



WELLINGTON

**1971–2011**



VEHICLE CLUB  
Wellington

***40 years of four wheeling in the capital!***

**Cross Country Chronicle  
April 2011**



The Official Magazine of

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

PO Box 38-762, Te Puni 5045, Wellington

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# Cross Country Vehicle Club (Wellington) Inc

PO Box 38-762

Te Puni 5045

Wellington

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



VEHICLE CLUB  
Wellington

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

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

## WHEN HELP IS NEEDED

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

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

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

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

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## Editorial Ramblings

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

More great trip reports this month including one from me, must be a few years since I wrote a trip report!

Two very important events coming up - first is the AGM to be held as part of our May meeting, if you are interested in joining the committee put your name forward as new blood is always welcome - also you can't moan about things too much if you're not prepared to put yourself forward to do something about it! Second event is the 40th Anniversary Dinner and Awards Evening in June - see P. 16 for our celebration details and make your booking as tickets are limited.

**Alan!**

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

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

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

## MAGAZINE CONTRIBUTIONS

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

Please email to newsletter@ccvc.org.nz or post to 34a Hine Rd, Wainuiomata or fax to 04 914 8366.

**DISCLAIMER:** The opinions expressed in this magazine are those of the contributors and not necessarily those of the club, it's executive or committee members. Publication of maintenance techniques or mechanical modifications should be weighed against generally accepted procedures and the Club should not be considered an authority in this area. The mention of products, service procedures or service organisations herein does not constitute endorsement by the Club, the Cross Country Chronicle or it's Editor.

## Vehicle Inspectors



### **Dayal Landy**

Gold Coast Mechanical  
2 Epiha St, Paraparaumu  
Ph. 04 902 9244

### **Antony Hargreaves**

Epuni Motors 1987 Ltd  
2 - 6 Hawkins St, Lower Hutt  
Ph. 04 569 3485

### **Dave Bowler**

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

### **Grant Guy**

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

### **Carl Furniss**

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

### **Jim Johnson**

Ph. 04 938 9404  
or 021 389 404

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



We are trying to find out more details on the history of our club trophies and awards - things like previous winners, where the trophy came from, what it was originally given out for, etc.

So if you know anything that we don't know (see trophy page on the website to see what we do know) then please get in touch with a committee

member or drop an email to:

newsletter@ccvc.org.nz

## National Events

**April 16-17: Way Up High Safari** Fundraiser being run in Central Otago to help Special Olympian Tom Sutton represent NZ in the equestrian events at the Special Olympics in Greece. More details available from [graham@orarinursery.co.nz](mailto:graham@orarinursery.co.nz)

**April 22-25: Just Jeep, Reefton** Easter weekend, based in Reefton. Details at [www.justjeep.org.nz](http://www.justjeep.org.nz)

**April 22-25: Superwinch Tough Truck Winch Challenge** Run by Norwest OHV Club so more details from them at [www.norwestohv.co.nz](http://www.norwestohv.co.nz)

**April 22-25: Zuki Central** A four day Suzuki only weekend organised by the CCVC based in Upper Hutt over Easter. Zuki Central will offer trips of all categories and is designed to complement the Canterbury Suzuki Club's Zukfest. For more info drop an email to [zukicentral@gmail.com](mailto:zukicentral@gmail.com)

**April 23: National Trials, Round 6** This is the national trials series final and is hosted by the Egmont 4WD Club. See [www.nz4x4trials.co.nz](http://www.nz4x4trials.co.nz) for more details.

**May 28-29: NZFWDA AGM & Annual Conference** High quality speakers, displays and forum. To be held at the Waipuna Conference Centre & Hotel in Auckland. Call Gail Osman on 021 809 690 for more details. There will be a discount for NZFWDA members staying at the venue, members of the public are welcome to register.

**June 03-06: Costa Plenty Tuff Truck Challenge** Teams of three or four trucks compete in the third annual event to be held at the Costa Plenty 4x4 Park. Expressions of interest to [costaplenty@hotmail.co.nz](mailto:costaplenty@hotmail.co.nz) or phone Laurie and Sue Goldfinch on 027 246 6133

**June 04-06: Just Jeep Journeys** Queens Birthday weekend based in Rotorua. Initial enquiries to Merv Dodunski, NZ Jeep Club on 07 577 6638 or 021 973 170.

**Nov 25-27: Wellington Winch Challenge** To be held at Rallywoods 4WD Park, more details closer to the time.

*Some details in this column appear courtesy of Cathy Parker, publisher of the New Zealand 4WD and Sport-vehicles magazine. Potential participants should contact the event organiser; CCVC cannot take responsibility for any changes or inadvertent inaccuracies.*



## Club Sub-Committees

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

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

The club also has the following external organisation liaison people:

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



## Club Email Addresses

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

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

As some of you will be aware, a bunch of intrepid CCVC members embarked on a 10 day trip around the South Island - over the next few months we will have daily reports of each day's activities, here is day two:

### **CCVC South Island Summer Escape 2011- Day 2 - Tuesday 11 January 2011**

Clay Cliffs, Ahuriri River/Birchwood Road and Morven Hills Station - Written by Team Dozer

Day Two of our SISE dawned and once everyone had eaten breakfast and packed up tents and vehicles we left Otematata Holiday Park and assembled in convoy along the roadside for our morning briefing. This is where we left Andrew as he had found that morning his truck was making some nasty gearbox noises and was last seen on the phone to the Suzuki people saying something about warranty and to get him to somewhere they could fix his truck as he didn't want to miss any of the trip.

