



VEHICLE CLUB Wellington

Cross Country Chronicle

February 2022

INSIDE THIS ISSUE

Presidents Piece.....	2
Club Clothing	3
50th Anniversary year - Recap	4
Sutherlands Overnighter.....	5
Akatawaras	6
Makairo Track	7
Shiny 4x4 Summer South Island	8
Mangaweka Weekend	12
GWRC Mt Climie	15
Shiny, Shiny, Shiny.....	15
Trips/Events.....	16
Trip Categories	17
CCVC Photos & Videos.....	20



THE PRESIDENTS PIECE

Welcome to 2022, looks like we are in for a rough ride for the next six months and we can expect many disruptions to planned events.

The committee kicked off the year with an online meeting due to the country going into the Red Traffic Light. Not the easiest form of meeting but we did look at what we wanted to achieve this year. Looks like Land Access, Family Membership and Sponsorship items need some attention.

We have contacted the Naenae Bowling Club and it looks like we can still have a meal and a club meeting on the second Wed of Feb.

Sounds like the South Island trip went well with 1000's of km's covered and plenty of photos. As for me, I didn't get too adventurous over the break but had some great fishing and the good weather saw plenty of relaxing at the beach.

The first of the GWRC trips into Belmont Park went well although I understand a bit of a tight squeeze for the passengers. I have the Mt Climie trip this weekend and with clear weather predicted we should get fantastic views of the lower North Island.

We are looking for a couple of Akatarawa trip leaders to step up and run a few more trips to take the pressure off the guys currently running trips monthly, they are always full with a long wait list.

I look forward to seeing you at the next club night or out on the trails.

Ralph Dobson
CCVC President



50th Anniversary

Supporting Businesses

G. Guy Motors

4WD parts, accessories and servicing

BUNNINGS
warehouse

KAIZEN X WORKS
EST 2015

Resene

the paint the professionals use



Z
ENERGY

SUPERCHEAP
AUTO

Repco

What an auto store ought to be

NZ4WD
MAGAZINE

cityprint
communications

MAXIMISE YOUR MEDIA
CREATIVE DESIGN
COMMERCIAL &
DIGITAL PRINT
MAILHOUSE

Thank you to all those business who helped make our 50th Anniversary year a success!



CLUB CLOTHING



Andrew Gee modelling the Limited Edition **Crew Neck Cotton T-shirt with 50th Anniversary Logo** \$16.95



Shaun Ross modelling the Limited Edition **Oilskin vest with 50th Anniversary Logo** \$129



Neil Blackie modelling the Limited Edition **Crew Neck Cotton T-shirt with Deadwood Logo** \$25



Ralph Dobson modelling the Limited Edition **Agri Station Boundary Jersey with 50th Anniversary Logo** \$112.50



Ron Gardner modelling the **Hoodie - Zip front with standard Logo** \$65 also available with the 50th Ann. Logo



Duncan Grocott modelling the **Polo Shirt with standard Logo** \$45 also available with the 50th Ann. Logo

Clothing Delivery.

The preferred method for clothing delivery is to have the products shipped to you by courier directly from the embroiders. There is a charge of \$9.50 for this (built into the system) however it means that you will receive the products within a day or so of them being produced by the embroiders.

There is also an option to pick up the goods at (say) club night however, the clubs preference is to have them forwarded directly to you.

Payment for Goods.

Payment for the goods is currently set for "online only" allowing you to use your credit card (or Paypal account) and the funds will be automatically credited to the Clubs Paypal account.

Other payment methods are not currently available through the website however, if you need to make payment using another method, please discuss the issue with the Store Manager John Vruink.

CLUB CLOTHING

John Vruink on behalf of the club has been investigating club branded clothing for members to purchase. He typically has samples at club night and there is usually a few members modelling various items on trips.

THIS IS THE LAST MONTH TO BUY 50th ANNIVERSARY CLOTHING

Cap Navy/White	\$16
Beanie Navy 3059	\$17.50
Hoodie - Pullover Navy - Unisex Standard Logo & 50th Ann.	\$65
Hoodie - Zip Front Navy - Unisex Standard Logo & 50th Ann.	\$72
Soft Shell Jacket Black Mens & Womens Sizes	\$110
Polo Shirt Navy/White Mens & Womens Sizes Standard Logo & 50th Ann.	\$45
Crew Neck Cotton T- Shirt Navy - Mens & Womens sizes Standard Logo & 50th Ann.	\$16.95
Oilskin Vest 50th Anniversary Logo. Mens Only Size	\$129
Oilskin Jacket 50th Anniversary Logo. Mens Only Size	\$152
Crew Neck Cotton T- Shirt Grey with Deadwood Logo Mens & Womens Sizes.	\$25
Agri Station Boundary Jersey 50th Anniversary Logo Mens Only Size	\$112.50

*******NEW*******

2 Layer face mask
Standard Club Logo
Available in black, white and grey marl
\$17.50

NOTE: this is your last chance to get 50th Anniversary clothing



50 ANNIVERSARY YEAR RECAP

Our club has been around for over 50 years. 2021 was always going to be a big year for the club and Covid lockdowns didn't stop us from achieving it.

The first official 50 anniversary event was eventually held on the 25th July 2020. (It had been delayed on 2 occasions due to lockdown and rain.) Clipped into the middle of a club Orongorongo trip, we organised trucks to form a 50 for the cover of our 2021 calendar and our 50 anniversary book. 45 club members attended the event, plus a few visitors and photographers with drones.

The last event was the South Island Summer explorer, a 2 week trip exploring around the South Island. (Read more about this further in the magazine)

In total we ran 174 trips (it would have been more if we didn't have a lockdown)

13 of these were away trips

26 Club trips

6 Training Days

26 Public Trips

30 Community Trips

We hosted the following events:

NZFWDA AGM

Jamboree

50th Anniversary Weekend

We produced:

1 Book - 50 Years of friendship, fun & four-wheel driving.

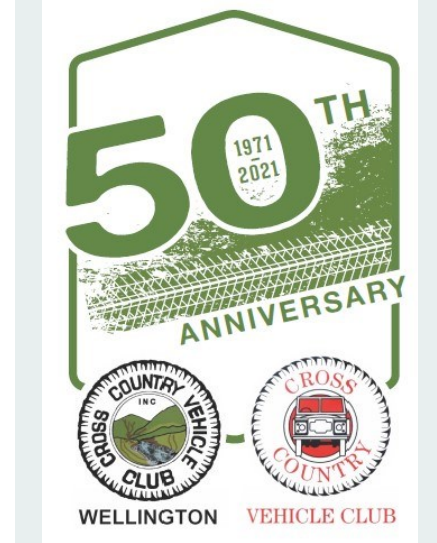
1 Calendar

And several 50 Anniversary items of clothing and memorabilia.

And finally .. We met our target of 50 new members.

Thank you everyone who participated in making the year a special event.

Only 25 years to go until the 75th!



SUTHERLANDS OVERNIGHTER

Four of the weekend crew initially joined Phil's Orongorongo day trip on Saturday morning. 17 trucks in all set off from the end of the coast road at 9.30. No views from the top today as we were in pea soup. After morning tea at the bottom we set off around the coast. We continued on around with no real issues but were thankful the on-coming car on the slip managed to stop to let us passed. A good contingent of cyclists kept us on our toes. We arrived at Corner Creek for lunch at 12..30 and after a quick bite to eat the four weekend trucks set off on the next venture.

