhiti Beach Clean Up.....	5
Orongorono's something a bit different.....	6
Orongorongo Station.....	7
Summer Road Trip.....	8
CCVC Jamboree - Waiotauru Rd.....	10
Akatararas Family Shiny.....	11
CCVC Jamboree - Red Rocks.....	12
Coastline Cleaning and All That.....	13
Central Zone Club Truck Challenge..	14
Trips/Events.....	15
Trip Categories.....	16
CCVC Photos & Videos.....	19



THE PRESIDENTS PIECE

Into March already and the club's 50th Anniversary is in full swing. The club hosted the Central Zone Jamboree over Waitangi Weekend which all went to plan. The trip leaders did a great job showing some 4x4 enthusiasts around our back yard. Te Kopahou, Redrocks, Odilins Road and the Akatarawa Forest were visited with great feedback. Pity hardly anyone from Central Zone turned up, we had a good team from Auckland come down and join us as well as trucks from King Country, Gisborne and Wairarapa.

I also joined the Orongorongo trip which was planned as a Shiny 4x4 (usually a Family 4x4 drive) so we could drive a few more technical tracks not often visited by CCVC. The views from the old Radar Station were stunning as was the day with all participants buzzing with Wellington's natural beauty.

February club night was well attended with a number of partners coming along for dinner prior to our informative presentation from Denise Ross on some of her 4x4 adventures in the Middle East, sand, sand and more sand. I was keen to hear more about the history of the places visited, something for an away trip evening get together.

We also had a presentation from Grant Purdie in his role as National PRO in relation to the proposed remits being voted on at the AGM, which CCVC are hosting. The reasoning behind the proposed changes were covered and your committee discussed these at length at our monthly meeting. Sounds like a number of clubs have major concerns but all I can say is, we need to work with the National Association and not undermine them. It is in our best interest to ensure we have a strong national body looking out for the best interests of the member clubs.

With all the trips going on we still have to be aware that we all have responsibilities when driving off road. The trip leaders do their best to highlight the hazards and risks for the trip they are leading but as we all know, "not everything goes to plan". Be aware that our chosen sport has some inherent dangers and take note of the trip classification and if in doubt please have a chat with the trip leader, there is NO shame in knowing your limits. Lets all be safe and enjoy what New Zealand has to offer.

Regards, Ralph Dobson – CCVC President

CLUB CLOTHING

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

Cap

Navy/White \$15

Beanie

Navy 3059 \$20

Hoodie - Pullover

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

Hoodie - Zip Front

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

Soft Shell Jacket

Black
Mens & Womens Sizes \$110

Polo Shirt

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

Crew Neck Cotton T- Shirt

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

Oilskin Vest

50th Anniversary Logo.
Mens Only Size \$120

Oilskin Jacket

50th Anniversary Logo.
Mens Only Size \$145

Crew Neck Cotton T- Shirt

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

Agri Station Boundary Jersey

50th Anniversary Logo
Mens Only Size \$110

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



CCVC LADIES WE WANT TO HEAR FROM YOU

A small and growing group of women in CCVC are working to promote great experiences for women in four wheel driving and in the club. Do you love, or think you might just love off roading? Whether you are or want to be a driver, co-driver, racer, passenger, mechanic or photographer... we want to hear from you. We are keen to build a ladies network in CCVC and provide a space for us all to learn more about offroading and chat with other ladies who have a passion for offroad adventures.

If you are keen then email Penne on missmuddypenne@gmail.com. She will link you up with our CCVC ladies Messenger chat.

Or chat to Penne, Megan, Denise or Lara when you next see us.

Other cool networks for women who love off-roading you can check out:



Yeah the Girls – An Australian network of awesome 4wd loving women – check out their website and Facebook page <https://www.yeahthegirls4x4.com.au/>. A NZ group has just started up – join their facebook page and ask to be included in the NZ chat. The NZ group of Yeah the Girls is having it's first meet up on 13 March to do the 42nd Traverse.

The say about the network: *"The network was created so that women who love four wheel driving can engage with like-minded enthusiasts, and have an outlet to express their passion for everything 4x4 in such a male dominated area. In doing this, Yeah The Girls 4x4 creates a friendly community where both femininity and four wheel driving are celebrated together."*

NZ Woman 4WD'ers Facebook group – a group for Kiwi women interested in the 4wd lifestyle.



Ladies offroad Network is a USA-based international network led by offroad motor sport racer Charlene Bower. Charlene set up the network to support all offroad ladies (from beginners to racers) through education, training and inspiration (last year they ran a great online mechanical course for women off-rovers). Check them out at www.ladiesoffroadnetwork.com

They say about the network: *"We aim to meet the needs of every lady who loves offroad by providing a space to learn more about offroad sports, chat with other ladies from around the world, and share stories with a community that has the same passion. Plus, join us for events, activities, and giveaways!"*



You might find Denise behind the wheel of either of these – but I bet we see her most in her awesome new D-Max!



