

VEHICLE CLUB Wellington

Cross Country Chronicle

November 2019

INSIDE THIS ISSUE

Presidents Piece.....	2
Trip Data Base & Bookings	3
South Coast Clean up	4
Mt Climie Repeater.....	5
Vertex Radios	5
Vehicle Inspections.....	5
Bush Palace Shakedown Tour.....	6
South Island 4wd Reckie.....	10
Trips/Events.....	13
Trip Categories.....	14
CCVC Photos & Videos.....	17



THE PRESIDENTS PIECE

The regular South Coast clean-up was a great success. Nearly two dozen trucks participated with a good amount of rubbish collected. A few trucks worked on the washed-out part of the road. The temporary job done by the Club a month or so ago has held up well, and the current work was to correct the camber. We were visited by the Council Park Ranger (Frank) who clearly appreciated both the clean-up and the road repairs. A little more work on the camber and backfilling some larger rocks into the washed-out material behind the logs would clean up the whole area. But a good day's work from everybody.

The Greater Wellington Regional Council has revamped their summer programme so we will see some trips later in the year if everything goes to plan. But as with all plans, things may yet change so watch out for the announcements

John P has now switched pretty much completely to the new Trip/Event system and you will see that the Aka's trips are all loaded up for 2020. This raises the regular question of sharing the regular trips among different trip leaders. Every trip leader should be sorting out what trips they will run during the year and get them put in the Calendar. That is what Trip Leaders are supposed to do – lead trips!

Whilst on the subject of Trip Leaders, those who have the Akatarawa endorsement will become aware of a change in Regional Council policies. Regular users of the permit system will be able to keep the fob at the conclusion of a trip, and get it revalidated for a future trip without trekking out to Upper Hutt. Revalidation is possible on the Kapiti Coast and perhaps even in Wellington. Of course, the permit application is still necessary, but this can be done via e-mail.

November Club Night will have an expert on Insurance, so check your policies and work out what you want to know. It is better to know the score before you roll your truck!

We will also use the November Club night to say bon voyage to Graeme and Linda Millard who are heading south to live. So trip start points of Timaru and surrounds will become their norm. Graeme has led many trips over decades for the Club and whilst he will remain a member, his expertise and involvement will be greatly missed. I am sure we wish them well.

Ian Hutchings

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 4014	\$15
Beanie Navy 3059	\$20
Hoodie Navy ZHH	\$75
Soft Shell Jacket Black SJM	\$110
Jacket GJ Navy/Charcoal	\$100
Polo Shirt Navy/White	\$40
Crew Neck Cotton T- Shirt	\$16.50

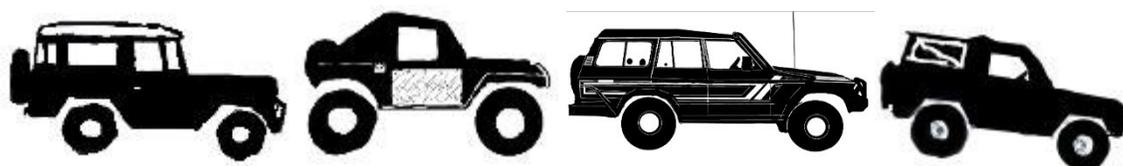
If interested please contact John directly on john.vruink@gmail.com

CLUB RADIO CALL SIGNS

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

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

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





50th ANNIVERSARY PHOTO COMPETITION:

As part of the 50th Anniversary, coming up in 2021, we need some historical photos for things we have planned. We have a few in the archives, that we will pull out over the next few months but would like to see what everyone has in their own records.

To help encourage everyone we have decided to run a photo competition to the end of the year. With winners being presented with prizes and the end of year function. (Yes there will be prizes—more info on them next month)

There will be 12 sections to enter.

- 1970s - Personalities
- 1980s - Personalities
- 1990s - Personalities
- 1970s - Competition
- 1980s - Competition
- 1990s - Competition
- 1970s - Away trip
- 1980s - Away trip
- 1990s - Away trip
- 1970s—Scenic
- 1980s—Scenic
- 1990s—Scenic

All photos entered will become property of CCVC and may be used in a 50 Anniversary Book, Calendar or other marketing material or Club publications.

Photos to be sent to
50years@ccvc.org.nz

The prizes will be a \$50 voucher per category.

Trip Database and Bookings

Trip/Event Lists

All club trips and events are now shown as “Events” in the membership database and the previous database is effectively “retired” as nothing new is being entered into it.

