



VEHICLE CLUB  
Wellington

# Cross Country Chronicle November 2015



The Official Magazine of  
**The Cross Country Vehicle Club (Wellington) Inc**  
PO Box 38-762, Te Puni 5045, Wellington

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

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

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## 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**

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### Vehicle Inspectors

#### **Dayal Landy**

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

#### **Antony 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  
61-63 Thorndon Quay, Wellington  
Ph. 04 472 2020

#### **Carl Furniss**

Wellington 4WD Specialists  
3 Downer Street, Lower Hutt  
Ph. 04 976 5325

#### **Shane & Carl**

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

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



## MAGAZINE CONTRIBUTIONS

This is your magazine so it can only be as good as the contributions you make!! We need any articles, trip reports, technical items, "How-to's", etc to be in the hands of the editor by the end of each calendar month.  
Please email to [newsletter@ccvc.org.nz](mailto:newsletter@ccvc.org.nz) or post to 34a Hine Rd, Wainuiomata or fax to 04 914 8366.

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



# Upcoming National Events

## **Nov 13-14: Manukau Winch Challenge**

Manukau Winch Challenge held Onewhero area. New areas for stages this year. Usual Classes including Manukau Class. Further details to come and will be available at [www.manukau4wd.org.nz](http://www.manukau4wd.org.nz)

## **Nov 14-15: Annual Ahura Volunteer Fire Brigade Fundraiser**

By Rodney Offroad Club. Option 1 (Club Shiny): with great scenery and covering a wide range of amazing farmlands with mud & hills, this trip has some road sections, need WOF and Re. Option 2: (Tuff Truck): great mud & hill challenges with a very small amount of roadwork, suitable for non WOF & Reg trucks. \$170 per vehicle with 1 passenger, includes Saturday night dinner and Sunday breakfast. For more details email [rodneyoffroadclub@gmail.com](mailto:rodneyoffroadclub@gmail.com) or Anthony Barr 021 0278 2024.

## **Nov 21-22: O42 Traverse Cut Back 2015**

The Department of Conservation have given permission for a vegetation cut back on the 42 Traverse over 21/22 November. This iconic route through the Tongariro Forest is at risk of being overgrown and too scratchy to be used by many four wheelers. (Actually it already is in many places!) It is important that some effort is made to clear the route before another summer of growth. Any chainsaw operators will need a certificate, but users of other powered cutting tools like brush cutters, hedge cutters etc. are fine. please email [peter.vahry@xtra.co.nz](mailto:peter.vahry@xtra.co.nz) if you can help, even for a day.

## **Nov 28: Moawhanga School Scenic 4wd 2015**

The tour will be leaving Moawhanga School travel across both Motukawa and Mounganui Stations. On Mounganui we will travel behind the Hihitahi Department of Conservation Bush Reserve then along the southern boundary of the tussock covered Army Defence land where we'll hopefully see a glimpse of the wild Kaimanawa horses in their natural environment. We will then pass around the stations own 2000 acre beech forest. This year's tour will also cover the neighbouring Motukawa Station, with heights up to 3700ft above sea level, this property boasts spectacular views of snow capped Mount Ruapehu, Mt Aorangi, the Ruahine Ranges and beyond. The tour will end back at Mounganui Station where a fantastic BBQ dinner awaits. Entry cost \$120 per vehicle (including 2 people) extra adults \$20 per head. Payment on the day will be \$140 per vehicle (2x people) Children between 5 and 12 are \$5 per head. This price includes morning tea, lunch and a BBQ dinner. Any enquiries to Linda ph 06 3880852 e-mail [moawhangoschool4wd@gmail.com](mailto:moawhangoschool4wd@gmail.com) Or Deb ph. 06 3880575 e-mail [hiwinui@farmside.co.nz](mailto:hiwinui@farmside.co.nz)

## **Dec 26-Jan 15 2016: South Island Self Drive Tagalong**

Led self-drive/catered/ accommodated expedition leaving Auckland 26 Dec, returning 15 Jan covering mainly off road tracks in North West South Island, Canterbury, Central Otago and more. Accommodation is camping and DOC huts. Stunning scenery and tracks, suited to truck type 4WD. 8 years' experience leading similar expeditions and all tracks graded for difficulty and GPS Co-ordinated. This is a "join when and where" type of safari and is self-paid (no money to me). The full 3 week trip estimated to cost you around \$2500, covering food, gas, rustic accommodation and ferry crossing included for 2 people. Come and join husband and wife team. For people whom are like minded and enjoy adventure. Limited spaces are available. For more information please contact Paul on [paulberry@xtra.co.nz](mailto:paulberry@xtra.co.nz) or 021 274 5617 – we are always willing to share information that will promote 4x4 and the outdoors.

## **Jan 16-17: Ongarue School Family Safari**

Hosted by King Country 4WD Club raising funds for the Ongarue School education outside classroom trip. This two-day event has limited entry numbers as we are touring over farmers land surrounding this early King Country Milling Town. The Safari will start and finish each day at the Ongarue School where there will be Camping facilities and use of the School Pool. All food will be included in the entry fee for the two days. The weekend cost will be \$250.00 for the driver & passenger and \$50.00 per head for any other passenger to cover food. Go to [www.kc4wd.co.nz](http://www.kc4wd.co.nz) for more details.

