



## MANUKAU 4WD CLUB MAGAZINE

February 2012

# Quad Torque

[www.manukau4wd.org.nz](http://www.manukau4wd.org.nz)



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## EDITORS NOTES

*Happy New Year everyone.... Although I must say that seems like a long time ago. February is here, and the supermarkets have already starting putting Easter eggs on the shelves. It's no wonder that time flies these days, we spend half our time wishing away the bits in between the holidays....!!!*

*We had a good Xmas and New Year, but sadly missed out on Pete and Joy's trip, but you can read all about it like we did starting on page 12. Better get yourself comfy first.....*

*Thanks to those who have sent in their stories and pics from the December and January adventures. Keep them coming..... We can never have too many.*

*Have fun*

*Your editors*



## Presidents Report

Well first off, Happy New Year to you all. I hope and trust you all had great Christmas and New Year's Celebrations.

I have heard a few little story's about the shenanigans that went on. I think that most of you are keeping to yourselves till Tuesday's meeting; I bet it will be jammed pack full of dipstick nominations!

We had our first committee meeting a couple of Thursdays back to start arranging this years trips, I can say that we have some exciting stuff coming up so keep an eye on the calendar.

Also keep in mind that the Clubs Annual General Meeting is coming up in April, so start thinking about the Election of Committee members. I understand The Shoe would like to step down as Club Captain (I hope he doesn't he is way better than Bernie ever was) so you might want to take over or you might want to Elect someone. Please can those that have trophy's start dusting them off, get all the crap out of them and bring them back no later than the March club meeting. We need to start looking at awarding these.

I managed a couple of trips out with no real dramas, did the Wood Hill patrol on the 1<sup>st</sup> December, only 3 trucks came into the park and 3 recovery. We did however manage to make our own fun, rescues and winching etc. Good fun day.

Clevedon before Christmas was excellent and I'm sure some sucker was tricked or black mailed into providing a trip report.

Sounds like the Joy and Shoe Incorporated Christmas trip was a huge success, with lots of tales and story's of what went on, and a heap of people went on it. Looking forward to seeing pictures etc. Noises are being made about the South Island next year.

I also believe that Thompson Track is closed due to a rather large slip. Tony Burgess I hope will keep us all informed to its re opening, hope its soon as it would be a shame to lose it due to a slip over the summer. Also Maratoto is also closed due to slips; a real shame.

Well I'm looking forward to a great years four wheel driving, remember if you have any ideas or thoughts take it to the committee or ask at the meetings before during or afterwards. The more input on trips, ideas and locations the better.

Well that's enough from me , Cheers everyone, .... Paul



## Planned Club Trips

Date	Trip/Event	Trip Leader	Special Requirements	Grade	Contact
04 Feb	Wāitāwheta			5	
18 Feb	Clevedon			3	Steve MB 0214383190
11 Mar	Clevedon Night run	Steve Matthews	Wrenches, Lockers, Mud tyres	1	092387298
18 Mar	Clevedon Gymkhana	Bernie	Peg out day Sat March 10 Meet at Papakura	1	Peter H 021320985
25 Mar	Ramfurlly shield Challenge	Peter Haigh	Require non motorised go carts (Trolley) for a down hill race	1	Bernie 092387298
06-09 Apr	Pureora	Stu Keat	Start at 3pm at Clubrooms in Papakura	4	Stu 092381272
15 Apr	Wāiuku Forest	Stu Keat		2	Stu 092381272
28 Apr	Historic Vechile day	Stu Keat		2	Stu 092381272
29 Apr	Humua school fund rater	Tony Burgess		1	Tony Burgess 0274792
06 May	Wāiuku Forest	Stu Keat		2	Stu 092381272
	Remember to partake in any trip you must contact the trip leader and register your interest as numbers may be limited and a lack of numbers may result in the trip being cancelled				
	The weather may also dictate last minute changes.				
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## Captain's Corner

December and January has been a busy couple of months. Bernie took a trip out to Clevedon on Dec 11 and there were a few too many issues which we will not talk about i.e. Jim bob doing some side ways on driving and Rodger stuck in there for a month. Both not a good look. We were out on patrol at Woodhill Dec 31 & Jan 1. I have no reports of any issues so all must have been good. My and Joy Browne's Southern North Island trip went really well. No major truck issues and well enjoyed by all. We had a great group of the club on this trip and it was a pleasure to be out for a week with all those who came a long. Next January's (27 Dec 2012 thru to Jan 10 or so) trip is in the planning and it is the South Island, all new tracks. Joy is taking names we have about 5 already and will cut off at about 20.

Coming up we have :-

Feb 18 Saturday Clevedon night run Bernie is going to untold lengths to organize an event which will be second to none.

March 11 Sunday Clevedon Gymkhana I am organizing hence to date nothing is organized but it is all go. Need some helpers.

March 18 Sunday we have the Ramfurly challenge with Auckland 4wd club.

The event is a downhill Trolley race non motorized. There will be Trolley strategy and building nights in my shed starting Friday Feb 10 at 7pm We need a team leader, Team engineering manager, Promoter, Sponsors, Participants, Vehicles, Cheer Leaders (female) etc etc. We also need a lot of front bike wheels around 10 to 18 inch in diameter.

Regards

Captain Shoe



## Trip Report for Clevedon.

Well it turned out to be a great Morning for a Trip to Clevedon. It was a great day for four wheel driving. I set the alarm the night before and stuffed that up, Ethan didn't wake up in time and there I was running late. I called and TXT Bernie to say I was running late, (he later gave some half arsed excuse that he had no cell phone coverage; I had plenty!). Ethan and I arrived at Ness Valley to discover (in the Discovery) that they had all buggered off and left. I had thoughts of turning around and going home. Instead we stopped, got out at the meeting place to hear them just over the hill talking and revving engines doing 4wd stuff as you do. I looked at Ethan he said come on Dad don't be a woose let's go and meet up with them. After that comment I couldn't refuse the wee fella, so we headed off in search of all the commotion.