Members should refer to the “Full Trip List” page available via the **Memberzone** when looking for trips as there are trips and events displayed on that list that are not shown on the “Public” list or on the front page of the website.

Registering for a Trip.

Unless otherwise stated, the only way to book for a trip is using the online Registration system available through the trip listing.

When registering for a trip there is certain compulsory data required and this must be entered before your registration can be completed. This ensures that the trip leader receives all the information they require at the time of registration (much of the data will be automatically entered by the system for members).

When you register for a trip, the trip leader receives an advice of your registration and is able to extract a list of all persons registered prior to the trip that they can use as the basis of their attendees list.

Cancelling Registration.

If you wish to cancel your trip registration you can do this on line and you will be removed from the trip list of attendees.

On occasions there will be restrictions imposed as to how long before the event you can cancel your registration and in those cases you should contact the trip leader/event organiser directly to advise your non attendance.

Register/Not attending Buttons – Event Announcement

You may have noticed that when you receive a Trip/Event announcement there are two buttons “Register” and “Not attending”. It is generally not necessary to use the “Not attending” button unless you are specifically requested to do so. However, if you do click that button you will be excluded from any further emails generated for that particular event.

John Parfitt Trip Planning



Some more of the photos we have received for the 50 Ann.



South Coast Clean up

It was time for the annual clean-up on the South Coast, and according to Barry it was the 19th one he had organized. These trips seem to attract a good turnout (is it the sausages at the post trip barbeque?) and this was no exception with 23 trucks registered.

The number of vehicles made it a bit impractical to use the visitor centre carpark for the briefing, so trucks were progressively dispatched to a larger area a few hundred metres around the coast. A pre-trip inspection of the temporary track repairs made by some months ago made it clear that safety could be improved by removing some of the worst cambered sections. Another task to fit into the clean-up.

At the briefing Barry broke the group into three, ten or so trucks to go as far as practicable and start back, and another group to start at this end heading to Devils gate and beyond. A third smaller group was to look at improving the camber on the worst section of road. With a great degree of (unfounded) trust by our trip leader, the trucks were left to sort out which group they would join!

A couple of trucks started towards Devils Gate, another couple stopped to make the necessary road repairs and the majority of the remaining trucks were gone and out of sight before you could say "clean up".

At the road repair site, a couple of logs were dragged into a position on the seaward side of the track, to shore up the fill needed to level the track. The fill was readily obtained by pulling down loose material from the slip that started all the trouble. Shovelling this loose material against the logs soon had the camber levelled. Meantime the next section was benched on the uphill side to give a firm wheel track to drive .

During all this work the Council Ranger arrived to supervise and he was soon put to work on the end of a spare shovel. In lightning quick time it was agreed by all that "that's now OK", perhaps because the lack of wind and burning sunshine were making it harder to keep up the enthusiasm. About mid-day all headed towards the sausages.

The other trucks must have done something as they eventually trickled in with bags of rubbish. It seems there is less and less collected each year, but you can be sure if a clean up is not done the debris would soon mount up again.

As folk feasted on the sausages, the windless day continued with the sun still bearing down. Yes, apparently there are near perfect days on the south coast.

A little later there were reports of a quad bike stuck on the uphill side of the barrier gate near Barry's bach and needing assistance. The Council Ranger administered the appropriate messages to the hapless quad-bikers who had seemingly managed to come up the tip track from somewhere!

We eventually rambled off towards the visitor centre and headed home. Some would be back next week to check and rebait the mustelid traps, but for most it just left next years 20th year trip to look forward to. No doubt a trip with special features and maybe even prizes will be organised! Barry??





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Mt Climie radio repeater may be a life saver for CCVC in the Akatarawas

Many of you will recall an incident at the Orange Hut where legendary Trip Leader Graeme was whisked away from the group by Westpac helicopter and delivered to Wellington Hospital for emergency treatment. There is no cellular service at the Orange Hut and the only way for the team to alert the emergency services to Graeme's plight was to use the ham radio facility operated by the Upper Hutt radio club.

Upper Hutt radio club operates a stand alone radio repeater service for amateur radio operators (hams) which is located near to the top of Mt Climie. It has a coverage that extends throughout the Hutt Valley and into Wellington, Wainuiomata and the Wairarapa. It can also be picked up throughout the Akatarawas. The transmit signal from a vehicle radio was able to "see" the repeater on Climie and then be rebroadcast to the whole of the listening area. And this is how ham operator Murray was able to make contact from the Orange Hut. Another CCVC member, Phil was listening at his home and responded. He then called the ambulance service on behalf and the rest is club history.