## **Jan 30-Feb 01 2016: End of defender - Waiouru**

In conjunction with Land Rover Owners Club Auckland Inc and Off Limits Charitable Trust to commiserate the ending of the Defender Production as we know it. A great chance to take in the spectacular scenery and off-road driving tracks within the NZ Army's Waiouru facility. This is the stuff of legends, so don't miss out! All surplus funds will be donated to the health & welfare of military personnel. There is a limit of 50 vehicles for the trip. This is for all models of Land Rovers only & you must be affiliated to NZ4WD Association. There are options for fully catered with Army barrack accommodation, or self-catering/camping on site. Fully catered for the entire weekend & shared Army Barrack accommodation; Vehicle & Driver \$335; Additional passenger \$195 each; Additional under 16 \$150 each. Accommodation on site for Friday, Saturday & Sunday. Catering provided in Army mess as follows: - Friday Evening Meal - Saturday Breakfast, Packed Lunch, Evening Meal - Sunday Breakfast, Packed Lunch, Evening Meal - Monday Breakfast, Packed Lunch. Option 2. Provided camping spots & self-catering with camping in area provided by NZDF Waiouru close to Hot Shower & WC block; Vehicle & Driver \$240; Additional passenger \$40 each. A conducted tour of the Land Rover Collection @ Army Museum will be arranged in Saturday & Sunday nights. See [www.iroca.org.nz/content/end-defenders-run-waiouru](http://www.iroca.org.nz/content/end-defenders-run-waiouru) where registration forms and full details can be downloaded completed forms and any queries to be sent to Bruce Gibson at [bgibson@orcon.net.nz](mailto:bgibson@orcon.net.nz)

## **Feb 05-08 2016 Urewera Safari 2016**

hosted by Mahia Hunt Club in conjunction with East Coast Bays 4WD Club over Waitangi weekend. This the 7th Urewera Safari, will cover country between the Urewera Ranges in the West, Mahia in the East, Gisborne in the North and Napier/Taupo Road in the South. The aim is to travel across country as far as possible, subject to weather conditions, with safety being paramount. The Safari is designed as a family affair, camping each night along the route, a chance to make new friends, see a unique and untrekked part of New Zealand and enjoy local communities wonderful hospitality. As per past events the local communities will be offering breakfasts and evening meals at reasonable prices. Entries will be done in teams of 3 vehicles (If you don't have a team enter anyway and a team will be made for you.). Cost: \$320.00 per vehicle. Deposit: \$50.00 per vehicle due 18 December 2015 (Non refundable). Limited to 115 vehicles. A good condition more aggressive tyre with at least 50% tread life left will cope with basic route. For event information contact Mark Harris on 027 577 9991. For entry forms contact Janice Redshaw Phone 06 974 1324, 021 217 6672 or email [janredshaw39@gmail.com](mailto:janredshaw39@gmail.com)

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

# G. Guy Motors

## 4WD SPECIALISTS NZ



### Orongoronga Sept 2015

A month or so ago I went on Frank's Akas trip and managed to not only crack one of the rear protection bars by falling into a very deep rut, but also have the bash plate fall off on the track due to metal fatigue breaking the supporting brackets. This was an ideal opportunity to justify buying the stick / mig welder I had been eyeing up for a while and then save money fixing it all myself. Of course refreshing my welding skills and actually making all the repairs took me off the tracks for quite a while, so when Morris' easy Orongoronga trip came along on a fine day after weeks of rain I decided to tag along for the practice, and to make sure all my welding hung together.

I arrived at the meeting place on the Wainui Coast in good time and dropped some air out of the tyres. I also powered up the winch – just in case someone got stuck. Briefing over we were soon under way following the track along the inside of the fence line then up onto the track up to the airstrip. The instructions on climbing up to the airstrip track is to swing out to the left of the fence post to get enough



room to turn onto the track without a 3 point turn. Personally I prefer to keep just right of the post but being near the front I didn't want to set the wrong example, so after watching the vehicle in front scrabbling up onto the track I followed to the left of the post – and ran out of momentum and traction just before reaching the track. I rolled back for another go but having swung off the track there was a limit to how far I could go without ending up down a gully. Still no go – it was just too slippery. Letting everyone else go through – successfully I might add – I winched off a convenient vehicle to get me back on line to go round the right of the post. That was much easier, and

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with plenty of room for the Prado's turning circle I was soon on the track.

The rest of the run up to the airstrip was simple enough and I was soon back with the convoy, although now near the back. Continuing up to the top of the ridge there is a very deep drainage channel across the road. Coming out of the ditch I still felt the lack of traction so once out I stopped again to let a few more psi out of the tyres to what I normally use for slippery Akas runs. Given that most of this trip is around the coast with plenty of traction, I had forgotten to allow for how slippery this section was. With lower pressures, I now had heaps of traction and no more problems for the rest of the day.



