

Cross Country Chronicle

April 2021



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THE PRESIDENTS PIECE

Well and truly into our 50th Anniversary year with plenty of trips being well subscribed to. I've found the calendar super useful but be aware more trips are being added into the on line calendar all the time so keep an eye on this.

My Whangamomona trip went well and basically to plan, the road was in good condition with no one getting stuck but with a little wet weather it would be a whole different ball game. The Saturday started out really misty but that soon burnt off and we were treated to a fantastic day with clear skies and no wind. A great group of trucks came along and it was good to see some of our longer term members getting out on an away trip. Te Wera Lodge has been upgraded since the last time I stayed and is now very popular with schools and family gatherings, good facilities at a great price.

The 50th Anniversary committee is still meeting on a monthly basis, the anniversary souvenirs have been ordered and will be available to all full members who come along to the anniversary dinner later in the year. The book is now into its final editing stage and I'm sure you will be impressed.

The National AGM is coming up in May and we will be running a trip on the Saturday for delegates so some seats will be required for passengers.

A couple of club nights back we had Grant Purdie outlining some changes the National Executive want to introduce at the AGM. Our feedback has been taken on board and a number of changes have been made, Ian Hutchings will update the next meeting which will hopefully cover most of our members concerns.

As always if anyone has any concerns or suggestions in the way our club is run I am more than happy to discuss anytime.

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 modeling 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

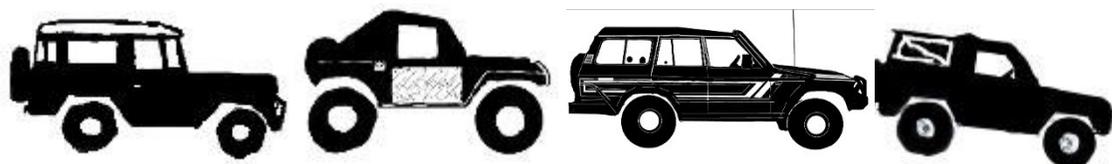
Crew Neck Cotton T- Shirt

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

Agri Station Boundary Jersey

50th Anniversary Logo
Mens Only Size \$110

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



WELLINGTON WESTERN HILLS

It was a privilege to participate in this CCVC Shiny 4x4 trip, which was held on Saturday, 13 March 2021. It was very well organised and led by the duo of Trip Leaders David Sole and Barry Insull. I was accompanied by two granddaughters, Valerie aged 11 years and Pepper aged 8 years. They are cousins. The weather was perfect.

There were 14 or 15 vehicles. We met at 8:15 a.m. at Fraser Avenue Car Park in Johnsonville for the Trip Briefing. Among the drivers was CCVC Life Member Andy Cockroft who I have not seen for several years. Andy was driving a Range Rover.

We circled around via Burma Road to Broadmeadows. We accessed a steep gravel track via a locked gate off Sersi Terrace. After a steep climb we reached Mt Kaukau which is 445 metres above sea level. Here everyone alighted from their vehicles to view and photograph the wonderful scene of Wellington Harbour below.

In convoy we then commenced the traverse of the **Skyline Track** along which I have previously walked on a number of occasions.

Driving southwest along the Skyline Track there are wonderful views of Ohariu Valley, Takarau Gorge and Cook Strait to the west and Wellington Harbour to the East. The Skyline Track winds along above Ngaio, Crofton Downs, Chartwell and Wilton. We eventually descended into Parkvale Road, Karori. We then drove along Karori Road to Allington Road and turned left into St Albans Avenue, at the end of which, through a locked gate, were back into 4WD.

The winding track curved upwards for several kilometers eventually reaching Summit Deck of Makara Peak at 356 metres where there were several dozen cyclists gathered.

After a break to socialize and enjoy the view we descended via a different track to Makara Road. We turned left into South Makara Road which passes Karori Golf Club. South Makara Road terminates in a farm where our arrival was anticipated. One by one the vehicles passed through another set of locked gates. At this point we let down our tyres to 20 psi.

We descended along Karori Stream, with numerous fairly shallow river crossings. On one occasion there was quite a loud thud as my 70 series Toyota Landcruiser dropped into the river bed. Eventually we reached the South Coast. Turning left the track was quite tight with a drop off to the right and a cliff face on the left.

After regrouping we drove around the sand passed Sinclair Head to Red Rocks. During another stop Valerie and Pepper were delighted to encounter a seal. Further onwards I had the opportunity of chat with Murray Taylor outside his South Coast batch.

Reaching Owhiro Bay Parade would normally be the end of the trip, **but** not today. Still in convoy we drove up Happy Valley Road and just proximal to the turnoff to Landfill Road we passed through another locked gate on to yet another track.