Maintaining a repeater on top of Mt Climie requires a lot of technical skill and money to continually replace radio elements that are battered by the elements. CCVC can't really offer any technical skills but we can assist with the maintenance costs. That is why the Committee has agreed to make an annual donation to the Upper Hutt radio club.

Legally only licenced radio operators are permitted to use the repeater but in a case of a medical emergency there will be no objection. So, some Trip Leaders have had the repeater frequency added to their channel list by Ian H. It is on the basis of emergency only just as they have the Marine emergency channel. Trust me, if there is ever an instance of chit chat by non hams (and that's obvious because they will not have a call sign which must be used) our access to the repeater will be revoked – and we don't want that.

Steve Mercer – Club Captain

Vertex Radios

Further to the president's piece last month regarding Vertex radio problems.

A couple of years ago I had Tx problems and Ian did the bypass the narrow band filter on the Tx side with the computer solution. Earlier this year I had Rx problems so I took my unit to Wireless Warehouse. They arranged repair (sent to Auckland?) by replacing the failed Tx and Rx narrow band filters. It cost \$120. As the cost of parts is small it is worth doing both Filters at the same time. They do have a loan unit available. The only down side for me was the extended time frame for the repair over that which was quoted/expected. No doubt that was probably an isolated hiccup on normal service.

Wireless Warehouse 5 McCormack Place Nrga. Ph 4736591 (on the left towards the end, off street parking. Unit not well sign posted)
Phil Gibbons K320.

Vehicle Inspections may now be due

For many members their two yearly vehicle safety inspection has fallen due. At a recent social gathering of members I wandered around and found 50% of the vehicles were displaying expired stickers, which means they could not take part in CCVC trips. It used to be an annual requirement that has now been extended. Trip Leaders are told "no valid sticker, no taking part in the trip".

Please check to see if your truck needs to be checked. You know what equipment needs to be in place and securely stowed. Do a quick check and then ring your local vehicle inspector and arrange a suitable time to get it checked. Remember this check is free for members but the inspectors need to fit you in.

Once you get a re inspection sticker, let out Membership Officer – John Parfitt know so that he can update your status on Wild Apricot.

Steve Mercer – Club Captain



Bush Palace Shakedown Tour

Words by Shaun Ross, photos by Denise Ross

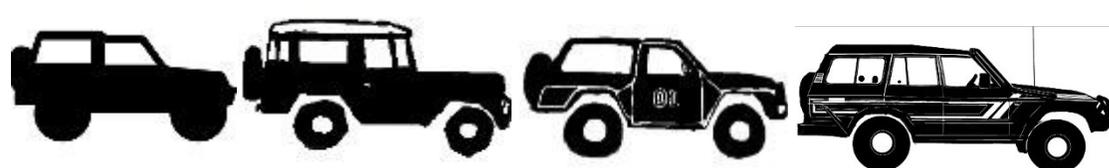
Everything was falling into place with the Ross' planned purchase of an offroad caravan. Shaun and Denise had decided to drive down to Christchurch to collect the caravan and take the scenic route home. Shaun put the word out to club members to see if anyone was keen on joining them. Hayden put his hand up saying he was really keen to explore parts of the South Island that he hadn't seen before. Hayden and Shaun spent some time planning a route that met everyone's time constraints and offered a range of new locations to visit. Before they knew it, the spring school holidays were upon them and it was time to round up the girls and board the ferry.

Everyone enjoyed a hearty breakfast on the ferry before taking in the views of the Marlborough Sounds. Saturday afternoon was spent making their way to Christchurch, stopping in Blenheim for lunch and Kaikoura for afternoon tea. Each vehicle went their separate ways when they arrived in Christchurch. Hayden spent Sunday with friends and explored the Banks Peninsula while Shaun and Denise spent time with Johan and Ciske, the owners of 4X4 Caravans NZ, taking delivery of the Conqueror Commander caravan and getting things squared away for the trip.

Shaun, Denise and the girls met up with Hayden and Phoebe on Monday afternoon after getting the caravan's self containment inspection out of the way. It was well and truly time for the shakedown tour to begin. The small convoy made their way to the first stop at the Rakaia Gorge campground. The weather gave Shaun & Denise confirmation that they had made a good decision to buy a caravan. It wasn't long before everyone was sheltered out of the rain enjoying dinner.

On Tuesday morning, with breakfast out of the way and basecamp secured, Shaun led the way out of the valley to explore the area surrounding Lake Coleridge. The first stop was at New Zealand's first major hydro power station, located below Lake Coleridge. It is well worth spending some time here to learn about the building of this scheme, which was opened in 1914.