We spent the first 80kms on tarseal around Lake Ferry and Cape Palliser along the way passing an old Maori graveyard, the falling cliffs, washpool and the turnoff to the pinnacles – to eventually be our bed for the night. We eventually got to Ngawi and then onto unsealed road and came across seals and the lighthouse – to be climbed later.

From the lighthouse we continued around the coast passed Stonewall Creek and as far as a huge washout. This was well investigated but final decision was not negotiable. At this point we turned back and stopped at Stonewall Creek. A very interesting spot with a huge rock pool which a couple of the lads went up and around as far as they could go. The wall along the creek is deemed to be 600 years old and the lovely Karaka trees in the area are apparently not native – they are believed to have been brought to New Zealand by the first Maori as a food source.

From we headed back to the Lighthouse House which has been in residence since 1897. The lads climbed the staircase to the top – 253 steps while the more senior of the group went on to the pinnacles to set up bed for the night. Before we left we watched the seals – part of the North Island's largest fur seal colony.

When we got to the Pinnacles camp ground we met up with Barry, Bev and Tony. Time to set up camp and prepare dinner. First of all Barry and Bev gave us a lesson on how to take 3 people 4WDiving and camping in a Suzuki. Mind-blowing! Some of the group went for a walk up to the pinnacles – well worth the walk.

After a wet windy night we were up, breakfasted and away by 8.40. 5 minutes along the tarmac we turned into the drive passed Doc accommodation and through a locked gate, across a grassy paddock to the start of the Sutherlands Track. The first part of the track was narrow and overgrown. The gorse was brown and scratchy having been recently sprayed. A deep washout has occurred, which if it gets worse, will make the track unpassable.

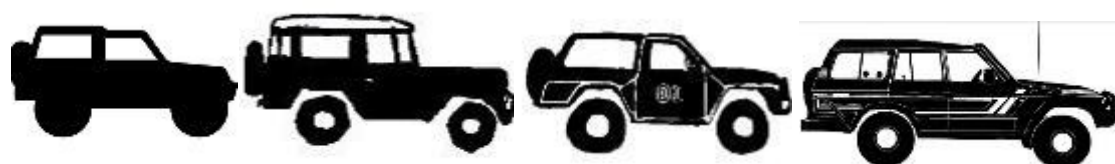
Next we came to a wet, clay and rutted steep uphill. Radio advice given – keep right and keep speed up – hard to do when you have debeaded a front tyre! Winched out of a gorse bush to enable the tyre to be changed. We continued on our merry way – track still bouncy and narrow. Convoy stops again for a debeaded tyre on another truck. Once that tyre was changed we headed off again. Nearing the top on a short steep climb another tyre was debeaded on that truck. Now that we had run out of spares, the tyre required reseating.

Once the job was complete it was noticed the rear tyre was also going flat and leaking air so it also needed to be reseated. Eventually that job was completed and we continued on to the lookout. From there we carried on along the top and started to drop down towards the hut. The track down to the hut had just been cleared and all the slash had been dropped onto the track. About 200 metres from the hut a front tyre of the first truck to suffer a debeading was staked. So now the debeaded tyre from that truck had to be reseated to replace the punctured tyre. Now time for lunch.

All trucks now roadworthy again and crews replenished, we set out for the road end at 2.30. After a couple of stream crossings we all stopped again to investigate a Landrover drooping at the rear. The nuts had dropped off the u-bolts at one side of the rear axle. A running repair was made with a spare u-bolt and ratchet tiedown. All good we were now off to the end of the road to air up and head home.

A great trip and fantastic team work from the young as well as the experienced crew.

Glennys Feist



AKATAWARAS - 16 January 2022

It was going to be a scorcher of a day as we assembled at the corner of Moonshine Road and SH58 for the Bulls Run forest trip, it was already 20 degrees at 9:00 am. A quiet Sunday morning drive up to the start of the forest to air down and get our driver's briefing from our trip leader Frank Allen. When Frank reached the part about ensuring your vehicle is in 'park' and handbrake 'on' when parking on a hill, the irony of this was not lost on Grant. He emphasised the point with Frank by 'leaning in' dangerously close – this is after their vehicles came together abruptly on the Devil's Staircase a few months earlier as a result of Frank's Jeep not being in 'park'.

It was a large roster, with an assortment of the usual suspects and some visitors, with a mix of vehicles from 'Yotas and Mitsis to Nissans and even a couple of Jeeps (mine and Pete's). Notably there was a Toyota FJ (bright yellow of course) with Bush Barrier fridge magnets covering the side panels to protect the paint – ingenious! Frank's Pajero led the way out and it was a fairly uneventful run to morning tea. The most remarkable thing was the dust. The white dust that coated your windscreen, reflected the sun and made visibility impossible, especially into the shady corners on the forest road. It was a leap of faith to follow the vehicle in front of you.

The stunning day made for some spectacular views from the top of the Hydro track, although parking was at a premium. Ambling down to the Orange Hut for lunch, everyone sought shade as the mercury hit 26 degrees. Refreshments done, and it was back on the track to run up to the fence line loop for some more four-wheel fun. We got about 10 minutes out of the Orange Hut, on a long uphill straight, I heard a call on the radio: "Frank can we hold up please, the Jeep in front of me has a flat tyre". I secretly thought to myself: "please be Pete's Jeep", but alas, it was in fact, mine. And it was definitely aired down to the max, with a large gash in the sidewall. I got out my factory scissor jack, found all the bits and started to remove the wheel nuts with a tyre brace. Grant kindly offered to get his rattle gun – I was glad he offered that after only getting the first nut loose, not the fifth! Cries of "couldn't you have got a flat tyre in the shade" were ignored, and everyone chipped in to help. A bit of wood for under the jack, a 19mm socket for the rattle gun, rocks for wheel chocks – everyone helped out. Isn't that one of the great things about the 4WD community, and our club in particular?

I was not too proud to ask for help, Grant and Phil were under the Jeep in a flash to show me how to set up a jack on soft ground, with Barry on jack-winding duties – note to self: put bottle jack on shopping list. With the experts doing the work, the tyre was quickly changed, not exactly F1 or Supercars times, but it was very impressive for a hot day, on a slope, in the dust.

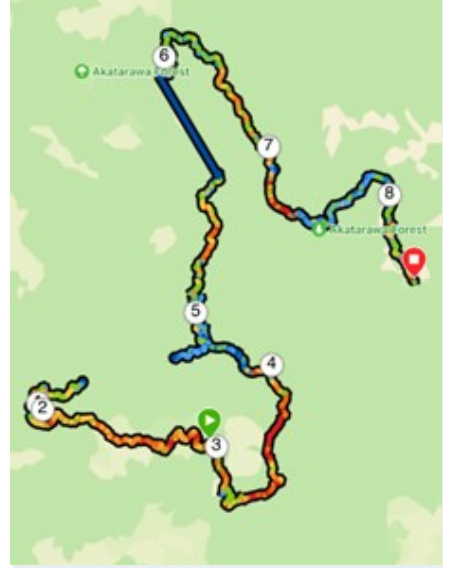
The call was given to mount up, but then another call on the radio: "Chris' '85 Land Cruiser won't start". A crowd starts to gather and a burnt out 80 amp fuse (not a typo – 80 amps!) is found to be the culprit. Rob, who clearly emptied the entire contents of a Repco store in the back of his 4x4 this morning, turned up with an assortment of fuses.