Megan's 200 Series



Lara's TJ Jeep

CCVC Online Store for Club

Merchandise (Clothing etc).

The clubs "Online Store" is now active and is the preferred method for members to order club clothing and any other club merchandise that may be available from time to time.

The Online Store is a module of the clubs Wild Apricot membership database and it allows members to:

- View all products available (photo).
- Order the products online.
- Pay for the products online.

There are currently two catalogues in the store:

- Club Clothing.
- 50th Anniversary Products.

There is also a clothing size guide.

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.

Note: Payment is required before the goods will be ordered from the supplier.

Where to find the Store.

The store is located in the clubs website under the "Memberzone" tab. You will need to be signed into the website in order to see it as it is only visible to CCVC Members.

Additional Information and Instructions.

The front page of the store contains information and instructions regarding the use of the store and it is highly desirable that you read this prior to completing an order. This is particularly important when it comes to completing the order and making payment as you need to follow a particular sequence to successfully complete the ordering process. It is simple if you follow the process (built into the module) but very frustrating if you short cut it.

We know that it is often said that men do not read instructions but in this case PLEASE DO as it will save you a lot of frustration and confusion in the long run.



COLIN JAMES FARM – 20th February 2021

It was a fine day for the trip , lead buy Duncan , good name that Duncan.

11 4wd went into Colin James farm. Mate this place is huge, at one point we were on the fence line into Wainui Water Board land, we stopped for lunch the view was awesome, it looked like we were above the clouds.

Most of the trip was easy going, but there was one hill to climb, a hard rock area covered with slippery moss, Duncan first up made it, everyone else except Luke had to winch up. For some it was a long winch up. I think a winch died on this trip.

A great group of people, and in I would like to thank the people that take time out of there lives to do this .. thanks .

Words by Pat Duncan photo by Chris Zidich & Emma McGill



TERAWHITI BEACH CLEAN UP - 27 February 2021

Cross Country Vehicle Club (CCVC) carried out a beach cleanup of Ohau and Te Ikaamaru Bays on Terawhiti Station on 27 Feb. The work crew of some 50 people and 24 vehicles spread over the beach and easily found heaps of seaborne trash. It wasn't all trash though, Laura Penman found \$20 which she chipped it into the club funds. In the end we left three trailer loads of rubbish for the Council to dump for us.

We were then rewarded with a trip over the property, visiting the gold mining relics in Boiler Gully before heading out to the coast to clamber down to Artist's Cave. Access to this property is no longer easily available to the public as it had been before it became a wind farm. Ray Harkness gave a potted history of gold mining at Terawhiti while we were at the boiler before we headed up to the plateau. Near the navigation marks for the ferry we headed over the edge of the cliff looking for Art's cave, a place I hadn't been to for probably 15 years, it was still in good nick. On the way back we stopped on the main track and headed over a bluff on foot to find an old mine which extended some 20 m into the hill, no gold but plenty of wetas.

Just another part of CCVC's programme of community work covering other beaches, coastal replanting and trap line maintenance.

Andrew Gee



ORONGORONGO - SOMETHING A BIT DIFFERENT 13 February 2021

The Orongorongo trip is usually a Family orientated outing catering for members and visitors who aren't keen on putting their pride and joy in any damage danger, although as we all know sometimes the unexpected happens.

This trip was classed as a Shiny 4x4 and therefore we could take on some of the more challenging tracks not often visited. We met up at the Rimutaka Forest Park entrance as planned and moved on down to the coast for the standard entry onto the Station via the Airstrip Track.

We had 3 Jeeps, a couple of Prados, a sprinkling of Hi Lux's along with 1 Nissan and Shaun and Denise's 80 series. Less than 200 metres along the track we Mike Oliver had an issue with a rogue mingimingi bush getting caught up around his drive shaft on the Prado. It took about 20 minutes to cut away the offending plant before we could carry on. A stunning day without a breath of wind, no really it was amazing, with stunning views across the South Coast.

We then made our way passed the turn-off down to the river and headed for the highest house in Wellington owned by Nigel who runs a quad bike tour business. We spend some time having a yarn and checking out the amazing view from his front yard before cutting down to the river following the track behind his backyard. The track was in good condition, steep but reasonably wide so no problems for the twelve trucks in our convoy. Coffee break down in the river bed before making our way down to the coast.