The team then made their way around the western side of Lake Coleridge taking in the views of the mountains and the lake along the way. We found a quiet beach at the northern end of the lake to enjoy lunch. This area is part of Glenthorne Station. Please stay on the formed roads, head the signs, tread lightly and take all your rubbish with you.



Bush Palace Shakedown Tour cont..

The afternoon was spent driving up to the Mount Olympus Ski Field. This road is only open to the public when the ski field is open. Fortunately conditions were really good, meaning that snowchains were not needed. It is important to contact the ski field on the radio located at the hut half way up the hill. Gemma, Eryn and Phoebe enjoyed spending about an hour playing in the snow followed by a cup of hot Milo to warm up afterwards.

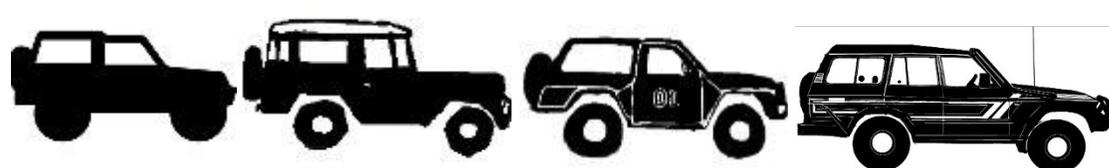
The evening was spent back at base camp next to the Rakaia River. Dinner was still frozen, thanks to the dual-zone fridge-freezer in the trailer. With no microwave in sight, Shaun resorted to using the residual heat from the cruiser's engine to defrost some meat for dinner while everyone enjoyed sundowners and recounting the day's adventure.

Wednesday morning saw the team breaking camp and getting ready for the long haul to Murchison. As luck would have it, a heavy storm blew in just as they were packing the tent away. A great opportunity to practice the packing routine needed to keep the water out while putting the front bed away. The team then retraced some of their steps heading out the valley and on to Lyndon Road with the trailer in tow. The storm that caught the team out in camp followed them on their journey. First there was some rain, then a light snow flurry and then a proper snow fall that covered everything turning the landscape white. This was an amazing contrast from what was experienced the day before. Along the way we were flagged down by a hapless group of travellers who managed to get their 4WD stuck on a rutted track not far from the road. Hayden made light work of dragging them back to safety.

Shortly after joining SH73, the team discovered that the Porter's Pass had been closed due to snow. Fortunately they had bypassed this by taking the shorter route via Lyndon Road. The rest of the trip through Arthur's Pass was uneventful. The team stopped for coffee and fuel in Arthur's Pass village and along the way to admire the engineering at Otira Viaduct.

Shaun took the team on a scenic detour via Lake Brunner Road, stopping in Moana for lunch. The trip continued up the west bank of the Grey River, stopping at the Pike River Memorial. The team took some time to pay their respects to the 29 miners who were lost in the mine explosion. Taking in all the tributes was a moving experience for all.

The team then continued their journey to Murchison stopping in Reefton for supplies before taking a short break at the Buller Gorge Swing Bridge just before closing time. The night was spent at the Murchison Motorhome Park, which everyone agreed was probably the best campground in the area.



Bush Palace Shakedown Tour cont..

The long haul journey continued on Thursday after a great shared cooked breakfast. The convoy made its way to Takaka via Hope Saddle on SH6, Motueka and Takaka Hill, stopping along the way to take in the views at the numerous viewpoints. Time well spent! The convoy arrived at Pohare Beech campground around lunch time, giving them a chance to set up camp early and let things dry out.

The afternoon was spent driving out to Totaranui, the site of one of a popular DOC campground. Bookings are essential in the summer peak. The golden sandy beaches and the proximity to the Able Tasman National Park with all of its fabulous walks are two reasons for its popularity.

Saturday was spent exploring Golden Bay. The first stop was at the renowned Waikoropupu Springs. The crystal clear water is the clearest in New Zealand.

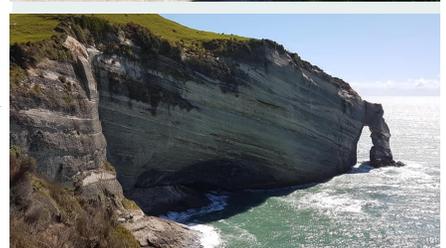
The team then headed across Golden Bay past Collingwood and onto Pakawau before turning onto Dry Road to explore the area surrounding Whanganui Inlet. Morning tea was enjoyed on the beach at Paturau River mouth. The team decided to take Snake Creek Road on the way back only to discover that the road had not been maintained as shown on the map. It quickly deteriorated into a narrow muddy track through the flax fields that ended at a small clearing. The tide had turned by the time the team were back on Dry Road, offering a different view of Whanganui Inlet.