Nothing close to 80A, and anyway the fuse had destroyed itself so badly the repair involved cutting out the section of lead containing the fuse assembly and rejoining up to the battery. Repco Rob to the rescue again with a kit of electrical connectors. Grant and Rob did a great job of cutting, crimping, and connecting, and the V6 roared into life. We mounted up and headed out for the rest of the day, noting that I had a few gaps in my 4x4 kit box: electrical tape, bottle jack, electrical connectors, and maybe a spare fuse or two.

The downtime of tyre change and fuse repair meant we had to drop the fence line loop off the itinerary, so we dropped down the hill and crossed the low-running river for a final stop on the other side, in a bit of welcome shade. Barry went looking for the other Jeep owner, as apparently Pete had left a bit of Jeep on the trail. Not a great day for the Jeeps, but to be fair a typically trusty Toyota had issues as well!

Another very dusty run back to Totara Park bridge to air up with the temperature hitting 28 degrees in Upper Hutt after 61 kms through the Akatarawa forest. Another great trip ably led by Frank, with Barry and Phil taking turns on tail-end Charlie, a big thanks to our trip leaders for a terrific day. A big personal thanks to Grant, Phil, Barry, and everyone else who helped with the tyre change.

Kris Kincaid



View from the top of the Hydro Track



Parked up at the pylon



The experts changing the tyre



How many men does it take to change a fuse?



MAKAIRO TRACK - The track is finally open

This track is in Northern Wairarapa and use to be a road that connected Mangatainoka with Coonoor, crossing the Waewaepa Range.

The road was changed to an unmaintained road in the early 70s and has slowly deteriorated to the stage that only quads and walkers could use the track.

I first drove this road in 1998 and rolled my truck off the side. In 2001 myself and Neil Blackie pushed our trucks through the overgrowth and managed to drive the track to Coonoor. I think that was probably the last time a truck has driven right through this track.

In 2018 I suggested at a Central Zone meeting that it was a track that we could open up for 4x4 use. So a group of us walked the 10k track. There were about 5 slips, lots of scrub and trees to clear and the occasional open section with some nice views.

For the last 3 years with the help from Central Zone Clubs about every second month we have had work parties to open up the track. At the last work Makairo Track party in January we finally made it to the end opening up the track for 4x4 vehicles. A big thankyou to all those who have given up their time to help open up this track especially Alan Jackson who spent a lot of weekends by himself doing a lot of extra work. Also to two local farmers at the beginning of the track, one who supplied free of charge drainage pipes, and the other who drove a tractor in with a backhoe and cleared one of the slips. The track is open to all that want to use it but be aware that there are some big drop offs and a bridge that if you cross it you are doing at your own risk as it is no longer maintained. The bridge has dropped at one end by about a meter but has not moved any more.

Please avoid using the track through the winter months so the track does not get cut up, and also be prepared to do a bit of maintenance to help keep the track open.

Once again a big thankyou to all of you that have helped to get this track open.

John Vruink
Central Zone PRO



SHINY 4x4 SOUTH ISLAND SUMMER EXPLORER - 26 Dec-16 Jan

Sunday 26 December 2021 dawned with 5 households packing the last few things into their vehicles and making their way to the ferry terminal in Wellington. Our group comprised of 9 adults and 3 teenage children travelling in 5 vehicles and towing 3 off-road camping trailers. Crossing the Cook Strait marked the start of an awesome three week adventure. I was starting to unwind after a busy week filled with lots of late nights. The planning phase had finally ended The time had come to get on with the doing!

Loch Katrine Campsite (DoC)

We all gathered alongside the road in Picton after an uneventful ferry crossing. With the driver briefing out of the way, we headed south on SH1, making our way to Hurunui via the inland route (SH70). The road to Lake Taylor was full of corrugations, so we stopped and aired down for the 40km drive to the start of our first 4WD track. The road from Lake Taylor Campsite to the Loch Katrine campsite is narrow, lumpy and scratchy. Nothing too difficult for any 4WD. Towing made it a little more challenging and included one small river crossing at the entrance to the campsite.

Everyone was talking about the amazing views in the Hurunui River Gorge. We spent two nights camped on the shore of Loch Katrine. This gave everyone time to rest and unwind after a very busy week, sort out our setups and get better acquainted with each other. We took time to enjoy some walks in the area. Some even went for a chilly swim in the lake.

Tuesday morning found us packing up and making our way back down the 4WD track to Lake Taylor. One of the tyres on Max had developed a slow leak at low pressure. I suspected muck in the bead was the cause, so opted to change over to the spare. Many hands made quick work of this, much to the amusement of some of the campers at Lake Taylor. We continued on our way enjoying the different views on offer on the outward journey to those experienced two days earlier.

Orari Gorge Campsite (DoC)

We continued our journey stopping in Amberley for supplies before continuing south on SH1 and arriving in camp after an uneventful trip. The weather cleared briefly allowing us to set up our tents before the rain resumed.

On Wednesday 29 December, we made our way to Fairlie, taking on fuel, getting the pesky tyre reseated and enjoying some yummy pies at the Fairlie Bakehouse. We then headed out to Blue Mountain Station to take on the Orari Gorge 4WD Track. This is a picturesque track well worth the price of admission. We did struggle a little to find the start of the track as the published route had been washed out and no staff were on hand at the farm house to give us directions. This route will be described in more detail in another article.

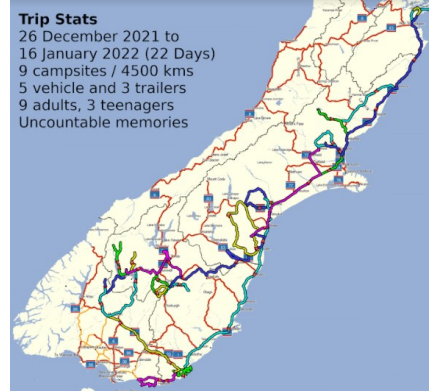
We arrived back at camp in time for dinner after a great day on the trail. The next morning was time to pack up and continue our journey south to the Caitlins. We decided that this would be a free travel day as everyone had some household chores to take care of.

Denise and I left camp and made our way to Waipopo, which is just over the Opihi River from Temuka. We had arranged to have morning tea with Graham and Linda Millard and their son Brendon, who was visiting from Wellington. Graham and Linda showed us around their retirement lifestyle block and filled us in what they were doing. Graham had a couple of 4WD trips lined up with his tag-along touring company. Linda had prepared a wonderful spread that included fresh cherries from their orchard. Linda and Graham send their fond greetings to everyone in the club.

Tawanui Campsite (DoC)

We continued south and caught up with Ants, Jacqui and Dave in Oamaru and enjoyed a walk around the old harbour district and lunch at a quaint little cafe opposite the Steampunk HQ. The vintage steam train was also making regular trips back and forth.

We continued south through Dunedin, coping some heavy rain and hail. When we stopped in Balclutha Ants discovered that he had lost the water cap for the trailer along with all the keys. It seems he had forgotten to refit the cap after filling the water tank. Must have been distracted with packing the hose away. Ants and Jacqui decided to back track and go look for the cap and keys. They would spend the night in Mosgiel and catch up with us the next day. We continued on to camp with Dave. Luke, Emma, Haydn, Janette and the girls were



GPS Tracks of our trip. Each coloured section represents a different day



Drivers' briefing at Picton (left to right): David Sayer, Ants and Jacqui Hargreaves, Shaun Ross (trip leader), Haydn Gwilliam, Luke and Emma Crossley



Our campsite on the shore of Loch Katrine (left to right): Gwilliam, Ross, Crossley, Sayer, Hargreaves



David and Ants surveying the Orari River Gorge



Shaun and Denise with long time members Linda and Graham Millard



SHINY 4x4 SOUTH ISLAND SUMMER EXPLORER - Continued

already in camp. They had managed to claim a nice quiet corner of the campground that was big enough for all of us. We only had to share it with one other camper. Two other areas in the campground were full of other campers. This was a great base for exploring the Catlins over the next two days.