Next adventure was the steep drive up to the old radar station high above Turakirae Head. The briefing referred to keep your eyes on the track and not the view until you hit the top, this track would be very unforgiving, but we had ideal conditions and no one had any problems. The track runs along the ridges, sometimes very narrow razor backs, for about 5 km's before reaching a hunters hut perched above the big shingle slide we often do some spade work on when driving around the coast.

A late lunch was eaten checking out awesome views over Palliser Bay on one side and Wellington Harbour and Kapiti Island on the other. The trip back down was uneventful and we aired up about 3.30pm at the river before heading home. A great day in a very special place.

Ralph Dobson K182



ORONGORONGO STATION –13 February 2021

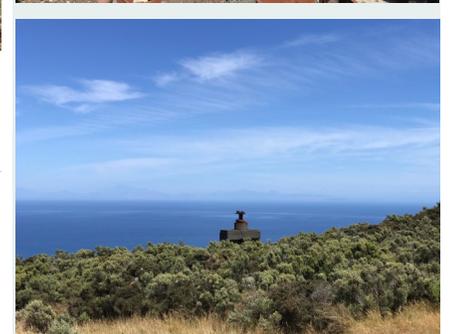
Meeting point was Remutaka Forest Park in Wainuiomata on a clear sunny Saturday morning. Ralph Dobson lead the group and we headed south to the normal meeting point, we aired down and entered through the gate on to the Orongorongo station where Phil Green took over as trip leader. Not even 5 minutes into the trip we had our first breakdown when some scrub decided to join me by wrapping its self around both drive shafts bringing me to a complete stop. With the use of John Parfitts knife, Shaun, Denise and I untangled the mess. Managed to captured the moment on film!

With that problem sorted we continued on our way up the to airstrip where the wasn't a breath of wind, for a change we could stand up right and didn't it have to hold on to our hats. Venturing down we headed straight rather than our normal right hand turn to the river, and made our way to Nigel's (who runs the 4x4 quad biking adventures in the area).

The views from his house of the Wellington harbour were stunning, oh to wake up that everyday! We made our way down to the Orongorongo River on his quad bike tracks where we stopped for our morning tea. Feed, watered and relieved we headed the Orongorongo Station homestead doing many river crossings on the way ending up on our 'normal track' were i thought we would head around the coast but nope we took a left turn around behind the homestead and up the hill until we reached the WW2 radar dome where Ralph filled us in on some history.

Back on the track we carried on until we reached a old hut where we stopped for lunch before making our descent back to the station to air up and say our goodbyes. Yet again It was a fantastic day with great company, beautiful views a history lesson and a few good laughs along the way.

Mike Oliver
K413



SUMMER ROAD TRIP

The Back Country Cruisers headed south for the summer holidays. The group is made up of three Land Cruisers: Max, The Hulk and Goldie. Max and The Hulk were each towing Conqueror campers and started out on Christmas eve spending two nights in Nelson before heading south to Molesworth Station on Boxing Day.

Rainbow Road

It is a relatively easy drive from the turn off on SH63 past the Rainbow Ski Field to the toll gate on Rainbow Station. There are a few shallow fjords to navigate along the way. The trailers handled the route with ease. Dropping our tyre pressures made for a much more comfortable ride.

The temperature was dropping and the clouds were rolling in as we climbed up the pass. The thermometer inside Sedgemere Hut said it was only 6°C when we stopped there for afternoon tea. A few campers were already set up at Lake Tennyson when we arrived. It wasn't long before Mother Nature reminded us why you always need to pack for four seasons when travelling in New Zealand. The light rain gave way to snow and turned the campground into a winter wonderland.

The surrounding hills were still covered in cloud the following morning. We opted to skip our planned drive over Malling Pass and head straight to Hanmer Springs via St James Homestead and Jack's Pass.

Tuesday was a big road day, meeting Goldie, with Luke & Emma, in Amberley and then making our way to Moeraki, an iconic landmark on the Otago east coast.

We spent the night at a very full Trotters Gorge Campsite.

Lamb Hill Road

On Tuesday morning, we left the trailers in camp and made our way to Blucher Road, exploring the hills inland of SH1. We continued on to Lamb Hill Road until we reached Bendoran Hut at the end of the road. We were very fortunate to meet the farmer at the hut who granted us permission to traverse the middle section of Lamb Hill Road, which is a 7km stretch of paper road, offering spectacular views of central Otago.

This was a relatively easy drive in dry conditions for our well prepared vehicles. Finding our way was also straightforward as the route was accurately marked on our NZTopo and OpenStreet GPS maps.