After stopping at the top for another look at the spectacular views – lush green grass with blue sky and sunshine was a treat after weeks of grey and wet weather – it was slowly back down the steep drop into the Orongorongo river valley and a well-earned morning tea. Crossing the river was a little more exciting than normal after all the rain but, fed and watered we were soon across the river and heading around the coast. This section is an easy drive as far as the shingle fan, then all bets are off as the streams coming down from the hills rearrange the track after each period of heavy rain, so Morris paused at Barney's Whare to let a few experienced people go on ahead to check the track. Luckily

we had experienced steady rather than heavy rain and the track was still in good condition, so with good reports coming back from the advance party we were soon on our way again. The shingle fan is always a challenge for new drivers, but with a slow and steady pace, and a little bit of guidance everyone got through without any problems.

By now it was getting a bit late so it was a steady run through the rest of the Orongorongo station and on through Wharekauhau towards our lunch stop at the DOC camp ground. The only real challenge in this area is a section where the track climbs up and across a soft, sandy bluff. The track here always seems to be off camber, leaning you out over the steep drop back down to the beach. I hate this section but in reality it is well within the vehicle's capability, if hard on the nerves. After this I was glad to get to the campground for a coffee and lunch.



Lunch was an enjoyable social break before the return trip. On the way back we detoured up one of the creeks to a play area with a couple of optional steep climbs for those that wanted it. I like the way Morris sets up these play sessions so that access is easy and there is no need to do anything hard unless you want to. Just watching can be educational for newer members. A second detour was down to

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visit the seals – a chance for clambering around on the rocks that the kids big and small all enjoyed. By now it was getting a bit later but Morris had one more detour planned, a short run up the track along the side of the Orongorongo river then back to where we had morning tea and a short run down the river itself to wash the salt off. It was then time to air up at the end of another very enjoyable trip, even if I did earn the right to write the trip report.

Thanks for the day Morris and team.

David Coxon  
Prado Purple  
K247



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## MEMBERSHIP CARDS

Members should now have all received their membership card for the 2015/16 year. However a few members need to update their address recorded in the membership database so the card can be sent out.

Its easy, <http://ccvcwellington.wildapricot.org> and log in (use the lost password routine if you need to) and update your address details.

The NZ4WD Association has now also printed membership cards and these will be available to pick up at Club night.



Today the plan was to look at the Frenchman's Track and see if that was a possible track. If not we were going to go back to the PDR and travel to Bramwell Station.

Howard, in his truck from Captain Billy's rentals had broken one of his springs and had travelled to Lockhart River to try and get it fixed. As well Ian's vehicle's battery wasn't charging so he went to Lockhart River to try and get that sorted out as well. We waited at the intersection of Lockhart River and Chili Beach for over 1  $\frac{1}{2}$  hours for them to return.

Meanwhile we posed all sorts of questions: Were we already in the Tropics; what is Frenchman's Track like today, not a year ago or in the wet season; and what was that marzipan smelling plant/tree? The first question was answered by a passer-by who looked on his phone and established for us that the Tropic of Capricorn actually ran through Australia about Rockhampton so we had been in the tropics ever since we arrived in Cairns. The third question we couldn't answer but yes in definite places we could smell it too.

Some people in the meantime had headed off to the Ranger's Station to one of those conveniences and once we had all regrouped we headed off again. We were tail- end- Charlie this particular day and we stopped to talk to a man on the road and he had done Frenchman's Track about 2 months ago. He said that Pascoe Crossing was crossable, but he suggested diff-locks and that the water was door level. The rental vans didn't have diff-locks! He also said that there was a signpost just this side of the crossing that took you across Pascoe Farms to cross at a different place, which was preferable.



grevillia, amazing rock structures and huge pit structures. They looked like a meteor had landed there. It may have

We turned off Lockhart River Road/ Portland Connection onto Frenchman's track to look at Pascoe crossing. The track started off through white sandy heathland and the vegetation was dense but low growing. There were lots of





had a link to the Iron Range Airport area where the authorities were going to set off trial H-bombs during WW11.

We reached the Pascoe Crossing which had a steep slide- entry into the river and then the exit on the Western bank was a steep bare rock ascent. We watched two vehicles negotiate the crossing and 4 of our group decided it was possible. Stewart, Errol, Howard and Ian proceeded to go through. Howard had gone through first to provide a winch if necessary. Water was up to their doors but diff locks weren't necessary.

The last radio message we heard was that Stewart had a bit of trouble getting up the other side but after re-building the road they made it up. We never saw the signpost to the alternative crossing.

The rest of the group had opted to go back to the Lockhart River road and then to the Peninsula Development Road (PDR) to meet the others at the end of the Track. We led them back after we had finished our lunch.

We travelled on the PDR until we met the Telegraph road.

There was a raised loo at an intersection but there wasn't anything else there. We tried to spot the loo on our way back past several days later but didn't see it.