We had now entered **Te Kopahau Reserve**, an enormous tract of land where I had not been previously. We drove around and around with ascents and moderately steep descents. According to my topographical map part of the track is known as Red Rocks Track. We eventually reached Te Kopahau Summit at 485 metres above Cook Strait to the south, again wonderful views.

Another vehicle, which had encountered power steering problems, and I left the group at the Brooklyn Wind Turbine. The others descended via another track to the landfill.

A wonderful day. Many thanks to David and Barry.

K W Menzies



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.

AKATAWARA FAMILY SHINY - 14 March 2021

This trip was the last instalment in my Trip Leader training program. AREC had informed Allen when he was collecting the key fobs and permit that the southern side of the forest was closed due to a motorcycle event. This required a change to our starting point. Participants were duly notified by email a few days before the trip.

With the list of participants in hand, I headed off early on Sunday to meet everyone at the Totara Park entrance. After airing down and signing everyone in, it was time for the drivers' briefing. With the formalities out of the way, our convoy of 21 vehicles headed up Valley View Road.

The morning saw us traverse Woolshed Road, passing the locked gate at MacGhies Bridge and on to Third Crossing before making our way up Hukinga Road to the helipad on Deadwood Ridge for morning tea. After some light refreshments, we made our way down the hill back to Third Crossing.

After crossing the Akatarawa River, we headed up the Pram Track and over the summit before making our way down to Norm's Crossing and onto Hydro Valley Road. We continued past the Orange Hut making our way up to the grassy area below the powerlines near the old playground for lunch. The weather was great with very little wind and clear skies. Everyone enjoyed the views of the Kapiti coast.

With our tummies fed, we headed over to Whakatikei Road and made our way back towards Norms Crossing. We then retraced our tracks along the Pram Track, through the Third Crossing and over McGhies Bridge. We then headed over to the northern end of the Clarke's Creek Track. This turned out to be a highlight for many of the participants today.

We then made our way back to the car park at Totara Park via Valley View Road. Thanks to everyone that came along and made this a successful and enjoyable trip. Thanks too to Allen and Phil for taking me under their wings and showing me the ropes on how to run a trip the CCVC way. I look forward to seeing everyone out on the trails again soon.

Words by Shaun Ross, Photos by Shaun Ross and Penne Durdle



JEEPING AROUND THE SOUTH ISLAND

After a very serious 2020 we (Steve and Lara Penman) decided to put more fun in our lives with an awesome 3 week 4wding adventure in the South Island in Feb 2021. Steve was in his grey TJ Jeep Wrangler (Stingray) and I was in my black TJ Jeep Wrangler (Giggles). We spent most of our time around MacKenzie Country and Central Otago spending most days doing 4wd tracks, with a scattering of walks, touristy days and rest days. We planned the trip ourselves staying at baches along the way, were each other's recovery crew (the benefits of a husband and wife team!), and we used the 4x4 Explorer website to choose our tracks.

And it was so so good! One of the best holidays we have ever had. So many fun tracks, ridiculously beautiful scenery, remote valleys with no-one for miles, new places to explore each day and excellent company – how can you go wrong!

South Islanders really are lucky to have all that land accessible to the public – either DOC land or farm land that Station managers allow access by agreement. A subscription to the 4x4 Explorer website gave us access to information about all the tracks and downloadable topomaps so we could check our progress and directions via GPS as we went. With the maps downloaded onto my phone (and a new dash phone holder) I was ready to be navigator, even though neither of us had driven this area before.

We decided to base ourselves in a few baches that were in the middle of a group of interesting tracks (Omarama, then Alexandra, then Queenstown) so we could do trips out from our bases. This worked really well as we could be flexible enough to change trip plans depending on what tracks were open and what we felt like doing each day. We picked places with good flat grassy back yards to do pre-trip checks and repairs, which was super handy.

We ended up doing about 18 tracks plus a whole lot of gravel road in remote places. We fell in love with driving in braided rivers and enjoyed learning how to read a river better before crossing. With the recent stories in the news about idiot 4wders killing birds and destroying the rivers in the area, we were very conscious about being respectful of the environment. We made sure all of our driving, including every river crossing, was on official formed tracks where we were expressly permitted to be. Having access to these tracks is a privilege and we certainly felt very privileged to drive in these beautiful places.

Even with all our driving there is so much we didn't see and that we are keen to get back to next time. We were there in a dry spell, so the rivers were low and the ground was dry, so it would be great to go back to some of our favourite tracks in the wet to get a different driving experience.

A summary of the tracks we did

Tasman Valley Road in Mt Cook National Park: An easy short track as most of it was closed to the public.