The slightly smaller convoy rolled off and with "Dozer" in the lead for the day heading North West to Omarama, where a quick stop for fuel for both vehicles and bodies was had before heading north to Clay Cliffs to view the Badlands.

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**Trial Calendar 2009-2010 Season**

Round	Club	Date	Zone	Area
Rd 6	Mt Egmont 4WD Club	23 April 2011	CZ	Taranaki (FINAL)



Competition Committee 2010-2011

*(Continued from page 6)*

We turned off the blacktop and onto a metal road on which we had to negotiate a couple of washouts near the end. After doing the usual track maintenance on the track for the following vehicles to be able to follow, we parked up and walked in to view the amazing erosion of the limestone rock. Clay Cliffs is a formation of rocks that have been eroded by rainstorms for many thousands of years leaving a series of sheer rock faces and pinnacles weathered to resemble a pipe organ for some giants' cathedral. As one 4wd book says "It's a reminder of the country in which those old John Wayne movies were filmed."



We then headed south again back to Omarama and then West and then turned off at Birchwood Road for a scenic drive running next to the Ahuriri River. This track follows the Ahuriri River deep into the beautiful snow capped mountain range between Lake Ohau and Lake Hawea. Although we were restricted with time as we had to be at the bottom of the Lindis Pass just after 12pm for access to Morven Station we still managed to take in some of the stunning South Island scenery and travelled about 16kms along the road passing Ben Avon Hut before needing to turn round and retrace our route back to the main road. If any of you are down in that area it is well worth a look down the track.



After regrouping we were back on the blacktop heading South West once again travelling towards the Lindis Pass.

We turned off to the left down a farm track as the Pass came into sight and stopped at a locked gate. We were to meet the Station Manager of Morven Hills Station at the gate so he could unlock the gate and give us access to the Station. Here we were all lined up waiting, enjoying the beautiful sunny day and you could see right up the valley and no 4wd, quad bike or even horse in sight. Next thing "whup whup" and over one of the ridges behind us came a helicopter, an R22- yes that was the Station Manager and his son who landed in spectacular style on

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the other side of the gate.

Richard, the station manager, handed us a topographical map of the station and some hand written notes and after a quick chat was off back in his "tractor" and headed off back to the homestead, leaving us to meander through the station for the afternoon.

After a quick study of the map a lunch venue was selected and once again with Dozer leading the convoy we ventured off into Morven Hills Station. Travelling only a couple of hundred metres a call was made over the radio that Orange Peel was having issues with power and was not up to the challenge ahead. The convoy came to a stop to assess the problem and after cleaning out a diesel filter it was decided that we may as well have lunch as everyone was stopped.

After lunch we started off once again to explore this vast landscape. Orange Peel was feeling better and soldiered on. Following the map directions which took us well into the High Country with amazing views and terrain and with the help of Richards hand written notes we managed to find our way to Polson's Hut which is a small hut made out of schist about as big as a bedroom.



The story that goes with this hut is a little sad and a realisation how isolated the place would have been. In the winter of 1869 twin boys were born prematurely to the Polson's. Deep snow covered the ground and medical help was too far away. The cold was too much and unfortunately both twins succumbed to the weather. Their grave is in the valley over the hillside from the hut, marked by a headstone made from a simple slab of schist.



Retracing our track back up the hill and turning left under the pylon at the top of the hill our next mission was to find the cattle yards and then the waratah standard which was going to mark where we needed to turn right. Expecting a rusty old, not too noticeable waratah standard it was with some amusement that there was a nice, relatively new one stuck in the middle of the track. The comment was made that it looked like Richard had stopped on the way to drop off the keys to us and jumped out of the helicopter and hammered it in. It was later on we found out that in fact this is exactly what happened!!!

There were a couple of times that we needed to stop to make sure we were on the right track, as the instructions of "follow the track" were a little up to interpretation as the track didn't actually exist in places. Glad we had Mr T with us with all his map reading knowledge to affirm the "track" we were taking was in fact the correct one (even when some in the convoy were saying otherwise).

Example of instructions were turn right at waratah, follow fence down to bottom of hill, cross stream and carry

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on up ridge to the top and go through two gates. Simple one would think except at the bottom of the hill we found three ridges and decided to take the centre one which turned out correct and continued up a track which hadn't been used in years and had slips over the track which had been covered in grass which would have been real fun if wet.

We got to the top with no dramas and there was a choice of three gates not two. As it turned out Richard uses his helicopter like most farmers use a quad bike, so most of his so called "farm tracks" haven't been driven on for years. To do mustering he lands near the gate he wants the sheep to go through and opens the gate. Then he flies around the sheep herding them through.

