

CANTERBURY LAND ROVER OWNERS' CLUB (INC.)

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



April 2018

www.clroc.net.nz

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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 17th April @ 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:

NB: Change of email: clroc.editor@gmail.com

Deadline for next magazine: **Wednesday 25th April 2018**

Advertising rates Small ads for members - free
Commercial rates (Black and White)

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

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

(Limited Colour Ad spacing
available:

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

Pricing available 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 or existing, change of address or details; contact club membership officer by phone or at club meeting, or write to the Club's postal address (on rear cover). Membership is open to Canterbury owners of Land Rover or similar sized four wheel drive vehicles and their families.

Membership Fees : Due on the 31 October each year.

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

Associate Membership \$75 Joining fee : None

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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BBQ Trailer Available to Hire

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

There would be a fee for use:

Personal use: \$50 and refill gas bottle

Commercial use: \$200

With approval from committee.



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



Remember to wear your name badge if you have one.
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
January				
-6th Jan	Christmas Camp Kaikoura	Social Committee	9429415	
10th	All Stars Holiday Program	Dave Lockett	0276353794	2
19-20	St James Epic, Hanmer	Merv Moodie	0274319212	2
28th	Waimak River South Side	Merv Moodie	0274319212	3
February				
3-6th	Lake Mason	Peter Silcock	0275664109	2
3-6th	Hut Removal Muzzle Stn CLROC & Combined	Merv Moodie	0274319212	2
17th	Mendip Hills	Terry O'Loughlin	0279080880	2-3
20th	AED/CPR training	Dave Lockett	0276353794	
24-25th	Medina — POSTPONED	Paul Delis	021472853	2-3
24-25th	Glenhope Station	Merv Moodie	0274319212	2-3
March				
4th	Waipara River	Chris Parkin	033436779	3
(10-)11th	Basil Philps Competition	Phil Jamieson	0211188524	1-2
17-18th	Blue Mountain Station Orari Gorge	Kevin Barnes	0212025100	2-3
23-26th	Land Rover 70th Anniversary	Methven		
April				
30 Mar- 2nd Apr	Easter- Glenmore Station Tekapo	Merv Moodie	0274319212	3
8-Apr	Banks Peninsula	Dave Harding	03 3585642	2
14-15th	Hakataramea	Barry Cook	0279191295	3

April				
22nd	Training Day	David Oliver	021766678	
25th	All Stars — Cancelled	Shane Johnston	02102228603	
28-29th	Medina	Paul Delis	021472853	2-3
May				
6th	Selwyn River	Chris Parkin	033436779	3
12-13th	West Coast	Kim Gilchrist	021965267	3-4
19-20th	Mistake Flat, Havelock River	David Oliver	021766678	3
June				
2-4th	Queen's Birthday			
23-24th	Ramsay Glacier	Murry Shadwell	0274163340	3-4
July				
30 Jun - 1st Jul	Clyde Lawrence	Merv Moodie	0274319212	3
7th	Club Birthday Party	Social Committee	9429415	
18th	All Stars Holiday Program	Shane Johnston	02102228603	
28-29th	Godley Glacier/ Macaulay	Dave Lockett	0276353794	3
August				
4-5th	Hanmer Snow Trip	Dick Nurse	0278699318	3
October				
10th	All Stars Holiday Program	Shane Johnston	02102228603	

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



Download 'AED Locations' for apple or android from the app store to find the locations of AEDs near you in an emergency.

Upcoming Trips

Training Day

Date: Sunday 22nd April 2018

Grade: Variable

Leader: David Oliver

Phone: 3598593

Meeting Time: 10:00am

021766678

Meeting place: Clarkville Hall, Heywards Road just off Tram Road.

Details: Down in the Waimak. Bring along your recovery gear and lunch. Ring David if you have specific training you want covered.

All Stars Kids Holiday Programme

Date: Wednesday 25th April 2018

Cancelled as falls on ANZAC Day

Medina

Date: Saturday 28th — Sunday 29th April 2018

Grade: 2-3

Leader: Paul Delis

Phone: 03 3275103

(Limit 10-12)

021472853

Details: Medina Farm is at the south end of the Conway Flat. Trip is suitable for all club vehicles. **Meet:** Saturday 10:00am —corner of state highway 1 and Claverley Road, turn right over the Conway River into the shingle area.