Something that I learned on this day is that it is a good idea to refresh our memories about land access requirements at least one day before so that there is ample time to make the necessary phone calls beforehand. We were quite fortunate that the farmer was busy moving cattle through the pens at Bendoran Hut when we arrived.

We made our way down to Taieri Gorge, cross in the river on the road/rail bridge at Hindon Station. We stopped in Outram for lunch before making our way to Blackhead for some afternoon exercise: a walk down to Tunnel Beach.

We ended the day with a scenic drive through Dunedin before heading back to camp for dinner.

Danseys Pass

We broke camp on Wednesday morning and retraced our way to Maheno before heading inland past Five Forks to the start of Danseys Pass. This is a reasonably well maintained but steep dry weather road over the Kakanui Mountains. It serves as an alternate route when SH1 and SH8 are closed. There are a lot of historic sites along the way dating back to the gold rush era.

We spent some time exploring the Kyeburn Diggings and Nasby museums checking in to the holiday park in Ranfurly. This would serve as our base for the next 5 days while we explored central Otago.

Serpentine Road

Old Years Day found us heading out of camp to visit the highest and most remote church in New Zealand. We headed south out of Ranfurly and made our way through Patearoa and onto Linburn Runs Road. The scenery changed dramatically as we climbed up the pass and made our way onto Dry Creek Road.

We soon came to the start of the Serpentine Road, which is more of a farm track than a road at the southern end. We had to pick our line carefully through some of the rutted bogs.



SUMMER ROAD TRIP - continued

Luke opted to take the harder line (he can't resist a muddy challenge). Sadly, Goldie suffered some damage as result – another dent in the fender and a popped bead. This was as good a time as any to take time out

for lunch. Max was parked strategically and the awning was deployed to give the pit crew some shade while the necessary repairs were carried out.

We soon had the church in sight. We just had to get through a deep puddle and another gate.

The northern route out via Long Valley Ridge Road was a lot easier. Oliverburn Farm Hut is probably the quaintest and tidiest back country hut we have seen. It serves as a much needed shelter from the elements should the weather turn unexpectedly.

We then made our way along the northern section of the Old Dunstan Road past the Poolburn Reservoir, before heading back to camp via the Ida Valley. We spent the evening toasting in the new year under canvas.

Old Dunstan Road – Part 2

We had a lazy start on New Year's day with a hearty breakfast. We then made our way to Middlemarch for lunch and some of the best pizza any of had tasted – well worth the drive. We continued south after lunch, to Clark's Junction, which marks the southern end of the Old Dunstan Road. We climbed up over the Rock and Pillar Range past the Loganburn Reservoir. Rain was starting to roll in making the well maintained gravel road slippery in places.

We were quite relieved that we had decided to do the tracks in the order we did and not as originally planned as heavy rain was forecast for the next few days.

Water, water everywhere and not a drop to drink!

The next morning we woke to a flooded camp. Sadly, Luke and Emma had water inside their tent. Several campers were packing up and leaving early. We decided to lift things out of the water as much as possible and head to Alexandra for the day.

Large sections of the Ida Valley road were starting to flood. We were fortunate that the road had not yet been closed on our return in the afternoon due to extensive flooding.

We spotted this rural art installation on our way to Alexandra, but missed getting a photo when the water hadn't reached the piano. On our return, the water was about 3/4 of a metre deep here with parts of the road flooded. Farmers were gathered at the local hotel installing sand bags to keep their pub from flooding. News bulletins were reporting road closures all across the region. Nasby had a boil water notice and was bringing drinking water in by tanker.

We were fortunate to get a break in the rain and used this opportunity to move our trailers to the dry part of camp. Luke and Emma moved into a cabin for the night. We elected to stay another night in Ranfurly rather than risk camping in the riverbed at Omarama. We also decided to skip Thompsons Gorge on our drive north.

Words by Shaun Ross, Photos by Denise Ross and Emma McGill

To be continued

Next month: Mackenzie Country



CENTRAL ZONE JAMBOREE - Waiotauru Rd 5-8 Feb 2021

Over Waitangi Weekend the Cross-Country Vehicle Club (CCVC) hosted the Central Zone (CZ) Jamboree in Wellington for the NZFWDA as part of the club's 50th Anniversary year of celebration. It was a most successful event with people attending from all three of the Association zones covering the whole country. They were offered three different trips every day, all over the Wellington area, Shiny in Te Kopahou on Saturday and Akatarawas on Sunday while Club Trucks did the Akatarawas and Waiotauru Road.

Club Truck Trip – Waiotauru Road

The Waiotauru Road is an old logging road established by the Odilins Timber Company and used for logging until the 1960's or 70's. It's slowly deteriorated since then until it's now a reasonably challenging 4WD track requiring total focus and concentration on the drive into the new hut.