Hopkins River Track out from Twizel. An excellent track through DOC land, alongside the river through fun ruts until you get to Monument Hut (the easy part), then the braided river crossing (the harder part). The locals having a picnic at Monument Hut told us that the first river crossing just at the hut had changed in recent weeks so it was much sandier and deeper than usual, and many vehicles had been stranded mid-attempt and needed to be recovered. We decided to give it a red hot go and we just made it across (clawing our way through what felt like quicksand at full noise, lockers on, snatch straps at the ready and a whole lot of splash!). Such fun!

We couldn't find our way across the braided river to the Red Hut (local knowledge would have been handy here as the rivers and paths across the river change all the time). So we crossed back over and headed back.

Otau River track, cross Pukaki River, Black Forest Station – an easy loop from Twizel around Lake Benmore and back to Omarama. Our introduction to the brown hills of Otago.

Dobson River Track out from Twizel. Truly stunning mountains, fun driving and the challenge of finding our way up the braided river made this one of our favourite tracks. With 2 hours of gravel road and 6 hours of river driving we were tired and happy at the end of the day.

We made it to the top of the track! Having a well earned picnic lunch at Kennedy Hut at the end of the track before heading back again.

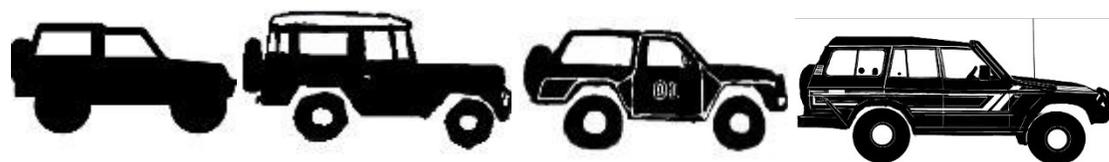
Manuherikia West track (Omarama Saddle) and Manuherikia East track as a loop. Moderate track in DOC back country, with lots of zig zags crossing over the Manuherikia stream.



Looking back at Monument Hut after our first truly challenging river crossing



Looking up Hopkins Valley



JEEPING AROUND THE SOUTH ISLAND

Thompson Gorge Road, Mount Moka and Mount Apiti. We drove from Omarama to Alexandra the fun way – taking Thompson Gorge Road from Tarras to Omakau (and its endless farm gates to be opened and closed along the way). In the middle of the track is a there and back side track up Mount Moka along to Mount Apiti. Mount Moka Track is a very short but steep rocky track that made our Jeeps think they might have been transported back to their rock crawling homeland.

Carricktown, Old Woman range, Old Man range as three tracks all joined up as a loop from Alexandra. Carricktown track up the hill from Bannockburn was easy dirt track with a few bumps, and makes the big climb up to Nevis Road at Duffers Saddle (the highest public road in NZ). Then drove across the boggy tracks of Old Woman Range and then to check out the weird stone formations on Old Man range.

Macetown Track, starting at Arrowtown. Another one of our favourites, and certainly other people thought so too as the track was full with 4wders, hikers, mountain bikers, motor bikers and people panning for gold. After so many days of seeing absolutely no-one else on the tracks it was a shock to the system! Despite being so busy it really is a lovely shiny level trip up the Arrow river with lots of very manageable river crossings and beautiful views. We explored some of the side tracks which were well worth it with slightly more challenging driving and cool caves to explore.

Skippers Canyon out from Queenstown. Really just a gravel road but deserves a mention as the road is very narrow and hangs off the cliffs above the river for some breath taking scenery.

Glenorchy and Paradise north of Queenstown. Again just a gravel road but stunningly beautiful scenery makes this a wonderful drive. We drove to the end of the road past Glenorchy and Paradise to do some walking along the Dart River.



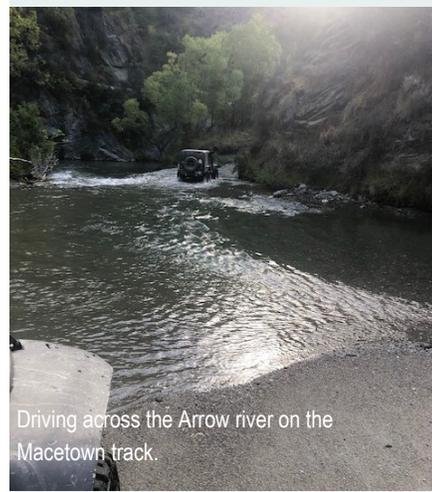
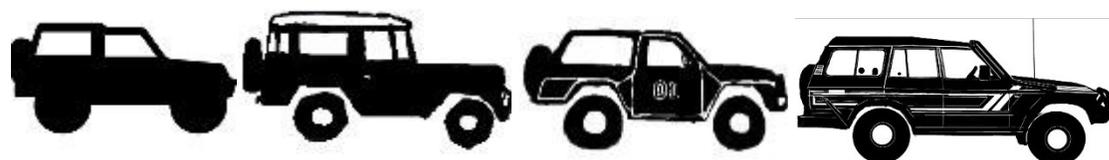
At the top of Mount Apiti



Some fun ruts on Old Woman Range – I imagine after it rains these would require a bit of winching from other vehicles to get through here. Known to snow up here even in summer so don't get caught out, like a 4wd club did one year when they got snowed in.



