

# Cross Country Chronicle



VEHICLE CLUB  
Wellington

## October 2010

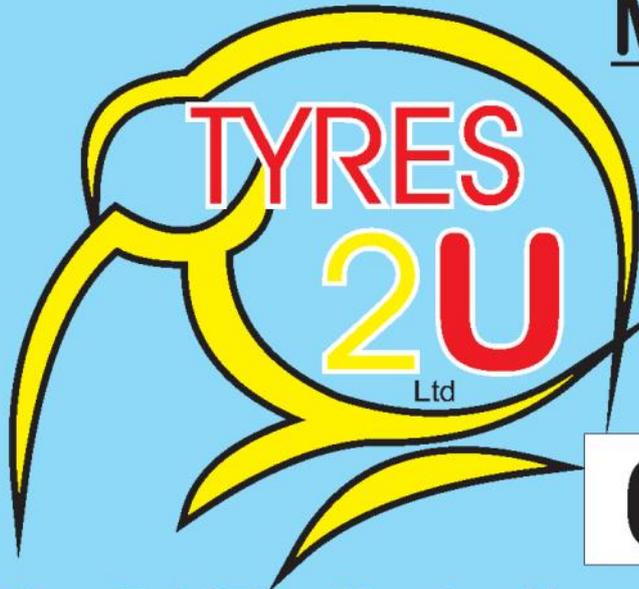


The Official Magazine of

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

PO Box 38-762, Te Puni 5045, Wellington

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# Cross Country Vehicle Club (Wellington) Inc

PO Box 38-762

Te Puni 5045

Wellington

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



VEHICLE CLUB  
Wellington

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

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

## WHEN HELP IS NEEDED

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

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

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

**Gavin Holden 478 4666 or 027 249 1959**

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### Editorial Ramblings

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

This month's cover picture came from Ralph, and was taken on a recent private trip up Odlins Road - read more in Ralph's Presidents Piece on page 7.

And inside the front cover is a brand new advertiser - Rob was the bloke behind the Naenae Tyres advertisements last year and he is continuing to offer CCVC good tyre deals with this new business where you don't even have to find him as he will come to you!

As usual, please support our sponsors as they are supporting your club.

Cheers,

**Alan!**

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

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

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

### MAGAZINE CONTRIBUTIONS

This is your magazine so it can only be as good as the contributions you make!! We need any articles, trip reports, technical items, "How-to's", etc to be in the hands of the editor by the end of each calendar month.

Please email to [newsletter@ccvc.org.nz](mailto:newsletter@ccvc.org.nz) or post to 34a Hine Rd, Wainuiomata or fax to 04 914 8366.

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

## Vehicle Inspectors



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### **Dave Bowler**

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Ph. 04 237 7251

### **Gary Young**

VTNZ Upper Hutt  
847 Fergusson Dr, Upper Hutt  
Ph. 04 527 0501  
or 027 686 7689

### **Grant Guy**

**Richard Blair**  
G Guy Motors  
61-63 Thorndon Quay, Wellington  
Ph. 04 472 2020

### **Carl Furniss**

Wellington 4WD Specialists  
26 Hawkins Street, Lower Hutt  
Ph. 04 976 5325

### **Jim Johnson**

Ph. 04 938 9404  
or 021 389 404

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



We are trying to find out more details on the history of our club trophies and awards - things like previous winners, where the trophy came from, what it was originally given out for, etc. So if you know anything that we don't know (see trophy page on the website to see what we do know)

then please get in touch with a committee member or drop an email to:

newsletter@ccvc.org.nz

## National Events

**Oct 20-23: Wellington Jeep Jamboree** Wellington Jeep Club presents a long weekend of Jeep'n in the best 4WD driving areas Wellington has to offer, ranging from bush creeks to big mountain streams through to muddy bush-lined historic logging tracks. Costs Jeep plus driver \$295, additional adult \$80, additional child %50. Includes trip, packed lunches and dinner for Saturday and Sunday plus camping all weekend. For Jeep 4WDs only. Register your interest at [Wellington.Jeep.Jamboree@gmail.com](mailto:Wellington.Jeep.Jamboree@gmail.com)

**October 23-24: Manukau** Short course / endure. NZ off-road racing national championship finals.

**Oct 23-25: Full Throttle at Manukau** The NZFWDA have been invited to set up another event course and it looks like there will be 4x4 activity on the Sunday and Monday with final course set-up on the Saturday. It is held over three days at the TelstraClear Pacific events centre in Manukau's city centre.

