



VEHICLE CLUB
Wellington

Cross Country Chronicle

February 2017



The Official Magazine of

The Cross Country Vehicle Club (Wellington) Inc

PO Box 38-762, Te Puni 5045, Wellington

www.facebook.com/wellingtonccvc/

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

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 027 536 9596

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Vehicle Inspectors



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34 Goodshed Road, Upper Hutt
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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 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

Feb 12: Riversdale Surf Lifesaving 4WD Fundraiser

Hosted by Wairarapa 4x4 Club. Over local farms including Flat Point, Homewood, Stansborough, Matariki, Orui and Pahautu Stations. Over local farms including Flat Point, Homewood, Stansborough, Matariki, Orui and Pahautu Stations. \$85.00 per vehicle. Local club vehicles will have seats available for those without a 4WD. \$25.00 per person. For more information contact Dave McLean 06 377 3274 or 027 697 3976.

Mar 11-12: Te Awamutu Rotary 4WD Safari Waitanguru - Note date change

Annual Te Awamutu Rotary Safari in conjunction with Geyserland 4WD Club. The 2017 4WD Safari will be held over the weekend of 25th and 26th February, 2017 and it will be based at the Waitanguru District Hall. The Waitanguru Hall is situated 22kms west of Pio Pio which is 24 kms south of Te Kuiti on SH3. This area offers a good mix of terrain over spectacular countryside, some of which was used in filming of the Hobbit trilogy. There will be facility free camping (toilets, no showers) available on-site, bed and breakfast opportunities in the area and motel accommodation at Pio Pio (22 kms, 26 minutes), Te Kuiti (45 kms, 45 minutes) and Otorohanga (65kms, 70 minutes). As with previous years, a full range of homemade meals will be made available throughout the weekend and you will be able to order these when you register for the event. For further information and registration forms contact David Samuel on 07 871-5889 (before 9.00pm) or email bedsamuel@clear.net.nz

Mar 18-19: Hokianga Safari 2017

Hosted by the Kauri Coast 4WD Club of Dargaville. There will be tracks for both club shinys and tuff trucks. The Safari will be based in Waimamaku crossing private land, both coastal and inland that isn't accessible to the public and will be predominately off road. Full day of 4x4in on Saturday and ½ day Sunday. This is a self-catering safari so unlike previous years no will be meals provided. There will be BBQ's available and there is also a kitchen in the complex. Full camping facilities available. Cost \$100 per vehicle. Limited to 60 vehicles. Fundraising for the Northland Rescue Helicopter. For more information contact Ron or Chrissy 09 405 8316 or email info@kauricoast4wdclub.co.nz

Mar 26: Suzuki Extreme 4x4 Challenge

This is the only event of its kind in NZ and is created and hosted by Cowper Trucks. Held at 2278 SH3 Turakina it will feature the best of the best drivers & 4x4 Trials competition vehicles in the country. Vehicles and crews have been personally invited to test their skills against 12 extreme 4x4 courses. This year FMX Super Star Levi Sherwood is locked & loaded as the Suzuki Extreme 4x4 Challenge 2017 Guest Driver. Levi will be one of the 10 competing drivers and will pedal the current NZ1 CowperTruck. Steep hills, vertical banks, massive jumps, mud and speed, combined with good food, easy spectator viewing and live commentary all makes for a fantastic day out with mates and family. Starts at 9.00am. The event will be filmed for TV and screened via 4 x 30 min programmes on TV3's CRC Motorsport show. See the Suzuki Extreme 4x4 Challenge facebook page for more info.

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.



On Monday 16 Jan our Hilux Surf was stolen from Oriental Parade near the Carlton Gore intersection, despite the joggers walkers, freedom campers etc. Vehicle details:

1994 Hilux Surf SSR-X Turbo diesel
YG8979

Red over grey

Manual gearbox

BF Goodrich AT tyres approx 1/3 worn

Manual Sunroof

Had some stickers on rear side windows including - "Obama '08" on right and "Turn Off Fox News"+CCVC on left.

With no news from police yet we're thinking maybe it's gone rural somewhere so if you can ask members to keep an eye out form it we would be much obliged, thanks.

Richard Schofield & Margot MacGillivray
K295

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Google Map

Club Clothing

John Vruink on behalf of the club has been investigating club branded clothing for members to purchase. He is working on getting samples and we will get the gear modelled and photographed shortly (and include a form to fill out) but in the meantime here is a list of the new club clothing and prices:

Cap	\$15
Beanie	\$20
Hoodie	\$75
Soft Shell Jacket, Black	\$110
Jacket, Black with Grey Panel	\$100
Polo Shirt	\$40

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

Some people want it to happen

Some people wish it could happen

Others make it happen!