We followed the tracks which lead us into the Valley dropping right down to stream level and up again, we came to a bit of a tricky bit that would cause the Discovery to lean heavily on its side with the track heading right into the path of a tree, we stopped got out and checked it out, looked all right so we drove in and out no problem to come to a bit of a slippery decent that went down and around a corner. We hopped out again to check it out, then we heard it, Bernie's voice from up above, "come on drive it". I thought it was me he talking to and that he had seen me, (we hadn't caught up with everyone at that stage.) Alas he wasn't talking to me and he didn't know that we had joined them, you see what happened is that the track snakes down then up the hill to about 10 meters above the Discovery. Ethan and I walked up the hill to say we had arrived and how far are we from the tail, looking down at the discovery I was told about 800 meters then up a steep hill. The first thing Mr. B said to me was not hello or hi or what the *heck* (ed) are you doing here, oh no it was your doing the trip report #S%#. hurry up and catch up, do you have a winch and mud tyres?, and floor it to get up the hill, that's right you've got diff locker, he didn't even take a breath.

Well I did what I was told drove down the slippery hill round the corner up the steep hill with the Discovery singing its V8 tune. We made it, we had caught the tail end of the trip. I have to say that it was an excellent trip and Bernie did a great job. Thanks Bernie.

From the moment of joining the trip we had a great day, first winch for me was the small creek and rock on a tight turn, from memory only the winch type trucks made it up, the rest had to be winched up by Doug, thanks Doug. From there [down a](#) steep hill hard left up and over the large hill and onwards into the Farm. Quite a few little creek crossings involved with a bit of snatching and digging yarda yarda yarda.

After lunch which was on the banks of the river of the [Mighty](#) Valley we headed off further into the bush taking in some great scenery and really cool tracks, it is a great place not too tough. It is steep in some places and has a few steep drop offs. Nothing too scary, it was pleasant driving in the little group that I was in with no major dramas.

Ethan myself and the Coxes peeled off at about 2 pm and headed off home, we radioed forward to Bernie that we had to leave, this gave others to do the same but I believe they all carried on.

Thanks again Bernie up to the time we left we had a great day, shame about a couple of mishaps you guys had later on.

Paul Hargraves



Letter to the Editor

This is in reply to the Club Captain's lead story in the December Newsletter re the Xmas B/B/Q mystery trip.

I take umbridge to the fact that my name was taken in vain (again) and it wasn't even spelt right.

The fact that I forgot my PRS, or didn't remember more like it, and couldn't see the finger gesturing from the rear vehicle with his lights flashing to attract thou attention had nothing to do with it. I even turned right coming up the hill at the T Junction which I thought was the right way, which in fact it was the right way, even though there was a 4WD sign pointing to turn left, even though I should have turned right – if you get my drift. Some clever little fairy thought we had all gone the right way and this was the sign for going out. Little did we know.

The vehicle in front of me had long disappeared (not bothering to wait) into the saplings for a pee probably and was nowhere to be seen, so of course I had to rely on all those lights flashing from the B/B/Q behind me as it had all the food and man I wasn't going to be parted from that – no way.

This is the gist of my story and I'm sticking to it.

Signed:

Ped. A. File.

## Lenny's first Woodhill

For some, Woodhill safety patrol may be just another day for a bush bash, for me (Lenny) this was serious. I've been working up my nerve to take my shiny Pajero to Woodhill. I bought her brand new in 1998 for camping and now that she's over 10yrs old I'm getting adventurous (even joined Manukau 4WD club). I installed a winch. Wayne Fitzsimons helped me do a front end flip and 40mm lift (apparently she came with a factory lift; I only needed to crank it up to full height). Wayne sold me his old rims and Stu Keats sold me his old 32 inch mud tyres so I volunteered for 1 January.

I enjoy a good drink but I don't like getting drunk so an early start on New Year's Day was not too bad. Still, I made Woodhill at 9:45am with my trusty 10yr old coey Elena. I was met by a Suzuki full of Russians from the club and after waiting till 10:30 we called our fearless leader Paul Hargraves who said he would be right there. I pointed out that I was calling on the landline and he was in Pukekohe. "Right" says Paul, "you guys might as well get started without me and pick me up when you come back to the entrance for lunch".

Woodhill was very wet and there were some tracks we were just not going to try, but there was plenty to work with. A non-club driver named Craig soon joined us in a Nissan Safari and we finally had someone to rescue. We had some fun throwing up a good spray in the central water hole before heading over to the Narva mud-hole. We had no trouble (sticking to the easier obstacles) but we managed to convince Craig to take his Safari up a hill (neither the Suzuki nor I could climb). He made it up but coming down the other side provided our first opportunity for a real rescue.

From there we went to the sand-hill climb where Craig and I got up easily but the Suzuki needed a couple attempts and we headed back to the start point (at a very aggressive pace). Paul arrived, but he had just gone in so we had lunch (and a ladies toilet break) and got back under way. We started with a mud descent that we had earlier thought was too greasy and all made it without incident. I provided some light amusement with a flat tyre (apparently not mounted properly) and to make things interesting we encouraged Craig to try another deep mud-hole (creating another opportunity for rescue). Our fearless leader showed up to witness our gallant efforts (around 2:00pm).

Paul took us to a lovely grade 4 mud climb so I could try out my new (untested) winch. The winch performed beautifully with a double purchase and about 12 re-sets to winch around the corner and I learned a lot (including how to create a glorious bird's nest in a wire winch rope). Craig obligingly got stuck on the "easy" diversion and the team had another rescue while I was learning about my winch. On the way out Craig ran out of diesel (my 40 litres of spare petrol was no use) and the Suzuki ripped off a gravel pan but we all made it home without incident. Best of all, we actually got to rescue real park users (Craig) more than we rescued each other.