Finally we reached the top of the hill and below us we see the Homestead, and the Woolshed our destination for the evening.

After meandering down to the bottom of the hill to the woolshed we were greeted by Richard who gave us a talk about the history of the woolshed and Morven Hills Station. The original Morven Hills Station came into existence in 1858 and the woolshed was built 1873. It is a magnificent 36-stand double-sided stone woolshed which still has the original corrugated iron roof. These days only 6 stands are used due to the property being split up reducing the number of sheep on the property and the use of motorised shearing gear instead of the old hand shears.

We were shown the choices of accommodation for the evening which was a mix of the shearers quarters or tenting. Once everyone had their tents pitched or their rooms organised a sumptuous meal was provided for us by Anne, Richards' wife, over at the homestead. After dinner we all headed back over to our varied accommodation for the night. It was a great, relaxing way to end the second day of our South Island adventure settling down for the night in the High Country.

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**COOKES & TWL** BRANCHES THROUGHOUT NEW ZEALAND

## Presidents Piece – April 2011

On behalf of CCVC I would like to thank all our fellow 4x4 friends in the South for the assistance you gave in the aftermath of the February earthquake.

I would like to thank the club members who attended the March club night for their unanimous support in the

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committee's decision in forwarding club funds to our fellow 4x4 clubs down South who have been helping out in the aftermath of the Feb earthquake. For those not able to attend, we as a club have forwarded High Visibility Vests, Hard Hats, Gloves and fuel vouchers to the Canterbury Landrover Owners Club. These guys delivered water, ferried rescue workers around and helped move tonnes of sand. The club also intends to make a donation to the Red Cross of \$2500.00 for the Christchurch fund.

On the 4x4 front the club has been very active over the last month. I managed to get out on a very wet Saturday and met up with Charles Odlin's trip into Odlin's Road, Akatarawa. About eight club trucks made our way up to the Renata turn off, this first part of the road is showing how much use it is getting and is now a reasonably rough drive with a few decent obstacles to negotiate. Some of us older folks can remember when this road could be driven by Mum's car, if only she had known. The track past the summit is in pretty good condition apart from some very tight corners which would really be a problem in a long wheel base truck.

Down at the hut we stopped for a brew, the hut being surprisingly dry and no bullet holes in the roof. Back on board we headed across the river and on up to the Sky Line track, this is the place for very aggressive tyres. Noel's Nissan had a problem with a front CV and didn't make the top. The other trucks got to the top in two groups, Ross' Cruiser down to only a few hundred rev's as it struggled to spin the big tyres. Back down to the start of the track we decided to have lunch as the rain had let up and Noel was keen to change the CV before the drive out. My son and I did some basic track maintenance as we walked down towards the river, quite a bit of deer sign in this remote part of the forest.

With all the trucks up and running we headed back to the hut as the rain once again set in. Another cupper and then off up the track to the saddle. Neil radioed that he had a strange sound coming from Leroy, and it had been going so well. The front drive shaft had decided it had had enough and Neil could only carry on in two wheel drive, did pretty well with just the rear locker in and at one point even showed up a couple of the other trucks. An uneventful run out to the road and after airing up it was off home for dinner. I heard later that Neil had a few problems on the way home as Leroy wasn't happy being towed home and really misbehaved.

We have heard back from Mike Murphy who is based in Chch, they received our box of safety gear and fuel vouchers which was much appreciated. I understand that the CLORC clocked up nearly 2000 hours of voluntary work over the three weeks after the earthquake.

I have booked an interesting speaker for next club night, celebrating 60 years of Toyota Landcruiser. Come along, could even be a few give a ways.

See you at club night, Cheers Ralph.



**Otapawa Station, 19 & 20 March - RDL doesn't mean Rear Door Lock!**

I had been looking at the public trips that were being advertised this summer and thinking about which one we might try to go on. The one day trips seem to have broken through the \$100 barrier but I was looking at the longer ones with weekend camping options. Then at one of our meetings John Vruink said he was going to Otapawa station for a weekend and a number of things were in its favour. There was good accommodation at Otapawa and we hadn't been there yet so it was an easy choice.



We didn't get there for the quick run on Friday afternoon but we were ready to join everyone on Saturday. Ian Dixon had said at a club meeting that Otapawa wasn't flat but he didn't mention the ridgelines that were barely wide enough for the big wagons. There were a few steep hill climbs and all the tracks would be hair rising in the

(Continued on page 15)



VEHICLE CLUB  
Wellington

## Notice of Annual General Meeting

### Cross Country Vehicle Club (Wellington) Inc

Notice is hereby given that the 2011 Annual General Meeting of the Cross Country Vehicle Club (Wellington) Inc will be held on Wednesday 11<sup>th</sup> May 2011 at the Petone Working Men's Club, Udy Street Petone. The AGM will be in association with the May club meeting.

*Dennis McKinlay*

Club Secretary.