Leaving the assembly area at Harcourt Park in Upper Hutt there's 40 minute drive to the start of the track. Drivers enjoying the trip were Neil (trip leader) and John from CCVC, Colin, Grant and Lloyd from Manukau 4WD Club, David and Jason from Auckland 4WD Club, Hamish from Wairarapa 4WD Club and Mary-Ellen from Taranaki 4WD Club. Partners names not recorded sorry! So, on both days five capable trucks entered the track after airing down about 10.00am. The trip into the hut takes two and a half hours at a sensible and enjoyable pace with a stop here and there to appreciate the view and have a cuppa.

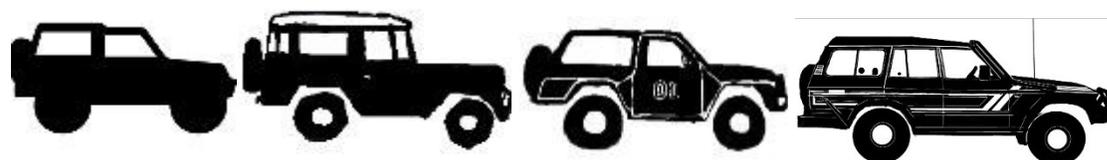
The track is quite drivable in a capable vehicle with a few quite technical sections where it's easy to be cross-axled. Further in it doesn't pay to be a nervous driver as the track is narrow with massive drop-offs combined with several little humps in the road where one loses sight of the track ahead as the vehicle bonnet points skywards!

Nonetheless the track sees a lot of traffic with many doing a bit of maintenance when required to keep it open. A few weeks before our trip there was a major blow-out in a small steep stream which created carnage at the creek crossing. It appears a dam built up upstream and burst following heavy rain – the debris and shingle blew about 30metres above the stream bed. Someone had done enough spadework to cut a track and with no rain in the three weeks prior to our trip it was spectacular but quite drivable.

We had fabulous sunny weather on both days and drove past the hut to the Waiotauru River before turning around and returning to the hut for lunch. The Waiotauru Hut is about a year old and still looking new with the very old converted tractor shed having been replaced last year. The ARAC Waiotauru Road sub-Committee did a great job liaising with DoC who assisted greatly, applying for funding, getting materials and labour donated, arranging the building permit and still working on a few items for completion. It's a great asset in a very remote location and is well used.

On the way out we drove one of the side tracks just for fun and were back at camp about 5.00pm with everyone safe, no breakages and lots of smiles. The definition of a good trip!

Neil Blackie



**HOWARD
MATERIAL
HANDLING**

Lift It, Load It, Tension It, Tie It

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

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

All wire rope can be configured to your own specifications – with customised attachments to allow you to rig up our wire rope for a rock concert or attach a heavy duty shackle to drag a train out of a swamp. We'll create 'eyes', (loops) in each end, make them tightly swaged for perfect functionality.

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

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

47 Port Road,
Seaview,
Lower Hutt.

Ph: +64 4 568 5889

Email: sales@howardmaterialhandling.co.nz

COOKES
a BRIDON • BEKAERT Ropes Group Brand

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

WELLINGTON
57 Cuba Street
Petone
Wellington

Tel: 04 568 4384

Email: wtnsales@bridoncookes.co.nz

National Free Phone: 0508 274 366

This trip was being run by John Parfitt, with Ashley Collins as the assistant trip leader doing all the work, and I was planning to come on this trip just to remind myself what everything looked like, especially with the logging at twin gates now complete. That all changed the day before the trip when Ashley came over to my place to put the car up on the ramps to find a few annoying rattles. Oh dear, the rattle was a shock absorber with a chewed-out bush rattling in the rather loose bolt hole. With the other bushes also looking worse for wear I offered to chauffeur Ashley rather than risk a problem on the trip. So by the time we got to Totara park on the Sunday morning, John was running the trip, Ashley was doing the briefing and general trip management and I was at the front telling Ashley where to tell me to turn.

We started off heading up Valley View, turning into Airstrip and then down Woolshed before turning off onto Cruiser Way. At least I hoped it was Cruiser Way since we couldn't find the road sign. Yes, there is a sign, but it is in the middle of a Toi Toi bush and only visible through gaps in the leaves. Tot Toi is newly cleared and, apart from a few sections at the bottom that are rutted and would be slippery in the wet, it is an easy and bush-clad drive up to a clearing where those at the front of the convoy had morning tea while those at the back of the convoy got a temporarily non-mobile vehicle moving again, finally joining us with mutters about mud and tree roots.