Details: Camp the night at the farm and explore the surrounding area including a 1300 year old Kahikatea tree (yes I had to look that up). Down to the beach to have a look at quake damaged cliffs etc and general social weekend. **Spear grass** is an issue for farmers here so please make sure your vehicle is clean if you have been in an area and have potentially been contaminated. **Weather dependant so must register for trip.** Access fees, Pete Handyside said the fire brigade needs a **gorse slasher** so I will organise that and a bottle of wine etc for them. I will collect money on the day for reimbursement.

Selwyn River

Date: Sunday 6th May 2018

Grade: 2-3

Leader: Chris Parkin

Details: Meet at the **Hororata Café, 2 Hobbs St, at 10.15**, so there'll be time to get your coffee & pies. I'm hoping we can travel the scenic section between Hororata & the Bealey road and also the riverbank tracks around Highway 1 bridge to Withell's ford on the Brookside and Burnham Rd. Mainly Grade 2 with a Grade 3 to cover off 'play time spots' for those wanting more of a challenge! With it being a very wet year with several floods down the Selwyn the final route will be chosen on the day. Please name on the trip list or phone me in the evenings. Please pack a bow saw or pruners (if we need to clear a little scrub off the track), good AT tyres should be fine & a snorkel is required.

Phone: evenings 343-6779, or I'll have my cellphone on just for the day only 027-216-0053

West Coast trip

Date: Saturday 12th — Sunday 13th May 2018

Grade: 3-4

Leader: Kim Gilchrist

Phone: 3325237

Meeting: Saturday 09:30am in Ross

021 965267

Details: Saturday we will go up Mt Greenland. The Road has recently been repaired by a mining company, and the reports are that it is an easy drive to the mud hole. We will go to the top for Lunch and come back down.

Sunday. 9:30 am we will re-group in Kumara, and we will do No Name road and Cockeye Creek before returning home.

Be advised, you will more than likely get gorse scratches on your trucks!

Mistake Flat Hut

Date: Saturday 19th — Sunday 20th May 2018

Grade: 3

Leader: David Oliver

Phone: 3598593

Meeting: Peel Forest Store, Mount Peel.

021766678

Details: Bring all your recovery gear, warm clothing and a good sleeping bag. Be prepared to camp out as the hut can be used by others. Allow 2-2.5hrs travel time from Christchurch. Phone David if you need any further information.

Club Birthday Party

Date: Saturday 7th July 2018

Phone: 9429415

Social Committee are on the scout for ideas for the party, contact Peter!

Trip updates 2018

When I took over as the trip co-ordinator I decided to put together a list of trips that I thought would be reasonably popular. Extending the list until August gave people an opportunity to plan for which trips they would like to go on. Fair to say there has been a mixed response to this and I'm disappointed to say as we get into winter there is less and less interest in trips.

Easter Trip – cancelled – lack of Interest. At the time of writing, there were 7 trips on the website taking us to the end of May, of which we only have 5 participants excluding the trip leaders.

So instead of planning trips that people don't appear to be interested in, I would like some genuine feedback on what you would like to do for the remainder of the year. Or am I dreaming?

Organising trips which includes getting permission from Land Owners takes a bit of work and then to go back and cancel it is somewhat frustrating, as is leaving it to the last minute ie. The night before committing to a trip makes it hard for trip leaders to plan. There are still plenty of opportunities for trips later in the year if that is what people want. I just need some guidance on where we go to from here. Please feel free to contact me

Merv Moodie

0274 319 212

clroc.trips@gmail.com

Trip Participants responsibility: please indicate to the trip leader your intention of attending the trip, either by names on trip list at General meeting or via the website. Where possible Trip Leader mobile numbers are included so it is easy to text your interest through to them.

Trip Leader responsibilities:

Please organise your intended trip with the trip coordinator to ensure it doesn't clash with another event. Please email the webmaster and the editor, the details of your proposed trip so that it can go in at least one magazine before the intended trip.

C hairman's Chatter



Holy moly what a month. Well for me anyway. Basil Philps and the 70th anniversary have sucked dry all of my time lately.