### Notes Regarding AGM.

#### **Rule 21: Nominations of Candidates for Elected Positions:**

- a. Each candidate for an elected position shall be a Voting Member, and shall be nominated in writing by one Voting Member and seconded by another.
- b. The nomination shall be with the written consent of the nominee, and is to be received by the Secretary prior to the Annual General Meeting. Nominations may also be received at the Annual General Meeting until such time as the Chairperson declares nominations closed.

#### **Rule 39: Procedure at General Meetings (Proxy voting)**

- a. .... proxy voting is not permitted.

#### **Rule 37: Notice of Motion for General Meetings.**

Any notice of motion for consideration by a General Meeting shall be sent in writing to the Secretary at least 20 days before the date of the General Meeting. Such notice shall include the full text of the motion and the names of the mover and seconder both of whom shall be Voting Members. A motion for which such notice has not been given, may be proposed from the floor only at the Annual General Meeting and then only with the consent of the Chairperson.



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## 2011 CLUB OFFICER NOMINATION FORM

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

Tick one only

<b>Club Officers</b>	
<input type="checkbox"/>	President
<input type="checkbox"/>	Vice President
<input type="checkbox"/>	Immediate Past President
<input type="checkbox"/>	Secretary
<input type="checkbox"/>	Treasurer
<input type="checkbox"/>	Club Captain
<input type="checkbox"/>	
<b>General Committee Members</b>	
<input type="checkbox"/>	Competitions Officer
<input type="checkbox"/>	Driver Training Officer
<input type="checkbox"/>	Entertainment Officer
<input type="checkbox"/>	External Organisation Delegate – NZFWD Association
<input type="checkbox"/>	Land Access Manager
<input type="checkbox"/>	Membership Officer
<input type="checkbox"/>	New Members Officer
<input type="checkbox"/>	Newsletter Editor
<input type="checkbox"/>	Publicity Officer
<input type="checkbox"/>	Radio Communications Officer
<input type="checkbox"/>	Safety Officer
<input type="checkbox"/>	Trip Coordinator

	Name (print)	Signature	Date
<b>Person Nominated:</b>	.....	.....	..../..../....
<b>Proposed By:</b>	.....	.....	..../..../....
<b>Seconded By:</b>	.....	.....	..../..../....

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

**Note ex Ed: If you'd prefer not to chop up your magazine but still want the form, drop me an email at [newsletter@ccvc.org.nz](mailto:newsletter@ccvc.org.nz) and I will email you a copy.**

(Continued from page 10)

wet, the ground looking like clay and a lot of green grass.

Doug, the dog and the quad were our guides around the farm. It was so windy in the morning that Douglas had to tuck Bubs the dog under his arm on the ridgelines in case she was blown off the back of the quad. Doug spent the day leading us around the farm up and down some pretty steep tracks. John picked up a puncture which he changed at a handy GPS/weather station.



There was an impressive number of father and sons along for the weekend so

lucky I remembered to bring mine. Little John Dixon even had his own wagon. There was John and Daniel, Stu and Zack, Ian and John, Ross and Jordan and our Thomas, OK and a few wives as well. Lt Vruink chose to sleep outside on Saturday night to get a quiet sleep. Zack, Jordan and Thomas had a good run around despite not knowing each other before hand.

Pajeros have become quite popular in the club. I wonder if it has anything to do with the supply of swb Patrols drying up. Some of these Pajeros are equipped with a RDL switch. Ross's mate was led to believe this was a Rear Door Lock but found that his didn't unlock the door when he pushed it. Ross had bought a Pajero with the switch but the diff lock had been taken out. Terrance hit the jackpot, his Pajero had the switch, the diff lock and it all worked. Terrance was briefed by the boys on Friday on how to use his finger (on the button). He was so chuffed that he chose to stay on All Terrain tyres for the weekend. Terrance gratefully received little hints and tips on getting a Mitsubishi about off road all weekend. There was some trouble with diff lock not being available in high ratio, Ian told Terrance to hit some bog hard in 2<sup>nd</sup> high and the diff lock didn't engage. The last track we did on Saturday had a couple of boggy patches in it and a few of us got to use our winches. The combination of bog and clay slope defeated wagons that didn't have one of those RDLs. The second bit was driven though and we were off back to camp.

The barby on Saturday night was served in the woolshed. I couldn't imagine eating in any of the woolsheds I'd been to before but this 10 stand shed had a nice vanished floor and a big dining room attached to one side and covered yards on the other. There were some other guests staying at Otapawa and a few WWOOFers (Working on organic Farm volunteers) who also had dinner with us. We were sitting with Doug's dad Donald who was telling us about life on the station and how changing times had led them to hosting backpackers. The kids were having fun jumping on some wool bales in the shed and I tried to move them into a different layout but couldn't get them sliding on the floor. I asked Donald how heavy they were and he said they make them about 180 kgs and they aren't allowed to be over 200kgs. He picked up a hook and showed me how he moves them and bounced a bale up on to its edge and held it there against his leg. He then said that one broke his leg last year.