The Telegraph Road was a really nice piece of road...think Canterbury Plains but in red dust....long and straight for about



100km.

Now this



was probably why we missed the Frenchman's track ending.

I'm sure we were expecting the other team to be waiting for us. The end of the road (we found out days later had a National Park sign with the words The Frenchman's Track in tiny writing like a twink pen inscription. The sign itself was parallel to the road that we were travelling on at 120kms an hour. Only natural that we missed it!!!

It was only when we started seeing signs to Bramwell Station that we realised that we had passed it! We took the rest of the group on to Bramwell Station, thinking that maybe the other group had got tired of waiting and had gone onto the station. The Station was marked by two large white tyres on the side of the road. There was only one table left for the dinner for ten people only so we booked it, left the rest of the group to set up and we went back

to find Stewart and the others. We met the others about 10 kms short of Bramwell Station. They had waited about  $\frac{1}{2}$  hour before leaving us a note and coming onto the Station themselves.

That night there was a smorgasbord dinner, and a country and western entertainer, after the Manager had given a history of the Station. We had to select a Table Captain, aka Graeme, and on the first song we were all expected to sing or else the Table Captain would have had to select his own song and have the whole table sing. We did sing but we were ready to boycott the singing for fun if the contest had continued. Graeme was going to sing "Swing Low Sweet Chariot" if we had failed! We must have passed the "test" as we didn't have to perform the penalty.

Hi all, most of you will be aware of the journey that Jane and I have been on with Jane's health over the past 2 years since discovering she has Ovarian Cancer, this journey has had numerous challenges all of which we have overcome to date, the treatment Jane is on now is the Avastin program of treatment for her type of cancer, over this time we have appreciated the support of the Apparelmaster family and also the support services of doctors and cancer society along with the progress in treatments this has come about with the funding raised over the years.

To this end we (Jane and I) had wished to do something to be able to give something back for the support we have received and in the hope that it will allow research to make the necessary breakthroughs for future sufferers, we do not know how Jane will go but on balance we do know we have limited time and thus wish to maximise what we have.

We are entering a Rally called the "Shitbox Rally" which is run by Manheim Rallies of Australia and for the first time will be running this event here in New Zealand on the 12-20th February 2016.

we have entered a team and the proceeds will be going to Cancer New Zealand for research here in NZ, check this out at this site so you can see what it is all about [www.shitboxrally.co.nz/](http://www.shitboxrally.co.nz/)

Our Team is called Calvin and Hobbes and we are just setting up our link/ pics etc and also a bank account for donations, we ask your support for this great cause as we all know of someone who is a sufferer in this area, we will get some really good coverage in this event, please let me know your level of support and we will advise details over the next week or so.

kind regards to all and thank you for your support in advance

Stewart and Jane Burrell

Here is what's planned for CCVC in this years GWRC Summer program.

#### **Sunset Tours:**

Thursday 7th January    Sunset Tour No 1 - Belmont Thursday 14th January - Back up date.  
Saturday 13th February    Sunset tour No 2 - Belmont Saturday 20th February - Back up Date

#### **Mt Climie 4WD trips:**

Saturday 7th February    A number of trips taking the public to the top of Mt Climie.

#### **Akatarawa Redwoods:**

Saturday 27th February    Taking people to visit the Redwoods. (New Trip)

#### **Akatarawa Tour:**

Sunday 20th March    Taking people on a tour of the forest in our vehicles. This replaces the tag-a-long this year as the council want to try something different.



## Who we are and what we do

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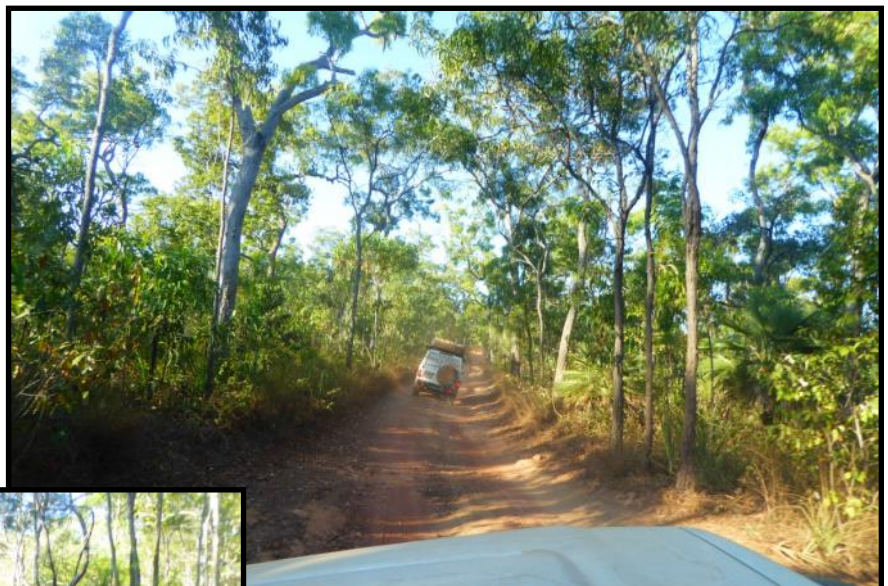
**Google Map**

## Kiwis on the Cape – Day 6 Thursday 13<sup>th</sup> August

*Scribe Glennys Feist*

All were again up, bright eyed and bushy tailed, fed and watered and ready to go by 8am in bright sunshine. We made a short stop at Bramwell Junction where souvenirs and snacks were on sale. This point was where the Old Telegraph Track (OTT) started. Here 8 trucks branched off onto the Southern by-pass – truck 9 continued up the OTT.