The obelisk on Old Man Range is much bigger close up than we expected – that is little old me at the bottom there!



Driving across the Arrow river on the Macetown track.

JEEPING AROUND THE SOUTH ISLAND

Double Hill Run Road just out from Mount Hutt.

Okuku pass – the interesting way from Hamner Springs to Mt Hutt.

Rainbow Road with a there and back again along the *Sedgemere to Severn track* (an easy track between Rainbow Road and Molesworth Rd) – the fun way from Hamner Springs to St Arnaud. Our first time driving this road and we enjoyed it even more than the Molesworth. The Hamner Springs end of the track is much like the Molesworth, but the northern end had more challenging tracks and lovely beech forest.



The big vistas of Rainbow Station

The Vehicles

We spent a decent number of weeks preparing the vehicles for long distance road driving and for the weeks of off-roading away from the home workshop. With the Central Otago heat and dusty gravel roads Lara's top vehicle prep was to finally fix the air conditioning (oh sweet cool air!). Steve had the tricky job of chasing down a sneaky intermittent misfire in Stingray, which after much problem solving came down to leaky injector o-rings. So after all that prep work we were hopeful the amount of repairs needed while away would be minimal, and the jeeps were stocked with the tools, spare parts and bolts etc we thought we might need.

While on the road we had to do a few repairs, well to be fair, Steve's jeep had a pretty seamless run apart from a factory weld on the rear track bar axle bracket giving up the ghost in one of the deep ruts of the Old Woman Range. Steve decided the jeep didn't need a rear trackbar off road anyway (Junction Auto welded it up before we left Alexandra) so Stingray had a trail downtime of less than five minutes over three weeks – a grand success!

Giggles on the other hand not so much. My jeep's trail repair stories revolve around failed shock absorbers, and their surprising effects... Our working theory is that the jeep did an excellent job of turning jarring vibration into rotational energy to slowly undo a random selection of bolts so the jeep could literally rattle itself to bits. We discovered the poor state of the shocks after we left Wellington, so ordered new shocks while on the road. While waiting for them to arrive the vibration from driving hundreds of kilometres on rough roads resulted in something coming loose almost daily despite our best efforts to check and tighten everything before each trip. Over this time the skid plate came loose and almost rattled off (particularly problematic given it holds the transmission in), a rear control arm came completely loose, the sway bars started to undo themselves, the tyre carrier worked itself loose and a steering tie rod clamp rattled loose and wound itself up tighter (so the wheels were facing inward). Then on the Macetown track a front brake calliper lost its bolts, fell off and jammed against the aluminium inner wheel and proceeded to grind a nice deep channel in the wheel itself. The bolts of course were long gone. Surprisingly we managed to jerry-rig a fix and drive out.

When the new Ironman shocks arrived at Junction Auto in Alexandra we got Tony to install them while we did some sightseeing and he triple checked everything to make sure nothing else had come loose. Surprise, surprise with the new shocks installed we had no further problems. As a member of the local 4WD club Tony was happy to help us out and share some of his stories of driving the local tracks. The only thing we needed to repair on Giggles when we got home was a rusty U-Joint in the front drive shaft – to be replaced with a greasable one to better cope with all those river crossings!

Now... lets plan the next adventure!

Lara Penman



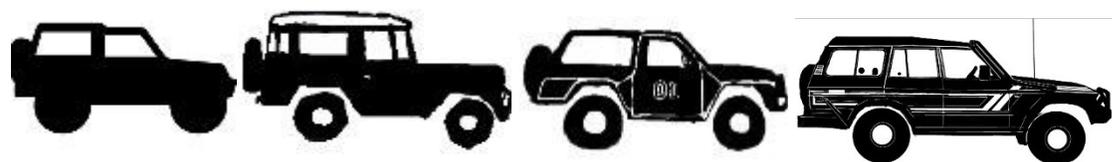
The Dart River at Glenorchy – true Lord of the Rings quality scenery!



Coffee with a view on the river by Mt Hutt.



Trackside repair of the brake calliper on the Macetown track.