### **Nov 13-14: 42nd 8th Annual Ahuroa Volunteer Fire Brigade Fundraiser**

Rodney Offroad Club, takes place over farmland one hour north of Auckland, with two runs to choose from (extreme and family). Camping availabl, cost is \$150 for vehicle, driver and one passenger. 4Wheeling all day Saturday, farmers dinner Sat night, Sunday breakfast and another half day 4wheeling. Truck wash available. Contact Vicki 027 572 2595, [rambaud@xtra.co.nz](mailto:rambaud@xtra.co.nz), [b.j.white@xtra.co.nz](mailto:b.j.white@xtra.co.nz) or Nigel on 021 743 869

**Nov 14: National Trials Round 1** Okaihau, Bay of Islands.

**Nov 21: NZ4WD Magazine Have A Go Day** Jeep Woodhill 4WD Park, Helensville, Auckland. Come and try your hand on an easy circuit for free, or try out the whole park at a special reduced rate. Food & accessory stalls, all amenities for a great family day 9am to 3pm. Mud plug for those who want more.

**Jan 08: National Trials Round 2** Whitemans Valley, Upper Hutt. Valley 4x4 Club

**Jan 15-21: Northland Kauri Coast Safari 2011** In association with the Kauri Coast 4WD Club. From Dargaville through awesome beach and forest country, the safari will end on Friday. Local schools are used for overnight camping and the schools provide a meal every night. Contact Chris & Leanne Kemp 09 434 6005, Serena Carran 09 439 0064, PO Box 18 Dargaville or [kauricoast4wdclub@yahoo.co.nz](mailto:kauricoast4wdclub@yahoo.co.nz)

**Jan 30: National Trials Round 3** Edgecombe, Bay of Plenty. Eastern Bay Twin Diff Club

**Feb 18: National Trials Round 4** Karapiro, Waikato. South Waikato 4x4 Club

*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 inaccura-*



# Club Sub-Committees

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

- **60k:** Terence Broad, Ron Johnson, Bruce Mulhare, Antony Royal, John Vruink, Mark Wolstenholme
- **Club Recovery:** Anthony Reid, Morris Jury, Rodney Bracefield, Gavin Holden
- **Competition:** Ash Senior
- **Deadwood:** Roger Seymour
- **Emergency Comms & Radio:** Ian Hutchings, Grant Purdie, Rodney Bracefield, Jim Johnson, Phil Lewton, Rick Smith, John Vruink, Mark Wolstenholme, Murray Wills, Steve Mercer, Tony Brown
- **Land Access:** Grant Purdie, All trip leaders
- **Police Search & Rescue (SAR):** Jim Johnson, Gavin Holden
- **Safety:** Murray Taylor, Carl Furniss, Peter King, Steve Mercer
- **Trip Leaders Forum:** Charles Odlin, All trip leaders
- **Web Project:** Murray Wills, Grant Purdie, Stefen Cook, John Parfitt, Mike Stevens, Mark Wilson

The club also has the following external organisation liaison people:

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

## Trip Photo's on the web

Do you want to show people what our 4WD trips are like, but don't have any photos? Did you miss seeing the trip photos shown on club night? Most of the club night photos will now be shown on the web, go and have a look at: <http://picasaweb.google.com/CCVCAdmin> to see photos for the coming club night, and also the last few meetings.

This link will be put on the club's public website and the memberzone. To minimise the possibility of photos being pirated and used out of context, the options to download or order prints from the photos have been removed.



# Club Email Addresses

**Are you a new member?** Do you get the News emails from the club? Do you have access to the club's web-site memberzone? If not then have a word with a committee member as these are all ways in which the club communicates with it's members. Some useful email addresses are:

- Webmaster@ccvc.org.nz (general web site queries)
- Lists@ccvc.org.nz (person who administers the list servs)
- Trips@ccvc.org.nz (Trip Coordinator)
- Newsletter@ccvc.org.nz (to send stuff to the newsletter editor)
- Database@ccvc.org.nz (membership database administrator)
- Access@ccvc.org.nz (Chairman of the Land Access Management Committee)
- NZFWDAdelagate@ccvc.org.nz (NZ Four Wheel Drive Association delegate)
- Treasurer@ccvc.org.nz (club treasurer)
- Welfare@ccvc.org.nz (club welfare officer)
- David.coxon@xtra.co.nz (Club night photo submission)
- Helpdesk@ccvc.org.nz (any general questions)