The road between Weipa turn-off and Bama-ga is maintained to a high standard, by Bramwell Station, Corrugations on this section were far less severe than on earlier sec-



tions of the Development Road, clay had been packed on the surface in places, limiting the dust, there was even the odd patch of seal to enable you to see if you wished to pass. The road we travelled on today was within these two points so we enjoyed the relatively smooth drive up past the dry eucalypts and many large termite mounds. There was a slight delay as we all carefully negotiated an accident on the road – a ute had run into the back an army Fuel tanker – part of a convoy apparently on its way to Cape York. (we learned later that Tony Abbott was due to

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visit Thursday Island later in the week). We made a left turn into the Heathlands Ranger station and continued on the Gunshot Southern bypass, towards the OTT. We eventually parked up and went to view the infamous Gunshot Crossing. There were plenty of spectators milling around all hoping to see some of the adventurous travellers checking out the lie of the land, get into action. Can they, can't they, will they won't they, will the wife let me? Unfortunately they didn't. (Pictures on the net simply do-not convey the true height and steepness of the entry to the creek, the easy route through the creek, would still be a mission with a trailer). After about an hour and a half we headed back to our trucks and the Ranger Station where we had lunch among the hibiscus plants and fig trees and Palm trees – very pleasant. I was sure the Palm Tree trunks were coated in concrete but was told I should stop taking those little pills!! It sure looked like concrete to me!! There were some interesting specimens in the Ranger's Office – the skull of a very ferocious looking crocodile and some bottled snakes.



After lunch we got back onto the Southern by-pass Road (Bamaga Road) heading for Eliot Falls. We enjoyed a good wide road through lush green trees. Where the road joined the Northern by-pass, we turned right onto the OTT for the short section to take us to the Falls. We soon turned right again to drive through the pretty green bush into Fruit Bat Falls. A beautiful spot where these wide Falls on the Eliot River spill into a large crystal clear pool. This area is crocodile free so is usually well stocked with travellers enjoying the chance to cool off. Most of our group joined the many swimmers wallowing here. The temperature was superb. Our OTT trekkers turned up to join us in our swimming pool so now we were back to our full contingent.

We eventually dragged ourselves away from this idyllic place to head for Eliot Falls and our camp for the night. Before we reached Eliot Falls we had to negotiate a fairly substantial river crossing almost up to our headlights. This river crossing almost claimed a number plate and supposedly loosened others. That's the story the drivers tell!

First thing to do when we reached Eliot Falls was to find our designated campsite. Here, as in Chilli Beach, you must book and pay for your campsite before you arrive. We all did this at home before we left. Consequently we were quite spread out around the area in our individual campsites which were a good size, well laid out, with large trees giving a real feeling of seclusion. Quite pleasant.

Once we had found our site for the night, we set off on foot to view the Twin and Eliot Falls. Eliot Falls were large and quite photographic but did not present a swimming opportunity. Twin Falls, though smaller, provided good swimming and a few of us grabbed the opportunity. With swimming over, it was back to camp for tea and bed for the night. Another early start was awaiting us in the morning.

Flightless bush turkeys were prevalent around all our campsites throughout the trip. While watching the resident one fossicking around our campsite that night we were intrigued to see it run up the trunk of a tree flapping its wings to give it balance. So that was how they get off the forest floor to roost in the trees!!





## **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](mailto:database@ccvc.org.nz)

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

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## **42nd Traverse Track**

Just a reminder to anyone contemplating a non club 4wd trip through the 42nd Traverse that this is not open to 4wd's until 30th November.

If anyone does use this track please take extra care not to damage either the track or the environment as there have evidently been issues recently of irresponsible 4wd's transiting the track illegally (while closed) and causing damage which reflects badly on the whole 4wd community (that's us).

[Article about Damage to the track](#)

Be sure to check the DOC website before embarking on any trip through there.

[DOC 42nd Traverse Information](#)

Hopefully we will have a CCVC Club trip through there before the track closes again on 1st May.

Please excuse the mass email, but it's been hard to get the NZFWDA to advise clubs/members of this cut back on the weekend of 21/22 Nov. Yes, there is a national trial on for some people, but there may be others who would like to help keep the 42 Traverse across the Tongariro Forest open to 4WD use.

This route is getting seriously overgrown in places and it needs a serious effort to cut it back. Unless we as four wheelers can show DoC that we've put effort into keeping it viable for 4x4's, it will be very hard to argue to keep it in the upcoming CMS review. DoC have authorised this effort and will have staff attending.