My daughter and I had a great time and I spent the entire next day working on my truck. I shovelled 5 full 20 litre buckets of mud off the drive that washed off my

truck. I also found several spare parts and a spanner that washed out from under her. I changed back to street tyres and straightened and re-wound the winch wire. I was really pleased with how my Pajero performed and I am really pleased with the improvements provided by the lift, mud tyres, winch, etc. Bring on the fun.

Lenny

### Clevedon 4wd trip

9am we all meet at the end of ness valley road and got directed up the driveway to wait for everyone to turn up and deflate tyres. After a short wait we had the trip briefing and we were off. Before long we came to the first challenge, a decent rut on the left side of the track. It looked harder than it actually was but was awesome to watch people launch onto 3 wheels coming through. Next was a bit of a hill climb, I think all but two 4wds got up first go... One got a tow up, the other eased back down and got up second time round. Next was a tricky corner to the right (I believe there was a lot of winching to get through this corner) followed by a muddy left corner then a bit of a wait for everyone to get through. After everyone got through we moved on down some slightly overgrown tracks with some tight turns until we reached the next challenge, crossing a little stream with steep banks in and out. This was an interesting spot to watch the other 4wd's in action. After we all got through this challenge we continued through some more tracks and some of the more hard core trucks split off to do some harder tracks. At the end of the day we parked up top of a hill and some of us waited for the hard core trucks and some of us left. I believe everyone had a great day without too many problems. I'm looking forward to doing it again in the future :-)

Adrian Cohey

#### MINIMUM GEAR TO BE CARRIED ON ALL CLUB RUNS

- ▶ Tow Hooks Front and Rear
- ▶ Spade
- ▶ First Aid Kit
- ▶ Nylon Rope / Strop
- ▶ Fire Extinguisher



**Bored? Listless? Help is at hand!**

Pass away long, pointless hours with our bumper list of things to do when you're well and truly bored

**1. THINGS YOU CAN DO WITH ABSOLUTELY NOTHING****Blink wildly and then close your eyes really tight for an interesting light show**

(Amusement Potential: 1-5 minutes)

See a variety of blobs, stars and flashes. Try to make out shapes and see if your subconscious is trying to send you a message (perhaps that funny shape is saying, 'send all your money to urban75.com'?)

**See how long you can hold a note**

(Amusement Potential: 4-20 minutes)

Not that much fun, but it sure passes the time. Play with a friend, or try to beat your own personal best. Inhale deeply and then try and make a noise for as long as you can. Earn extra points for making your partner laugh or ending on an amusing note.

**Try to not think about penguins**

(Amusement Potential: 1-5 minutes)

This is especially hard, because by trying too much, you remember what you were trying to avoid thinking of. If you try too little, you end up thinking about penguins anyway.

**Use your secret mind power**

(Amusement Potential: 5-10 minutes)

Pick a passing by and try to use your mind power to command them do something, like drop their bag or knock into someone. The law of averages dictates that sooner or later one of your mind commands will come true, so you can convince yourself that you really have super human powers and waste even more time trying them out.

**Pretend you're a robot**

(Amusement Potential: 1-3 minutes)

Walk down the street with mechanical movements, adding 'zzzzzt' sounds with each motion. Pretending to have a motor broken in, say, your left hand can add at least 30 seconds more entertainment.

**Scratch yourself**

(Amusement Potential: 1-3 minutes)

Go ahead, scratch yourself now. Even if nothing itches, go ahead. Doesn't that feel pretty good?

**PETE'S 4X4 NEW YEAR TRIP TO THE LOWER NORTH ISLAND ( 2<sup>nd</sup> – 9<sup>th</sup>  
JANUARY 2012)**



**TRIP LEADER:** Peter (The Shoe) Haigh,



**CAMP MOTHER:** Joy Browne



**SHERIFF:** Paul Rhodes

**PARTICIPANTS:** Gavin & Margaret Campbell, Phil Bell, Phil Shackelford and his friend Alan, Barry & Carolyn Bloor & their 4 children, Charlie, Joy & Anita Browne, Tony, Wendy, Nathan & Alex Burgess, Paul Rhodes, Tony Woodill, Mike & Debbie Gibson, Peter Yates and his friend Dee, Peter & Leslie Stewart, Mark & Kathy Jones, Tom & Hazel Harty, Glenn Clark and Maree Kearney, Jim & Teena Johns, Laurie Penrose, Mike & Julie Scherf.

**DAY 1: MONDAY 2<sup>nd</sup>**

Participants had the option of meeting at 10.00am Caltex Bombay , or making their own way to the Mangaweka Domain. The Brownes met the Bombay contingent in cold misty rain where Pete phoned from Fielding to see if all was well and informed us that it was a beautiful day down country. Left Bombay right on 10.00am and re-grouped at Turangi. Paul had vehicle issues on the Western Access Road, but with assistance from Laurie, Little Phil, Big Phil, Peter Yates, Jim Johns they had the fuel blockage problem sorted without too much delay. The weather improved as we travelled further down country. Most started arriving at Mangaweka from about 4.00pm and it was a beautiful late afternoon/evening for setting up tents, drinks and dinner. Not all liked the idea of camping, some stayed in motels and cabins in Taihape, and it was rumoured Big Phil slept in his wagon. Many went to the Mangaweka pub for dinner, whilst others it was good old camp food in the fresh air. Peter proudly hung the club banner at the entrance to the domain. A laid back camp with the camp fees, given to the warden who didn't bother to count the money, she put it in her satchel, and wished us a great trip. The domain is on the banks of the Rangitikei River, with impressive high, sheer mudstone cliffs. A chilly evening and Pete tells us he has altered the itinerary for the morning to include a drive up Tapakari Road in the foothills of the Ruahine Ranges.

