

A line of four Land Rover SUVs is parked in a field of tall, golden-brown grass. The vehicles are dark-colored, and the one in the middle has "Automated" and "4x4" visible on its side. In the background, there are steep, rocky mountains with patches of snow under a cloudy sky.

CANTERBURY LAND ROVER OWNERS' CLUB (INC.)

*New Zealand's Oldest 4x4 Club
1966-2018*

www.clroc.net.nz

August 2018

Cover sponsored by **Canterbury Copy Centre**

Poulter River by Kevin Barnes



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**CANTERBURY LAND ROVER
OWNERS' CLUB (INC.)**



Club Meetings

Monthly Club meetings are held on the 3rd Tuesday of each month (except January when it is the 4th Tuesday), beginning at 7:30pm. General format is usually Club business followed by a light supper.

Next Club Meeting is **Tuesday 21st August @ Belfast Rugby Club, 18 March Place, Belfast**

Magazine

Contributions to the newsletter are always gratefully received.

Trip reports/articles can be in any word processor format (printed or hand written, preference is for email. If photographs are provided they can be returned on request.

Address for newsletter articles/photos: 4 Edward St Prebbleton, 7604

or email (preferred): **clroc.editor@gmail.com**

Deadline for next magazine: **Wednesday 29th August 2018**

Advertising rates

Commercial rates (Black and White)

Small ads for members - free

Full page \$70.00 per issue or \$440 per annum

(Limited Colour Ad spacing

Half page \$40.00 per issue or \$220 per annum

available — Pricing available

Quarter page \$20.00 per issue or \$110 per annum

on request)

Club Activities

The main activities of the club are four wheel drive trips. These vary in duration from one day local trips to week long camping trips in more remote locations. Other activities include new member training days, social events and non-competitive navigational exercises.

Membership enquiries

• New members, contact club membership officer by phone or email, download a membership form via our website, write to the Club's postal address (on rear of magazine) or come to a club meeting. Membership is open to Canterbury owners of all makes of 4WDs with similar capabilities to the Land Rover.

Membership Fees : Due on the 31 October each year.

Full Membership \$75 **Westpac Bank Account: 03 0802 0095486 00**

Associate Membership \$75 No joining fee

• Existing members please contact the secretary with change of address or details.

4WD Emergency Team

CLROC and other local 4WD clubs combine to form the 4WD Emergency Team which is called on occasionally by local authorities for our help and expertise in earthquakes, floods, fires, snows and emergency situations and extreme weather conditions.

Your CLROC reps: Peter Silcock 942 9415 John Bockett: 3584221 Dave Lockett: 384 8959

Disclaimer

The opinions expressed in articles and letters in the Canterbury Land Rover Owners' Club (Inc) newsletter are the authors' own views and opinions and do not necessarily express the policy of the Canterbury Land Rover Owners' Club. *Editors and Committee reserve the right to edit any content submitted.*

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New Members

Chris Seaton— Nissan Terrano #1143

Robert Kelly— Nissan Safari #1144

Ben Thompson and Maryellen Robinson

— Jeep Grand Cherokee #1145

Michael Foley— Toyota Landcruiser #1146

Warren Windelburn— Nissan Terrano #1147

Rob and Michele Kinney— Land Rover 90

Rob will be taking over his late father, John Kinney's membership number #4.

Welcome!

Please wear your CLROC name badge if you have one. It helps people learn/remember everyone's names.

Trips

Trip Participants responsibility: Please indicate your intention to attend the trip, either by names on trip list at General meeting or via the website or contact trip leader directly.

Trip Leader responsibilities:

- Please organise your intended trip with the trip coordinator.
 - Please email the webmaster and the editor: the details of your trip at least one magazine (preferably two) before the intended trip.
 - Organise AED and 1st aid kit collection
- Pick up: Dave Lockett’s Workplace: Power Electronics, 14 B Opawa Road, 8am-5pm weekdays.** It’s the trip leader’s responsibility to arrange for pick up and prompt return in time for the next trip (This task can always be delegated to someone else attending the trip).
- Organise emergency contact e.g mountain radio.

Names on trip lists at meeting or on website is compulsory so trip leaders can communicate any changes or cancellations.