**Trial Calendar 2009-2010 Season**

Round	Club	Date	Zone	Area
Rd 1	Bay of Islands 4x4 Club	14 November 2010	NZ	Okaihau
Rd 2	Valley 4x4 Club	08 January 2011	CZ	Upper Hutt
Rd 3	Eastern bays Twin Diff Club	30 January 2011	NZ	Edgecombe
Rd 4	South Waikato 4x4 Club	19 February 2011	NZ	Karapiro
Rd 5	Competition Committee	13 March 2011	CZ	Colyton
Rd 6	Mt Egmont 4WD Club	23 April 2011	CZ	Taranaki (FINAL)



Competition Committee 2010-2011

ZONE POINTS will be taken from your best **three** zone results  
NATIONAL POINTS will be taken from your best **five** national results

## Presidents Piece Oct 2010

Snow, most years the family gets the chance to find some local snow and, although a bit late, this year was no different. Friday nights forecast predicted snow on the Rimutaka Hill and this is the signal for a trip up Odlins Road. A few calls and we had another family from the club and early Saturday had us wrapped up warm and off to find the white stuff. What a fantastic day, blue sky and no wind. The snow was plentiful up on the big slip and we slowly made our way up to the Renata car park. Only saw five other trucks all day, we headed out after lunch and made our way down to Paraparaumu Beach and checked out the whitebaiters at the northern end. We are very lucky to have such a place on our back door step, I would advise members to go with another vehicle if you do decide to head up there alone as the track can be testing.

Club night was a success, thanks to Ray for taking us through his recent trip from the Northern Territory down through Broome. I asked the meeting to have a think about what we should do with the Turangi property as it has been over 12 months since we put the project on hold. The 60k committee was to have a meeting and come back with a few ideas, feel free to let any of the committee know of any ideas you might have. At the recent committee meeting we rubber stamped 3 new members who will be introduced at club night, Turangi property was discussed and we should have a few recommendations to put to members soon.

Planning for the 40<sup>th</sup> Anniversary is well underway as is planning for Zuki Central next Easter. If anyone has any memorabilia that they are happy to have on display at the dinner next year please let John Vruink know.

October club night will include a talk from the organisers of the Peking to Paris rally so come along and check it out.

Regards  
Ralph Dobson  
CCVC President



## CCVC Club Champs Round 2



**What:** If you missed the first round of Club Champs, don't worry, but don't miss this one! Or come back and compete again at a new location.

Club Champs will have something for the shiniest of trucks up to the hard yakka vehicles in approx 16 short hazards with everything being optional - so come along and test man and machine out.

Club travel ramp will be on site - see if you own a flex monster!

Bring the family out for the day, BBQ sausage sizzle lunch and Portaloo provided.

**Where:** Judd's Farm on the Hayward's Hill Road which runs between Whitby/Pauatahunui and the Hutt Valley. From the Hutt Valley end you turn right into a flat paddock approximately 100m before Britton's House Movers yard

**When:** 9am Sunday 31st October

**Cost:** \$20.00 - includes BBQ lunch

**How:** To register call or e-mail Ash Senior on 027 4945100 or [a.p.senior@hotmail.com](mailto:a.p.senior@hotmail.com)

Volunteers are welcome and it is a good opportunity if you want to see the action and be involved but not drive. Please get in touch if you can lend a hand on or before the day.



### CCVC Delegate Report

Central Zone delegates held a meeting on Saturday 25<sup>th</sup> Sept in Palmerston North and as usual the familiar faces were seated around the table. A lot of topics are covered at these meetings such as land access issues, membership numbers and what the other zones are up to. The Treasurer reported that CZ finances are in

*(Continued on page 9)*

(Continued from page 8)

good shape, membership for the zone was 838 members in 2009 and if the trend is anything like our club then we may see numbers fall a bit with the effects of the recession still being felt.

Northern Zone have requested \$500.00 to assist with track maintenance in the Whirinaki Forest near Minganui, this is an area we should look at using as it borders our zone, near Murapara. Feilding club are off down South for Jan 2011 and the Taranaki Family club are off to Puriora Forest over Labour Weekend and some accommodation is still available, if anyone is keen I can put you in touch. Kiwi 4x4 are keen to hold a national round of the Winch Challenge next year, Manawatu Club are taking the tuff trucks off to Waiouru for a play on the army land and are looking at holding a more shiny trip when the land dries out a bit. Valley club are full steam ahead organising the January Deadwood Safari being held in Whitemans Valley.