For the 70th this was not directly related, with Dave Lockett being the man on the spot for our club at this event. I spoke to Dave on the phone regarding the BBQ trailer one night and asked if anyone was driving "Olive" his series III. Answer: nope. Cool: Can I drive her down? Answer: sure. Sweet!

I then mentioned to my other half, Rose, that I was driving Dave's Land Rover for the 70th. Rose's answer was, "is it possible to get our Landy going?" Um, right, maybe, oh boy.

We had 4 weeks, 3 weekends and 2 of those were the Basil Philps weekend and the city to surf run. Mmmmm a bit tight for time seeing as the old girl came off the road 8 years ago when the clutch went solid. I am lucky in that I not only had a free pass to be in the garage but Rose was also in there with me helping out. Rose and I took the engine out and a lot of tidying up was needed. Rust, wiring, engine, fuel tank, radiator etc. 8-year-old fuel stinks!

The day before the 70th the engine was still on an engine stand and James and Shane were called in to get the heart of the beast slotted back in. 10pm that night she was driven from the garage and back in.

The next day I trailered our blue Landy nicknamed "Grover" behind the Toyota while Rose drove "Olive". So much for me driving a Landy to the 70th. Our young girls argued about who was riding in "Olive" on the way down and back and were in our old beast at any chance they could on

the day. They are indeed Landy kids.

Two interesting things were that we ran out of time to get the fuel tank in and the mechanical fuel pump crapped out on us late on Saturday. She's making use of an outboard fuel tank at present and I found a 20-year-old SU fuel pump in the garage and hot-wired it to the battery. I really do enjoy a good bodge. When it works of course.

I did actually get to drive Olive from Dave's to our place and back again, of which I thoroughly enjoyed. But that small drive Saturday night out of and then back into the garage to turn Grover around put a grin on my face turpentine would have had trouble whipping off. I had forgotten how fun our Landy was to drive. The next step is to get a WOF and club safety check done for some club trips.

So what lessons have I learnt from the past 4 weeks of spinning spanners?

1. Given a worthy goal, things can get done.
2. Being part of a club is a great resource for information and assistance. Big thanks to Dick for the loan of parts and information.
3. You do not have to get stuff done on your own. Having friends you can call for help is good for the soul. I appreciate it lads.
4. Behind every keen man, there is a good woman pushing him ever foward.
5. I'm shattered.

Keep the wheels in the mud, and the roof to the clouds.

Later, Phil Jamieson

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

Trip Leader: Merv Moodie

Trip Reporter: Kevin Barnes

Of Boats, Goats and Loading Ramps

The Landcruiser was definitely not looking too happy, with its nose pointing down at the dirt and the tail in the air. The Quail Flat loading ramp wasn't looking too happy either – broken timber and dirt stared at us from under the Cruiser. Someone had driven off after lunch, having stopped on a level piece of ground in the grass. Failed to notice he was on a loading ramp until the ground arrived rapidly to meet him. After a LOT of ribbing and a bit of winching the Cruiser was on level ground again. No apparent damage to the vehicle – the advantage of a 6 inch lift, and being Toyota tuff.

After a cloudy start at Kaikoura and close inspection of the inside of the clouds, we dropped over into the Clarence valley and sunshine. My memories of the road were less spectacular than the reality, and the recent light rain kept us on our toes as we navigated down the clay parts of the road. Merv kept us entertained with stories for the name of Dead Horse Gully, of the Kaikoura earthquakes filling in the roadway with rock, stock numbers and grazing rights. Down in the valley, the Seymour Stream was running dirty in the headwaters, but clear further down the valley suggesting the rain was very recent.

We had lunch at the Quail Flat buildings which were worth a look. Notices advised which buildings were dangerous from earthquake damage. The children ran off some of their excess energy, as did the dogs. We had 14 trucks for this Combined Clubs trip into Muzzle Station organised by Merv. As a quid pro quo for access, we were to demolish an earthquake-damaged station hut, plus cut and split firewood for the homestead. We had access to the station and able to stay at Ravine Hut near the northern end of the station.