Please get the message out to your members that their help is welcome. Only people with certificates and safety gear can use chainsaws, but there are no restrictions on brush cutters etc. We usually break into groups with about 4 power tool operators and 4/5 people to follow and clear the cut material from the track.... so not everyone needs a cutting tool but gloves are good.

The plan is to start at 9.30am on 21 Nov from the pumice pit at the end of Kapoors Rd with a DoC safety briefing. People will need to bring their own food etc. Some people are planning to stay in the area overnight and work again on the Sunday morning until about noon.

It would be good to get an idea of how much support there might be, so ask people to email [pr@auckland4wd.org.nz](mailto:pr@auckland4wd.org.nz)

Thanks for your help

Peter Vahry

Hi everyone,

Wairarapa Branch of Alzheimers Society Inc in conjunction with the Wairarapa 4WD Club - Masterton are running a 4WD Public Day on Sunday 6th December 2015.

Privileged Access through Stations Flatpoint, Caladonia, Whareama, Orui, Homewood.

Start -Horseshoe Tavern Car Park, Northern end Masterton 9 am.

Cost - \$90 per vehicle.

Requirements- 4WD must have low range transfer box and reasonable tyres.

Contact to register:

Gail Smith - 021 809 690 - [gail@justphotosonline.com](mailto:gail@justphotosonline.com)

Ron Williams - 06 378 2114 - [ronjilly@me.com](mailto:ronjilly@me.com)

or Wairarapa 4WD Club, P O Box 792, Masterton



# 4WD Public Day

Eastern Wairarapa

Fundraising in Support of



## Alzheimers

Wairarapa Branch of Alzheimers Society Inc

in conjunction with the Wairarapa 4WD Club - Masterton



## Sunday 6th December 2015

Privileged Access through Stations

Flatpoint, Caladonia, Whareama, Orui, Homewood

Start - **Horseshoe Tavern Car Park**

Northern end Masterton

**9 am**

**Cost - \$90 per vehicle**

**Requirements-**

**4WD must have low range transfer box and reasonable tyres.**

**Bring your lunch, camera etc.**



Contact to register:

Gail Smith - 021 809 690 - [gail@justphotosonline.com](mailto:gail@justphotosonline.com)

Ron Williams - 06 378 2114 - [ronjilly@me.com](mailto:ronjilly@me.com)

or

Wairarapa 4WD Club, P O Box 792, Masterton



## Registration Form & Indemnity



# 4WD Public Day - Eastern Wairarapa

## Fundraising in Support of

### Sunday 6th December 2015



**Alzheimers**

Please either bring this on day or scan and email to [gail@justphotosonline.com](mailto:gail@justphotosonline.com)

It is acknowledged and declared that it is a condition of entry to this event, that all persons having any connection to the promotion, organisation and/or conduct of this event, including, but not limited to, the Wairarapa Four Wheel Drive Club, the owner(s) and Lessee(s) of the land are absolved from all liability arising out of any action or accident, causing property loss or damage, or personal injury, Including death how so ever caused. It is also understood that any such passengers under my direct or indirect care of this vehicle will also be subject to this indemnity, hereby signed below:

*Please be sure to read and sign as to agreeing with conditions above.*

Drivers Name:		Signature:	
Address:			
Phone (hm):	Mobile:	Email:	
Rego:	Make	NZFWDA Club Member yes / no	
		Club :	

<u>Passengers:</u>		
Name:	Address:	Signature:
Member of a 4WD Club yes / no	Club Name:	

<u>Passengers:</u>		
Name:	Address:	Signature:
Member of a 4WD Club yes / no	Club Name:	

<u>Passengers:</u>		
Name:	Address:	Signature:
Member of a 4WD Club yes / no	Club Name:	

<u>Passengers:</u>		
Name:	Address:	Signature:
Member of a 4WD Club yes / no	Club Name:	

This form and **\$90** may be handed in on day  
but please email some details for registration list or phone to be added.  
Cash or cheque acceptable or internet bank , use your name and intial as reference:

**Wairarapa 4WD Club, ANZ 11 7100 0274975 11**

Cash Cheque Internet ..

Contacts: Gail Smith - 021 809 690 - [gail@justphotosonline.com](mailto:gail@justphotosonline.com)  
Ron Williams - 06 378 2114 - [ronjilly@me.com](mailto:ronjilly@me.com)  
Bruce Skeet - 06 372 6688 or 0274 777 609



## **Blue Duck Station**

Blue Duck Station is located on the banks of the mighty Whanganui River, 43km's from the main road turn off at Owanga in the Ruapehu District.

I now know that a meeting time of 10.30am in Bulls was a little optimistic when dealing with kids and dogs, hence I quickly got the job of trip report. Once we finally all met up we turned onto the Turakina Valley Road and wound our way up country heading for our lunch stop in Ohakune, if you haven't driven the Fields Track it is pretty steep for a public road and not suitable for caravans and truck and trailer units. The valley had seen a



heap of rain lately, the road crew suggested three years of work to rectify a weekend's damage.