New Years Eve was a quite affair in camp. Most of us managed to stay awake until pumpkin hour before heading off to bed. Fortunately, our starts each day were quite laid back, so there were no tired campers on New Years morning.

There are a lot of great attractions in the Catlins that are well worth visiting. Unfortunately, there isn't a lot of 4WD routes. We ended up doing quite a few short walks to various scenic viewpoints and waterfalls. This was a welcome change from sitting in the vehicles all day every day. One could easily spend a week exploring the area and still not be able to visit all of the attractions. Our highlights on New Years eve included Purakaunui Falls, Jack's Blow Hole, Nugget Point, and Tunnel Hill. We visited Waipapa Lighthouse, Slope Point, Curio Bay, Mclean Falls and Cathedral Cave. We also got to drive School Road at Weir Beach Reserve, which is a short unmaintained rutted road. A welcome diversion in a day spent on tarmac.

Mavora Lakes Campsite (DoC)

We packed up camp on the 2nd of January and made our way to Gore to catch up on laundry and restock. We then continued on through Lumsden and on to Mavora Lakes. We arrived early in the afternoon, which gave us ample time to find a suitable spot to camp. This area is very popular and all of the lakeside and riverside sites were taken. We managed to get some sites with great views of the surrounding mountains. We spent the rest of the afternoon exploring the immediate area and going for a refreshing swim in the lake and river.

We had obtained permission from DoC to access the 4WD track to Boundary Hut. Luke led this trip as part of his trip leader training the 3rd of January. Look out for his trip report on this track.

Later that afternoon, some of us headed up Von Road to the southern shore of Lake Wakatipu and Walter Peak Station. A farm hand asked us if we were coming for dinner. This was a surprise. After some enquiries, we sat down for dinner at the Walter Peak Restaurant. They had an all you can eat buffet as part of the Earnsclough Steam Ferry dinner cruise. This was a sumptuous meal. We still managed to get back to camp in time to catch the last of the sunset, such is the joys of summer evenings in the deep south.

The next morning found us breaking camp and making our way to Queenstown, stopping in Mossburn for fuel. We had barely left town when we stopped to deal with a grating noise coming from the Patrol. Thinking a stone was trapped in the rear brake caliper, Ants made quick work of stripping things down and putting them back together. No issues were found, except that the brake pads could do with replacing.

Once back on the road, we made our way to Kingston for lunch.

Moke Lake Campsite (DoC)

Leaving Kingston, we took time to stop at the viewpoints along SH6 / Devils Staircase and enjoy the views of Lake Wakatipu and the surrounding mountains. Some of us decided to give the vehicles and trailers a quick rinse to remove some of the accumulated dust while we were restocking in Queenstown. We then made our way to camp.

Moke Lake Campsite is at the end of a steep and corrugated mountain road. It is a well kept area with grassy campsites and clean toilets. The resident warden was very friendly and inquisitive. The night sky was really impressive as the surrounding mountains block out most of the city lights. We spent 3 nights here and enjoyed exploring Skippers Canyon and the Glenorchy area. Look out for David Sayer's article on these two day trips.

Another issue had also raised its ugly head. A shock had failed on Haydn's trailer causing it to bounce around a lot on the bumpy roads. After several phone calls and visits to the local spares shops, Haydn managed to find replacement that would get him home. This was fitted the night before we left Moke Lake.

Alexandra Holiday Park

On Friday 7 January, we packed up and made our way to Frankton for some essential shopping (aka visiting the camping / outdoor shops). I think everyone found the gadgets or clothing that they were looking for after visiting every shop in town.



Our smiling barista Luke making sure that those in our team who needed it had a perfectly brewed cuppa in the morning



A billboard showing some of the attractions and facilities available to tourists in the Catlins



Our campsite with mountain views near North Mavora Lake



On the Mavora Huts 4WD trail overlooking North Mavora Lake with the Livingston Mountains in the background



SHINY 4x4 SOUTH ISLAND SUMMER EXPLORER - Continued

After a short drive through the Kawarau gorge we stopped at the Highland Park for lunch. Everyone had a good chuckle and the funky toilets. All of the petrol heads in our crew were drooling at the cars doing laps.

We split into two teams after lunch. Ant, Jacqui, Hayden, Janette and the girls took the short route to Alexandra via Clyde while the rest of us took the scenic route. We followed SH6 northward to the Red Bridge over the Clutha River. We then turned east and headed to the start of the Thompson Gorge Road. This is an old mining road that crosses the Dunstan Range. We missed out doing this route last year due to the heavy New Year rains in the area. This year it was bone dry and dusty. Max made light work of towing Olie up to the summit and down the other side. We also enjoyed the short walk down to the Come in Time Stamping Battery.

We arrived in Alexandra to find the holiday park full of other campers. Fortunately we had a group booking that ensured we were on adjoining sites. We spent 4 nights in camp. Most of the other campers started packing up and leaving on Saturday, so things quietened down nicely after that. Everyone enjoyed the unlimited hot showers after all of the hot water rationing during the previous 10 days.

We had brilliant blue sky weather on Saturday and enjoyed a cracker trip up Hawksburn Run, lunch at Carrick Town and returning via Old Woman Range track and Symes Road. This trip as well as our participation in the Alexandra Lions Club 4WD Charity Safari on Sunday 9 January will be the subject of another article.

Monday was a free day. Denise and I decided to show Ants and Jacqui some of the local sights that they had not seen. Luke and Emma came along for the ride too. We visited the Alexandra Clock, drove the Tucker Hill track along the Manuherikia River, and had a swim in the Lower Manorburn Dam. We then took Crawford Hills Road and made our way over the Raggedy Range to the start of the Old Dunstan Road. From there we made our way up the hill to the Poolburn Reservoir. We found a great scenic spot for lunch with views of the surrounding valleys and dam. We enjoyed a refreshing swim in the dam after lunch. We then retraced our steps back to camp.

The rest of the afternoon was spent doing essential maintenance, cleaning air filters and giving the trucks a wash.

Otaio Gorge Campsite (DoC)

Tuesday marked the beginning of our slow journey back to Picton. Our first stop was the historic village of Ophir, home to the oldest operating post office in New Zealand. We then made our way to Naseby for coffee and a quick walk about. Our plan was to stop at the Danseys Pass Hotel for lunch. As luck would have it, the hotel was closed for two days. So we made our way to the small campground just to the north of the hotel for lunch.

We tackled Danseys Pass after lunch. As we made our way up to the summit we noticed the weather rolling in from the north. Visibility dropped very quickly as we started our descent, less than 20m in places. It was then that we met a concrete mixer coming up the hill, Fortunately we were close to a pylon access track and were able to back up and pull off the road to the truck pass. We only came across two other vehicles before reaching the bottom of the pass. Kurow provided a much needed fuel and toilet stop on our way to Waimate, the town of murals.

We arrived at Otaio Gorge campsite to find an extended family camping there. They have been coming here for over 20 years. There was still plenty of space for us and we were made to feel quite welcome. Jacqui has a nack for starting conversations with strangers and getting all of the goss.