RALLYWOODS with NEIL 20 March 2021

4wds went in , out of the five , three were Jeeps .. JEEP POWER , I have not forgotten pearl harbor Lol . just kidding.

Neil played a few wild cards and I would have to say this was the most hardest trips that I have done so far , the weather gods were on our side, it was so cool, but there was still some really slippery places. I had done a lot of the tracks we did today, about a year ago, and could not believe how much they have changed. The ruts OMG, my jeep runs 33" tires , most the 4wds in there now are running 35 to 37 inch tires. My jeep cuts the top off the deep ruts. I bring home a wheel barrow full or more of clay, packed all around my muffler and gear box. Cool I must change that set up , Frank knows , Grader , A great group of people , one got trailered in .A serious looking off road beast ,

Neil had taken us to hell and back, but wait there's more on our way out. Neil, the team leader, had quite a few attempts at this hill climb. His beast was not having a bar of it. He had no choice but to winch up. I am up next, I take my winch cover off and tell my co pilot get ready to hook me up. Well what do know, I made it up, a bit loose and hit a tree, slight dent, no biggy. Next up Lara in her Jeep, it's nice, she made it up. She told me she followed my line, and like me gave it shit . Lara's partner Steve was next up. No hook the winch up please. Then next up was Darren and his son in his beast. No hook my winch up please . So two out of the five who made it up were TJ Jeeps! Sorry I have to take this moment. Why cause I can Lol . But there was parts where the other 4wds, with the bigger tires, that are made for the deep thick mud, made the deep mud look so easy . You have to have a lot of ground clearance or a lot of torque or luck to get thru .

Thank you Neil and Team on the day it was Great . It was just a shame there was no Mitsubishi Pajeros there ..

Maybe next time .

Kind Regards Pat D



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AKAS with DD - 14 March 2021

2 rows of trucks lined up. On the right shiny trucks on the left the not so shiny trucks.

Strangely the line of shiny trucks was longer than the not so shiny trucks.... DD's reputation precedes him. I am unsure why? But it seems I am the only person who has been a passenger in his truck on more than one occasion. I must be made of stern stuff.

Another great day out with DD.



SUMMER ROAD TRIP - Part 2

Continuing with our trip report from where we left off last month. We had started to dry out after the heavy downpour in Ranfurly over the New Year's weekend. It was time to relocate to McKenzie country. With all the rain and our recent experience on the Old Dunstan Rd, we decided to scrap our plan to drive through Thompson's Gorge. So we made our way to Alexandra along SH85 under a clear sky. We took the short cut along Springvale Road onto SH8 taking in the views over Lake Dunstan and the Clyde dam.

Lindis Pass and beyond

After stopping in Cromwell for some much needed supplies and lunch on the banks of Lake Dunstan we made our way over the Lindis Pass. This was a long climb for the Cruisers towing the Conqueror trailers. We all enjoyed the welcome stop at the summit memorial and a chance to recharge our mugs with some fresh coffee before continuing on the Omarama.

We stopped to survey the campsite we had planned to stay over before the rain. It was apparent that very little rain had fallen on the northern side of the Dunstan Mountains. The site was very basic with lots of trees along the river. However, the campsite is in the flood plain, so a close eye on the weather would be needed.

The drive north past Twizel was very picturesque, with great views of the Southern Alps and a glimpse of Aoraki Mount Cook shrouded in cloud across the waters of Lake Pukaki.

We eventually arrived on the shores of Lake Tekapo and got settled into camp, which would be our base for the next 3 days. This very popular campsite was very full with visitors from all over New Zealand, but the view made up for being squeezed in like sardines.



Tekapo River Run

After looking at the weather, we opted to head south along the Tekapo River track. After a few false starts, we found our way down to the powerhouse and the bridge over the canal. We then crossed the river at a well used ford and headed south following the fence on the left / East bank. We decided to encourage all of the ladies to get behind the wheel. We arrived at Haldon Arm Campground after about 40km of easy going over the varying terrain and taking in the gradually changing views. A lot of people were freedom camping in the willows at the southern end of the track. We decided to stop in the shade for lunch. The ladies were back behind the wheel after lunch as we looked for a safe way across the river. Making it across the river crossing gave everyone a great confidence boost.

We then made our way north on SH80 stopping at the Lavender Fields for the customary photos and Lavender flavoured ice cream. A new Land Rover Defender was spotted in the car park, but they didn't hang around too long. With everyone refreshed, we continued on to Aoraki Mount Cook, stopping at the cafe for afternoon tea and photos of Aoraki Mount Cook, in all its glory.



SUMMER ROAD TRIP - Part 2 cont...