2018 TRIP CALENDAR

Date	Location	Trip Leader	Phone #	Grade
July				
30 Jun - 1st Jul	Clyde Lawrence	Merv Moodie	0274319212	3
7th	Club Birthday Party	Social Committee	9429415	
14-15th	Mistake Flat	David Oliver	021766678	3
15th	Poulter River	Kevin Barnes	0212025100	2-3
18th	All Stars Holiday Program	Shane Johnston	02102228603	
19th	Star Gazing	Social Committee	9429415	

July				
28-29th	Godley Glacier/ Macaulay	Dave Lockett	0276353794	3
28-29th	Ramsay Glacier (Combined Clubs)	Nigel Bannan	021734873	3-4
August				
11-12th	Hanmer Snow Trip	Dick Nurse	0278699318	3
September				
1-2nd	Avoca Homestead	Dave Lockett	0276353794	2
October				
10th	All Stars Holiday Program	Shane Johnston	02102228603	
20-22nd	Dobson Valley, labour weekend	Merv Moodie	0274319212	3
November				
3-4th	Training weekend camp out	David Oliver	021766678	
16-18th	Oteake Conservation area, show weekend	Merv Moodie	0274319212	3
December				
1-2nd	Wilberforce River	Required		3
26th Dec – 6th Jan	Christmas Camp: Pleasant Point	Social Committee Adrian/Kerry Busby		
<p>If you have any ideas or suggestions for trips, or if you would like to run a trip please contact our trip co-ordinator Merv Moodie</p>				



Download '**AED Locations**' for apple or android from the app store to use in an emergency to locate the nearest AED to you.

U pcoming Trips

Avoca Homestead

Date: Saturday 1st — Sunday 2nd September 2018 **Grade:** 3

Leader: Dave Lockett

Phone: 0276353794

Meeting: Lake Pearson at 10:00am

Details: Easy trip into a beautiful piece of NZ. Good fun opening and closing about 17 gates. Lollies or similar gratefully accepted as gate tokens. Once there we can explore the surrounding areas, or just relax. \$6 mountain radio hire.

Christmas Camp

Location confirmed: Pleasant Point

Camp Pa and Ma: Adrian and Kerry Busby

Dates: 26th December 2018 — 6th January 2019

Details: Camping at Pleasant Point Camping Ground. Located back from the road, next to the domain and golf course.

The Busby's have kindly volunteered to be camp Ma and Pa again this year. All the usual camp comradery and socialising to be had.

We will need trip leaders to organise and run local trips so start thinking of ideas and places you'd like to explore! Possibility of Claytons Pack track etc if people have info on access?

Just 2hrs from Christchurch, come for the whole camp or a few days.

Plenty to do in the area: Lots of history and local activities, Caroline bay fireworks display new years eve, Pleasant Point Railway and Museum.

Great as a base for exploring the area: 12min to Temuka and 20min to the big smoke of Timaru. Make a day trip to Tekapo, Twizel, Waimate, or Oamaru, all about 1hr away.

The camp ground has power and non power sites available.

Shower and toilet block.

Power sites per night: \$14 adult. \$6 child

Non power per night: \$10 per person. \$6 child

Names on trip list please ASAP

C hairman's Chatter



G'day all,

Winter has not hit with the enthusiasm us 4WD owners had hoped at all, and the Tekapo trip was the opposite of last year. This did allow for more exploring up the valleys I suppose.

With the weather being a bit warmer than expected and plenty of gaps in the calendar please rattle the head and come up with a trip or 2 for the remainder of the year.

I have been talking to many a people lately who have been working on their trucks recently, and I admit to this also. Some have been improving while others are just keeping them going. Myself, it has been a starter motor full of water, driver window mechanism crapping out and a number of other odd small annoying stuff. For me it's a reminder that we do use our trucks for and/or beyond what Mr Toyota probably thought it would be used for when he set it free into the world 24 years ago. It's just damn annoying when all I need to do is to get a contraption with so many moving parts to work! Sigh.

Now lately I keep bumping into a lot of people who have leaves. What I mean is the plural of leaf and no actual bumping occurred. Nissan LEAF. Nissan leaves? If it has enough juice, it will leave and might get back.

Anyway they apparently only have 6 moving parts in the motor. Sigh, again.

They are becoming more common on the road and people who have them rave about the cost to run, no fuel station stops, environmental planet saving talk and yadda yadda yadda. Just ignore the battery range and recycling issues. But that will improve and in a lot ways they really

do stack up if you are doing short to medium runs. I am yet to drive one and am very interested to give it ago. We have also had a LEAF turn up to a Land Rover event. At the 70th in Methven a club member admitted to me they brought their LEAF instead of the Landy. You could tell where it parked. There was no oil slick left behind. In fact I think it planted a tree. To grow more.....leafs.