But first we had to cross the Clarence River. We learned there are 3 recognised crossing points to the station – the top, middle and lower. Merv felt the top one would be the better one, as the river was up a bit and quite dirty. He led the way and, like the Pied Piper story, we followed. We found Guy, the station manager at the new cattle yards. The new concrete pad was mixed in two small mixers and laid by hand – all 30 cubic metres of it.

A visit to the homestead was in order where we discovered a French film crew (2 of them) in residence doing a documentary of people living in isolated places throughout the world. Next stop for them was Chile. From here we drove through spectacular country to Bluff Hut, to inspect the candidate for demolition. With 1/3rd overhanging the stream bed we couldn't do much to strip the hut first, except remove one window to save the glass. A rope was looped around the hut and connected to two winches, and the hut was winched back onto terra firma, demolishing it in the process. We managed to remove most of the corrugated iron in the next hour before heading further north to Ravine Hut, our campsite, via more spectacular country and a bouldery riverbed or two.

At Ravine Hut, most camped close to the hut including the camping trailer which turned into a hotel (or so it seemed). In the meantime the children investigated the muddy bits and wet bits in the riverbed, along with the meat safe beside the willow tree, and the cattle yards.

The next morning we gathered back at the partly-demolished hut. Some stayed there to finish the job, and some of us went back to the homestead for a bit of firewood action. We manoeuvred the log splitter next to the wood pile and got it going, accompanied by the French cameraman filming everything. A few of the group might end up on French TV (or on the cutting room floor). There was no chance anyone would end up on the casting couch! Meanwhile the chainsaw team hacked into a fallen pine tree and regular loads of pine were delivered to the log splitter on the back of the station Landcruiser. Parts of the old hut turned up on the back of a ute – the big, solid, metal chimney – and was offloaded for future use. After a late lunch we did a bit more log splitting – we were keen.

Eventually we all congregated back at Ravine Hut, where lassitude and the attraction of beer o'clock overrode any intention to travel further north towards the northern Muzzle boundary with Bluff station.

The last day in this magnificent location dawned bright and clear, to which we had become accustomed. We headed back up the Clarence to the homestead to find the French cameraman out with Guy in the helicopter. We missed out on the muffins baked earlier that morning as they had been scoffed so quickly the cook didn't get any either. Mind you, we had no expectation of being fed anything. Merv led us upstream to the crossing point but stopped to talk to a group of Canadian canoeists. There was a lot of one-upmanship talk about whether we could cross at that point, so Merv decided he would just do it, expecting the rest of us to head up to the upper crossing we used a couple of days earlier. Ha, fooled him! Like ducklings following Mum, we all followed Merv. The camping trailer combo had a few problems as the tow hitch came undone, and the trailer was towed across most of the way on its safety chains! No water in the trailer in spite of the nose-down attitude. It took a bit of effort to uncouple the chains and raise the towing hitch to the right height (the trailer was very nose heavy), but it was done.

After lunch under the trees, we headed up Limestone Hill on the Kaikoura side of the Clarence. This is part of the Clarence Reserve over part of which Muzzle has a grazing lease. We stopped at the airstrip on a very high terrace, and admired the drop off at the end down to the Clarence a couple of hundred metres below. On top of Limestone Hill, more view admiring was done. More interesting was a herd of goats grazing down one side. They noticed us and eventually were spooked enough to head away, out of sight down the hill. However one goat did not notice the other leaving – they had gone by the time it did. Then Merv mimicked a goat bleating, which confused the hell out of the goat, running back and forth across the slope, bleating manically.

Back beside the Clarence, we re-grouped and headed back to Quail Flat to camp for the night. Dispersed among the trees, we had a good night while a couple of drivers debated the merits of their vehicles in an attempt to cross the Clarence at Quail Flat. Well, the next morning they

both fronted up and crossed the river easily. However exiting up the bank on our side proved a bit harder for one of them, requiring a tow. For the record one was a Mitsi Triton ute, the other a Hilux.

Then it was back to Kaikoura stopping at the historic Black Spur hut hidden up a side creek. Most walked in, while a couple of trucks drove in, dodging the large rocks that had fallen onto the track. Back at the top of the saddle we met the southerly murk again, and navigated down part way in varying levels of limited visibility. Then back to Christchurch – sigh!