Taranaki Family are arranging to have another interclub trip through Whanga Rd on the Whangamomona independence day next Jan, we did this trip two years ago and I would highly recommend it, more details to come.

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**COOKES & TWL** BRANCHES THROUGHOUT NEW ZEALAND

## Australian Outback Adventure 2010 (Part 2) - by John Parfitt

In the first part of this series I described the background to my recent trip from Darwin to Perth with Ray Harkness in his 4wd camper. In this instalment I will endeavour to cover the first part of our journey.

Having left Darwin we headed south on the Stuart Highway (which runs all the way South to Adelaide) towards Katherine, however we travelled only some 120km before turning off and heading west into Litchfield National Park. There after some sightseeing we camped the night at a "4wd" campground, being harder to get to than the standard "2wd" camp.

Litchfield NP is well worth a visit with a number of waterfalls, swimming holes, fields of termite mounds and a "lost city" to visit. It is also the home of the Reynolds River 4wd track which is some 44km long with a number of water crossings and very remote country. This we transited on day 3 of our journey finishing the day at Hayes Creek some 150km north of Katherine on the Stuart Highway.

Day 4 saw us travel on the blacktop via Katherine to Timber Creek where we stayed the night.

The following day we passed into Western Australia via the Quarantine Station on the border just east of

(Continued on page 12)



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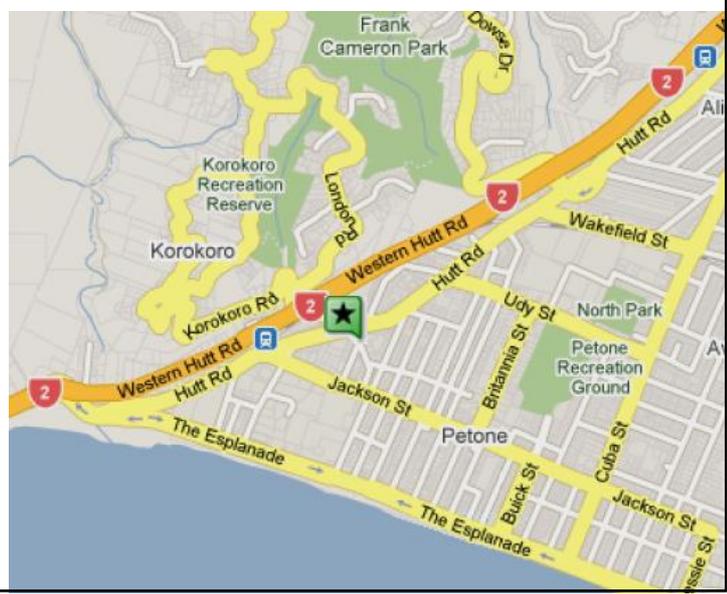
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*(Continued from page 9)*

Kununurra.. At this station they really give the vehicle a thorough going over with no fruit and vegetables being allowed into WA, so best you eat it all before you get there. It was a bit of a change to the honesty rubbish bins we had struck two years earlier at the WA border on our trip through the Great Central Road (Uluru to Laverton).

A brief look at Lake Argyle, which is a huge man made lake where there is a lot of water based recreation (bit of a panic on there over the next few days as someone spotted a "salty" in the lake) and then on to Kununurra where we replenished our groceries. We then had a look at, but didn't cross Ivanhoe Crossing, which is a weir with quite deep water flowing across that forms part of the road (Lots of people go there just to watch vehicles crossing) then on to Wyndham for the night.

Day 6 provided the next highlight of the trip as we travelled to Purnululu National Park which is the home of the Bungle Bungles. This is a magical rock formation, narrow caverns, strange rock mounds and spectacular colours. Well worth the trip of 50km on unsealed 4wd roads to get there. We stayed there for the night.

The next day we travelled to Halls Creek and the following day to Fitzroy Crossing where we stayed in a huge caravan park, almost as big as the rest of the town.

Day 9 of our journey saw us travel from Fitzroy Crossing via Tunnel Creek, Windjana Gorge, the Gibb River Road and Derby to the Willare Bridge Roadhouse. At Tunnel Creek you can walk through an interesting cave with pools of water which you wade through and eventually emerge at the other side of the hill. Very disconcerting when your torch shows up beady red eyes looking at you from the pool you have just been wading in (fresh water crocks). Windjana Gorge is known for its fresh water crocodiles (we saw dozens) and rock formations. It was a temperature of 40+ in the gorge when we visited.