Lunch was enjoyed at a secluded spot next to the Kiahoka Lakes. The cruiser convoy then made their way to Cape Farewell, the northern-most point on the South Island. The views from the top of the cliff are well worth the short walk from the car park.

The cruisers then made their way back to Port Puponga, spotting skull rock along the way. Farewell Spit Cafe provided a nice place to relax with some drinks and ice cream. The raised location offered great views over the spit. Unfortunately the beach can only be accessed on foot or on an expensive guided tour.

The cruisers enjoyed a leisurely drive back basecamp at Pohara Beach to enjoy a well earned meal and a quiet evening.

Saturday morning provided a special treat: bacon pancakes. Then it was time to break camp again. The crew were getting better at packing up the tent with each attempt. Shaun and Denise had a neat treat in store for everyone on the way to Nelson. This involved a stop at the Jester Cafe on the outskirts of Motueka for a walk around their garden to experience their quirky artworks and feed their hungry eels. The team then made their way to Tahunanui Beach for their last night together. Haydn and Phoebe bid Shaun, Denise, Gemma and Eryn farewell on Sunday morning before making their way to Picton to catch the ferry back to Wellington.



Bush Palace Shakedown Tour cont..

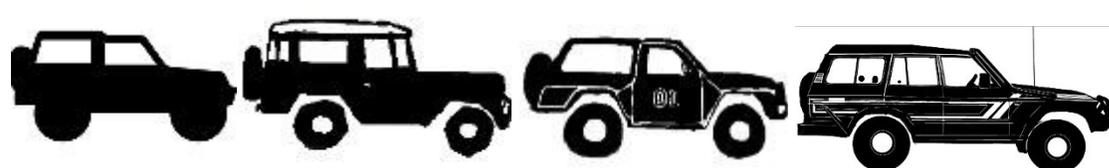
Shaun, Denise and the girls spent a few days in Nelson catching up with family and friends and swimming at the Richmond Aquatic Centre. The last leg of the tour commenced on Wednesday morning. Shaun noticed that one of the cruiser's tyres had a slow leak and went in search of a tyre shop as we needed a good spare for the next leg. A piece of rock about the size of a grape had gone all the way through the tread. The leak was quickly repaired, the trailer hitched up and they were on their way. Lunch was enjoyed on the beach at Cable Bay, which is located a short distance off SH6 to the north of Nelson. They continued along SH6 to Rai Valley, turning onto Ronga Road, driving through Okiwi Bay and onto French Pass Road. Gaps in the low cloud offered glimpses of Croisilles Harbour and Squally Bay. Basecamp was set up at the campsite in Elaine Bay, offering views over the tranquil harbour. A strong southerly was blowing, necessitating the installation of storm lashings on the tents.

Thursday dawned with clear skies, offering great views of the turquoise water in Squally Bay as the travelers made their way towards French Pass. Everyone enjoyed the walk down to the lookout. French Pass hosts the fastest tidal stream in New Zealand, reaching up to 8 knots. A small car ferry operates between French Pass Beach and D'Urville Island. Everyone enjoyed lunch at French Pass Beach. Shaun and Denise watched the ferry arrive while the girls enjoyed exploring the rocky outcrops on the beach.

The afternoon was spent back at Elaine Bay enjoying the tranquillity. Everyone was grateful for the shelter provided by the caravan and tent when the rain resumed, soaking the ground all night.

Friday found the crew packing the tents away for the last time and then making their way to Blenheim via Havelock. They spent the afternoon putting the caravan through its paces navigating a sandy beach track on the Wairau Bar, tracking neatly behind the cruiser.

Sadly, the trip was coming to an end. Everyone enjoyed their time getting closer to nature exploring the upper South Island. Now to start planning the next adventure.



South Island 4wd Trip : October 2019

Day 1: Monday 21 October

We started the trip at 8.30 from Timaru Top 10, where we had stayed the night: with 6 trucks: Glen and Ken (Masterton), Ross ("Rossko") (Tararua Club) with Bruce (CCVC) as his navigator, Megan (CCVC) in her "Black Beauty", Murray (CCVC) and Glennys ("Dark Knight"), Stewart (CCVC) and Rachael ("Daise") and Graeme (CCVC) and Linda ("Rugrat"). Glen and Ken left early to go to Waimate to buy something warmer as they had been cold in their tent. Graeme and I had slept in our tent as well but we were cosy. We had put "Aluminium" sun visors under our sleeping mats to stop the cold from the ground seeping up.