South Island Trip 2017 Cromwell – Mt Pisa – Macetown Days 1 to 3

Cromwell Top Ten Campsite, start and meeting point for the South Island Trip 2017, weather good, and we start with dinner at a local restaurant. Things are looking good. And the Rabbits get to do the first trip report – Mt Pisa, Snow Farm, and Macetown.

The views from the track up to Mt Pisa were spectacular. The steepness of the ascent caused a few brief halts to let gearboxes cool down. Once at the top the views were... well we could see each other, just, but not much else. Apart from



the snow! The trip down via Snow Farm was no less amazing but very different – very sandy tracks some with deep ruts the Rabbit did not like, but a quick pull and we are out and on our way again. It is a strange sensation to be driving down a ski field (beautifully flat) with sand instead of snow, eerie.

On to Macetown. A trip that involved more than twenty river crossings was always going

to be interesting, and this one started with a timely warning to us all with a request for help from a traveller who didn't make a good judgement on an early crossing. With care, his truck was successfully extracted but, being diesel and well flooded, he was going to have to wait awhile for a recovery truck to tow him back for a bit of a service.



The five trucks of our group (The Runners were meeting up with us later) moved on and made our way cautiously through the many river crossings – many were deep, all were fun, and the scenery was gorgeous. The only real incident was meeting up with a truck coming the other way in a place where you couldn't pass – Who was going to back up? The answer was simple: "We have five trucks, you're just one!" So, with considerable reluctance, he backed up – quite a long way." We were grateful and thanked him kindly, though he still looked rather unhappy. (Interestingly we laughingly wondered what would happen if we

met the same truck on the way out – and of course that is exactly what happened. Again he gave way to us and this time he was cheerful and friendly. A bit of courtesy really can win friends and influence people.



Macetown itself is beautiful, the remaining ruins are fascinating, and though the view from the restored cottage is adorable, being there in winter would definitely have challenges. At Macetown we were soon joined by John and Helen. And we had a day off to explore the region. The Rabbits even tried a swim in the river (chilly but good),



others drove and or hiked to explore what the region had to offer. The sand flies were the only 'fly in the ointment' (poor joke, I know) there seemed to be millions of them. What do they eat when humans aren't there?

The trip out was completed with no mishaps, however, Buldozer was concerned for the Rabbit when the water was significantly deeper than our wheels and the gentle bow

wave one keeps in front briefly made it to the roof.

So, a start to a trip which had everything, sun, snow, dense cloud, deep water, gorgeous scenery and a whole lot of fun.



Sunshine in Macetown ↑



Dense cloud and snow on Mt Pisa



The Rabbits



Round	Date	Where	Host
One	Sat 12 Nov 2016	Northern Zone	Waikato 4x4 Club, Hamilton
Two	Sat 10 Dec 2016	Northern Zone	Bay of Plenty
Three	Sat 21 Jan 2017	Northern Zone	South Waikato (Okoroire)
Four	11-12 Feb 2017	Central Zone	Valley
Five	Sat 11 Mar 2017	Central Zone	Mt Egmont
Six	Sat 22 Apr 2017	Central Zone	Manawatu

ALWAYS SOMETHING HAPPENING ON THE SOUTH COAST

One of CCVC sponsors, MAXSYS, runs an IT business operating obviously in Wellington but, with associate Liverton Technology, stretches out to Macau and other places. MAXSYS operates our mail server and trip database as well as the web site for ccvc.org.nz

Anyway the plan was to give the MAXSYS / Liverton IT folk some exposure to our typical Club trip. So Phil, Kele, Graeme, Ian, Robert and Murray met up mid-afternoon one day to pick up the dozen passengers. The weather had been raining but was now just overcast with maybe a glimmer of blue sky. After getting the passengers sorted the first stop was at the old Quarry site to air down and have a safety briefing, and then the ramble around the south coast was underway.

After a short distance Phil had some trouble with a recurring noise from the front wheels under 4WD operation. This was a recurring issue that apparently was "all OK at the last service" so a bit of frustration was appropriate. So to avoid stress on the truck, the passengers were reallocated and the trip continued with Phil to be picked up on the return journey.