Derby is on the coast and famous for its tides of 20 metres which people go to watch from the towns horse-shoe shaped wharf.

The following day we finished the main "Western" direction part of our journey travelling on the main highway to Broome and then on to a caravan park some 80km south at a place called Barn Hill.

At this time of year (July/August) all the caravan parks up north are full with "Grey Nomads" (retired folk) who travel north for the winter. You cannot get a caravan space in Broome (no bookings taken) and people queue up at the gates of the parks each morning in the hope that someone will leave and a spot will become available. People park at the Roebuck Roadhouse some 25km out of town waiting for that magic "spot" to become available in a park in Broome.

As I said we didn't stay in Broome, had lunch there, did some shopping and then headed down to Barn Hill, a caravan park on a farm property right on the coast, which was very fortuitous as it was at Barn Hill that we met the couple who were to buy Rays truck at the end of our journey.

In the next instalment of the trip I will relate our journey south through Western Australia.

---

### ***Below is two more photo's of Ralph's winter trip up Odlins Road.***



**As part of some research for the upcoming Club's 40th anniversary trip around the Orongorongo coast I came across the following article on [www.orongorongoclub.org.nz](http://www.orongorongoclub.org.nz), hopefully they will not object to my reproducing it here and the picture came from wikipedia - Ed.**

## History of the Orongorongo Valley

The history of the Orongorongo Valley is not unlike many other hide-away and remote bush areas from New Zealand's past. Maori tribes once occupied and fought over remote back country, the colonists arrived over 150 years ago and established towns and cities beside natural harbours and started to clear inland all accessible terrain to harvest trees for production and to establish land for farming. Many ranges such as the Rimutakas were too inhospitable for clearing and development, allowing the native bush to remain largely in its natural state to this day. Mountain ranges such as the Rimutakas were extensively visited by pioneers and colonialists initially for exploration and also to erect trig stations to map New Zealand and to survey prospective routes for roading and railways.



Early development in the Rimutakas saw the construction of the Rimutaka hill road from Kaitoke to Featherston in the 1850s. The Rimutaka Incline railway line was opened in 1878 following almost eight years of construction including the digging of the 622m long summit tunnel. During the late 1870s the Wellington City Council also started construction of the first water intake dam in the Wainuiomata River; this was superseded by the Morton Dam, commissioned in 1911. By the 1920s increased demand for water supply led the WCC to develop the upper Orongorongo River as a water catchment area. A 22km road was constructed up the Orongorongo River from the mouth to the Huia streams where the weir intakes are now located. The road was used by horse and dray to transport materials to the site. A shorter packhorse route was also cut over from the Wainuiomata River and down Telephone Creek to the weirs. At the same time, construction of the pipeline tunnel was undertaken linking the Orongorongo weirs to the Wainuiomata Valley. The pipeline carried water through to the now decommissioned Karori Reservoir in Wellington. The 3.25km tunnel was dug from both ends and took 2.5 years to meet in the centre; despite being penetrated in 1924 the tunnel work was not completed until 1926. The water intake was officially commissioned in December 1926. In places remains of the old dray road can be located cut into the hillside above the river along the last couple of kilometres leading up to the weirs. The odd discarded and broken bottles are usually evidence of the bygone era.

The earliest walking tracks into the Orongorongos were the blazed routes over Mt McKerrow and the Whakanui ridge. The Five-mile Track was cut in the early 1880s by J.D.Climie while surveying the area, although the track never extended as far as the river and was not completed until re-cut by H.Girdlestone in 1914. Up until this point the most popular route into the valley was the Mt Baker track from the Catchpool Valley and along the Cattle Ridge which was at that time believed to have been referred to as Browns Track.

The first huts started to appear in the Orongorongo Valley following Girdlestone's completion of the Five-Mile Track, the most well-known being Baine-iti tent camp which was situated at the mouth of Matthew's Stream. These early huts were usually manuka framed and clad in such things as canvas, tarred paper and flattened out kerosene tins that were all carried through the Five-Mile Track. In 1927 the WCC transferred administration of The Orongorongo and Wainuiomata catchments to its newly created Water Board. This led to the formal approval of the huts in the valley and on the 21st of August 1930 first hut licences were issued. The area had become a very popular retreat during the 1920s and 1930s. Many bush huts were erected in the Orongorongo

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*(Continued from page 13)*

and Catchpool Valleys. All were built with a pioneering spirit as all building materials somehow had to be carried the long distance into the bush. During the early 1930s a shop named Shanty-town Store was operated with WCC approval on top of Jacobs Ladder at the end of the Five-Mile Track until its closure in 1935.