I mention the electric car revolution, vive le electron, as it is growing at a great rate in other parts of the world and heading our way. Which is a great thing for us? More space at the gas station!

Right enough dribble from me. It is very obvious by now that I had nothing to talk about?

Just think when you turn the light on, you are using up LEAF juice.

Later,
Phil Jamieson

July 2018 Awards

Photos

Kevin Barnes—trucks over bridge
Glenmore Station

Trip Report

Trevor Lyttle—Glenmore Station

Warm Fuzzy

Rose and Eve— the birthday night
food organisation.

NEW AWARD:

WTF (Wish To Forget) moment

Adrian Busby—longest breakdown

Trip Report

Mistake Flat

14-15th July 2018

Trip Leader: Dave Oliver

Trip Reporter: Robyn Chadwick

Dave Oliver organised this trip which composed a night at the Mistake Flat Hut on July 14th. Originally there were meant to be at least 6 vehicles but in the last week 3 pulled out for varying reasons, so just 3 trucks went in the end. Dave brought along his new companion Bernie, a Kindergarten teacher, and in the other 2 vehicles were Greg and Sue Tucker and myself (Robyn) and Pete Chadwick.

Saturday dawned and shaped to be a stunning day all round. We had arranged to meet at the Peel Forest store, where we thoroughly recommend the coffee, which we enjoyed in the warm by the log burner. Before we got too settled and realised that point would be the last occasion before the hut where we wouldn't be freezing our buns off, we set out. Pete's Landy has heated seats thankfully and believe me when I say I needed to defrost my derriere several times that trip!

It seemed a good idea to stop at the Growler Hut for lunch but the last 300m leading up to the hut were very rutted and bumpy! Already 4 vehicles were parked around it and the hut was full, according to the lone fella sitting outside. His fellow bunkmates were all out stalking their prey. He seemed content to just bask in the warm sunshine.

Continuing on our way, the temperature stayed reasonably warm in beautiful sunshine and little wind but there were a few patches of ice and snow around. Came across some particularly deep, boggy tracks and our vehicles sashayed through that mud like a Hawaiian hula girls hips. We were in the lead vehicle at that stage and it must have been quite entertaining for Tail-end Charlie to watch! The Rangitata and its

tributary rivers didn't pose any problems crossing other than a bit of boulder bashing and careful picking our way across the Forbes River just before the Mistake hut and the guys were actually surprised at how low the water levels were.

We came upon the Mistake Flat Hut by early afternoon and there were 2 vehicles there as well! Who would have thought it would be so populated! Five of the six bunks had gear on them but of course we are always prepared to tent it or sleep in the vehicles. Dave and Bernie bunked in the back of theirs, Pete and I in ours and Greg and Sue set up a 2-person tent with mattresses.

Two hunters from the hut were just setting off after we had laid out our camp. They weren't expected back for hours and when another 3 fellas arrived back at the hut around 3.30, we had a warm fire going in the hut. Their hunt was unsuccessful that day but the day before they had bagged two Thar.

Needless to say it was rather snug in the hut with the 6 of us and the 3 of them, and it wasn't long before layers of warm clothing started to be peeled off. The hunters relaxed with a couple of beers each, as did we, and the conversation came easily. After an hour or so one of them stood up and declared he was going out again as he had spotted signs of Deer.



Keep up to date on Facebook and follow:
"Canterbury Land Rover Owners Club"
"4WD Emergency Team"



The other 2 looked rather settled just where they were but deferred to his suggestion and we soon had the hut to ourselves again. We took advantage and decided to get our tea on before they got back. We cooked on Greg's camp stove in the hut but Dave impressed his lady by cooking under a tarp erected at the back of his vehicle.

I witnessed Dave get a helluva burn on his hand from splashed olive oil on the hotplate when he threw some chopped spuds on to it. Later he said he laid it in the snow for quite a few minutes to ease the pain.

With dinner out the way we all once again gathered around the log fire in the hut and it wasn't long before the 3 hunters returned to continue drinking, seeming in no particular rush to get real food into themselves, despite our offering to leave them to it. The 6 of us did retreat to our individual campsites by about 8.30 as all 5 hunters were back at the hut by then and it wasn't long before we were all tucked up in bed.