With everyone finally watered we returned to Woolshed then headed across McGhies bridge and Third crossing to the Pram track. There was another little issue here when someone took a wide approach to the exit from the crossing and slid into deeper water. A quick snatch had them out and parked nose-up on a bank while water streamed out the back door. We waited until they had enough water out of the car to avoid it sloshing around before continuing. At least, by the time they got to the top of the Pram track all the loose water would have drained out. Once over the Pram track it was a hairpin left turn to Long crossing then up Rimu, Toi Toi and on to the pylon on the ridge line. Ashley had hoped to make this our lunch break, but the weather was a little cool and blustery, so we returned down Hydro to the Orange Hut for a warmer but not a scenic lunch break. The slalom of concrete blocks on the entrance to the hut car park was new to me, although not really a challenge. Apparently these were intended to slow vehicles down for safety in the car park, but this seems a bit of "safety gone mad", especially considering that the most common speedsters are dirt bikes that would barely even need to slow down for these blocks. After a leisurely lunch we headed up to twin gates to witness the moonscape caused by the logging. On a positive note, the open ground will give us a chance to establish some tracks while there is room to see where we can go. We were going to explore a bit further but time was getting on so it was a run back via Whakatiki and over the Pram track, stopping for a break at Third crossing before taking the easy way home via Valley View.

Overall it was a very pleasant day with enough "issues" to keep things interesting but no damage except some wet carpet. And one advantage of my unexpected role of lead vehicle was that I got much less dust than everyone else.

David Coxon

Photos by Ashly Collins



CCVC JAMBOREE - RED ROCKS - 6 February 2021

Well as you will see in the attached photo I was the first to get bogged (hehe) so here is my report for the fantastic trip out to Red Rocks for the CCVC Jamboree weekend.

We started out at Harcourt Holiday park and headed to the Wellington Te Kopahau reserve for a scenic drive featuring stunning views of Owhiro Bay and the South Island while passing along past the Dog Hotel and Observatory. Next up we drove to the entry point to Red Rocks and parked up on the beach to air down our tyres. We then continued on towards Barry's Bach where we stopped and made lunch. Afterwards we headed towards the infamous 'Devils Gate' which thankfully was not as bad to drive as it looked watching other vehicles cross it! Still a very cool drive, props to my Brother, Wade for not damaging the fourby on the first major obstacle of the day!

After Devils Gate was where the going got interesting, we continued on along the beach where it got very soft. Not very well versed with beach driving and with tyres that were too over inflated I promptly got stuck. It was then a quick process of letting the tyres down further and getting snatched by a fellow Suzuki Vitara owner from the Wairarapa club and we were on our way again. Continuing along the beach we got to stop and look at one of the lighthouses along the coast as well as the local seal population.

We then began our trip back as the tide was too high to proceed further around the coast. On the way back the Mudmods truck recovered another four wheel driver on their own on the track. Lucky our convoy happened along as they looked like they would have been there a while! Shows the benefits of travelling in a group. A good opportunity to test out the winch and Shaun's max tracks. Just past the cattle stop (where we got bogged earlier) Shaun and Denises 4WD was used to recover Kevin who had become bogged in the soft sand where we had earlier. Once again Max Tracks, snatch strap and a well appointed 80 series cruiser came in very handy!

With a heavy right foot and our worn mud tyres doing their best we made it to Devil's gate, back over and along past Barry's Bach once again. Back at Owhiro Bay we finished off what was a fantastic trip and a great learning experience! Many thanks to CCVC and the organisers of this trip, we had awesome fun and a great time driving on the beach, looking forward to more trips to come!

My learnings from the trip:

- Air down tyres further for sand driving (and to save embarrassment)
- Don't steer into the ruts
- More momentum!
- Careful pick of lines

Connor McGhie



COASTLINE CLEANING AND ALL THAT - 27 February 2021

A sunny day and an early start saw around 25 trucks at Makara by 0900 for another of Barry's trips to clean the northern coast.

Parking is a bit restricted at Makara so batches of 10 or so trucks went through to the Terawhiti Station access road car park where the trip really started. Trailers were left there to be filled with the collected rubbish on our return. A safety briefing and we were headed up the hill to the mist, the windfarm and beyond. The wind farm on Terawhiti has a central base where spare turbine blades are stored and the electricity at 33 kV is transformed to 110 kV for connection to the national Transpower grid. We went past the base and were soon leaving the wind farm roads for a farm track heading to Te Ika a Maru bay. The mist had cleared from the steady breeze and the turbines were turning.

Te Ika a Maru is effectively a "catcher" for the coast line further north. The tides hit the west coast beaches at a bit of an angle and wash floating material in and out, and slowly down the coastline. At Te Ika A Maru bay the bay is deeply indented so the tide cannot continue is washing motion along the coast and plastic and flotsam eventually land and stay on the beach.