**DAY 2: TUESDAY 3<sup>rd</sup>**



After a quick briefing and an enthusiastic Paul Rhodes firing session we were on the road by 9.00am. Left Mangaweka camp and headed over the bridge and towards the Ruahine Ranges. Many deep river valleys carved from the grey papa/mudstone, leaving expansive river terraces. Many dairy farms. Turned left

into Takapari Road where an old derelict cottage on the right used to be the Post Office. Travelled 11 ks through DOC land upwards towards an A frame hut, where the "official" road ends. Can carry on for a bit on an unformed road, but only one way out, and that's the way we drove in. It was a lovely fine day, but the cloud rolled down from the Ruahines which hindered any high views. The A frame hut is basic, with large concrete floor and wooden platform for sleeping. It sits at 1067 metres. The weather was very cold, windy and misty so didn't hang around for too long, a quick hot drink and off back to the main highway. The track was wide and easy and well used by trampers, hunters. Vehicles were parked on the side of the track at entrances to 2 huts which are both 2 to 3 hours walk from



the main track. Returning to the Takapari Road turn off we stopped for a look around and inside the old house/post office. Continued through Pohangina River Valley towards our lunch stop at Pete's sister in law, Robyn and her husband



Tony's place at Pohangina. Arrived at 1.00pm where Kathy, Pete's wife was there to greet us. The family had put on a magnificent spread in a beautiful country garden setting, and.....the weather was fine! The hat was taken around, but the money was not accepted. A HUGE thank you Robyn, Tony and Kathy for making our group so welcome. Robyn & Tony's lovely old villa has superb views over the valley and Ruahine Ranges.

Departed at 2.00pm and headed off to Ashurst to fuel up. Pete issued a warning – this is not a coffee or shopping stop. Pete congratulated the party for their speedy re-assembly before we headed off through Ashurst Saddle Road to view the Te Apiti Wind Farm. Due to the Manawatu Gorge being closed for 3 months due to a major slip, traffic was heavy on this road. Drove through the wind



farm. Very impressive. 55 wind turbines in this area, 70m tall, 3 blades; remote controlled in Twizel; 1 turbine powers 900 houses.



Continued over to the Wairarapa side of the ranges and climbed to a TV/radio mast at 973m which is directly opposite the Apiti Wind Farm via the Wharati Road, well metalled easy road. Not far from the top Pete stopped with "Jeep issues" Tony & Pete investigated this sudden stop while the rest of us continued to the top. Pete eventually came up behind us – Tony just turned the key and the Jeep STARTED! None the wiser for this "issue" Pete and Tony

joined the rest of the group as we took in the superb 360 degree views over the Ruahines and surrounding farmland. Some vehicles with electronic locking systems could not start their vehicles if they were parked too close to the mast – electronic interference!! At the bottom the party had a choice of heading off to camp at Martinborough or continue onto another track through a larger wind farm on the Tararua Ranges via the North Road. Climbed to 490m with turbines all over the hills of various heights and sizes, some with 3 blades, some with 2. Approx 400 turbines. The road/track came out on the Pahiatua/Aokautere road. A long drive on to Martinborough. Setting up camp was easy due to a lovely fine evening. Pete erected a large marquee that was called Party Central and all gathered there after dinner. A long, and very enjoyable day. Pete hung the club banner on a fence for all to see.

**Distance Travelled: 314km**

### DAY 3: WEDNESDAY 4<sup>th</sup> – SUTHERLAND'S TRACK



A lovely fine day with the briefing at 8.30am. Today Murray and Rod from the Cross Country Vehicle 4x4 Club in Wellington arrived as our guides (Rod the leader, and Murray tail-end-charlie). Onto Lake Ferry and Lake Onoke, onto the beach coming out at a designated track, which took us back onto the main Cape Palliser Road where we turned right towards the Pinnacles, massive tooth shaped rock formations. Drove into a layby opposite Putangirua



Camping Ground to air down, get the paperwork all done and a briefing from Rod. Expected time of arrival back at camp was 4.30pm.

Headed off on Sutherland's Track at 10.00am over the Aorangi Mts. Prior to Christmas a massive slip had put a stop to four wheel driving on this track, but a digger had been put through to clear the track about a week before we set off on this trip. Between Christmas/New Year constant rain had made the track in places very boggy/slippery, and at 10.30am we ground to a halt on the freshly graded slip. Mamukau was the first club through after the digger had done its bit. The only problem was many of the vehicles with winches were grouped together with no room to reorganise! Of the 19 vehicles, only four made it all the way through/up (Peter



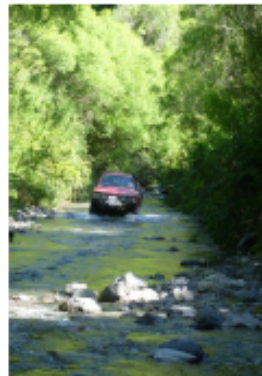
Haigh, Peter Stewart, Glenn and Little Phil) unaided, all other vehicles had to be winched up some of the way. Little Phil changed to his Silverstones and made an impressive show of towing up the Scherfs, whilst Pete the last vehicle up danced the diff lock dance to the top. Three hours, great team work by the Mauakau group, and we were all up and heading onwards. Our leaders told us at the briefing to expect "a few scratches, but nothing too bad", BUT the track was overgrown in many places with gorse, that equated to many scratches. Lunch was at 2.30pm on a high point with good views.