After lunch we headed out to Horopito Wreakers for a snoop around their amazing collection of wrecks dating back decades, I'm sure you will find an example of any car you have owned in your youth as I even found the section on Rambler Rebels which was an old favourite in days gone by. Ross found a part for a mate and after an hour and a half we moved off again for the run to Blue Duck.

We arrived about 5pm and were greeted by the friendly crew who run the tourist side of the business. Blue Duck Station is located in Whakahoro on the banks of the Whanganui and Retaruke rivers, the café is the hub of the place where you can start your canoe trip, ride mountain bikes or tramp. We wanted to drive and the staff knew exactly what we were looking for. Flake (he is blond and worked on the ski fields) gave us a briefing on where we could drive the next day. He talked our language mentioning bogs, steep hill climbs, narrow tracks, winching points and mud, and these were just the everyday farm tracks. We found our accommodation and set about changing tyres and then cooking up a BBQ dinner on the deck overlooking the river, magic spot.

*(Continued on page 18)*



You will all recognise the above logo, don't you? Well there has been a few changes to this business but it is still about and active in Downer Street, Lower Hutt. I am working on getting a new advert to include in the magazine but in the meantime we should still be patronising this and all the other club sponsors.

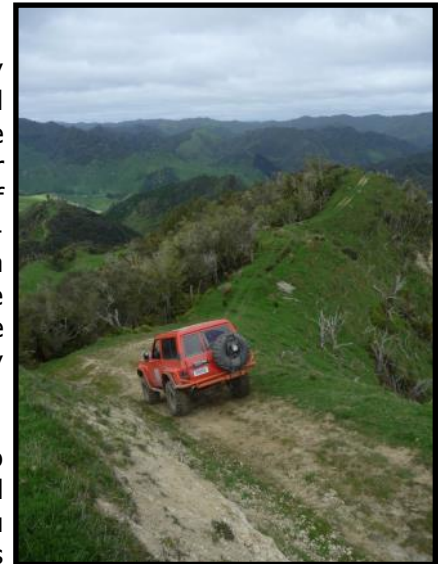


(Continued from page 17)

The morning was misty but it soon burnt off to reveal a stunning day. An 8.30am briefing and we were off to the red bridge track, entering the gate we found deep mud and four wheel drive was engaged for what looked like a reasonably challenging drive, plenty of smiles. We ended up finding a number of tracks we hadn't planned, this is not being lost but simply exploring. The tow strops came out for trucks with worn mud tyres as we made our way up to the high point of the farm. Blue Duck Station is made up of three farms owned by Richard Steele and his son Dan. They are very keen on conservation, plenty of traps around to help look after the Blue Duck and Kiwi populations. From the high point we had three choices for our descent, New Teapot, Old Teapot and MM the most challenging track. Unfortunately or maybe fortunately we missed the MM track turn off and so we split into two groups with Ross (Cruiser), Stewart (Nissan), Richard (Pajero) and myself (Wangler) tackling the narrow and steep Old Teapot track. John (Prado) lead Paul (Suzuki) and Jeff (Prado) down the recommended "easy" New Teapot which was still a little hair raising as we drove up it later in the day.



After some slipping and sliding down some wet papa we slowly found our way down to the main track, turned left and made our way along to the waterfall and new bridge. The second crew caught us up and we parked up outside the "Depot" for lunch. The Depot was used to store goods shipped up the river for the surrounding farms many years ago. After lunch we found a number of tracks that should have joined up in a loop, maybe next time as Flake mentioned he hadn't had the dozer in there yet this season. We headed back via the New Teapot track where Richard found his electric fan had stopped and the temp was on the rise. On to the café for a coffee and then back around on the track we missed earlier. Dinner was a big BBQ and a few drinks before an early night.



Day two had a 4.30am start, the friendly staff opened the café up for us to watch the rugby which again all went to plan. After breakfast we travelled along a rutted farm track on the old farm for a loop back to the lodge. You could see it had been a wet winter by the state of the main track, after 3 kms we took the first right and crossed a couple of paddocks before a super steep climb to the high point on the northern side of the farm. Only room for three trucks so some had a short steep

walk but the views were worth the effort. Down to the Redwood block for morning tea and on to the bush block to check out the huge kahikatea's. The track then made its way down to the river and along its banks until we crossed the Steele Bridge which replaced the old army bridge that claimed the life of the local bee keeper a few years back when his truck went through the floor.

Back to camp to swap over tyres, have a bite to eat and thank our hosts for a very enjoyable weekend four wheelin. Thanks to a great location, a great team and no major mechanical issues the weekend was a great success. Looks like this spot could become an annual run, watch the magazine for details.

Ralph Dobson  
K182





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# THIS COULD BE YOUR PAGE!

Go on – step outside your comfort zone and write something for the magazine. Even just a few sentences. You don't have to have been stuck or done anything embarrassing, the rest of the members just like to read your perspective on anything related to the club.