The next day was spent doing a scenic drive that I called the Three Passes Loop. We started in Waimate for a mural photo tour and then headed out to Meyer's Pass, which took us over the Hunter Hills and into the Hakataramea Valley. We then drove up the valley and over the Hakataramea Pass to enter the MacKenzie basin. The views looking north toward Tekapo and the Southern Alps beyond were just spectacular. The third pass was the MacKenzie Pass. At the base of the pass, I made a fortuitous wrong turn onto Rollersby Valley Road, which took us to the Burkes Pass Village, home to a quaint Americana store and coffee. We then stopped in Fairlie for some more pies and fuel before returning to camp.

Wooded Gully Campsite (DoC)

Thursday 13 January was another relocation day. We made our way onto SH1 and headed for Ashburton to find a laundry, check out some flash caravans and have lunch. We then headed inland to Darfield and stopped



Drivers and their trusty steeds at Walter Peak Station. Full of smiles after a great feed!



Cover photo candidate taken in Skippers Canyon



Moke Lake campsite near Queenstown



Toasting our success at finding Paradise



Essential airbox maintenance being carried out after some very dusty tracks



SHINY 4x4 SOUTH ISLAND SUMMER EXPLORER - Continued

under the Waimakariri River bridge for afternoon tea. Wooded Gully campsite offered is great views of the Canterbury Plains. The stream running past the edge of the campsite filled the air with the wonderful sound of water rushing over boulders.

Our last 4WD adventure was spent on the Lees Valley track. We started out wanting to travel anti-clockwise around the Okuku range. However, we were greeted by Road Closed signs at the start of the Okuku Pass track. This was a little unsettling without a lot of local knowledge. We decided that we would change our plans and go clockwise around the mountain. The drive through the Ashley Gorge is easy on a well maintained gravel road and offers many stunning views of the river below. We stopped under the big bridge for lunch. The well maintained road continues all of the way up the Lees Valley until you reach Okuku Hills Station. The ford over the Okuku River is the biggest obstacle on the route. Fortunately the river was very low. Okuku pass is a narrow rough farm road. The last descent on the Okuku Pass revealed the reason for the road closed signs we saw earlier. Several large machines were on the road and had been doing some major earthworks and road building. It looked like the road was being prepared for a logging operation. Fortunately, we were able to get past and make our way down to the locked gate, which was easily opened by just lifting it off its hinge. We had not seen any other signs along the route indicating that the road was closed. On our way back to camp, we decided to explore Okuku riverbed near the road. We found the river was badly contaminated with didimo big mistake! This was the first time we had encountered this nasty mess on our travels.

We spent a quiet evening in camp recounting our adventures and scouring the internet for a suitable carwash, which we found in Kaiapoi

Robinhood Bay Campsite (DoC)

The next morning, everyone got packed up and then we had a bit of a juggle to get all of the trailers hitched up and turned around. We then headed to the carwash to get rid of the didimo we had collected the day before. That said, Okuku Pass had also covered the vehicles in a lot of cow poo.

We then headed up the coast to Kaikoura for lunch at the Pier Hotel. The rest of the afternoon was spent driving to Blenheim, before turning onto the Port Underwood Road and making our way to the campsite. The weather turned out to be very pleasant. Everyone took the opportunity to go for a swim in the sea followed by a warm shower. We finished the evening off with steaks cooked over coals and toasted marshmallows. A brilliant way to end a truly memorable trip.

The following morning, everyone set off on their own for Picton. This gave everyone the chance to enjoy some dust free views of the bays. The ferry crossing back to Wellington was smooth as the forecast cyclone was tracking slower than expected across the top of the North Island.

We bid each other farewell as we departed the ferry in Wellington. Everyone is looking forward to our next adventure together.

Teams	Vehicles
Shaun and Denise	Max (80 series) towing Olie (Conqueror)
Luke and Emma	Goldie (Prado 150)
Haydn, Janette and teens	Hulk (80 series) towing the palace (Conqueror)
Ants and Jacqui	Patrol towing Bivouac Camper
David	Hilux

Words by Shaun Ross
Photos by Denise Ross



The team lined up under Waimakariri Bridge on SH72. A good spot to stretch the legs and skip some stones.



Wooded Gully Campsite offers great views of the Canterbury plains



Sunset at Robinhood Bay Campsite



MANGAWEKA WEEKEND - 10 December 2021

We like Mangaweka so much we did it twice! Actually, we have 'done it' quite a number of times. The backroads in the Mangaweka area provide great opportunities for touring trips. Gilli's son has a bach there and we often go up to visit them. Opposite the bach, by the Rangatikei River there is a great campsite - Awastone Riverside Haven. And so, what an opportunity to do a CCVC Club touring trip over a whole weekend and share some of our favourite spots.

Day One Friday - we drove up from the Kapiti Coast to the campsite, two of the trucks travelled with us, the rest were meeting us there. With nine trucks and 17 people, we descended on the campsite for the week-end. We started with a BBQ put on by the Rabbits and a brief description of what we would be doing the next day

Day Two Saturday - we toured an area to the Northeast of Mangaweka. Our first stop, just 15 minutes into the trip, was at our favourite swimming spot - Ruahine Dress Circle.

The scenery was gorgeous and subject to some sudden and dramatic changes - an interesting bridge revealing an amazing drop down to the river below.



BBQ and gas bottle, even a folding kitchen sink!



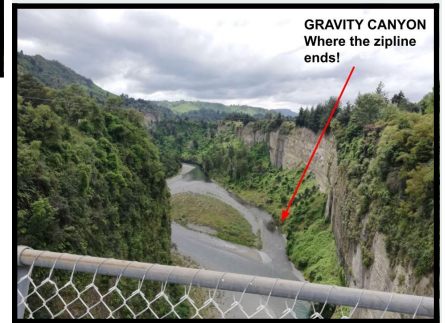
BBQ by the riverside



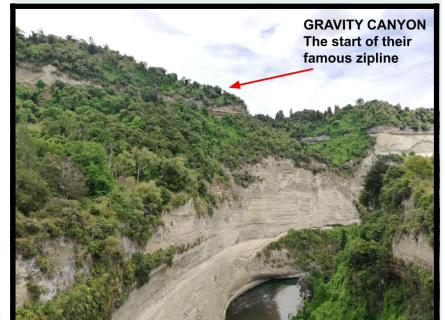
Ruahine Dress Circle swimming spot



OK, so what is so interesting about a bridge...?



GRAVITY CANYON
Where the zipline ends!



GRAVITY CANYON
The start of their famous zipline

Awesome views and a long drop to the river below!



At Gravity Canyon (now closed) the drop from the bridge is even more dramatic. The view from their bungy jump point shows where the zip-line finishes. The climb up to where it starts is long and when you finally make it to the end there is no way up from the river bed so they drag you back to the start! (So sad Gravity Canyon is at present closed, otherwise I would, of course, have gone for a ride - Yeah Right!)

New Zealand is a land of surprises so no real surprise to find our road blocked by a very large fallen tree.

"Anyone got a chainsaw?"

"Yes!" came the answer. "But it won't start. However, I have a good hand saw."

Which is exactly what we used. It took a bit of time, and everyone had a go, from the youngest to the oldest? Great care was taken to ensure safety but I won't bore you with all the details, and we managed to cut a hole through, big enough to...get all the trucks through. When we phoned the police to let them know, they seemed surprised that we could give them the location within a few metres!