We didn't go on the run on Sunday but Douglas said we were welcome to have a look at the garden at his parents' place which we did. It was fairly extensive, with bridges, aviaries, spa pool and covered walkways. We



ran into Donald again who was hard at work feeding animals and spraying the fruit trees. After leaving the station on the way back to Wellington we stopped at Magoos Street Rods in Masterton and had a look at their open day. It was pretty hard explaining to Pat how he was going to take a perfectly good old Model A and chop 3 inches out of the top and 3 inches out of the body and weld it all back together again.

Thanks to John Vruink for putting it all together.

Andrew Gee

**Cross Country Vehicle Club (Wellington) Inc**  
**40th Anniversary Dinner**  
**& Awards Evening**

**Petone Workingmans Club**

**Sat 11 June 2011**

**Drinks from 5:00pm, Dinner at 7:00pm**

**Cost only \$25.00 per ticket - member & family**  
**\$40 per ticket - non member**

**Catch up with some old faces, videos & slides**

**Tickets limited to 200, so book as soon as possible**



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## **Sunset Tour 12 February**

I set off from home in Johnsonville shortly after 4.00pm with the cloud rapidly closing in around the hills and wondering if we would even be able to see the track on the second Greater Wellington Sunset Tour let alone the sunset.

After the usual fiddling around, juggling vehicles, seats and passengers we finally headed out. My allocated family didn't turn up so decided to head along for the drive anyway. As we drove up from Battle Hill the cloud started to lift and we were able to see further into the forest ahead. We stopped at the anemometer mast, well, former anemometer mast which had been felled by the strong winds before Christmas and lay in a mangled serpentine mess on the ground.

Onwards along the ridge and down Hydro to Wainui Stream and back up the other side. The road is a huge improvement on what it was like ....let me think ...surely it wasn't a year ago.... previously. Up to the top, down the rock face and the obligatory session under the pylon. The cloud had lifted and there were clear views through to the Hutt Valley.

Time to return. Back up the rock face and down Hydro to Wainui Stream. This year we headed up the stream though and under a forest of fallen trees. I'm sure the passengers really began to enjoy themselves at this point and got even more excited when the troop carrier (driver shall remain nameless) got a flat tyre. All hands on deck, cameras flashing, drivers thanking their lucky stars it wasn't them and the change was quickly made. Shortly afterwards a tremulous voice was heard across the radio 'Help, we have fallen in a hole and we are stuck. Could you help quickly please as it is very precarious (or scary or something to that effect)!' Great entertainment for the visitors and it was so good of Ken (the driver who shall remain nameless) to put on such a good show for them! The troop carrier had its front wheel well off the ground and was sitting at an angle which I'm sure was more alarming from inside the truck than from outside. A quickly organised gentle tow soon had them out and underway again.

From there it was up and out of the stream and back onto Puketiro Road, turning off before it started descending, to drive up onto a razorback grassy spur and paused to admire the view. The sun had all but set behind the clouds but the air was clear and there was a great view into the Porirua Basin and Pautahanui Inlet. Mana Island was just visible through the sea haze. Lights on and back down the hill to the Battle Hill carpark.

Judging by the rounds of smiles from drivers and passengers alike it had been a good evening - sunset or no sunset. Great to see such pleasure being taken from what to us is such a simple journey.

David Sole  
K116



## **Club Awards**

Below is a list of Club Awards that may be given out at the upcoming CCVC 40th Anniversary Dinner and awards evening.

- John Philips Trophy - overall winner of club champs
- Deadwood Cup - best CCVC presented vehicle at Deadwood
- Bent Conrod - first CCVC vehicle home at Deadwood
- Bob Jeffery Memorial Cup - helping hand
- John Findlay Award - trip leader of the year
- Ron Wadham Trophy - first standard vehicle in club champs
- Presidents Cup - awarded at the discretion of the President
- Glengary Award - conservation
- Reporters Award - club vote of best trip report for the year
- Andrew Farmer Memorial Trophy - most active new member
- Barbara Blackie Memorial Trophy - most active members partner
- Grant Kirby Memorial Trophy - interclub team challenge
- Manufacturers Challenge

Some are based on the Club Champs and some are based on Deadwood, but if you'd like to nominate some worthy soul for any of the others please let me know by emailing [newsletter@ccvc.org.nz](mailto:newsletter@ccvc.org.nz)

## **Christchurch Earthquake.**

I was impressed with the club's response to the Christchurch Earthquake - I'm sure the monetary donation will be put to good use as will the safety equipment sent down to the 4WD club. You get a certain picture of the devastation from television but it's not till you actually see with your own eyes does it really sink in.

The company I work for (Kordia) provide telecommunication & television services for a multitude of clients in the Christchurch area and just after the earthquake I took a truck load of spares down to Christchurch and spent a small amount of time there - it was an eye opener! Our building in Manchester St had been condemned and the guys down there were setup outside in the carpark from dawn till dusk coordinating the restoration work.

On the way down I stopped in Kaikoura and did a bit of shopping for our guys and their families as there wasn't too much open in Christchurch and everyone was working fulltime making things go again. Even as far away as Kaikoura they were rationing some things in the supermarkets and I couldn't get diesel any further south. I managed to fill three complete shopping trolleys of fresh and tinned food, meat and nappies - managed to spend just on \$1000, must admit I'd never spend \$1000 in a supermarket, glad it wasn't my credit card although I did claim the flyby points.