We drove on tarseal from Timaru to Waimate and then to the start of the Old Kaiwarua Rd. We met the farmer at the beginning of the track: the forest gate had been opened for us as pre-arranged and after a chat with him and pumping up the tyres on his quad bike and letting ours down, he warned us that the creeks were higher than normal.

We passed through a track that, was very closed-in at times with scratchy gorse, had cut away corners and went through a forest and the two creeks. The first creek, although high was easily navigable but at the second the water was a lot swifter. Graeme and Megan found another track into the river which although steep to get in was a safer way across the river. Stewart and Ross went across the original track in their bigger trucks.

We stopped for lunch at an Historic Shearing shed, built in 1918.

After lunch we headed through a farmer's yards to the top and the track opened up through farmland. Then the route became elusive as there was a locked gate. Graeme drove back to the yards to talk to the farmer. He cautioned us to go slowly diagonally through the first paddock and down the hill as he had twin lambs there and didn't want them split up.

After we left the Old Kaiwarua Rd we headed at a faster pace to the Hakataramea Pass Rd and then onto the Haldon Rd. It was about this time that Graeme noticed his engine was revving very high and his speed was getting higher and sat at 2500 revs! He managed to stop and everyone came to help sort his problem. They checked his accelerator cable and thought it might have been his spring. Eventually Ken realised there was a stone in the throttle lever which was jamming the throttle open. As easy fix once it was found! A much easier fix than what happened a few days later.....more on that eventually.

We reached Black Forest Station and decided to stop for a late afternoon tea break. It was at this point that Graeme and Stewart decided that travelling the 1 ½ hours across the Black Forest Station- around Benmore Lake with it's many twists and turns, ridgebacks, drop-offs and steep descents to the Benmore Dam and then onto Otematata would be foolish at that time of the day and would make the day very long. Graeme talked with the Black Forest Station owner and he offered us the use of the Shearer's Quarters (thankfully empty that night) for a very reasonable rate; although he normally rents it out for a minimum of three nights.

We found rooms to suit and Glennys and Megan cooked up their very large lasagne for everyone to share. I think everyone was happy to stop there for the night, (no tenting that night!) as it had been a very long and tiring day, especially across the Old Kaiwarua Track.

Day 2.

We arose to a fresh dusting of snow on the hills around the Lake. The first part of the trip was across the aforementioned track around the side of Lake Benmore and to the Benmore Dam. There were numerous gates in the valley. We were driving under the massive pylons, alongside briar roses and dodging rocks that had fallen from the cliffs. At times we negotiated around tight corners on the narrow road. We were rewarded with magnificent views of the lake for the second part of the journey and few kilometres of engine braking zigzag downhill.

We came out at the Benmore Spillway, Otematata, after applying the appropriate code to the lock on the end gate. There wasn't any water flowing down the spillways although the lake above the spillway was very high... no beaches; and trees actually in the water rather than on a beach. We passed a mob of sheep on the tarseal between Otematata and Omarama. Omarama was the morning tea stop as it is a favourite for coffee, food and a lovely clothing shop. It is actually the only place for coffee and food!



South Island 4wd Trip : October 2019 cont..

We drove along the road 20 something kms to Lake Ohau and those who had pumped their tyres up at the Benmore Dam let them down again at the start of the shingle road. The hill tops were all in cloud. We followed the 4WD Lake Ohau Rd alongside the lake of the same name and up into the headwaters into the valley of the Hopkins River. A farmer we passed told us that snow was expected down to 300 metres overnight. We were higher than that at that stage. We got to Monument Hut for lunch and some managed to eat in the hut out of the wind. We talked to a hunter who was heading two huts further in. He had gone out to get a newspaper, some bread and milk and was going to hunker down while the snow was around. We didn't stay too long as the temperature was dropping and it was starting to sleet. We turned back and went to view the Clay Cliffs.

"The Clay Cliffs are a stark sight - tall pinnacles separated by narrow ravines. These otherworldly formations are made up of layers of gravel and silt, originally formed by the flow from ancient glaciers over a million years ago."
By Tourism Waitaki

Ross and Bruce had gone to Omarama Motor Camp and organised cabins for the rest of us. No one wanted to sleep in tents with snow expected to low levels.

Day 3.