## SO WHAT CAN YOU WRITE ABOUT?

How about a trip report? So you enjoyed the trip and would love to share your experiences but are not quite sure who was on the trip or where you actually went.

Call the trip leader and they will give you the details you need to tell your story. It can be as long or short as you want - even a couple of sentences will be well received.

Not sure you want to write a whole report, but want to share that silly / funny incident or dob a friend in? Send a mole report to [mole@ccvc.org.nz](mailto:mole@ccvc.org.nz) and it might end up in "The Mole Report", a new section of the club mag.



Writing not your thing?

How about sending some photos for club night. We are keen to have a selection for photos for each trip so here are some guidelines to make it easy for everyone:



Try to pick your best dozen or so photos – we can't show too many on the night so lets make it the best ones.

Photos need to be with me before 8:30pm Monday night. That way I can set them up on Monday night and get them to John on Tuesday night so he can get them ready for Wednesday night.



If you can do so, resize the images to 1152 x 864 pixels (or use a lower resolution setting on your camera). This makes the images small enough to email to [david.coxon@xtra.co.nz](mailto:david.coxon@xtra.co.nz). Alternatively put your pictures on a CD and call me to arrange to get the CD to me. My contact details are:

463 4263 (w)

567 4501 (home before 8:30)

027 451 0361 (m)

# Cross Country Vehicle Club

## Roll of Honour

---

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

---

### **Member Information:**

Bob Jeffery	Steward 1982
George Bean	Treasurer 1972, 73, 74, 84, 81, 82, 84, Steward 1976
Peter Boniface	Not listed as a committee member
Ron Oliver	Initial President in 1971 the President 1972, 73, 74
Vern Lill	Committee 1974, 76, Steward 1975, Delegate 1977, 78, Vice President 1979, 80
Steve O'Callaghan	New Members Officer 1999 till 2015
Ron Wadham	Safety Officer 1997, 98, led many CCVC trips

### **CCVC Life Members**

Tom Adams	Graham Barr	Leith Bean	Stuart Brown	Andy Cockroft
Owen Farghar	Mike Gall	John Hughes	Heather Jeffery	Ron Johnson
Steve Lacey	Colin Landy	Phil Lewton	Bruce Mulhare	Raynor Mulhare
Peter Osborne	Ross Perkins	Grant Purdie	Tony Street	



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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
<b>November 2015</b>				
Sunday 1st	Club Champs Round 1	Brent Samson	Shiny 4X4 / Hard Yakka	Berkett's Farm (2015 Deadwood site) 528 Whitemans Valley Road
Saturday 7th	Keep NZ Beautiful Eastbourne Beaches Clean Up - CCVC Members only Please (Limited to 10 vehicles)	Ian Hutchings	Family Shiny	Eastbourne Beaches to Harbour Entrance
Wednesday 11th	CCVC Club Night - Visitors Welcome. 7:30pm, Petone Working Mens Club, Udy St, Petone	Charles Odlin	Meeting - 19:30	-tba-
Saturday 14th	Family 4x4 fun in the Akatarawa Forest - Book with Graeme (04) 526 7636	Graeme Millard	Family Shiny	Akatarawa Forest
Sunday 15th	Club 4X4 in the Akers - Bookings Required	Darren Young	Club 4X4	Akatarawa Forest
Saturday 21st	42nd Traverse maintenance weekend	Auckland 4.W.D. Club	Shiny 4X4 / Club 4X4	42nd Traverse
Saturday 21st	South Coast Clean Up - Bookings Please	Barry Insull	Shiny 4X4	Wellington South Coast/Red Rocks
Sunday 22nd	Akatarawa Attitude with DD - Bookings Required	Dave De Martin	Club 4X4	Akatarawa Forest
Wednesday 25th	CCVC Committee Meeting	Charles Odlin	Meeting - 19:30	-tba-
Sunday 29th	Orongorongo Monthly Trip - Book with Morris - (04) 566 - 6197	Morris Jury	Family Shiny	Orongorongo area
<b>December 2015</b>				
Sunday 6th	Family 4x4 fun in the Akatarawa Forest - Book with Graeme (04) 526 7636	Graeme Millard	Family Shiny	Akatarawa Forest
Sunday 6th	Sutherlands Track - Subject to date confirmation - Bookings Required	David Sole	Shiny 4X4	Sutherland's Track
Wednesday 9th	CCVC Club Night - Visitors Welcome. 7:30pm, Petone Working Mens Club, Udy St, Petone	Charles Odlin	Meeting - 19:30	-tba-
Sunday 13th	Shannon Playground - Bookings Required - Capable Club Trucks Only Please	Darren Young	Club 4X4	Shannon foot hills
Saturday 19th	Kids Christmas Run - Bookings Required (To be confirmed)	Morris Jury	Shiny 4X4	Orongorongo area
<b>January 2016</b>				
Thursday 7th	GWRC Sunset Tour Number 1 - Members of the public must book with GWRC Summer Program	-tba-	Shiny 4X4	Belmont Regional Park
Thursday 14th	Sunset Tour Back up date.	-tba-	Shiny 4X4	