We rose about 8am to a beautiful clear still morning and learned what events had unfolded in the hut after we had all retired. A lot of whiskey was drunk and an argument ensued we think between the two hunters that we first saw when we arrived, something about if they didn't go out hunting now they never would be able to get up in the morning and so they left the hut in their vehicle and drove off into the night around 2:30am. They had both left behind their sleeping gear which we all assumed they would return to collect at some stage. The 3 remaining fellas departed soon after daybreak, leaving us to have breakfast in the warmth of the hut, as Pete had relit the log fire.

We packed up our campsites and were on the way again by 9.30. Dave led us expertly across the Havelock picking his way around most of the boulder fields to the Curtis Memorial hut which was empty, but nice and warm from the previous night's hunters who must have left early. We then made our way down the North side of the Havelock and across the Clyde easily, all three of us seeing who could find the better route.

After a pleasant lunch by Erewhon Station we skirted around the Station with what looked to be a menacing change in the weather following behind. Passing The Lord of The Rings Mt Sunday on the South side was an interesting section as we had not done this before and it took some navigation skills, back tracking and the lead swapping a lot as we picked our way across flats with lots of little springs and swampy bits. We were lucky and just kept ahead of the weather as we pulled up on to the Erewhon road by the Potts River bridge and all pumped our tyres up, but the couple of times we had stopped we saw a few snowflakes falling, though that was all it amounted to.

A great trip with great people in actually really mild weather and spectacular country, where was everyone else!? You missed out.

2019 Calendars

Pre orders open now. Closes 31st October 2018.

Email your order (and photo submissions) to:
clroc.editor@gmail.com

This year we are wanting members to pre-order their calendar requirements to try and avoid a short fall.

Quality A4 calendar page with A4 colour photo page, ring bound

Magazine is also available to view on the website once logged in, under 'Documents Library' → 'Magazines'

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Clyde Lawrence

By Larry Matterson



Birthday Party

By Jamieson's

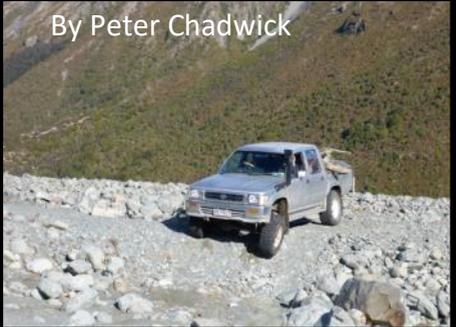


Life Member David Harris



Mistake flat

By Peter Chadwick



Poulter River

By Kevin Barnes



In Memory of Oscar

Merv Moodies's best little mate Oscar at Queen's Birthday Weekend.



From Paul Daniel



See next page for story

Trip Report

Poulter River

15th July 2018

Trip Leader: Kevin Barnes

Trip Reporter: Jerry Collins

Six trucks gathered at the meeting place at 09.00 AM, with our Discovery being the only vehicle to represent the clubs name. After the introductions and radio checks done, Kevin led the group up towards Mt White Station with Paul Delis, Tail End Charlie for the day. As we travelled along the shingle track, we climbed above the low-lying cloud/fog in the valleys below. This would stick with us for most of the day, coming and going, keeping things cool and fresh but as we learnt later it had rained all day back in Christchurch so it didn't turn out half bad.

After about 10km of shingle we arrived at the gate where it became a 4wd track that fell and twisted down to the river which we had to follow for a short distance before picking up the track again. The drive was quite easy, being firm underfoot with a handful of water holes, the track rising and falling as we followed the contours along the river bank, with a cacophony of scratches from the encroaching Matagouri.

Just after halfway in, we came to the big scree slope down to the river, which we all descended with relative ease, following Kevin as he picked out a suitable route. We then continued along the river bank until we came across a small rough bouldered river, which we had to follow upstream to a suitable crossing point. We bounced our way across and up a gnarly wee slope on the other side. More track driving followed, until we had to negotiate another small rough stream bed that once completed brought us to our destination. About 500m short to the National Park boundary we stopped for lunch.

The original plan was to drive back down the river, but as it was running fast and a little bit high, the decision was made to return the same way

we came in. So the return journey was very much the same, with a quick diversion to explore a side track which led to a camp site on top of a plateau.

We then arrived at the base of the scree slope, where it was decided to send Paul up first as he has lockers fitted and then a couple of non lockered trucks to follow. I was sent up after Paul, doing OK until half way up, where I got bogged down on a sharp wee rise. When Paul asked if I had let my tyres down, it was only then I realised I hadn't as we had been one of the last trucks to arrive at the morning rendezvous. Everyone else must have done it before we arrived and I totally forgot. Anyway, long story short, I ended up on the end of a rope and being the first one of the day, this is why you good people get to endure another literary ramble from me. With more tyre deflating, the other trucks with lockers made it up helping those without.