After I delivered the truck I went to the airport to collect my rental car - my mode of transport back to Wellington as there were no plane tickets till the weekend. Guess what my first thought was when standing in line at the airport - "Where will I run too if there's another shake!!!"

After this I headed out to one of our sites out on the coast by Brighton Beach to refuel a generator keeping the site operational - followed my GPS but half the roads were closed or dug up or full of holes and bridges closed as well. Probably saw more sand on the streets that you'd normally see on a beach and banged a few low bits of the rental on bits of road that were no longer horizontal. I even had to resort to driving down some footpaths and berms as I didn't know how deep the water filled holes were in the road - and of course getting a two wheel drive rental stuck on someone's soggy wet slippery berm wasn't something I wanted either. After refueling the generator I headed back into town - was after dark by now and kind of spooky driving through whole suburbs with no people, no power, no lights and sand dunes or holes all over the roads.

Drove around town for an hour looking for more petrol to refuel the site again the following morning - very few petrol stations open and all with block long queues. Gave up after a while and went to the motel where I was staying, walls a bit cracked, no water but some useful trees in the garden. Realised that it was now 11pm and all I had eaten was a pie in Kaikoura at lunchtime - doesn't time fly when you are having fun! Even managed to sleep a bit in between the earthquakes during the night.

The next morning I spent an hour driving around looking for petrol - then I found out that there was a Shell station only open to essential services so headed there and filled up. I then had to make a delivery to the area where all the media were at the civil defense headquarters - this meant a trip through the city centre which was very odd indeed. Virtually no people and virtually no vehicles so you didn't have to worry about traffic lights and one way street, you just go and head for your destination (still feels strange not stopping at traffic lights and driving the wrong way up one way streets though).

After this I headed off to Picton where I caught the 6pm ferry back to Wellington.

Alan...



## **Kauri Coast Safari 2011**

*This report by David Sole is longer than space allows so part two will appear in next months mag - Ed.*

For years now I have been wanting to do this safari. Finally I got myself organised in time, the booking made, fees parted with and on my way in mid January. Erin was supposed to come with me but circumstances meant I had to head up on my own for the week. (It's ok - we're still happily married!)

I stopped in Auckland for the night, did a bit of shopping, changed the tyres and headed up to the starting post at Redhills Camp west of Dargaville on the Saturday.

*(Continued on page 19)*

Saturday afternoon and evening saw the teams being assigned, a meet the people exercise and a delicious dinner. The packs handed out by the organizers had the days plotted out complete with touring notes, contact details and team stickers. I was in with a Disco Ian from Tauranga, Martin Navara from Taumaranui and a shorty Steve Pajero from Napier.

There were 15 Landrovers in one configuration or another – Discos old and brand new, a Range Rover and Defenders in a range of configurations. I was very pleasantly surprised that there were only 36 vehicles on the trip plus the marshals. I had been expecting a hundred or more.

A bit of a slow start the next day to wait for the tides to go out sufficiently; a pattern which seemed to follow through the trip. Off down to the beach on the north side of the Kaipara Harbour and round to the Poutu lighthouse where we stopped and had a bit of a play. I managed to get about half way up to the lighthouse going round the back way but the ol diesel combined with the weight of the Nissan and a week's gear didn't allow much more progress than that. One of the marshals in a turbo Prado on 35 inch tyres @5lbs (and no gear) just quietly drove up if the sand hill wasn't there. Still, finishing the climb on foot was very rewarding.

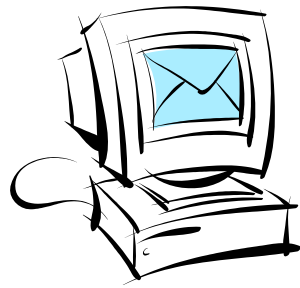
Back down to the beach and on we went passing groups of trucks stopping for lunches for kids (read parents) who couldn't wait any longer. What a magnificent beach – it goes on forever and smoother than the highway. We left the beach at Mangonui Bluff and headed up along the road to Waipoua forest stopping first at the forest lookout then at the mighty Tane Mahuta. I could have sat there all day just gazing in awe at the tree. However duty called and it was back in the driver's seat and through to the lookout above the entrance to Hokianga Harbour. Omapere sits just inside the harbour and Rawene away in the distance. It is at this lookout that you first start to get a sense of size and scale of the sand hills of the north. After crossing on the ferry from Rawene we stopped at Kohukohu School for the night. It had been a stinking hot day so it was great to get into the school pool for a cleansing and refreshing swim. Another sumptuous dinner that night including freshly smoked kahawai.

The next morning, with a slow start open the cards again I went for a wander around Kohukohu. An old timber town it still has a lot of buildings typical of early colonial wooden architecture. Some I had seen before in photos but standing before them was much more rewarding. The local historical society had also installed very good interpretation signs around the old town.