Now Barry in his wisdom had some plastic bags to hand out, and instructed us to spread out along the fore-shore. Unfortunately, Barry had all the bags and had headed to the far end of the beach. Why did he not stop and hand out bags as we went past, we will never now! Anyway, it was a lovely day for a wander with sunshine clearing any residual mist and we were soon all collecting.

As we were nearly finished Barry was seen scheming how to get a trailer to the Bay to collect a large fishing net that we had located. While this scheme was hatched, Kele got his trusty machete and the net was soon sliced into a half dozen manageable pieces.

So it was on to Ohau Bay for lunch and a quick repeat of beach cleaning. Not so much stuff at this location. A couple of young lads showed how 4WD should be done with their remote-controlled model. Obviously future members.

A short stop was then made at the derelict Albion Battery site. This comprised a boiler, steam piston, a large flywheel and 10 heavy stamps, in two groups of five. The stamps were lifted and dropped by a rotating set of steel fingers. Quartz rock from two mines high up on the Terawhiti ridge was moved by several tracks, tunnels and shafts to the top of the incline tramway. This tramway went down near a thousand feet to finish at a vertical shaft and further tunnel to the stamper battery. The gold was extracted by crushing the quartz rock under the stamps so it could pass through a grating with 250 holes to each square inch. The fine crushings then went to a gold table where a mercury amalgam captured the heavier gold particles. Later a set of set of rotating bowls and balls (berdans) were added to further crush the output from the stamps. The outcome should be lots of gold powder, but unfortunately the mines only produced a few 10's of ounces of gold and the enterprise was abandoned.

The next stop was on the flat area above the southern tip of the Terawhiti ridge. A short scramble to the coast led to a small cave used by an artist Nugent Welch in years past. Then it was past the Transpower cable terminal and up the original access road. At the right spot identified by Ray it was a clamber over a small ridge to the east mouth of the Phoenix mine upper tunnel. This tunnel (called a drive) was driven from both sides of the ridge at different times and joined up in the middle, but the west entrance was covered over when the cable station access road was constructed.

After the Phoenix Mine we headed back to the start point and emptied the trucks of rubbish. The three trailers transported this to the Makara Hill where Barry had arranged Council to collect the pile on Monday. Another fine day, a good 4wd trip, a worthy objective achieved and no damage or breakdowns. What more could one want!

Ian Hutchings



CENTRAL ZONE CLUB TRUCK CHALLENGE R2 - 17 January 2021

Dave and Grace Hintz did the hard work and pegged out the hazards on their farm, North of Taihape. They were rewarded with another round win after the top Jeep runner DNFed.

This round was held so soon after Christmas that we had happy families still spending time together, Stewarts father and son, Hintzs mother and son, father and daughter, Seymours brothers and son, Smithsons father and daughters and the Watchorn brothers. It is one of the strong points of our series as well as the number of female competitors.

There are still three rounds remaining in this year's series with a planned return to Taihape for the final round in May.

Overall		Class	Score	Club	Vehicle
1	David Hintz	4	296.72	Manawatu	Patrol V8
2	David Smithson	2	420.21	Tararua	Pajero
3	Brendan Watchorn	2	424.61	Wairarapa	Pajero
4	Dave Seymour	4	452.96	Wairarapa	Land Rover V8
5	Steve Stewart	3	461.64	Manawatu	Patrol
6	Natasha Smithson	2	785.52	Tararua	Pajero
7	Judith Hintz	1	919.90	Manawatu	Suzuki
8	Andrew Gee	3	dnf	Wgtn Jeep	Jeep TJ

Rules can be found at www.sporty.co.nz/czctc/The-Rules-Hosting-a-round



MARCH 2021 TRIPS & EVENTS:

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

Wednesday 10th CCVC CLUB NIGHT

NAENAE BOWLING CLUB
25 Vogel Street, Lower Hutt

All Welcome
Ralph Dobson
7:30

Saturday 13th CLUB 4x4

WELLINGTON WESTERN HILLS
Fully booked

Sunday 14th CLUB 4x4

AKATAWARAS WITH DD
Book directly with Dave

Sunday 14th Family Shiny

AKATAWARAS Monthly Trip
All Welcome– Fully Booked

Friday 19th - 21st Shiny 4x4

Whangamomona Road weekend

Saturday 20th Club 4x4

TOUGH GOING AT RALLYWOODS
[Cross Country Vehicle Club Wellington Inc. - Club 4X4 - Tough Going at Rallywoods \(wildapricot.org\)](http://www.wildapricot.org)