Continued on very narrow tracks along the range tops, with steep drop offs on the passenger sides. The track was hard, with huge rocks and steep climbs. Eventually the track descended down to Sutherland's Hut where we had afternoon tea. Two trampers in residence. There are 8 huts in these ranges. The CC4x4Club help to keep the hut in good condition by having working bees on it plus the track, Murray told me the track was in bad need of some maintenance/pruning, and it would be put on their agenda. The track from the hut is good, zig-zagging over the river amongst native bush. Took us about an hour to the exit gate, where everyone aired up and thanked our guides for a great day. A long drive to the Martinborough camp arriving at 7.00pm. Pete set up party central and most gathered there after dinner everyone



in good spirits after the long day. Age detector: Pete

"Who is in the 40 year age bracket? Who is in the 50 year age bracket? Who is in the 60 year age bracket? Who is in the 70 year age bracket? Laurie is the baby of the trip by decades!!



**Distance Travelled: 75km**

#### **DAY 4: THURSDAY 5<sup>th</sup> - TONY'S TRIP TO CASTLEPOINT AREA**

This was 'The day of round-about's' and camp change from Martinborough to Scout Camp "Brookfields" at Waimiomata. Some opted to stay at camp and make their way to Castlepoint for lunch and some headed off onto Brookfields. All packed and ready to go in fine weather and after a very brief briefing and Paul's fine session, the Pete Statement "any issues - any complaints - right then, lets go" - on the road by 8.30am.



Onto Masterton to Repco so Charlie can purchase a socket set to undo the bead-locks for slow leak puncture repair. Joy needed a chemist to purchase ear-plugs – Charlie’s snoring was getting a bit too much! This is where the “fun” began. Just looking for a Repco in a town full of round-a-bouts caused a scenario of 17 dirty, tough looking 4 wheel drive trucks roaming all around the centre of Masterton township; and not to mention the added feature was the crazy look of the drivers of these vehicles holding a PRS in

their hand whilst negotiating yet another round-a-bout. The sight was so hilarious if you had a fickle sense of humour it would remind you of the movie, “Goodby Pork Pie”. The most popular round-a-bout had to be the Burger King one, street name unknown. A Charlie quote: “I had 4 behind me, then I turned right at Burger King and then had none!” A Tony quote: Down the road, around the corner, up the hill, and then go down, and you should be there”!!! Yeah right! Repco equals Devon Street. Success came with Tony physically placing himself on the Burger King round-a-bout to gather the party together. Success!! What the locals thought of Tony dressed in a black shearers singlet, khaki shorts and gumboots standing on the round-a-bout with a PRS in one hand and directing the four wheel drives with the other hand is to be wondered at. At least there were no cops around to run him in for strange behaviour. Margaret was not impressed one bit, she had been to Repco on a previous trip to Masterton, and no-one listened to her instructions! Most had good humour, and could see the folly of it all and just shook their heads.



Re-grouped out of town and drove onto Percy Reserve to meet our guide for the day, a friend of Tony’s called Ian. Tony got out of Pete’s Jeep to travel with Ian, and the offer was open for a pretty young gal to ride with Pete. None of those on the trip but Joy won the spot!! Big Phil, Charlie, and now Glenn are all doing a quick pump up/assessments of problem tyres. We finally got away but, but 100 metres up the road Paul Rhodes announces that he has issues with a noise. We park up on the side of the road and wait and wait while Paul drives and parks his vehicle somewhere. We finally get mobile again, but the day is running behind schedule. A stop at Timui, a historic area with ANZAC cross on the hill. This town

was the first in the world to hold a ANZAC ceremony to commemorate the Gallipoli tragedy. Headed onto Ruru Station at



11.00am. Guide is certain we are on the main track. He met a farm worker on the hilltop working with penned up sheep so our guide sought his opinion. There was a lot of stick pointing going on between the pair of them. The outcome was that we headed off back the same track in a not too certain direction. Quote: We don't have round-about, so we are making them"!!!

Onwards and upwards to a radio mast that afforded great expansive views. Onto and through the boundary gate into Rahu Station, 3,000 acres, with 3 generations of the Maunsell Family farming this property. In the 1990's when garden visiting was a major past time this area had many gardens open to the public, and this station garden was one of them, according to the guide. The main track to the sheds was edged with Red Hot Pokers, very colourful. Further along Pete stopped the convoy to have an "Engineers Visit". This was bulldozer and grader viewing, lots of bird poo on the seats, which could indicate lack of use, or maybe a great warm spot at this high point. The machinery was used to put in the stations roads and tracks. There are remains of an old mill back at the sheds near the homestead. Back on the road heading for a legal road called Pack Spur Road which will take us back down to the east coast beach. The top end of the road has recently been bulldozed. At the bottom end is a residential area which leads to a beach called Mataikana. When we reached the beach front we turned right and followed the beach front, with lovely coastal views, exceptionally windy,



most unpleasant to be out in it, typical Castlepoint, blowing a gale. The end of this road ended with extremely high narrow corners on tar seal. This is the point of turn off between Castlepoint and Whakataki Pub, our lunch spot. A few brave souls braved the gale force winds and had lunch at Castlepoint and were given a display of how to launch and land tourist boats from the lagoon. After lunch some who had a pub lunch headed off to have a look at Castlepoint whilst others headed off to

Wainuiomata. Glenn and Charlie headed for Masterton to seek tyre repairs. Both had success. All arrived at Brookfields Scout Camp between 6.30 and 7.00pm. An interesting and long day due to the distances travelled, and of course the Masterton Round-A-Bout Shuffle! Charlie erected the club banner at the entrance to the camp.

**Distance Travelled: 314km**

#### **DAY 5: FRIDAY 6<sup>th</sup> – ORONGORONGO STATION**

Leaders for this trip are from Cross Country 4x4 Club in Wellington again. They listed this trip in their club magazine as a club trip with Manukau 4x4 Club. Pete's briefing was to the point "please be on your best behaviour and KEEP THE VEHICLE BEHIND IN SIGHT".