This morning when we woke we could see the snow all around on the hills. We knew that Lindis pass was still open because some reported that they could hear the trucks coming past the camp all night. Not me! I was obviously oblivious.

We proceeded up the Lindis Pass. It was very postcard picturesque with snow right down to the road although not on it. Most navigators were snapping photos as we moved with the hope that some would turn out. Even the solar panels alongside the road had snow on them. Obviously not getting much sunlight to fuel whatever it is they feed. We stopped at the chain-fixing area near the bottom of the hill to take in the very quiet atmosphere and gave others chances to take photos. We then stopped again at the Summit Lookout along with all the other tourists and a bus, to take the obligatory team photo. The snow sounded like crunchy cornflakes under our feet.

The snow was only on one side of the hill because as we went down the other side, not a sign of snow. Quite uncanny really! Tarras was our morning tea stop with coffees, hot chocolates, pies, toasties and any other warming food. We sat at the tables and enjoyed the break.

After morning tea we visited the historic gold -mining site of Bendigo and there were lovely photos taken amongst the old stone and mud packed house ruins that had belonged to the miners.

We then proceeded up the Thompson's Gorge Rd, stopped at the "Come in Time" gold Stamper; and onto the summit where we branched off towards Mt Moka and Leaning Rock. The first part of the steep hill going up had a right-hand camber that wasn't suiting the Daihatsu's already lower (spring) on the Driver's side. Bit freaky for this passenger! We pulled off along a flat piece and the others continued up to a gate for lunch. The sign said Bendigo Conservation Area.

We were back within the snow. "Daise" turned into a snow plough during some of the snow drifts across the plateau and then it was "Rossko"'s turn. Megan had her turn as a snow plough until she became bogged. Stewart attempted to pull her out but she was well and truly stuck. Graeme then turned "Rugrat" around and hooked up to "Daise" and pulled both out. At the top at 1574 metres we reached another gate that was locked with a sign implying that if you didn't have DOC's permission it was a "No-go". We turned around at that point and Megan continued to lead. We think she seriously hoped that she'd be allowed to lead. (A potential trip leader!).

We continued down the other side of Thompson's Gorge and came out at Omakau and then onto Alexandra. We managed to acquire two tourist flats at the Alexandra Holiday Park for our night's accommodation. We had a pot-luck dinner in our flat.

Graeme had had a dripping nose bleed most of the day but by dinnertime it was worse. I got through to the Medical Help line after being diverted from an After-Hours number and the Help Line sent an ambulance to the Motor Camp. When the ambulance couldn't stop it bleeding they took him to the Dunstan Community Hospital in Clyde. At about 10.00 he rang and asked to come "Home". I expect the adrenaline injections took some time to work. Megan and I went to Clyde to bring him back.



South Island 4wd Trip : October 2019 cont...

The next morning Graeme was OK and decided to continue with the trip (He does bounce back like the "Rubber ball" that one member suggested). However this is where our other challenge mentioned earlier became noticeable. "Rugrat" couldn't move and then it was discovered that he had no rear-wheel drive. So it was necessary to drive him in 4WD to get to a garage in Alexandra about 1km down the road. The first garage was too busy to even look at it to see what the trouble was; a tyre garage jacked up the back end and found that one wheel was very wobbly. We left the route GPS with Stewart so he could continue that day's trip with the rest of the vehicles. They went towards the Obelisk and got stopped by snow, but that story will be told by someone else.

We were then directed to GWD Toyota. Luckily (or not depending how you look at it) they weren't busy and were able to have a good look. They found that "Rugrat" had a broken rear axle...an old previously unnoticed crack and then the very recent break. We were trying to assess when it could have happened. The mechanics tried to get replacement parts but nothing available in the country anywhere. Of course we knew where there were two rear axles...in our container holding two donor vehicles in Marton. Both keys to the container were in the South Island! The mechanics tried to get someone to weld it together so we could at least get home. We were given a courtesy car and directed to the Motel 100 metres up the road.

Next morning when the truth was revealed that the weld hadn't worked because it hadn't been a clean break we were given a car (and unloaded the minimum of gear.....all the camping gear radios and 2 GPSs are still in Alexandra with the vehicle) that needed to be relocated to Queenstown and from there we hired a rental that had to go back to the Christchurch Airport. That rental only cost us \$68 plus fuel. We drove to the road that the rest of the party were due to come out between Otematata and Kurow. Although we tried Stewart on his cell-phone he was out of range and without our club radio couldn't call him. We were only waiting about 5 minutes and saw a dust cloud indicating approaching vehicles. The rest of the trip members came down the road towards us and after a catch-up and "your truck has shrunk", tyres were pumped up and we then said our good-byes and we all headed off in convoy towards Waimate where we started to disperse. Christchurch was our night destination and after a further offloading of belongings (the contents of our fridge were enjoyed I understand) we flew home the next morning. We have since been to Marton, collected the axle and sent it to GWD in Alexandra.