Saturday 20th Training

COLIN JAMES
[Cross Country Vehicle Club Wellington Inc. - Club Training Day \(wildapricot.org\)](http://www.wildapricot.org)

Saturday 27th FAMILY SHINY

ORONGORONGOs Monthly Trip
All welcome

Sunday 28th FAMILY SHINY

TOUGH GOING AT COLIN JAMES

Wednesday 31st CCVC COMMITTEE

PORIRUA CLUB
Ralph Dobson
7:30

APRIL 2021 TRIPS & EVENTS

Friday 2nd—5th Weekender

OTAPAWA EASTER BUNNY CHASE
[Cross Country Vehicle Club Wellington Inc. - Shiny 4x4 - Otapawa Easter Bunny Chase \(wildapricot.org\)](http://www.wildapricot.org)

Wednesday 14th CCVC CLUB NIGHT

NAENAE BOWLING CLUB
All welcome

Saturday 17th SHINY - Shiny 4x4

TAINUI STREAM TOUGH GOING

Sunday 18th FAMILY SHINY

ORONGORONGOs Monthly Trip
All Welcome

Wednesday 29th CVC COMMITTEE

PORIRUA CLUB
Ralph Dobson
7:30

For more events refer to our

Website www.ccvc.org.nz or our
facebook page



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 prerequisites 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).

NATIONAL EVENTS

20th March - 21st March 2021

Annual Ahuroa Volunteer Fire Brigade Fundraiser

By Rodney Offroad Club. Suitable for all vehicles. Camping available from Friday. Registration is online prior to event. No on day registrations and numbers limited.

Included in your entry fee is you and your passengers dinners on Saturday night and breakfast Sunday morning. Lunches for Saturday must be pre ordered with your entry.

Participants need to be members of NZFWDA and vehicles require recovery points and usual safety and recovery equipment. Vehicles must have Minimum good All Terrain Tyres, First Aid Kit, 2Kg Fire Extinguisher, Spade, recovery straps

Contact Stephanie on 0274795155. Email rodneyoffroadclub@gmail.com for further details.



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

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



CCVC LIFE MEMBERS

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

ROLL OF HONOR

The Roll of honour celebrates life members of the club who have passed away.

Bob Jeffery
George Bean
Peter Boniface
Ron Oliver
Vern Lill
Steve O'Callaghan
Ron Wadham
Owen Farqhar
Ron Johnson
Graham Barr
Tony Street

CLUB OFFICERS

President	Ralph Dobson
Vice President	John Parfitt
Treasurer	Frank Allen
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
Vehicle Inspector Liaison Officer	Duncan Grocott
Sponsor Liaison Officer	Ron Gardner
Committee	Megan Koornneef David Sole

CLUB NOTICES

CLUB MEMBERS ONLY CLOSED FACEBOOK PAGE

The club members only facebook page is active! We had 50 members sign up in the first 24hours. Some members have found the link broken. This will be because the email the CCVC has for you is different from your facebook email. If you want to join then just send your facebook email to:

missmuddypenne@gmail.com

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

CLUB ASSETS

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

The main assets are:

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

NEW MEMBERS

Welcome to the following new/returning members:

Anthony (Ant) Reid
Caleb Smith
Dudley Harris
Marvin Latour
Daniel Campion
Tim Harkness
Frank Williams

So far 17 New Members this year—Only 33 to go to reach or 50 new members goal



MAGAZINE CONTRIBUTIONS

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

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

calendar month.

Please email to

missmuddypenne@gmail.com

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

The mention of products, service procedures or service organisations herein

The Official Magazine of

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

PO Box 38-762,

Te Puni 5045,

Wellington

www.facebook.com/wellingtonccvc/

www.ccvc.org.nz



CCVC CLUB MEMBERS PHOTOS & VIDEOS

We are always keen to share club member's trip photos and videos at club night, in the club magazine and on our facebook page

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

- Pick your best 6 to 10 photos
- Save the images as a jpg
- Please resized to 1920 x 1080 pixels (or use a lower resolution on your camera)
- Please don't put the photos on a website in an email or in a pdf file as it makes it hard to extract the images.

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

CLUB NIGHT CONTENT:

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

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

Contact details: Brendon Millard
(027 2235705)

MAGAZINE & SOCIAL MEDIA CONTENT:

Penne needs trip reports, photos and any other content by the 1st of each month to allow sufficient time to put them into the magazine. Thanks to those who contributed content to this months magazine.

Please email missmuddypenne@gmail.com.

50 Anniversary:

We are still looking for photos, stories and videos that tell about our clubs history.

Please email 50years@ccvc.org.nz

CLUB RADIO CALL SIGNS

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

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

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