MANGAWEKA WEEKEND -

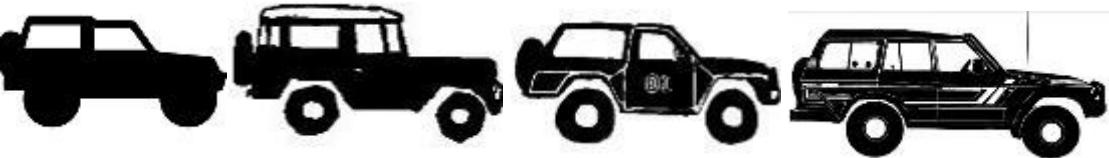
After a great day touring, there's nothing like a great meal together to go over the fun of the day (Awastone does some really good food too!)

Sunday morning was wet but we had plenty of places to have breakfast in the dry. Everyone packed up and got ready for the day - a real mixture of vehicles, from a Mitsubishi Grandis (yes, it is a 4x4) to a fully electric Jaguar and a Toyota towing a caravan!

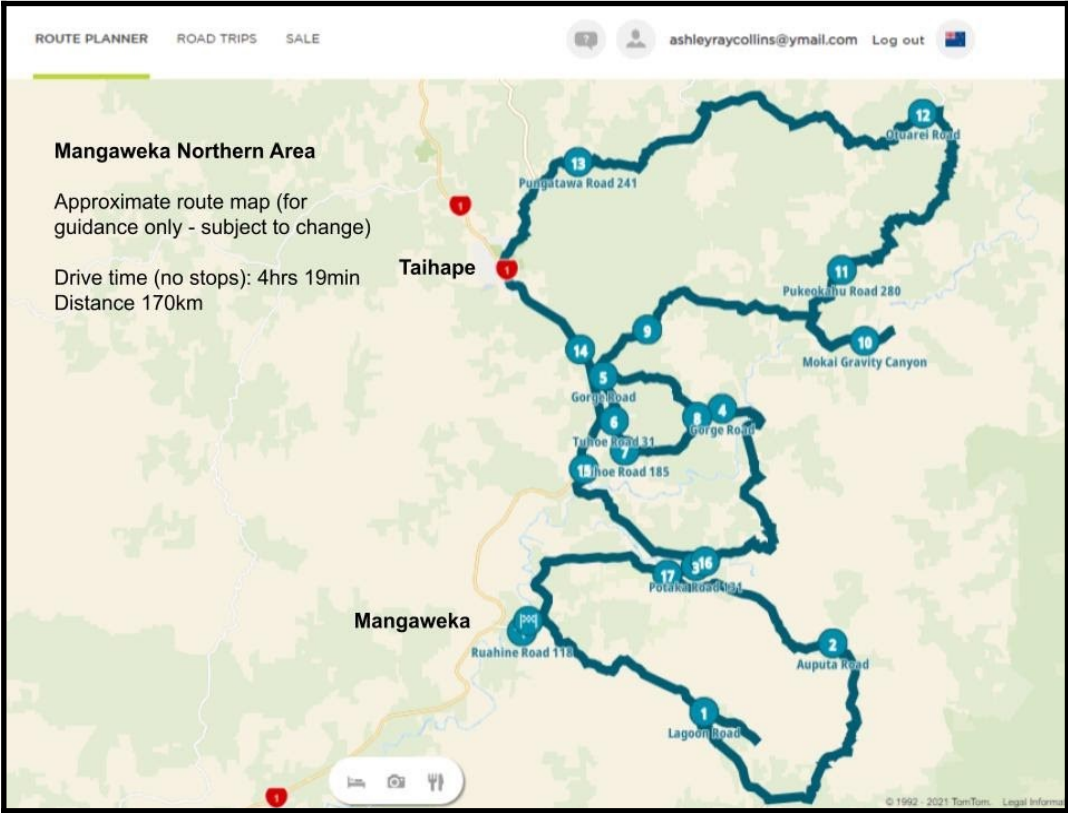


Day Three Sunday - we toured an area Southeast of Mangaweka. finishing in Ashhurst from where we all made our own way home. The convoy headed out behind Rabbit2 and though a bit wet the views were awesome...

And those gravel and mud backroads were as slippery as h.... Four-wheel drive essential.



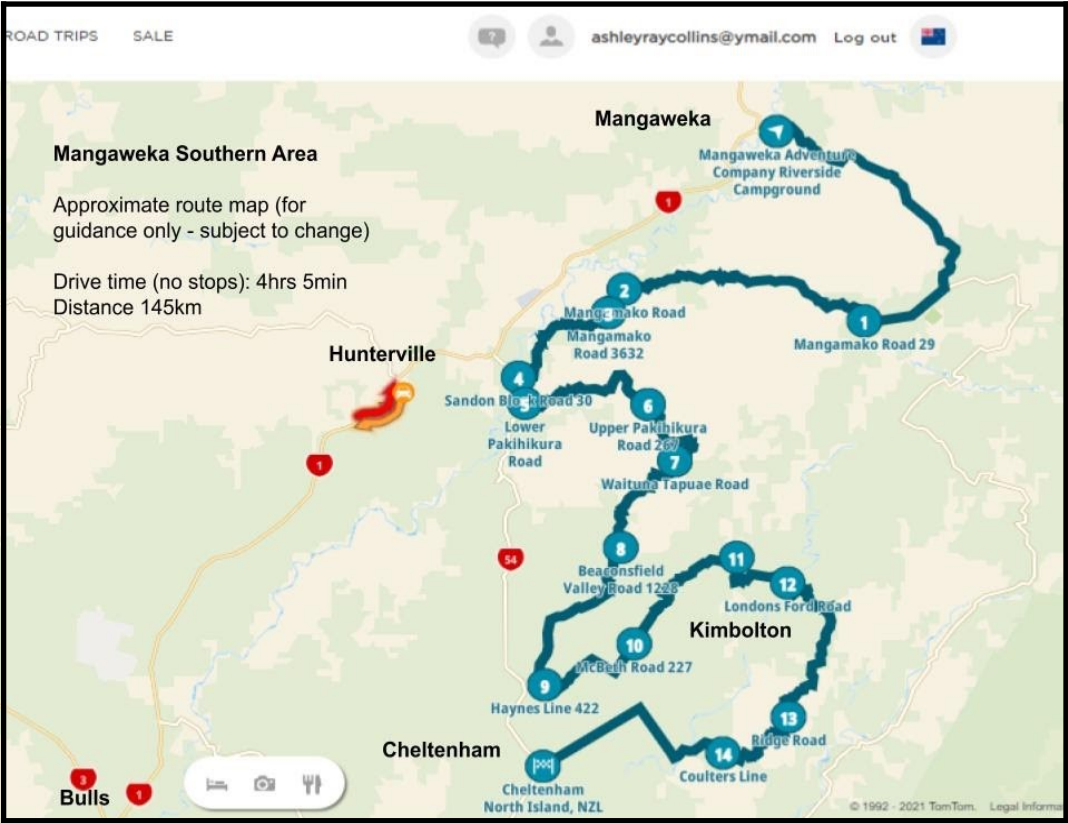
MANGAWEKA WEEKEND -



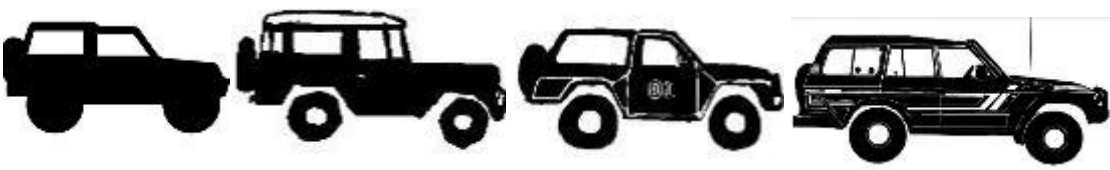
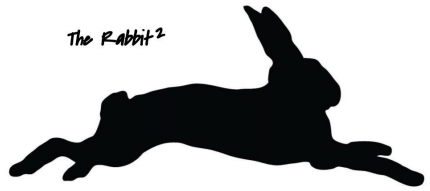
Just as essential - a dry place for lunch, thanks to Gillian Tutt's great memory!