After Paul's fine session it was a 9.30am start from Baring Head Carpark, 28 trucks in total. Entered the station and drove alongside the road on the fence line to ascend quickly onto the airstrip for

wonderful views over Wellington city. A definite photostop. Continued on a steady, steep climb on a knarly track up to 480m. Great views over Wellington and surrounding hills and valleys. Descended to Orongorongo River for official morning tea break. Pete's group are amazed that this is actually an "official" morning tea stop, and it was also noted that instructions from the leaders were clear and specific compared to Tony's vague instructions!!! Not too long after Gavin sent out a call for brake fluid. Gav apparently came down the steep descent with no brakes! Someone in the party must have had brake fluid, when asked how things were he quoted: "great, I have 20% now, which is great and good!!" Once out of the river and past the homestead and associated farm buildings we travelled along the coastline on a well formed track. Impressive sea views and high hills with many scree washouts, beach is rocky so useless for swimming. Came upon an old whare where the occupants were welcoming and allowed us to use their loo – flush of a difference.



Up ahead was a major slip that up until a few weeks prior to our trip was impassable. The digger had been and done its bit, but it was still there, so the question the leaders were asking : can we get through yet. They sent 3 vehicles up to recce and the call came back that yes we could proceed with caution. So it was a climb over rocks and scree. Made our way up a side valley to a sheltered spot for lunch by a river. A steep track out option for those who wanted to play. Crossed through onto Whakarekahu Station, but could not get right through. Another major obstruction in the



form of yet another slip supposedly blocked the way near the concrete memorial to the pioneer drovers who used this track through to the Wairarapa. Some of our guys walked over to the boundary gate to have a look. Their verdict was that it was possible to get through with some directing, spade work etc. We turned around though and headed back for camp. Some of the younger boys couldn't resist a large boghole. A

Suzuki, (not our Club!) was told not to go in but, boys being boys, he did and of course the inevitable happened. A fun recovery that was all over in a blink. Gav had to pull out early to get to Repco as he was having brake problems. The rest went to view the seals and then to camp via the supermarket. Arrived at camp about 5.30pm. An early day! Yippee. Gav fixed his brakes- "best they have ever been". Another great evening of comradeship after another brilliant day of four wheeling fun.



**Distance Travelled: 92km**

**DAY 6: SATURDAY 7<sup>th</sup> – AKATARAWA FOREST**



At this morning's briefing Pete states that he wants everyone organised into 3 groups. Each group has 3 different GPS routes!!! This will be interesting. Leaders are Morris and John from the Cross Country 4x4 Club. Left camp 7.45am and the meeting time with the leaders is 9.30am. This will make us half hour early, not too sure why Pete wants that much time but he used it to spread out the vehicles with winches and tell us yet again: "PLEASE BE ON YOUR BEST BEHAVIOUR AND KEEP THE VEHICLE

BEHIND YOU IN SIGHT". The message must be getting through by now!

All up 24 trucks as the Wellington Club have made this another club trip. Meeting place is Bulls Road entrance and after briefing head off. Well, it would appear after all of Pete's instructions on the vehicle behind you thing Little Phil has committed the ultimate crime, He won't be getting the usual hard hat with small mirror, he will be getting a truck mirror!! He didn't stop at the entrance to the forest, hence Charlie and Jim carried on along the road, didn't take too long for them to realise their error and reverse!

We travelled along well maintained logging tracks/roads to a high vantage point with great views over Porirua Harbour, could even see the South Island, well, it was a lovely day which



helped. Carried on towards another high point, this one had a pylon with great views.

There are many pylons in these valleys, and the leaders had pointed out Transmission Gully, the proposed new motorway in and out of Wellington that has been on the drawing board for at least 20 years. Then onto Orange Hut which is a lovely hut but unfortunately heavily decorated in charcoal ramblings of persons deficient in ordinary intelligence. Stopped for lunch in a grassy clearing on the edge of the forest with some challenging bog holes. One was indicated as not to go through as rally trucks could not get through it. It was requested for a reasonably early finish



as Wendy needed to be at the airport for a 7.00pm flight home, and the



majority indicated that an early finish would be ideal. 3.00pm was the finish time and compared to the other days this was a reasonably tame day with great views on well maintained tracks. Back to camp by 4.00pm.

Charlie & Joy had toured around Waimuimata looking for a half decent place that a group of four wheel drive enthusiasts could go for a meal to wind up a week that could only be summed up as BRILLIANT. Nothing was to be found. The town compares favourably with Otara. Pete suggested Pizzas so Wendy and Joy worked out we would need about 25, Tony B ordered in the afternoon, and picked up after sending Wendy off. 7.30pm the party began. Everyone was in high spirits. Nothing has gone wrong on this trip- well only Masterton!!! Party Central was in the lounge area of one of the bigger cabins. It is Thanksgiving Night. Pete was presented with a gift for all of the work he did to make this trip happen. He mentioned of the 5 years he has organised the Club's New Year trips this one has had the largest amount of paperwork, that entailed heaps of emails to and fro. Some partied on, whilst some sought their beds.

**Distance Travelled: 102km (Joy and Maree)**



## **PART TWO PETER NEW YEAR TRIP 2012**

### **8 JAN 2012 /TRIP TO ODLINS HUT/WAIOTAURO ROAD**

**WEATHER** –Challenging = Rubbish .Heavy rain and high winds.

#### **ENTREPID TRAVELLERS 11 cars**

**Tier 0** –*Non travellers (Who will remain nameless to prevent reprisals since Peter is unable to come to terms with reasons for non travel having discovered they were “shopping” and the one causing most stress “Museum visitation”*

**Tier 1**-*Attaining car park* –Lesley and Mark, Peter and Cathy.

**Tier 2**-*Jim’s corner*-Jim and Tom.

**Tier 3**-*11km travellers*-Dee and Peter, Paul and Richie.

**Tier 4**-*Odlins hut*-Peter/Patrick and Tony, Lorry and Johnny, Michael and Debbie, Gavin and Margaret, Barry/Caroline/Samantha and Olivia, Mike and Julie.