Day two saw us heading, via a pie shop, (what is it that attracts people to butter chicken pies???) then up into the Herekino forest. After a steady climb on a reasonable track we started heading down the other side emerging at the rear of rows of low sand dunes. The first few vehicles got through fairly easily but the next ones including a Vitara, an ML430 and an Isuzu trooper struggled with a combination of tyre pressures and reluctance to apply a bit of brute force to the accelerator. It provided a welcome break for the kids and a bit of light hearted enjoyment for everyone else. On to the beach and we followed alternating sandy bays and rocky platforms round through Shipwreck Bay and onto Ahipara at the south end of Ninety Mile Beach. Driving round through Shipwreck Bay and the headland it certainly didn't pay to muck around with low speeds or low gears as it was easy to become stuck in the sand. With the long wheel base it also meant taking a bit of care to put the wheels in the right place or punctures and sill damage would have been inevitable. Ian and I had a play on a steep climb on a side track but the challenge was conquered and over in moments.

We drove about a third of the way up Ninety Mile Beach turning off at Hukatere then through to the golf course at Houhora where we were to stay for a couple of nights. It proved to be a good sheltered site as the winds started to get up and rain set in. Another great meal that night but unfortunately, due to the good offices of Progressive Enterprises, the camp was struck down with food poisoning from listeria infected lettuce. The next day, a rest day was very quiet and the troops didn't start to nervously move out of camp for a bit of local exploration till the afternoon. They came back that night for dinner though. It was still windy and the Landrovers with roof mounted tents, and children to settle, moved into more sheltered sites. The Range Rover had to head off to town to repair the engine mounts which broke after lots of furious forward and reverse gear changes in the sand the previous day. One couple elected to stay in a motel in Kaitaia. While parked outside their room their truck was broken into and nearly all their gear stolen. A rally round the camp saw them kitted out and they very bravely continued. Needless to say we were very mindful of where we parked, and what could be seen through the windows after that.

***Part two next month.***



**Would you like your copy of the magazine emailed instead of posted?**

*I have been experimenting with the resolution of PDF's and can get the size of a magazine down to approx 2Mb (as opposed to 20Mb that I use to get the mag to the printer) and it still to be very readable - so is anyone interested in getting their magazine emailed to them? This is easy to do and would save the club printing and postage costs, so what do you think? PDF version also has all the pictures in colour too! If you'd like a sample copy then drop me an email at newsletter@ccvc.org.nz and I'll send it to you.*

**DIARY OF A "WILDCAT" - DEADWOOD 26 OCTOBER 1975**

Checked into Rallywoods 7.30 a.m. Sunday Morning to place late entry and assemble for scrutineering. Light drizzle persisting around hills, but appropriate weather dance by certain persons resulted in clear patches of blue sky making a watery but determined appearance.

Driver's Briefing followed by line-up of competing vehicles in two groups at Starting positions by (A) Pits and (B) Bean Hill. 11.40 a.m. we left as 19th vehicle away in the A Group, to drift to a halt halfway down a one in one slope, as Bruce Pattie and Ian Cranswick stalled their Jeep in front. A little bit of the old 'go goodies' and our plastic lunch bag around their dizzie, and we were away once more.

Psycho Plunge presented little to delay operations - a nose dive and slide on our skid pan before bouncing through the ooze to Harry's Hole. Here the tow vehicle operator sat despondantly in the sun and watched gloomily as we crawled our way in and out of his hazard.

Deadside - here, in spite of determined efforts to the contrary, our wheels slid from the top of the sidling into 3 pegs - 60 penalty points!

On from Deadside to the Tailwagger, where our Tail didn't! Down the Lulu and up (well, nearly up) the other side (50 points) and clear up the Washboard. We managed Reidrubber Bog first time through, but subsequently disgraced ourselves on the Fairy Springs! (3rd indignity of the day!)

Crystal Pool almost tried our waterproofing (almost!), but we forgot to watch for pegs (a further 100).

Bean Hill - 200 yard speed section. Our time was quick, downhill, our stop in the middle of Bean Bog even quicker! Walk the Plank and our wheels had a 100 points difference of opinion, while Dick's Dip was almost accomplished with that Cranswick Machine in tow! (We did offer to complete the Course with them on behind but, strangely enough, they weren't interested!)

Adam & Eve cost us another 100; down the Herring Bone (clear) and home to the Pits with a total penalty count of 660.

With the Rally finishing at a respectable hour (3.30 p.m.) it was home to wash and change vehicles and competitors alike, then back to the Social at Taita.

Good Band, good supper, and good placings (see attached sheets) Our thanks to the Waikato Guys for their very much welcomed assistance during the course of the Rally, and also for the 'shower' during the course of the Social (the guys in question will know who and what I mean!). Also thanks to the dedicated few who stayed until 3 a.m. and helped clear up the Hall - those concerned will know that their help was greatly appreciated.

There are an incredible number of people to whom the Club owes a great deal of thanks for the time and dedicated efforts which were given for the preparation of Deadwood 75. Although it is impossible to list them here, and do justice to them all, I know that the Club is indebted to Tony Street and Tom Adams for the use of their property RALLYWOODS. Our Radio Operators did a grand job and kept us informed throughout the day, while our tow vehicles (the making or breaking of any hazard) worked fast and efficiently. Our Sponsors paved the way to some very good prizes, while Street Brothers paved the way to some very good tracks! Spectators had a fantastic time and with the competitors doing their thing on (and off!) the course, this year's Safari looks like being the most successful to date. Let subsequent National Rallies live up to this standard!