Wending our way to Ashhurst. Must do another one soon! Cheers. The Rabbit



The Rabbit²



MT CLIMIE GWRC TRIP - A THANK YOU

Kia ora all,

Just a massive thank you all and your volunteers for another successful event.

I don't have enough words to thank you all for your professionalism and friendly faces. Every single attendee really enjoy today's trip and we could not have done it without you.

Thanks again and we will touch base again soon.

Nāku iti nei, nā



Viv Mordaunt (she/her) - (I work Mondays to Thursdays)

Kaitohutohu Matua whakatairanga | Events & Sponsorship Lead – Customer Engagement

Greater Wellington Te Pane Matua Taiao

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[100 Cuba St, Te Aro](#), Wellington 6011

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SHINY, SHINY, SHINY TRIP - 3 January 2022

Hi all, well, some people from Auckland, Hamilton, Hawkes Bay and some of our own club, plus other local clubs, decided that a super shiny trip into the Akatawaras was great. Especially being led by a super shiny trip leader (That's Me).

The Cooks Gate lock wasn't working (again), so a detour though Rallywoods was necessary to gain access to the forest. All was going well until we hit McGhies Road, there we encountered so called road repairs done by the forestry company called "360". All they did was dump rock fill off the back of a moving truck, supposedly to spread it. A couple of the SVUs struggled for ground clearance. This was to continue in patches even on the Pram and Lindsay Roads. God knows how cyclists would have coped. (I am aware of a girl cyclist and her Dad coming to grief).

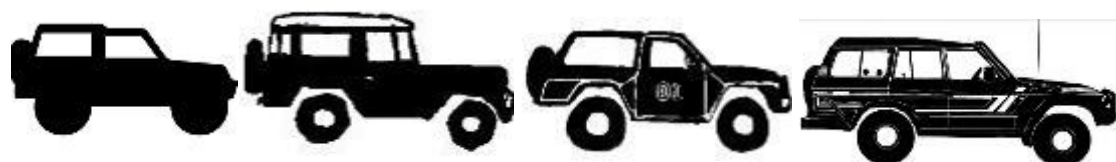
We did a grand tour of all the shiniest tracks I could find. We couldn't go to the Pukitero side of the forest as the Hydro Zig Zag is heavily rutted and bumpy.

We had lunch at the Orange Hut, after which I decided to do more shiny tracks before heading out. We went out via Perhams and the Mungatukutuku gate as this was the smoothest way out.

I need to thank Craig Freeman who came as the tailender, and was also directly behind the vehicle that was having ground clearance issues and assisted him through the most difficult parts. There was 18 vehicles and without Craig it would have been necessary for me to run (I know, crazy to expect me, the poor old pensioner to run) from front to back to ensure all was well. I must point out communication was difficult as some vehicles had no radios and the rest was a mixture of UHF and VHF.

I am assured by all that it was a great day out, and the out of towners were most impressed with the Akatawara forest and the fact that it is right on our back door step.

DD.



FEBRUARY 2022 TRIPS & EVENTS:

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

Wednesday 9th PRE CLUB NIGHT DINNER

NAENAE BOWLING CLUB
25 Vogel Street, Lower Hutt

All Welcome
Ralph Dobson

Wednesday 9th CCVC CLUB NIGHT - Live streamed via our private FB page

NAENAE BOWLING CLUB
25 Vogel Street, Lower Hutt

All Welcome
Ralph Dobson

Saturday 12th Family SHINY

AKATAWARAs Monthly trip
All Welcome (Fully Booked)

Sunday 13th CLUB 4x4

WAIOTAUURU (Odlins Road) with DD

Saturday 12th Family SHINY

AKATAWARAs Monthly trip
All Welcome (Fully Booked)

Sunday 19th SEAT REQUIRED

GWRC AKATAWARA REDWOODS
Drivers needed

Saturday 26th BEACH CLEAN UP

Terawhiti Station
All Welcome

For more events refer to our

Website www.ccvc.org.nz or our

Facebook page www.facebook.com/wellingtonccvc/
www.facebook.com/groups/2341019559499870/

MARCH 2022 TRIPS & EVENTS

Saturday 5th TRAINING DAY

For Perspective Members

Wednesday 9th CCVC CLUB NIGHT

NAENAE BOWLING CLUB
25 Vogel Street, Lower Hutt

All Welcome
Ralph Dobson

Saturday 12th FAMILY SHINY

AKAS Monthly Trip
All Welcome

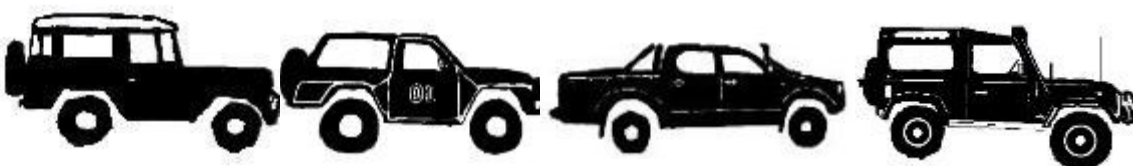
Sunday 27th FAMILY SHINY

ORONGORONGOS Monthly Trip
All Welcome

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

There is no Magazine in January .

Keen to be a trip leader so we can run
more trips? Talk to one of our current
trip leader about how to be one,



TRIP CATEGORIES

Cross Country Vehicle Club Wellington Incorporated (CCVC or Club) organises and runs 4WD trips and events that cover terrain of various degrees of difficulty. Club members and visitors that participate have differing levels of off-road driving skills and experience and their vehicles have differing degrees of off-road capability.

As a guide to participants, the level of difficulty of each trip is identified in advance as falling into one or more of the pre-defined Trip Categories. The Trip Categories are defined as:

Touring Class Travelling on back country roads accessible to the General Public. Limited “off road” travel may occur but only where appropriate to vehicles on the trip;

Family Shiny Introductory level “off road” trip;

Shiny 4x4 More challenging “off road” trip;

Club 4x4 Specialist vehicles and equipment required, also additional driver skills;

Hard Yakka The most difficult terrain, requiring significant driver and vehicle capability.

Safety issues can arise if drivers have inappropriate skills, experience or vehicle capability for any given trip.

CCVC has defined the guidelines set out in this document, describing driver skills and experience pre-requisites for participation in club trips and events in order to optimise safety to the greatest extent possible and practicable.

Membership of CCVC

To become a member of CCVC a driver must attend three (3) trips of either the “Touring Class” or “Family Shiny” category trip.

Once these trips have been completed and the “Application for Membership” submitted, the prospective new member’s application will be considered through the Club’s new member approval process.

Advancing through the trip categories

In order to advance to a “harder” trip category, members are expected to have participated in a minimum of two (2) trips in the previous category. Members are to advise the Trip Leader when they attend their first trip of the next category up.