The rest of the journey back was pretty uneventful, the exception being, one truck requiring a quick pull from a steep exit water hole and another losing its mirror glass in the water. Once back at the gate it was time to air up and say our farewells. Thanks to Kevin for organising another great trip to another beautiful part of our country.

BBQ Trailer Available to Hire

The club's BBQ trailer is available to hire for personal or corporate use. Please contact a committee member to inquire.

Personal use: \$50 and refill gas bottle

Commercial use: \$200

With approval from committee.

Written by Paul Daniel for the UK's Land Rover Series One Club's 'Legend' Magazine #200 2018

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We know it has been done before but in my time as a club member and subscribing to the Legend, I can't remember seeing it reported before so here's how to do it in case you ever get tempted!

Organised by well-known local Series I guru, Selwyn Heatley, a practice session (sorry, I nearly said 'dry run' - groan) was held ahead of a planned event as part of the upcoming pre-Easter 70th Land Rover celebration and Rover Car Club gathering, centred on Methven (middle of the South Island, New Zealand).

The crew mustered one Saturday morning just outside Christchurch with the 1949 'donor' vehicle owned and piloted by Philip Titmuss who duly showed supreme trust and confidence in the 'conductor' of the event, Scott Bawden (apparently, they'd not met until the day – this was just the result of an evening phone call). Scott had come up with the boating idea, and subsequent research as to methodology/process steps, a good number of years ago after seeing some old photos of similar practice by the NZ Army back in the 1950s.

Despite assurances from the hire company as to the sound integrity of the equipment, the first challenge after laying out the tarp and a closer inspection, was to address a small split- clearly not at all good for boating. Duck tape was part of the 'spares kit' (certainly not the cheap stuff from the bargain store) but even this was surpassed when someone produced some pukker waterproof tape used to repair swimming pools (we are in the Antipodes after all). It was also useful to

address the small nick in my own waders ahead of the launch.

I think the pictures give you the general idea as to what happened next (and we did it a couple of times just to perfect the technique given that there would be an audience next time).

The tarp was then gathered 'up and over' and secured with a strap right around the girth of the vessel as you can see. Equipped with paddles we were then ready for the off – subsequently assisted by Selwyn's outboard motor. With the support boat in place (not required I might add) the craft proved itself as watertight and stable.

From time to time throughout the voyages, Philip understandably reassured himself by taking the odd viewing through the gearbox filler cap on the gearbox tunnel to ensure all was well and that there was no ingress of water. The craft was remarkably stable. With 4 people on board, buoyancy is assured (what was the thinking behind all those bladder air bags that Land Rover had in mind for its various prototype projects over the years?). When boarding you think that the craft might capsize, but far from it. With the low centre of gravity (gearbox, engine and axles ably assisting) the various components appear to act rather like a keel. Very stable indeed although overall, it has to be said, performance is understandably, not sparkling.

A few performance enhancements including an uprated Mercury outboard have been suggested. Mmmm. Maybe for next time. In any event I don't think we'll be entering into the classic 'Top Gear' territory of Jeremy Clarkson's OTT 's horsepower - maybe more akin to James May's sail on his Triumph Herald?

So why not then? I guess we're lucky that at least for the helpers, the water is typically warmer down here. Much fun is assured with on-lookers truly aghast with the ability of our vehicles (or certainly absolute faith of the madcap owners!).

Trip Grades

The following guides are an indication only of the expected trip conditions.

- Grade 1** -Novice drivers—Easy Driving, no damage or scratches likely.
- Grade 2** -Novice drivers—Some mud, easy tracks, bumper deep water, some bush marks and scratches possible.
- Grade 3** - Average drivers—More mud, harder tracks, wheel deep water, some damage to sills possible.
- Grade 4** -Experienced drivers—Deep mud, steep tracks, bonnet deep water, Heavy bush marks and scratches likely.
- Grade 5** -Experienced drivers—Hard 4WDDriving, over bonnet water, body damage from rocks and banks likely.

Didymo Policy: Please protect our waterways by following the guidelines of biosecurity, www.biosecurity.govt.nz/didymo or ask your trip leader for advice. We want to avoid contamination of rivers as the result of any club trip. Members with any queries or who want more information please visit the above website.



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Please feel free to approach/contact committee members with regards to: questions/advice, any issues or if you have any feedback

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