Soon we met the Seal Coast Safari trip returning and they advised that Karori Stream was "difficult" [code words for impassable] but there was also a truck stuck in the "wet sands" just before Devils Gate and, could we stop to assist? We soon found the stuck truck which was indeed in "wet sand". The reason the sand was "wet" was that the incoming tide was washing over the back of the truck, and indeed the front wheels were also awash. Obviously without help he would soon be submerged! Apparently he was "testing" his 4WD operation on his "new" truck to make sure it worked.

The efforts to date by his mates had two strops, joined by a D shackle and a single truck trying to pull the stuck truck out with at least some of the pull being dissipated by the angle of the tow. But no real progress had occurred that we could discern. So we quickly changed all that to use a single strop which was attached to Phil's truck in a straight line pull. A second truck was attached to the front of Phil's truck by a non-stretch rope and a two-truck snatch performed. This at least got the truck out of the water but it was still held in piles of soft shingle. We had run out of room on the beach to perform another straight snatch so Kele organised his winch and Orange Peel acted as an anchor truck. This easily got the stuck truck to firm ground where a quick chat was had with the driver, the benefits of joining a club were explained, and we all went on our different ways.



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So over Devils Gate we went followed by a short stop to see the seals and their pups. Photographs were the order of the day, and the lass with high heeled boots assured us she could move quickly away if necessary, faster than the seals! Yeah right! The ramble then continued around the beaches towards Karori Stream. Much of any prior track lower down the beach had been washed away in the recent storms, but a thin set of tracks around the high level route was evident and obviously the best option. When we reached Karori Stream we saw that the Seal Coast driver was right, the ledge was narrow, the slide was definitely in need of attention, but the estuary was possibly passable with care. But the area really needed some work to remove the slip and build up the bank above the outfall pipe to give an all-weather route.



We were getting tight for time, given our previous activity, so we backed out of the ledge and carefully turned on the loose sand. Not carefully enough by Robert who took some time to get out of the sand. Not really stuck, but just unable to drive out on to the track! But eventually this was achieved and the convoy regathered and headed back towards Devils Gate again.

A passenger elected to walk over “just checking to make sure there is no truck on the other side”. Yeah right. But there were no more issues and we rolled back to the quarry in time to have one of our passengers make his flight time for distant shores. So a pleasant trip, but a working party at Karori Stream seems necessary. And whilst by all accounts the slip at Karori Stream has now been “repaired”, but the recent quake and storms have again may taken their toll on the road so, as always, care is required.

MEMBERSHIP CARDS

Members should now have all received their membership card for the 2016/2017 year - should you need to update your details (address, phone, vehicle, etc) recorded in the membership database its easy, <http://ccvcwellington.wildapricot.org> and log in (use the lost password routine if you need to) and update your address details.

G. Guy Motors

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CCVC & Wellington City Council Sign Memorandum of Understanding

Christmas bore fruits this year from the club's perspective.

What is he going about? You may well ask.

Many club members will recall from our monthly club meetings that a small team has been working on a Wellington City Council initiative to enter into a formal relationship by way of a Memorandum of Understanding, or MOU, with the Cross Country Vehicle Club.

This MOU was signed by CCVC and WCC on 19 December 2016, as shown in the photo.

In part the goals were to recognise the club's contribution to the management and restoration of the Wellington South Coast. As such the document in part acknowledges the CCVC interest in promoting responsible four wheel driving.

The nature of the agreement allows for realising future joint aspirations around access, track maintenance, vehicle wreck removal, pest control and environmental restoration. The MOU sets out Health and Safety processes to ensure safety and wellbeing of club members and compliance with Council guidelines.

Equally the document acknowledges the CCVC advocacy and support role on the South Coast.

Brian Thomas, our primary contact at WCC, has asked that I record his personal thanks to members for efforts over the years assisting with planting days, rubbish clean up's, removal of abandoned vehicles and supporting events such as Parks week under their Summer programme. He particularly looks forward to involvement in further building on what he terms a "mutually beneficial relationship".

The "wordsmithing" skills, if that is the term, of Grant Purdie has been invaluable. Both Grant and I have had numerous meetings with Council Officers over the past year or two advancing the agreement bit by bit.

Members should feel proud that this agreement is somewhat unique in so far as the land manager has approached the club rather than vice versa. With careful management I believe we will be able to stand proud in the years to come.

Barry Insull
CCVC Liaison Officer with Wellington City Council




From Bad to Worse

I have a "love/hate" relationship with my Jeep, before our big South Island adventure I loved my truck. Graeme Millard had done all the planning so all we had to do was be in Arrowtown for News Years Eve and join up with the CCVC crowd for a trip up to Macetown and the start of a 12 day tour.