The war years created a recession in the valley with duty calling to defend our nation overseas. A number of huts suffered through lack of use during this absence and there were many who were to never to return to the valley and to their huts. The New Zealand Army Bush Guides were active throughout the valley during this time, monitoring and defending Wellington's vulnerable water supply from attack. They kept all the tracks maintained, and were responsible for locating and flushing out two Army Sergeants who had deserted before being posted overseas and had discreetly built themselves a small bush hut off the side of the Orongorongo River to sit out the rest of the war. This hut, although now rebuilt a short distance from the original site, has ever since been known as Deserters Whare.

A new era was born after the war; the men had returned, enthusiasm had returned and with it the desire to repair and rebuild the tracks and huts of the valley. The post-war era brought with it surplus 4x4 and 6x4 army trucks, which were hired to transport new building materials up the Orongorongo riverbed to upgrade and replace huts. Apart from the odd dray this was the first transport brought up the river for this purpose. The standard of huts improved with the availability of vehicular transport, dirt floors were giving way to timber or concrete, manuka framing was giving way to milled framing, and cladding and fittings were improving. The hiring of a 4x4 truck would often be a communal event between a number of huts and particularly at times such as Christmas periods, when the truck would stop off and deliver supplies to huts all the way up the river before making the return journey back to civilization.

Following a number of drownings during the early 1950s, the WCC was approached for permission to erect a phone line to link huts on both sides of the Orongorongo River in the event of an emergency. The request was received by the WCC Engineers Department and recommendations were made to the City Engineer and to the Council Committee who both formally approved the phone line erection. During the 50-year history of the line many huts, some of which no longer exist, have been connected and disconnected. In its prime the line ran from Matthews Stream to south of Greens Stream and for many years was connected to the Opossum Research Station where radio communication was available. The span that linked both sides of the Orongorongo River was removed by the Department of Conservation during the early 1990s leaving only isolated pockets of huts that are still connected today.

The river buggies followed a few years behind the 4x4 trucks, the most popular usually being the Ford Model-A. The buggies were typically constructed from old cars with the bodies removed and a large wooden tray fitted to the back for maximum load capacity. Bush ingenuity created many modifications to these vehicles such as large and dual wheels, twin inline gearboxes for lower gearing, and eventually to homemade chassis for higher ground clearance. Much more independence and flexibility was achieved by owning a river buggy, materials could be transported as they were needed and the high overall cost of hiring a 4x4 truck could be avoided. Many of the huts in the valley today owe their existence to transportation by the Orongorongo River Buggies.

A controversial 4WD road was constructed along the true left side of the Orongorongo River by the Department of Scientific and Industrial Research (DSIR) in 1968, to provide access to their Opossum Research Station at Greens Stream. Research has been undertaken in the valley since 1946. Initially by the Department of Internal Affairs working from McGregors hut in Greens Stream, until the first Opossum Research Station was built in 1952, responsibility was transferred to the NZFS in 1956, then to the DSIR in 1965 and subsequently to Landcare Research in 1992. The advent of the DSIR road brought an increase of interest and vehicular traffic into the valley, more reliable 4x4 vehicles started to supersede the old river buggies and the 4x4-truck era had ended. A number of new huts were built during this period and a number of old ones were re-built or upgraded.

Recommendations were made to the Water Board and it was considered that the maximum number of huts the valley could sustain without detracting from the character of the area would be 100. At its peak around 70 huts existed with around 60 still in existence today. The hut of today is usually of sound construction; many have hot water, showers, flush toilets, gas cooking and refrigeration. During both the WCC and the Water Board administrations, many hut owners were warranted as Honorary Rangers. This system worked very effectively within the valley and unfortunately has never been continued by the Department of Conservation. The Water Board relinquished administration of the Orongorongo Valley to the NZFS in 1980 and subsequently to the Department of Conservation in 1987.