**GUIDE BOOK DESCRIPTION OF TRACK** Description of track past 11km mark.  
” **Do not** continue beyond that point, however clever you think you are “and “Stop and turn back!”

\*Understand now why guide book disseminated to this traveller post rather than après trip and am presuming museum visitors have there own copy. Tier 4 people that own a guide book either you are not utilising it or have authenticated cleverness.



**ROAD CONDITION** - For the most part viable for travel. Hard rock base for most of 16km. Lightly overgrown in places. 100 metre drop off to side of road regular event and a few washout Tony great on guiding in about 6 spots. These I have discovered in the 4 WD lingo are referred to as “GNARLY” or guidebook describes as “WHITE KNUCKLE” and I describe as “as you come upon these places in view of self preservation /hope to attain an older age than attained at present. In a controlled voice politely ask your driver to stop, open the door, disembark from the vehicle and leave him to it, wishing him of course all the very best in his endeavours and that in a short time you may or may not re-join him in the said vehicle”.

**SCENERY** -Fantastic even though most of the time we travelled it in rain and mist. Impressive NZ bush and sheerness of hillsides quite cool. Views on a fine day must be great.

#### **POINTS TO NOTE**

**A)** New names for 2 places on route

1) Jims Dilemma (which certain CV joints may find too challenging)

2) Jims Corner(Not twenty meters from above spot providing perfect parking to view scenery with dysfunctional CV joint )

**B)** At 11km stop a certain driver decided the snorkel top was getting too beaten up by the overhanging vegetation hitting it and so he decided to turn it around which meant the front passenger door couldn't open ,a fact discovered by the front seat passenger on the track past the 11kmm mark . The front passenger was told if a quick emergency exit was required they could proceed out the window. There was a brief discussion where the opinion of the front passenger on the situation was aired. Shortly after this the snorkel was returned to its original position.

**C)** Die Hard Romantic's. Gavin and Michael are people Barry who will drive dizzily scary roads ,go out in the pouring rain and cold despite hunger and hardship only to source flowers for there wives. For these men nothing could say it more than Odlins track blue hydrangeas.

#### **QUOTES OF THE DAY**

1) TONY-who in one short comment at morning tea walked past us and destroyed our belief he was the hardened, diehard red meat black singledted essential kiwi bloke.

"I want some fruit".

2) TONY-in pouring rain at 11km mark, reconstituted our belief that maybe he was the above.

"Look at those bloody Jaffa's with their bloody umbrellas. I don't even know how to use them."

3) JIM –at Jim's dilemma

"#!%###!!\*\*(#!!!!\*\*#!#\$!!"

4) JULIE-standing several meters in pouring rain from gnarly bit voicing what we were all thinking

"I can't even look."

**TIMES** Carpark-9.30am 11km-11.30am Hut-12.30pm Return Carpark-3.11pm

**RETURN TO CIVILISATION** – Hutt river right up, pouring rain, thunder, lightning and gale force winds. Flooded tents progressing to damaged tents. Then near misses with branches falling close to tents. All the above had lots of us deciding to join Phil in the lodge.

**ENJOYMENT LEVEL AND SENSE OF ACHIEVEMENT**= +++



**9 JAN 2012 TRIP TO RED ROCKS**

Around the Rugged rocks the rugged rascals 4wheel drove.

**WEATHER**-Dodgy=Wellington at it's best. Rain/wind, high sea progressing to Hot /Sunny and gentle breeze.

**ENTREPID TRAVELLERS- 11 cars** Mike and Julie, Debbie and Michael, Peter and Tony, Big Phil and Patrick Paul and Samantha, Peter and Dee, Tony and friends, Barry/Caroline/Johnny/Olivia and Richie,

John Parfait, Phil and Alan, Gavin and Margaret.

**JOURNEY TO START POINT DILEMA'S CONVOY ONE** Lost Lorry who had to pull out due to sick pet issues. and **CONVOY TWO** lead by Rushing River Man (see later in the bulletin) Had an unscripted unscheduled and unplanned but undoubtedly scenic tour thru downtown Wellington a must see place for 4 wheel vehicles in convoy. I wonder what it says about it in the guidebook .Oh by the way it was the Nav mams fault.MM HMMM.

**BEFORE TAKEOFF** Very good idea to visit the very impressive Visitors centre. The doors look as if they are designed to keep out an atom bomb or maybe Wellington weather. Anyway gives you good historical background and scientific explanation of the area you are about to see. Met up with guide from the Wellington 4wd club John Parfait.

**TRAVELING TERRAIN** Two squeezes between two rocks, Fine gravel beach where you can't hang around on .Obviously local knowledge from John helped us avoid the worst of this. Mainly traveling on fairly firm rock base. One largish river crossing .No Gnarly in the whole trip

**TIMES** 9.00amish -Leave the visitors centre.9.37 am First stop at the first batch of seals 10.07 air-down.11.30Morning tea at most distant point around the coast.12.45pm back to visitors centre.



**SCENERY** Seal viewing brilliant.  
Large sea running gave the environment bit more drama and why ships coming amuck had low survival rates .Very interesting decidedly sloping light house on Sinclair Head obviously built by distant relative of leaning tower of Pisa designer. Bull kelp, sea plants and enormous paua shells pretty cool



Notable River crossing We were second to last in the convoy and came up to find everyone stopped looking at Pete (hence forth to be known as Rushing River man or RRM) stomping around in the river trying to find the shallowest spot to cross. Evidently Mr 4 wheel drive Wellington was a bit nervous as to the possibility of crossing the river safely. Several people assured me that of course they were glad it didn't become an underwater look which at times during the stomping looked a possibility. But I didn't believe them.