We crossed the Strait early as we were due to spend Christmas with family in Christchurch, with the coast road out we headed towards Murchison for our first night as the Ferry was over an hour late into Picton. The Jeep was towing our classic pop-top camper and apart from the draft and noisy soft top all was in order. We cut across country on an inland road which mentions 4x4 only on the middle sector but we had no issues other than an annoying squeak coming from the left front wheel area. I checked this out and couldn't find the cause, not the bearings or the brake disk as far as I could tell.


We stopped off for a few days in Waiau and stayed with cousins on the farm which included some 4 wheelin out the back to the river cottage and some steep hill climbs on the short-cut back, good fun and the Jeep ate the country up although the squeak was ever pre-



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sent. We also checked out the earthquake damage which was significant.

Next it was off to Lake Pearson camping for a couple of days and a tiki tour through Flock Hill Station as we know the manager. Crossing Flock Hill takes you onto the Mt White Station road and access to the Avoca Station, this is managed by DOC and they have refurbished the original farm house as a DOC hut. The river crossing was deeper than it looked due to amazingly clear water but again no issues for the squeaky Jeep.

We took a couple more days to finally get into Christchurch and enjoyed the festivities

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which included a day at the new bike park which I highly recommend. On Boxing Day our squeak matured into more of a grind and so the nightmare begins. No one available to check it out and when we did find someone the news wasn't good, front diff, so we had to contact Graeme and cancel our booking. It was decided to fly home and hand the Jeep and Camper over to the AA for transporting home as part of my AA Plus benefits.



Unfortunately the towing contractor decided to tow my 40 year old camper behind the truck carrying three other vehicles, the draw-bar parted company near Springs Junction and the camper speared off through a fence and was badly damaged. Funny how everyone runs for cover at this time and to date we are fighting with the AA and the tow company as both have decided that due to metal fatigue (not forgetting it is 40 years old and had a new WOF) we are not covered under either companies insurance. Still find it hard to get my head around the fact I had a great camper when we left Chch and now I have a badly damaged one sitting out the back of a garage in the South Island with all our gear still in it, go figure.



The Jeep is now fixed, seems the Chch dealer was wrong in their assessment, it was the front drive shaft coupling which was flogged out so in hindsight we could have disengaged it but I was told it was a diff issue and not to drive it.

Bring on a better start to 2017 but if the weather is anything to go by I'm not holding my breath.

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COOKES GOUROCK

SO WHAT WAS THE TRIP CATEGORY?

This akas trip was advertised as a "Shiny 4x4 with Club 4x4 trucks welcome". However the trip data sheet e-mailed out after registration talked of slashers, loppers scrub bars and the like! So you can probably take your own pick at the real trip category.



Anyway the valiant eight trucks duly assembled at Moonshine corner and were soon doing the trip briefing, air down etc just inside the forest at Cooks Rd. Nothing too startling, but there was a bit of information about how it was probably going to be more "shiny" than the "4x4" category. And certainly some trucks were shiny

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so maybe it would work out OK.

But as soon as we started out we stopped just before the hill on Cleary's Rd with a troublesome accelerator cable in Terry's Suzuki. That was fixed "before lunchtime", but us onlookers were more interested in the water dripping out from around the front radiator! So was Terry when we told him! But after the quick look underneath, the "talk about it and ignore it" method was applied. It then "seemed OK" and was likely just dripping from the prior stream crossing he may have done a little bit fast! Yeah right.



So onwards to the long crossing and up the Pram Track. At McGhie's Bridge it came on to rain a bit just as Grant was unlocking the gate. But we were soon through and ready for our lunch stop at Raupo Saddle, the northern end of Clarke's Creek road. The light spitting of rain continued but it looked as if it would clear soon.

After lunch it all became clear that the trip was a 4x4 trip, but if you did some track clearing it became a Shiny trip. Magic! So clearing we did and in a couple of hours a kilometre or two of track through to the more open stream section was in reasonable condition. Ross did good work with the brush saw and loppers, slashers and the like were all used to good effect. Interestingly there was an obvious "original track edge" line about another metre further into the bush, so it clearly was at one stage much wider than we needed to clear. We generously left that extra width and the rest of the track for others to clear on another day.



But after a few stream crossings we were through the more open valley floor area and were climbing out from the valley floor and into the planted pine area. Still a few areas needed lopping or brush-sawing to let us through.