This period has probably seen the greatest amount of change in the area. Although N.Z.F.S. policy at that time

*(Continued on page 15)*

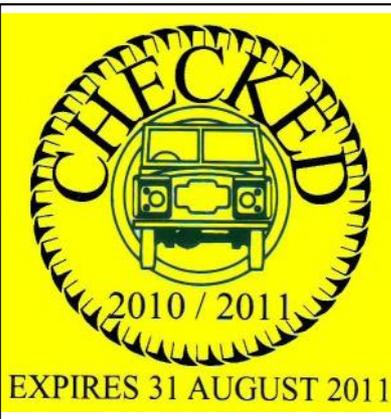
(Continued from page 14)

did not support the existence of private huts on crown land, new licences were offered to hut owners recognising that all the huts were legally established and had been currently licensed by the former Water Board. Owners were offered a new 20-year licence contract expiring in 2000. The Department of Conservation has since offered a 60-year licence expiring in 2050. During this 20-year period extensive negotiations have been undertaken in respect of huts for suitable licence conditions. Access by vehicle into the valley was closed off for some time but has since has been reopened on a restricted basis following negotiations with the Department of Conservation who recognised the ongoing need for servicing and maintaining of huts.

Recent years have also seen the awareness of disabled needs and Vehicle Access permits which can be applied for and granted for this purpose. The Water Board preferred only one owner's name and contact address to be listed on the hut licences, as opposed to a complete list of all owners to ease their administration. This has always caused great deal of difficulty for hut owners to obtain licences issued with the correct names entered onto them. Although the Department of Conservation has now added Spouses of owners to hut licences, it is acknowledged that many part owners and family members have still not been added to licences. The arrival of the NZFS administration brought the first specific management plan of the area into effect. A number of policies were introduced into the valley and also some new development. The long serving Five-Mile Track gave way to the benched Orongorongo Track in 1982 and then the new Big Bend wet weather track along the true right of the valley linking the "Orongorongo Track" to the Whakanui Track.

The mid 1980s also saw the transfer of some huts to the NZFS to be available for hire to the public wanting to experience and enjoy the unique valley. The use of the Orongorongo Valley over the past 60 years as a Government research area has been very rewarding for further understanding of ecology and conservation, But has taken its toll on the fauna and flora of the valley. The lack of effective pest and predator management is evident in the deterioration of the forest and the depletion of the Valley's native bird life. Native birds were once prolific in the area, like the much-prized huia, which was last sighted in the Catchpool valley in 1901.

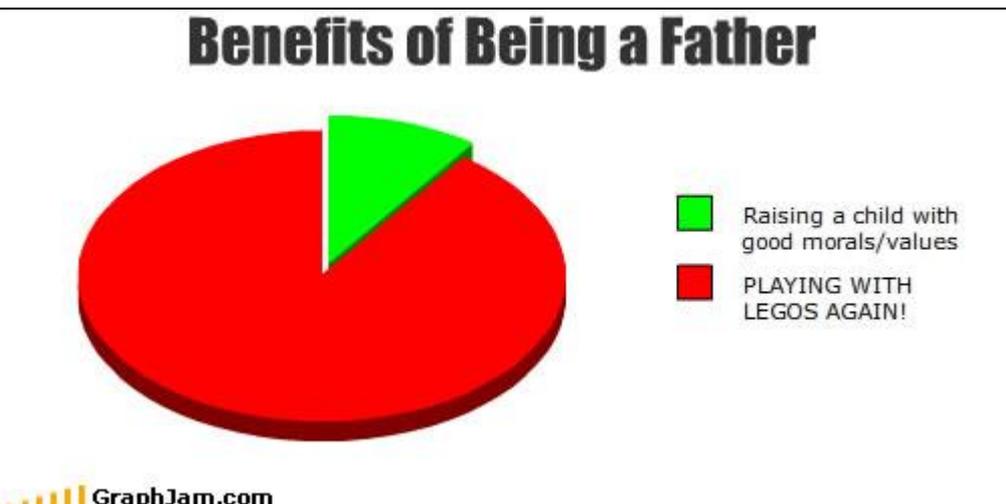
Although the area holds a colourful history of pioneering habitation and public usage not unlike so much of yesteryears New Zealand, it is now very unique in that the same pioneering spirit and habitation still exists within the valley today.



Please be advised that the yellow 2010 / 2011 club sticker is now available and it is a requirement for all vehicles to have one attached for all club trips from 1st September 2010. Please make sure you get yours by making an appointment with your local friendly vehicle inspector. Thanks.

*Murray Taylor*  
Safety Officer  
0274481044

A recent joint study conducted by the Department of Health and the Department of Motor Vehicles indicates that 23% of traffic accidents are alcohol related. This means the remaining 77% are caused by people who just drink



coffee, carbonated drinks, juices, yogurts, and stuff like that. Therefore, beware of those who do not drink alcohol. They cause three times as many accidents!!!