Our return trip was via Braemar Road that runs over the hill between Lake Pukaki and Tekapo. A large chunk of this area is part of the Tekapo Military Training Camp. Deep rutted tracks were visible from the road, probably made by Unimogs and APCs. Thinking back to our visit to Waiouru a few years ago, they could be quite challenging for regular 4WDs.

Ohau Ski Field & Temple Stream

We were fortunate to be able to arrange access to the Ohau Ski Field. We woke with our views completely obscured as the weather had come in and shrouded the area in low cloud. We stopped in Twizel for fuel on our way south. Max decided he wasn't ready to leave and refused to start. This was worrying, considering the trouble we had following our trip to Pureora last year. After some troubleshooting, we discovered a loose battery terminal. Once everything was tightened up again, we were on our merry way. The low cloud provided some dramatic views of the hills surrounding Lake Ohau. The scars from the recent devastating fire in the area were very evident. It was quite amazing how some buildings were destroyed while others in the same area were completely unscathed.



After a short stop at the Lake Ohau Lodge to sign in, pay our fees and collect the keys for the gate, we were on our way up the hill. This was a relatively easy drive with an occasional glimpse of the view through the low cloud. The atmosphere at the ski field was quite surreal with all the machines sitting idle waiting for the next snowfall shrouded in cloud.

After making our way back down to the lodge to drop of the key, we continued further up the Ohau Valley to Temple stream stopping at the Temple Camp Site for lunch. The 270 degree awning providing some much needed shelter from the light rain.

McCauley Hut

The day finally broke for the highlight of the trip that everyone had been looking forward to since our first visit over Easter 2019. We were heading back to Macauley Hut for another look. The weather was clearing and promised to be an epic day. The trail up the river proved to be as elusive as before. We were constantly stopping to look for the track as it criss-crossed the braids that made up the river. Fortunately the river was only half a metre deep at most of the crossing points.



SUMMER ROAD TRIP - Part 2 cont...

We spent about an hour at the hut reminiscing about our last visit over lunch. The trip back to Lillybank station went a lot quicker as we were able to follow the main track, discovering the point where we should have crossed on the way up. It is easy to pick the wrong track as the river is constantly shifting and the current route isn't always obvious in the boulder-strewn riverbed. Fortunately, one cannot get lost.

On the way back to Tekapo, we took a small detour up the access road to the Roundhill Ski Area. We could only go as far as the locked gate at the 2WD carpark, about 3km from the Lillybank Road. The afternoon was spent relaxing at camp and catching up on some chores before our long trip north.

Heading North to Hamner Springs.

Thursday morning found us breaking camp and getting everything packed away for the long drive north. Our first stop was at the quaint little store at Burkes Pass Village. The store is filled with lots of quaint Americana and has good coffee on offer. Everyone admired an old pickup that apparently still runs. Looks like a sleeper.

We then continued making our way, picking up pies in Fairlie which we enjoyed during our lunch stop at Rakaia Gorge. The reason for me getting the gumboot award in February occurred in Amberley. We had stopped for fuel and I had to remove the jockey wheel from its storage location in order to open the fridge. Sadly, I forgot to return it after closing everything up. We discovered my error after arriving in Hamner Springs and were getting ready to unhitch the trailer. This has turned out to be a very costly mistake due to the cost of getting a replacement from South Africa. Anyway: we live and learn!



Jollies Pass and Molesworth Station

With our DOC trailer permits for Molesworth Station in hand, we left Hamner Springs on Friday morning via Jollies Pass. The only challenge was a short rutted section about before the summit. The line I took resulted in the trailer bottoming out. Naturally, Haydn took a slightly different line with better results. We enjoyed morning tea at Acheron House.

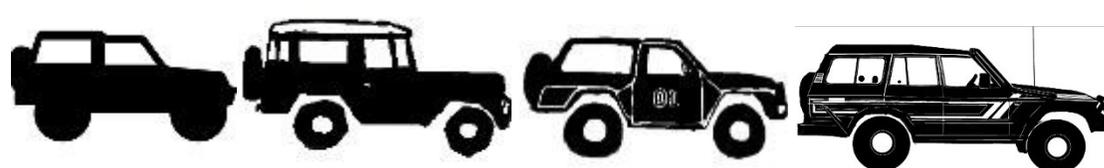
The Acheron Road is an easy but scenic drive. It takes several hours to complete due to the 50km/h speed limit. We stopped for lunch at the Pig's Trough Picnic Area overlooking the suspension bridge. Then it was on to Cob Cottage and Blenheim beyond. We treated ourselves to dinner in Blenheim. Emma and Luke decided to spend the night indoors while the rest of us made our way to camp on Port Underwood Road.