There were a few ruts to dodge on the uphill portion, and in one place a large hole had been washed out by water streaming down the track.. You could either straddle the ruts and hole carefully, or try to fit past on the left hand side. Grant was our guide and carefully did the "go slow, let a bit, right a bit"

guidance by hand signals for the first few trucks. So far - so good. Then came two the Suzukis who, being a bit narrower, thought they could fit on the left hand side. Well Terry managed it just fine but James in the second Suzi was just a fraction off the right line and dropped the rear wheel in the hole. A bit of a tug from Terry got him out easily enough, but that way around was clearly no longer an option as the side of the hole had collapsed a bit with the tyre spinning extraction etc.

But the last few trucks were guided safely over the hole and we all ended up at the Southern end of Clarke's creek Rd, on Valley View Road approaching 4.30 pm. So rather than the lengthy trip back to Cooks Road, we just popped down to the Totara Park Gate. The electronic padlock must have known we were coming as it opened all right and we all aired up after a good day in the forest.

Thanks Grant.

Rainbow Station trip, Land Rover Facebook Groups – by Greg Byrom

This was not a CCVC trip of course, but I'm sure many CCVC members know I've started some groups to get Land Rover owners together. These groups have been a massive success, the biggest Land Rover groups in NZ now, if you're a Land Rover owner you need to be in it.

We're now organising at least one trip a month nationally. The Rainbow Station trip was supposed to be a trip through Molesworth Station, however the 14 November earthquake put paid to that. With SH1 out of action it became a mission to get to Seddon, and the Awatere Valley Road was blocked by a massive slip. The road was opened the week after we were there, but as we needed certainty for the trip we had already switched it to Rainbow as an alternative. The weekend of 14-15 January was set.

For those unaware of the geography Rainbow Valley runs from Hanmer Springs (despite Kaikoura's trashing, Hanmer was untouched by the 7.8 earthquake epicentred just 20km to the north-east) to St Arnaud, the gateway to Nelson Lakes National Park. Of course coming from Wellington this meant I would have to negotiate NZTA's "Alternative Route" to get there, but never mind, I had all day: My ferry was at 3:30am. Ouch.

At 2am on Saturday 14th January I arrived in the ferry queue, and rather than settling in I wandered around the vehicles queuing for the Kaiarahi looking for other Land Rovers but didn't find any. I took a photo of the Rangie in the queue and posted it on the group. Soon after 2am I was confronted by an Interislander employee... not for taking photos of an unofficial border crossing but because he was a group member whom I had met a few weeks earlier at our local drinks meetup, who happened to work for Interislander, and owns a stunning Defender 130! He'd just seen my post on the group. I gave him a pack of our group business cards which we have been distributing on Land Rovers everywhere, which he offered to pass out to every Land Rover he spots in the Interislander ferry queue. Nice one Steve!

The night ferry trip was smooth and after a couple of stops in Blenheim to drop off group business cards and visit members in the region, it was after midday that I hit the road for Hanmer. The Alternative Route is interminable, with numerous one-lane bridges, and is now receiving up to four times the normal traffic per day. No wonder the truck drivers are fuming. NZTA are doing some work on the road to upgrade it so there are also numerous road works, stop-go affairs with dubious traffic management – I've just been trained so I know all the rules!

I arrived in Hanmer around 4:30pm. Our designated motel carpark was a sight. A row of Range Rovers was lined up along one side, and not the old Classics mind you, every one was a P38 like mine. Even the motel owner had one. There was a Discovery 2 over in the corner and pretty soon a Defender 90 turned up, the owner was camping over the road with a group of three passengers (how they all fitted in a D90 I don't know, but they were very good friends). After a few beers we went out in search of dinner, received a message from a Discovery 3 owner who was already in Hanmer but had a sick daughter so decided to pull out, and we then headed to the hot pools for which Hanmer is famous.



Land Rovers lined up at Scenic View Motel, Hanmer

Sunday, early morning start. We were joined by another Defender 90 and a G4 Discovery 3 who had both driven up from Christchurch that morning. We had seven vehicles in total, the motel owner being too busy to join us with his Rangie. Group admin David with his Rangie had come up from Hinds and brought me a spare P38 transmission and transfer case – bloody heavy things that I had to transfer into the back of my vehicle... a lot of parts trading goes on! A P38 transfer case is officially the heaviest thing I have ever lifted by hand.