Linda Millard: Rugrat



OCTOBER 2019 TRIPS & EVENTS:

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

Wednesday 13th CCVC CLUB NIGHT - Meeting

NAENAE BOWLING CLUB
25 Vogel Street, Lower Hutt
All Welcome
Ian Hutchings
7:30

Saturday 16th SHINY 4x4 to club

RETURN TO RALLYWOODS
Book via <http://www.ccvc.org.nz/event-3550635>

Sunday 17th FAMILY SHINY (with Attitude)

AKATAWARAS
All welcome
Book via <http://www.ccvc.org.nz/event-3600005/Registration>

Sunday 23rd FAMILY SHINY

ORONGORONGO MONTHLY TRIP
All welcome
Book via <http://www.ccvc.org.nz/event-3556580/Registration>

Wednesday 27th Committee Meeting

Porirua Club

Saturday 30th SHINY 4x4

White Rocks , Palliser. Sutherlands Overnighter
Book via <http://www.ccvc.org.nz/event-3546525/Registration>

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

www.facebook.com/groups/2341019559499870/

DECEMBER 2019 TRIPS & EVENTS

Wednesday 11th CLUB NIGHT

Naenae Bowling Club
All Welcome

Sunday 14th FAMILY SHINY

AKATAWARAS
All welcome
Book via <http://www.ccvc.org.nz/event-3556596/Registration>



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

February 8 2020:

4x4 Summer Escape series 2020

An escape to the iconic South Island of NZ, on roads and tracks less travelled. Contact Stewart and Graeme on summerescape4x4@gmail.com or phone Stewart on 0275 992633 or Graeme on 029 2001700 for more details and information pack.

March 14 & 15 2020:

Kauri Coast Safari

Raising funds for the Northland Rescue Helicopter. This will be 2 full days of driving. Accommodation will be camping with access to water and toilet facilities. This is a self-catering Safari. More details and cost to follow. Enquires contact Chrissy at ron.chrissymccloy@gmail.com



TRAINING:

Training takes place on every trip and Trip Leaders will try to provide support and instruction (as appropriate) to prospective and new members attending each trip.

This may be done either by the trip leader or by having an experienced Club Member take the individual "under their wing" (so to speak) for the period of the trip.

Training events for specific aspects of 4WD'ing will be organised by the Club from time to time.

As from the effective date of this document, attendance at a Club driver training event will no longer be a prerequisite to joining the club.

Members will be required to have attended a Club training event, as determined by the Club from time to time, prior to being able to participate in any trip with a category of "Shiny 4x4" or above.

The next training day is SATURDAY JUNE 6th Book with Phil public@ccvc.org.nz

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

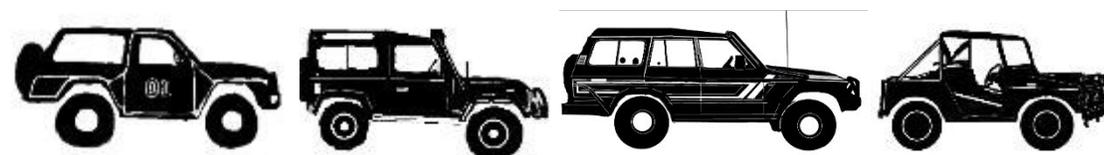
Grant Guy
G Guy Motors
41 Hutt Road, Pipitea, Wellington
Ph. 04 472 2020

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

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
Tony Street

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

CLUB OFFICERS

President	Ian Hutchings
Vice President	Ron Gardner
Treasurer	Frank Allen
Club Captain	Steve Mercer

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
General Committee Officer	Steve Mercer

CLUB NOTICES

RADIO PROMOTION

We have been offered some great rates to CCVC club Member for purchasing radios through Tait Communications. Membership card must be presented at purchase.
Contact Ian at ian.hutchings@xtra.co.nz to get a list of prices and models



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 (sorry had the wrong email last month)

All our trips will be listed in events . 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:

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



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.**

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

MAGAZINE 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 looking for photos, stories and videos that tell about our clubs history so start looking. In the next few months look out for a photo competition where we will be looking for the best photos.

Please email 50years@ccvc.org.nz