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

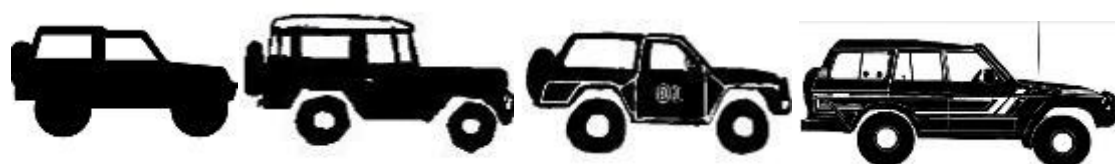
The member must also be judged as being capable to participate in this level of trip by the Trip Leader.

A Trip Leader has the absolute right to exclude a member from a trip if they believe that the trip is beyond the capability of either the member and/or their vehicle and that participation in the trip has the potential to place the member, their vehicle or other persons participating in the trip in any form of danger due to the Member and/or their vehicles unsuitability.

The Trip Leaders decision on the day is final and can only be contested via the clubs “Complaints Process” as set out in item 51 of the Clubs Rules (Constitution).

To participate in any trip other than “Touring Class” members vehicles must have a current CCVC Vehicle inspection sticker.

Note: Exemption to the Inspection Sticker rule above may be given for trips where the nature of the trip involves minimal or no off road driving and a CCVC certified vehicle is not really required in order to participate in the trip (e.g. Trips/events that have been given a “Shiny 4x4” category in order to exclude non members).



TRAINING:

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

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

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

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

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

VEHICLE INSPECTIONS

Safety is paramount in everything the club does and to this end the Club has a vehicle inspection regime where members vehicles are inspected by appointed CCVC Vehicle Inspectors to ensure that the vehicles meet the specific requirements as set out in the various Club documents (e.g. CCVC-SAFETY-0002 Minimum Standards for Tow Hook Mounting).

A vehicle inspection sticker is valid for two (2) years from the date of issue. CCVC requires that all CCVC Members vehicles participating in any trip category other than Touring Class trips have a current CCVC Vehicle Inspection sticker. Members vehicles not having a current sticker displayed cannot participate in trips/events.

The Trip Leader/Event Organiser has no discretion in this regard except: Exemption to the Inspection Sticker rule above may be given for trips where the nature of the trip involves minimal or no off road driving and a CCVC certified vehicle is not really required in order to participate in the trip (e.g. Trips/events that have been given a “Shiny 4x4” category in order to exclude non members).

As from the effective date of this document, having a vehicle inspected and obtaining a vehicle inspection sticker for the vehicle will no longer be a prerequisite to joining the Club. Members and prospective members can judge for themselves which trips are appropriate for them however the Trip Leader has the final say as to whether a person or vehicle can participate in any trip or event.

It is recommended that novices on Family Shiny trips and Members new to the Shiny 4x4 category make themselves known to the Trip Leader so they can be allocated a “buddy” to guide and assist them during the trip.

VEHICLE INSPECTORS

Antony Hargreaves
Kane Hargreaves
Epuni Motors 1987 Ltd
Hawkins St, Lower Hutt
Ph. 04 569 3485

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

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

Ash Senior
Kaizen Works
Unit 6/141 Hutt Park Rd, Lower Hutt
04 568 2796

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

Darren Pettengell
Mudmods
mudmods@yahoo.com
58 -62 Main St, Upper Hut
Ph 022 508 1975

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



CCVC LIFE MEMBERS

Tom Adams
Leith Bean
Stuart Brown
Andi Cockroft
Mike Gall
John Hughes
Heather Jeffery
Steve Lacey
Colin Landy
Phil Lewton
Bruce Mulhare
Raynor Mulhare
Peter Osborne
Ross Perkins
Grant Purdie
Neil Blackie
Ralph Dobson
Alan Donaldson
Ian Hutchings
Barry Insull
John Parfit
John Vruink
Mark Wolstenholme

ROLL OF HONOR

The Roll of honour celebrates life members of the club who have passed away.

Bob Jeffery
George Bean
Peter Boniface
Ron Oliver
Vern Lill
Steve O'Callaghan
Ron Wadham
Owen Farqhar
Ron Johnson
Graham Barr
Tony Street

CLUB OFFICERS

President	Ralph Dobson
Vice President	John Parfitt
Treasurer	Nic Stark
Club Captain	Neil Blackie
Secretary	Shaun Ross

GENERAL COMMITTEE

Competition Officer	Ralph Dobson
Driver Training Officer	Phil Green
Entertainment Officer	John Vruink
Central Zone Delegate	John Vruink
Membership Officer	John Parfitt
Trip Coordinator	John Parfitt
Magazine Editor Officer	Penne Durdle
Social Media Officer	Penne Durdle
Sponsor Liaison Officer	Ron Gardner
Committee	Megan Koornneef
	David Sole
	Frank Allen
	Dave DeMartin
	Dudley Harris

CLUB NOTICES

CLUB MEMBERS ONLY CLOSED FACEBOOK PAGE

Some members have found the link broken. This will be because the email the CCVC has for you is different from your Facebook email. If you want to join then just send your Facebook email to:

missmuddypenne@gmail.com

Club members are using it as a way to share photos of trips—I know not everyone uses Facebook but if you do and haven't managed to sign up it's a good way to see what other members are up to.

We are also planning on using this page to live stream club nights.

CLUB ASSETS

The Club has purchased various assets over the years, mainly for use on Club events or to facilitate the smooth running of the Club. At the discretion of the Committee these assets may be borrowed by Club members for non-club purposes. An approach for use should be made to the Clubs Asset Manager, Duncan Grocott, <mailto:assets@ccvc.org.nz>

The main assets are:

Marquee

Water pump/blaster (useful for cleaning trucks)

Six handheld radio's on club frequencies (used on training days)

Portable gas BBQ

NEW MEMBERS

Welcome to the following new/returning members:

Nicola Richards

Neil Randell

David Wills

Peter Ellan

Leigh Presant (our 50th new member!)

Please make them all feel welcome



MAGAZINE CONTRIBUTIONS

This is your magazine so it can only be as good as the contributions you make!!

We need any articles, trip reports, photos, puzzles, technical items, "How-to's", etc. these are to be in the hands of the editor by the end of each

calendar month.

Please email to

missmuddypenne@gmail.com

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

The mention of products, service procedures or service organisations herein

The Official Magazine of

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

PO Box 38-762,

Te Puni 5045,

Wellington

www.facebook.com/wellingtonccvc/

www.ccvc.org.nz



CCVC CLUB MEMBERS PHOTOS & VIDEOS

We are always keen to share club member's trip photos and videos at club night, in the club magazine and on our Facebook page

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

- Pick your best 6 to 10 photos
- Save the images as a jpg
- Please resized to 1920 x 1080 pixels (or use a lower resolution on your camera)
- Please don't put the photos on a website in an email or in a pdf file as it makes it hard to extract the images.

We are always looking for 4WD related video clips, PowerPoint presentations, YouTube listings, etc. that can be shown on club night – we have the technology!

CLUB NIGHT CONTENT:

Brendan needs all material by 7.00pm on the Friday night prior to Club night to allow sufficient time to prepare the data show. If you have any questions please contact Brendon.

Please Email them to photos@ccvc.org.nz – most email systems have a limit of 10MB so use an online service like files.fm or put them on USB key

Contact details: Brendon Millard
(027 2235705)

MAGAZINE & SOCIAL MEDIA CONTENT:

Penne needs trip reports, photos and any other content by the 1st of each month to allow sufficient time to put them into the magazine. Thanks to those who contributed content to this months magazine. The best format is as a word document in Arial Narrow 10

Please email missmuddypenne@gmail.com.

CLUB RADIO CALL SIGNS

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

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

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