At 10am after a photo op and a short briefing given by myself we hit the road and headed for Jollies Pass. This is the dustiest road in the country. The corrugations are nasty not helped by the P38's ancient damping, causing an SRS airbag warning to appear on my dash. As high as you can climb on a public road in NZ, it seems to go on forever forming a thick layer of dust over dashboard, instruments, and clothing. And then suddenly, you're at the top. Photo op over Hanmer Springs and the valley to the south, and a brief switch off but it was pretty windy up there so we didn't stay too long.



The top of Jollies Pass

Rainbow isn't a difficult road, 112km of gravel with some stream crossings and shingle slide negotiations mostly in the northern half. I had elected to do the trip on road tires, because it was relatively easy and I had to travel nearly 400km to get there and I wasn't going to do that on my muddies. The first leg to Lake Tennyson can be covered relatively quickly and doesn't require any special skills. I found low range was the way to go though, only for control on the gravel. Some really stunning photo stops saw us fall a little behind the group, but we soon caught up. There's a few un-signposted intersections at which it's difficult to know which way to go but we followed the map and route book (Google Maps, by this time, being far behind us). The scenery is nothing short of stunning, and travel a little behind other vehicles is advised anyway because of the dust.



Towards Lake Tennyson



Lined up at the lake

At Lake Tennyson we stopped for group photos, shaking out the dust from our trucks' contents. I connected up the inverter to my espresso machine and made Flat Whites for everyone out the back of the Range while sheltering from the repressive wind. By this time most people were huddled down behind the trucks and although we stayed over an hour in this stunning location we were all very glad to turn tail and head off again as the wind was just too much for us. I can however thoroughly recommend a visit to Lake Tennyson which has a stunning valley and mountain backdrop and is one of the remotest locations you can visit by road in NZ.



Sheltering from the wind behind the trucks at Lake Tennyson

The second part of the trip is more rugged, some of the stream crossings requiring delicate driving to pick your way between the rocks. Nothing CCVC members aren't used to though. Crossing from Molesworth into Rainbow Station at a mountain pass marks roughly the boundary between Canterbury and Marlborough, where the direction of the river reverses. There are some very steep sections here, and again low range is advised though probably not necessary for most of it, although without it you'll burn your brakes and some of the corners can come up rather faster than expected. As ever some amazing scenery as the photos show. The long dusty roads had given way to shorter sections in which we all bunched up, and with speeds down there was pleasantly less dust. We made our way down the Wairau River slowly, stopping for the occasional photo op.



Left: Short stop for photos. Above: Willy my truck mate

There are other vehicles on this road, and many warnings were given over the radio to be wary of approaching vehicles – some from behind, as we were holding up the odd hilux or two. Some of the river crossings were interesting, only three of the seven vehicles had snorkels but the lack of recent rain meant they weren't too bad for us. Just for fun we opted for the fords rather than the bridges.



Shingle slide sections in the second half trip

At the toll farmhouse the guy seemed very disinterested, long dreadlocks and a vague smell of weed as he waved us on saying our cash would be taken at a truck further up the road. We soon came across this and handing across our forms and paying the money seemed to take a while... so by the time they got to me second from the back, we were a bit behind the others.



The last leg through some beech forest is extremely pleasant, cooler and largely without dust, a chance to wind the windows down and rid the car of some dust from the earlier part of the day. I was eager to catch up so was very glad to finally run across the sealed road that signified the end of the valley.



The final 15km of sealed road out to State Highway 63 is quite fast and everyone had become well ahead so I floored it. Bad idea as this section contains some hidden fords which come up rather quick. On one of them, BANG! That didn't sound good. I pulled over to a flat left-front tire. Of course, the spare tire in a Range Rover is located under the luggage space floor, requiring anything in the back to be removed to get at it. And guess what was in the back: that P38 transmission and transfer case!

Yep, it all had to be removed. Luckily that Defender 90 with four people in it was keeping me company. Between us we managed to struggle the whole thing out and place it carefully in the grass at the side of the road. Changed the wheel and it all went back in again. With the six of us we had it done in no time but not without effort, and many thanks must go to the guys from that D90 for their help.

We soon found the others waiting for us at the final carpark on the road, just at the edge of SH63, right on the dot of 4pm as planned. Everyone had a big trip ahead of them to get home, so nobody wanted to hang around long. We had a debrief and said goodbyes, swapped packs of group business cards for people to distribute in their various regions, and parted ways. Most turned left heading back South via St Arnaud and Lewis Pass, I turned right to head back for my 7pm ferry.