THE PUSSYCAT

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## Trip Categories

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

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

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

### **Family 4X4:**

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

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

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

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

### **Shiny 4x4:**

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

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

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

### **Club 4x4:**

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

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

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

### **Hard Yakka:**

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

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

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

Date	Name	Organiser	Category	Place	Status	Notes
<b>April 2011</b>						
Sunday 3rd	GWRC Akatarawa Tag a long - Non Members should book with the GWRC Summer Programme	David Coxon	Shiny 4X4	Akatarawa Forest		
Saturday 9th	Odlins Road Weekend - SWB Only - Bookings Required	Charles Odlin	Club 4X4	Odlin's Road	Confirmed	
Saturday 9th	The Next Step Up (Family Shiny +++ - Almost Shiny 4x4) - Bookings Required - Contact Graeme on (029) 200 - 1700	Graeme Millard	Family Shiny	Akatarawa Forest		
Sunday 10th	Reccy - Ruts and Slippery Forest -- Bookings Required	Steve Mercer	Club 4X4	Akatarawa Forest - Slippery Forest & Ruts		
Wednesday 13th	Club Night - All Welcome	Ralph Dobson	Meeting - 19:30	Petone Working Men's Club, Udy St		
Saturday 16th	Work is Fun !! - (Track Maintenance for Zuki Central) Bookings Required	Graeme Millard	Shiny 4X4	Akatarawa Forest - Fenceline Track		
Sunday 17th	Akas Maintenance Meander and Fenceline fun (Track Maintenance for Zuki Central) - Bookings Required	Stewart Burrell	Shiny 4X4	Akatarawa Forest Akatarawa Forest - Fenceline Track		
Sunday 17th	Club Champs - Round 3 - Bookings Required	Ash Senior	Shiny 4X4 / Hard Yakka	Colin James' property, Whiteman's Valley	Confirmed	
Sunday 17th	Orongorongo in April - Bookings Essential - Phone Morris (04) 566 - 6197 Cellphone (021) 629 - 600	Morris Jury	Family Shiny	Orongorongo area		
Friday 22nd	Easter Weekend at Foxton	John Vruink	Shiny 4X4	Foxton Coast		
Saturday 23rd	Zuki Central 2011 Suzuki only event Easter 2011	zukicentral@gmail.com	Family Shiny	Find out when you book.		
Sunday 24th	Easter Sunday at Rallywoods - Bookings Required	Steve O'Callaghan	Shiny 4X4 / Club 4X4	Rallywoods		
Wednesday 27th	CCVC Committee Meeting	Ralph Dobson	Meeting - 19:30			

## May 2011

Saturday 7th	Through the Ruts With Ian D - Bookings Required	Ian Dixon	Shiny 4X4 / Club 4X4	Akatarawa Forest - Ruts		
Sunday 8th	Maritime archaeological Society - Members Only - Bookings Required	Ray Harkness	Shiny 4X4	Wellington South Coast		
Monday 9th	CCVC Trip Leaders Forum	Charles Odlin	Meeting - 19:30	Petone Working Men's Club, Udy St		
Wednesday 11th	Club Night and AGM - All Welcome	Ralph Dobson	Meeting - 19:30	Petone Working Men's Club, Udy St		
Saturday 14th	24 Hour Track - Bookings Required	Charles Odlin	Hard Yakka	Akatarawa Forest - 24 Hour Track		
Saturday 14th	Sutherlands Track Maintenance Weekend	ARAC Wairarapa	Shiny 4X4	Sutherland's Track		
Wednesday 18th	CCVC Culb Recovery Sub Committee Meeting	Anthony (Ant) Reid	Meeting - 19:30	-tba-		
Saturday 21st	Orongorongo in May - Bookings Required for Non Members	Morris Jury	Family Shiny	Orongorongo area		
Wednesday 25th	CCVC Committee Meeting	Ralph Dobson	Meeting - 19:30			
Sunday 29th	Mountains to the Sea	David Sole	Family Shiny	Takapauri Road, Manawatu see notes section		

## June 2011

Monday 6th	Public Holiday - Queen's Birthday	-tba-	Event		Abandoned	
Tuesday 7th	CCVC Safety Sub Committee	Murray Taylor	Meeting - 19:30	-tba-		
Wednesday 8th	Club Night - All Welcome	Ralph Dobson	Meeting - 19:30	Petone Working Men's Club, Udy St		
Saturday 11th	CCVC 40th Anniversary Weekend	John Vruink	Family Shiny			
Sunday 26th	Orongorongo in June - Bookings Required for Non Members - Stewart (04) 5297295 or 021 999263	-tba-	Family Shiny / Shiny 4X4	Orongorongo area		
Wednesday 29th	CCVC Committee Meeting	Ralph Dobson	Meeting - 19:30			



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