Date	Name	Organiser	Category	Place	Status	Notes
<b>October 2010</b>						
Saturday 2nd	Kiw i Conservation Club Clean up	Ray Harkness	Family Shiny			
Wednesday 13th	CCVC Club Night - All Welcome	Ralph Dobson	Meeting - 19:30	Petone Working Men's Club, Udy St		
Saturday 16th	Costa Plenty Weekend - Bookings Essential	John V ruink	Club 4X4	Costa Plenty 4x4 park 45 min past Paiatua	Confirmed	Bookings Required
Saturday 23rd	Foxton Beach at Labour Weekend - Bookings Required	Ian Dixon	Shiny 4X4	Foxton Beach Foxton Beach - McKenzie Trail		
Sunday 24th	Start w here we were meant to last time - Bookings Required	Graeme Millard	Family Shiny	Akatarawa Forest - Deadwood Ridge Akatarawa Forest - Orange Hut		
Wednesday 27th	CCVC Committee Meeting	Ralph Dobson	Meeting - 19:30	Porirua Club		
Saturday 30th	Redwoods in the Forest - Bookings Required	David Sole	Family Shiny	Akatarawa Forest - Hukinga Area Akatarawa Forest - Deadwood Ridge		
Sunday 31st	Club Champs Round 2 - Bookings Required	Ash Senior	Family Shiny / Hard Yakka	Judd's Farm		

## November 2010

Saturday 6th	Guy Fawkes BBQ and Fireworks - Bookings essential	John V ruink	Family Shiny	Wellington South Coast - First washout - between Sinclair Head and the Long Gully road.		
Wednesday 10th	CCVC Club Night - All Welcome	Ralph Dobson	Meeting - 19:30	Petone Working Men's Club, Udy St		
Saturday 13th	South Coast Annual Clean Up - Bookings Required	Barry Insull	Family Shiny	Wellington South Coast		
Wednesday 17th	Club Recovery Sub Committee Meeting	Anthony (Ant) Reid	Meeting - 19:30	-tba-		
Saturday 20th	Reccy for Rotary Fundraiser - Reccy only - Invite only	Stewart Burrell	Shiny 4X4			
Sunday 21st	Maritime Archaeological Society South Coast Trip - Members Only - Bookings Required	Ray Harkness	Shiny 4X4	Wellington South Coast/Red Rocks & Long Gully		Bookings Required
Wednesday 24th	CCVC Committee Meeting	Ralph Dobson	Meeting - 19:30	Porirua Club		
Sunday 28th	CCVC 40th Anniversary Public Trip - Members Trip Sheet - Bookings Essential	Stewart Burrell	Shiny 4X4	Orongorongo Coast		
Sunday 28th	CCVC 40th Anniversary Public Trip Orongorongo Coast - Bookings Essential	Contact ccvc40th@gmail.com to register	Family Shiny			
Sunday 28th	CCVC Driver Training Day for Prospective Members - Bookings Essential	Steve Mercer	Family Shiny		Confirmed	Bookings Required



## Trip Details

CCVC has a number of requirements for people participating in trips and events.

- Trip Categories and the pre-requisites for attending each category
- Trip and Convoy Rules
- Code of Conduct
- Equipment required
- Cancellation Service

Details are on the club's website [www.ccvc.org.nz](http://www.ccvc.org.nz) on the "Trips" page.

Club members can access more details in the club manual and members-only website.

## Trip Categories

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

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

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

### **Family 4X4:**

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

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

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

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

### **Shiny 4x4:**

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

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

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

### **Club 4x4:**

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

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

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

### **Hard Yakka:**

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

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

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



[www.wgtn4wd.co.nz](http://www.wgtn4wd.co.nz)



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Contact Carl at

**Wellington 4WD Specialists Ltd**  
**26 Hawkins Street**  
**Lower Hutt**

Phone (04) 976 5325, Fax (04) 976 5313  
or 027 201 2529

# New Club Kit



Here's the new range of club clothing that our publicity officer has arranged to be available to members - and there's a order form elsewhere in the mag. There are male and female shirts, vests, a hat and a cap. Note that Stewart is still working on this so the order form over the page is currently incorrect but this will be amended shortly.

**Cross Country Vehicle Club (Wellington) Inc**  
PO Box 38-762  
Te Puni 5045  
Wellington



**tread lightly!**  
LEAVING A GOOD IMPRESSION