I made my ferry queue (Bluebridge this time) at 6pm for check-in, just in time. As the Straitsman left the South Island behind there was time to reflect on a fantastic group of people we've created via social media, the vehicles we all enjoyed and the great weekend we'd had, despite my flat, the only problem in the trip. Many new friends had been made and the photos posted up on the group. With nearly 1000 members between three groups we've done really well and come a long way in just over 12 months.

Greg Byrom

If you're a Land Rover owner, or enthusiast, please do join our groups:



Defender and Series <http://www.facebook.com/groups/NZ.Defenders>



Range Rover and Discovery <http://www.facebook.com/groups/NZ.Range.Rovers>



Freelander, Discovery Sport and Evoque <http://www.facebook.com/groups/NZ.Freelanders>

or visit our website and get in touch via the Contact Us page: www.nzlrf.org.nz



...and please join us on our next trip on Doc Watson's land between Makara Wind Farm and the South Coast – tentatively planned for either 18th or 19th February.



FOR SALE: Australian Landcruiser

Anyone interested in purchasing a 1999 Landcruiser HZJ105R located in Queensland should contact Jeff Simpson on 027 4405415 or jeffsimpson@xtra.co.nz . This vehicle is set up for outback travel complete with fridge & tent and will be available from early June this year.

Price will be around \$18,000 including all accessories

CCVC Club Member's Photos and Videos

We are always keen to share club member's trip photos and videos at Club night.

Here are some simple guidelines to make it easy for everyone:

Pick your best 6 to 10 photos , resized to 1152 x 864 pixels (or use a lower resolution on your camera)

Email them with a brief description of event, location, date taken and any notes you would like included to Dave Kibblewhite

email address: verda@xtra.co.nz

OR

Put on a USB stick and contact Dave to arrange collection / dropoff

Always looking for 4WD related video clips, Powerpoint presentations, YouTube listings etc that can be shown on clubnight – we have the technology!

I need all material by 7.00pm on the Monday night prior to Club night to allow sufficient time to prepare the data show. If you have a "ready to show" USB stick with sequenced, correctly rotated photos and or video or Powerpoint presentation ready to show , these could be given to me on the night but please contact Dave prior to arrange.

Any questions please contact Dave

Contact details	Dave Kibblewhite
	43 Tennyson Avenue, Avalon, Lower Hutt
	021 765554 anytime
	04 9398840 work
	04 5770680 home (before 9.00pm)

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Industries

Take a look at some of the industries that we are heavily involved in. You will see we have experience in many different fields, and we can help you, no matter what industry you are in. ... [read more](#)



Grant Uridge - Plus4 Insurance Solutions

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Grant realises that many people enjoy talking to insurance brokers as much as they enjoy a visit to the dentist!

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know what you are covered for and, in the event that there is a problem, will go the extra mile to get it sorted.

Grant makes sure that you have sufficient cover, at the best prices, so that if the unthinkable happens, you and your family can carry on and avoid a financial catastrophe.

Remember, insurance is all about the claim.

For insurance from someone who will talk your language talk to Grant Uridge,
027 448 8689, 04 976 1099
or grant@plus4.co.nz



Every CCVC member taking insurance with Grant receives a free emergency kit

A copy of Grant's Disclosure Statement is available free of charge.

Deadwood Safari - 12 February 2017

If you've been at any of the last three Club meetings you'll have heard me mention that the Deadwood Safari national trial is on in February and, as usual, there's a desperate need for CCVC members to help out on the day as marshals. CCVC has been involved in the Deadwood for over 45 years.

This year the Deadwood is being run by Valley 4WD Club. Over the past 10 years Valley Club have done everything they could to assist CCVC run the Deadwood - in 2009, 2012 and 2015, all immensely successful events. With CCVC members doing their bit as well of course.

The Valley Club has about 35 members and can't run a Deadwood on the day on their own, they don't have the numbers to provide the 50 marshalls required to make the day a success. As our part of the bargain CCVC have always assisted Valley Club by showing up in numbers as marshalls and we need to do it again this year. If you've not marshalled before, it's very straightforward, with some tutoring on the day and by being paired with an experienced person you'll enjoy the day. If you have done it before you know what it's about.

If you can spare the day on Sunday the 12th of Feb please put your name forward as a volunteer, you can bring a family member or friends as well. You'll need to commit for the full day starting at 7.30am at Berkett's farm, 528 Whitemans Valley. The day will be shorter than in the past though as there's only 35 competitors this year rather than the usual 60 plus so it should be over about 4.00pm. There'll be fewer spectators as well as they won't be doing the level of advertising that CCVC does. Toilets and food are on site, bottled water will be distributed as it's usually a warm day. Bring your lunch, drink, a chair and sun-screen.