Port Underwood Road

The last day of the trip had dawned. We had a great fried breakfast together and recounted the highlights of the trip. We made a quick stop at the boat ramp in Picton to give the trucks and trailers a quick rinse to comply with the dydimo programme before checking in for the ferry crossing.

This was a truly memorable trip. We will definitely be back again. Now that I'm a trip leader I will be publishing our future trips in the Club Calendar, so look forward to some of you joining us on the next one.

Until then: get out and explore!



YEAH THE GIRLS 42 TRAVERSE - 13 March 2021

Following my talk at Club Night in February, Lara introduced myself and Megan to **Yeah the Girls 4X4 NZ**. This is the NZ chapter of an Australian ladies 4WD group that has been running for several years. Chill, a Kiwi currently working in Australia, had always wanted to get a chapter started in New Zealand. With help from Katie, another organiser, they set the wheels in motion. A number of ladies have signed up through a Facebook group created to simplify communication and organising events. Chill informed us that the first ever NZ trip was scheduled for 13 March 2021. YTG4X4NZ would be taking on the 42 Traverse.

Lara was keen to go and was actively encouraging others to join her on the trip. I got things lined up and booked a seat with Lara as Shaun needed Max to lead a trip in the Akas the same weekend. Megan also agreed to go. Sadly, Lara had to cancel, so I teamed up with Megan.

Megan and I decided to make a weekend of it and booked 2 nights accommodation in Ohakune. We left Wellington at around midday on Friday getting to Ohakune late afternoon. After checking in and getting settled, we had a chat with Chill via Facebook Messenger about the trip. We got shoulder tapped to lead the trip considering Megan had just done the 42 Traverse in January.

After enjoying a great breakfast on Saturday morning, we headed out to the parking lot on Kapoors Road. We met up with 4 other ladies who had travelled from all over the North Island. Megan and I really felt like mother hens with these youngsters. We conducted a CCVC trip briefing and handed out our spare PRS radios so that we had comms between all 5 vehicles. Everyone was very excited about the adventure that lay ahead.

Megan decided to let me drive so that she could take photos and enjoy the scenery. So without any further ado, I lead everyone onto the track and made our way to the gorge lookout. The views are stunning from the top of the cliff.

We continued further until we came to another clearing and decided to stop for lunch. We heard another group coming towards us and decided to wait until they passed us. When they arrived, we discovered that they were also from Wellington. We spent a few minutes swapping tips about the track and then continued on our separate ways.

We concluded the trip at the Owhango end with a group photo and celebrated YTG4X4 becoming an international group with the completion of our first trip in New Zealand. Megan and I headed back to our hotel while the other ladies went their separate ways.

We made our way back to Wellington on Sunday taking the Turakina Valley down to Hunterville and then on to Fielding back blocks. We spent a couple of hours watching the NZFWDA Champs before heading home after a very enjoyable weekend.

Words and photos by Denise Ross



WE NEED YOUR HELP

to open up the Mikairo Track again

Contact John Vruink

Ph 0274439981

john.vruink@gmail.com

Meeting time **9.00AM Sunday 9th May 2021**

Meeting Place SH2 Mangatainoka by Tui Brewery

What to bring :

Track clearing gear

chainsaws

(safety gear)

scrub bars

spades

picks

and

Man/woman power

Great progress has been made on the last two working bees and we have now made it to the bridge which is about 2Ks in.

The next section will require members that are willing to drive in to where we are working (track still a bit rough in places) but if anyone wishing to come help and would like a ride I am sure we will find seats.

Do you know who these people are? They are from some of the archive photos we have. We are looking for photos of the original members of CCVC and are hoping these may be them. If you can help or have photos pleased email missmuddypenne@gmail.com



APRIL 2021 TRIPS & EVENTS:

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

Wednesday 14th MID MONTH TRAPPING

TE KOPAHAU - We are always looking for more trappers to join the team
10am

Wednesday 14th PRE CLUB NIGHT DINNER

NAENAE BOWLING CLUB
25 Vogel Street, Lower Hutt

All Welcome
Ralph Dobson
5:30

Wednesday 14th CCVC CLUB NIGHT

NAENAE BOWLING CLUB
25 Vogel Street, Lower Hutt

All Welcome
Ralph Dobson
7:30

Saturday 17th SHINY - Shiny 4x4

TAINUI STREAM TOUGH GOING

Sunday 18th FAMILY SHINY

ORONGORONGOS Monthly Trip
All Welcome - Fully Booked

Sunday 18th TOURING

BACK ROADS TO AKITIO
All Welcome - Waitlist

Sunday 18th—26th SHINY 4x4

TO THE LAKE AND BACK
Week long trip
All Welcome

Sunday 25th SHINY CLUB 4x4

Takapari Road North Range
All welcome

Wednesday 29th CVC COMMITTEE

PORIRUA CLUB
Ralph Dobson
7:30

MAY 2021 TRIPS & EVENTS

Sunday 2nd TRAINING

TRAINING DAY
Prospective Members

Saturday 8th FAMILY SHINY

AKATAWARA Monthly Trip
All Welcome

Sunday 9th SHINY 4x4

MAKAIRO TRACK WORKING BEE
All Welcome

Wednesday 12th CCVC CLUB NIGHT

CLUB NIGHT AND AGM
NAENAE BOWLING CLUB
All welcome

Sunday 16th SHINY - CLUB 4x4

AKATAWARAS WITH DD

Sunday 18th NZFWDA AGM &

CONFERENCE

CCVC Hosting

Wednesday 26th CVC COMMITTEE

PORIRUA CLUB
Ralph Dobson
7:30

Sunday 29th FAMILY SHINY

ORONGORONGOS Monthly Trip
All Welcome

Keep an eye on the trip lists as new trips are being added all the time.

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



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: AGM NOMINATION FORM 2021

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 pre-requisites 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

24th April - 25th April 2021

Novawinch Teams Event Reefton 2021

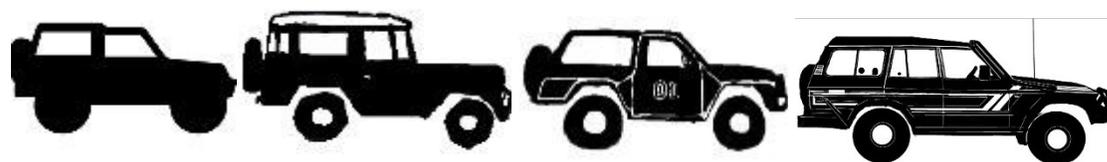
Orienteering type event in teams 3 vehicles and 6 people. Points awarded for reaching location with photo to prove it. Think Camel Trophy or Malaysian RFC as a team’s event with challenges to test team work and ability to get through challenges along the way. Based in Reefton each day. Limited to 16 teams. Cost \$360.00 per team which includes meals. Additional information available at <http://4x4events.co.nz/index.php/westport-challenge-2018/> or email info@4x4events.co.nz.

16 May 2021

Suzuki Extreme 4x4 Challenge

Held at 2278 SH3 Turakina it will feature the top 10 drivers from the 2020/2021 National 4x4 Trials season. Again the top 10 drivers and vehicles will get automatic entry through the new drivers qualification system plus any new top 10 place getters from the 2020/21 season meaning only the best from the NZFW-DA National series drivers & 4x4 Trials competition vehicles in the country are eligible. We have some big changes in store for this event. 12 courses... all with a pre-determined time limit to complete. Competitors can stop, reverse and attempt obstacles multiple times if needed. If they don't exit in the allowed time they will receive the lowest points score on that course. There may be random singular yellow flexi pegs positioned within the course at strategic places. These will either be placed vertically or horizontal (ie to jump over)...10 seconds added per yellow flexi touched. Top points will be awarded to the fastest time on each course, ie 1000 points. 950 points awarded to 2nd fastest and so on and so on. We are proud to have Suzuki back on board as our naming rights sponsor, as they have been for the last 6 years. With awesome spectator viewing, live commentary, steep hills, vertical banks, massive jumps, mud and speed, combined with good food, easy spectator viewing and live commentary all makes for a fantastic day out with mates and family.

Lock the date in your diaries now. See the [Suzuki Extreme 4x4 Challenge\(link is external\)](#) Facebook page for more info..



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

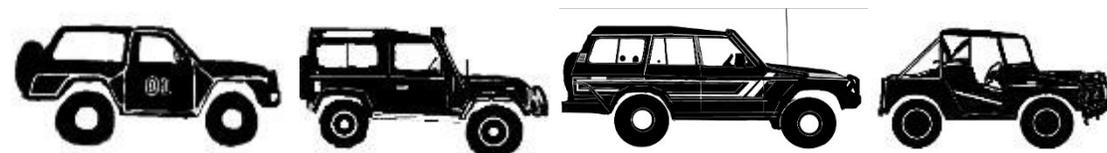
Dave Bowler
Pete Beckett
Bowler Motors Ltd
11 Raiha St, Porirua
Ph. 04 237 7251

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 Cockcroft
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:

Heath Tomassen
Max Ganter
Greg Wilkins
Neville Dutton
Darren Judd

So far 22 New Members this year—28 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:

Thanks to all the people who have contributed to the book so far we are on the home straight

Please email 50years@ccvc.org.nz if you have anything you would like to contribute.

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