## WESTWARD HO.

This exploratory trip around the Whanganui Inlet area, SW of Farewell Spit had a primary objective of getting vehicles to the remote Kahurangi Lighthouse, crossing the Anaweka and Big rivers. Preliminary planning was 5 vehicles with 2 with rescue abilities. Only 3 vehicles from Auckland and Nelson (1 rescue) arrived.

En route from meeting point Motueka to Port Pungong we travelled the beautiful Cobb Valley as far as the power station.

Last fuel available at Collingwood (our Shell card operated this remote pump).

Visited Wharaki, a wonderful wild beach with spectacular formations formed by huge seas. Vehicles restricted to DOC carpark then shanks pony.

On to main base Outpost Lodge at Mangarakau, a wonderful camp, ex schoolhouse, with every facility and 28 beds, good value at \$25pp. Extensive swampy areas are the breeding grounds for whitebait surfing the Patarau River. The Whanganui Inlet is a beautiful and spectacular area of towering limestone bluffs, storm battered cliffs, limestone caves and coastal farms. Roads are well formed gravel mostly.



Overlooking Wharaki Beach



Rough driving country

Investigating the beach way to Kahurangi Point we forded the Anaweka River without difficulty and came to the end of the road at the homestead of pioneer farmer Dave Harwood. His advice was do not proceed any further but to borrow his farm bike (refused payment !) to go look at the Anaweka and Big Rivers. Unwisely we pressed on and made 300 metres before getting stuck in the



Overlooking Whanganui Inlet

sand balanced on the edge of a steep drop. Our ground anchor was not up to the sand so it was rescue by Alex and a tour of his farm airstrip whence we could see the difficulties ahead. The Anaweka is fordable with care (quicksand) and there have been crossings of the Big River (at the mouth at low tide or well upriver) but clearly unwise for a single vehicle. I would like to go back with a properly equipped team and try again sometime.

Des Clark, owner of the Outpost, arranged for cliff farm tracks, and led us on 2 truly spectacular runs. \$20 per vehicle to the farmer. Des takes 4WD clubs on these runs and they are not for the nervous. Squeezing through rocks, rough very steep tracks above cliffs and some slippery grass test the nerve and skills. Beautiful views of the wild coast and the inlet are at every turn. We looked at the sad remains of the tail section of a Ventura bomber which struck a ridge and cart-wheeled across the hillside in 1943. Wings and other wreckage lie there on the steep slopes.

Des took us to a bluff where, grasping twigs, you look between your toes about 500 metres straight down. Wow ! Then, anxious about the tide – diving for crays – he hurried as straight down what seemed a vertical rough path to the clifftops and back to the road. One snatch pull necessary to get off polished grass.

We visited a spectacular lodge away in the wilderness, 8 years in the building by an



Lunch Stop;



Cheeky artwork at the Outpost Lodge

Austrian ex airline pilot. Several luxury suites and houses. A huge swimming pool blasted from the rock doubles as a firefighting reservoir. We were allowed to drive his well formed track to the Inlet south head – guests usually travel by helicopter to the remote beaches.

\$130 bought us a seat on the bus (no other vehicles allowed) along Farewell Spit to the light-house viewing seals and endless birdlife en route.

And so home, undamaged, looking in at the old Aorere Goldfields and Pu4Pu Springs, the purest water in the world (rivers of it). Takaka is pretty and was stuffed with tourists, cafes and crowded camps everywhere.

If anyone wants to challenge those rivers with a properly equipped team any time, let me know !

Tom Enright.

### Jeep Woodhill 4WD Park safety patrol roster 2012

January				28 & 29 Rodney	
February	4 & 5 Shore	11 & 12 Auckland	18 & 19 Manukau	25 & 26 Norwest	
March	3 & 4 Landrover	10 & 11 Jeep	17 & 18 Rodney	24 & 25 Shore	31 & 1 Auckland
April	6 & 7 Manukau	8 & 9 Norwest	14 & 15 Landrover	21 & 22 Jeep	28 & 29 Rodney
May	5 & 6 Shore	12 & 13 Auckland	19 & 20 Manukau	26 & 27 Norwest	
June	2 & 3 Landrover	9 & 10 Jeep	16 & 17 Rodney	23 & 24 Shore	30 & 1 Auckland
July	7 & 8 Manukau	14 & 15 Norwest	21 & 22 Landrover	28 & 29 Jeep	
August	4 & 5 Rodney	11 & 12 Shore	18 & 19 Auckland	25 & 26 Manukau	
September	1 & 2 Norwest	8 & 9 Landrover	15 & 16 Jeep	22 & 23 Rodney	29 & 30 Shore
October	6 & 7 Auckland	13 & 14 Manukau	20 & 21 Norwest	27 & 28 Landrover	
November	3 & 4 Jeep	10 & 11 Rodney	17 & 18 Shore	24 & 25 Auckland	
December	1 & 2 Manukau	8 & 9 Norwest	15 & 16 Landrover	22 & 23 Jeep	29 & 30 Rodney

### Jeep Woodhill 4WD Park safety patrol roster 2013

January	5 & 6 Shore	12 & 13 Auckland	19 & 20 Manukau	26 & 27 Norwest	
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Note: April 6,7,8,9 is Easter and is the only long weekend the Jeep 4WD Park will be open, this weekend has been split into half to make it fair.

Any club's wanting to change weekends, please arrange between other clubs directly.

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Nathen Phillips

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<u>Caps</u>	15.00		



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*If anyone has any other club discounters please let the editor know so their details can be published in the next magazine*



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