Please confirm your assistance by email to Neil (blackie.neil@gmail.com) as soon as possible.



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
Ron Johnson

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
Ron Johnson	One of our founding members, Competitions Officer 1984, Committee member 1985, life member since 2007

CCVC Life Members

Tom Adams	Graham Barr	Leith Bean	Stuart Brown	Andy Cockcroft
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	

CLUB RADIO CALL SIGNS

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

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

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

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.ccvc.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
February 2017				
Saturday 4th	Otapawa Waitangi Weekend Wander - Shiny 4x4 if dry!!	Stewart Burrell	Shiny 4X4	Otapawa Station, Haunui Rd off Route 52, Tiraumea, (sign posted as you approach Tiraumea) - OR via The Alfredton Road toward the coast from Eketahuna view at http://www.otapawa.co.nz/farmstay.htm
Wednesday 8th	CCVC Club Night - 7:30pm Upstairs at the Petone Working Mens Club, Udy St Petone - All welcome	Neil Blackie	Meeting - 19:30	-tba-
Saturday 11th	Akatarawa Forest - Book with Frank (email preferred) francis.a@clear.net.nz 027 54 56 586	Frank Allan	Family Shiny	Akatarawa Forest
Saturday 11th	GWRC Summer Program - Sunset Trip Number 2 - Members of the public Must book with GWRC	David Sole	Shiny 4X4	Belmont Regional Park
Sunday 12th	Deadwood Safari National 4WD Trial	Valley 4WD Club	Family Shiny	Berkett's Farm (2015 Deadwood site) 528 Whitemans Valley Road
Saturday 18th	Sunset Trip Back up date	David Sole	Shiny 4X4	
Sunday 19th	Club Champs	Brent Samson	Shiny 4X4 / Club 4X4	-tba-
Sunday 19th	Orongorongo Monthly Trip - All welcome - Book with Phil 04 970 3126 (philgreen2964@gmail.com)	Phil Green	Family Shiny	Orongorongo area
Wednesday 22nd	CCVC Committee Meeting	Neil Blackie	Meeting - 19:30	-tba-
March 2017				
Saturday 4th	CCVC Training Day for Prospective Members - Book with Morris (04) 566 - 6197	Morris Jury	Training (Unknown)	
Saturday 4th	March Madness	Neil Blackie	Club 4X4 / Hard Yakka	
Saturday 4th	Overnight Touring trip - Wanganui - Taihaei area (details to come)	David Coxon	Family Shiny	-tba-
Tuesday 7th	Upper Hutt City Council Parks Week event - (Club Member Vehicles only) - Seats required - Members of the Public need to book with Upper Hutt City Council	Ralph Dobson	Shiny 4X4	Mt Climie
Wednesday 8th	CCVC Club Night - 7:30pm Upstairs at the Petone Working Mens Club, Udy St Petone - All welcome	Neil Blackie	Meeting - 19:30	-tba-
Saturday 11th	Wellington City Council Special - Available only to members who have participated in WCC events. (BOOKINGS NOT YET OPEN)	David Sole	Shiny 4X4	Wellington Western & Southern Hills
Saturday 18th	GWRC Summer Program Akatarawa Tag-a-long - Members of the public must book through the council	Graeme Millard	Shiny 4X4	Akatarawa Forest
Saturday 25th	GWRC Event - Details to Come - Seats Required.	-tba-	Shiny 4X4	
Saturday 25th	Orongorongo Monthly Trip - Book with Morris (04) 566 - 6197	Morris Jury	Family Shiny	Orongorongo area
Wednesday 29th	CCVC Committee Meeting	Neil Blackie	Meeting - 19:30	-tba-
April 2017				
Saturday 1st	Terewhiti Clean Up - All details to come	Barry Insull	Shiny 4X4	
Saturday 8th	Akatarawa with Ian G - Book with Ian (ipgroom@xtra.co.nz)	Ian Groom	Family Shiny	Akatarawa Forest
Wednesday 12th	CCVC Club Night - 7:30pm Upstairs at the Petone Working Mens Club, Udy St Petone - All welcome	Neil Blackie	Meeting - 19:30	-tba-
Wednesday 26th	CCVC Committee Meeting	-tba-	Meeting - 19:30	-tba-
Sunday 30th	Orongorongo Monthly Trip - All welcome - Book with Phil 04 970 3126 (philgreen2964@gmail.com)	Phil Green	Family Shiny	Orongorongo area