Thanks Merv for a wonderful opportunity to visit a special part of New Zealand.

Trip Report

Waipara River

4th March 2018

Trip Leader: Chris Parkin

Trip Reporter: Linda Stewart

Tail-end-Charlie: Brent Frewer

Weather – perfect. River had a recent fresh following high rainfall so there was plenty of flow today. Chris called it that we don't enter from Stringers Bridge. Instead we went upstream from the SH1 bridge heading up river as the entry from Stringers was unpassable the previous weekend.

On the way we had a ton of fun with plenty of loose shingle banks providing lots of stuck and tow exercise.

Vehicles – a variety of Land Rovers from old to newer, a Discovery, Prado, Toyota well-side and a prospective member bought along Will, another prospective member in a Surf and he had a ball.

So it was Chris and Tim ,Colin, Pete and Sue, John and Will, Brent and YT This wasn't your routine family trip on the Waipara. It was a hoot with plenty of rope, not a lot of digging and a lot of healthy banter. We stopped for lunch in the shade up near Stringers, exited there with no

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Muzzle

By Kevin Barnes



Basil Philps Trophy



By Katie Cranston

Waipara River

By Tim Parkins



Blue Mountain

By Kevin Barnes



By Linda Stewart



By Fritz Jury



Land Rover 70th Anniversary weekend

BY Merv Moodie



problems, returned to SH1 re-entering the river and headed downstream towards the river mouth. Down this end there were more narrow crossings, deeper water and some pruning. I hadn't been down this end for many years so it would have been great to take up Brent's suggestion to keep going to the beach. Another time Brent but as we were getting short on time, we turned around and made it back to the main road with relatively clean vehicles that wouldn't be frowned at. This trip was a missed opportunity for others but lots of fun for us. Chris - thanks for being the organiser and also Tim (out with the rope in a jiffy)

Trip Report

Basil Philips Trophy

10th—11th March 2018

Trip Reporter: Phil Jamieson

The skills-based competition started on the Sunday but we headed out mid-afternoon on the Saturday and camped overnight. I drove our truck out with Rose following later due to our youngest having a birthday party to attend. The last bog was interesting for our car with tyres that will be borderline for the next WOF and the front spoiler pushing mud aside. The women's team was again out in force and graced by my other half Rose, Eve, Shane's Rosie, Michelle from Nelson and Michelle's 2 daughters. Michelle said something about calling the team "Team Baigent" as she provides 50% of the team. Um, sorry but, yeah nah.

Saturday night was a birthday affair with us celebrating Michelle's husband Keith's and Rosie's birthdays. We squeezed in a quick "what's what" with the winches for the girls and made use of the BBQ trailer to cook dinner. Largest camp cooker I've ever taken camping.

The next day, the sparrow let rip and we were up and going. A brilliant

weather outlook was in the making and the girls were running around sorting trucks and what not. A quick “best of luck” and daddy day care was in full swing once the diesel smoke disappeared. The Series team was a bit short of members this year and Kim Gilchrist was roped in along with Shane. We had a husband & wife rivalry in the making.

The girls returned from time to time happy with their efforts as did the Series team. I stayed near the BBQ trailer and thankfully had a large contingent of helpers. I decided to mix it up a bit this year with sausages, meat patties and bacon coming off the cookers. I was afraid I had complicated things a tad but Pete and Lawrence did bloody well, with sausages actually being very much the minority of what was in demand. Phew. This all made for a great result in the cash tin.

Anyway, the girls and the Series team came and went, the sun moved over the sky and daddy day care knew where most of the kids were some of the time. They were all safe and present during mum inspection times which was good. The end result for the day was a second placing for the girls and the series team in a supportive position nearby. All in all, a great day.

Last words are of appreciation to my BBQ team and their assistance during the day. Pete Bernard, Sue Foss, Dave & Gayle Harris, Linda Stewart, Lawrence Hill and Martyn Irvine. They all volunteered quickly when I asked and I very much appreciate their effort and time. I am also in debt to Merv Moody for planning and running the winch event with Craig Fraser. I would have been right in the proverbial smelly stuff without all of your help. You all deserve a big thank you.

THANK YOU. Later, Phil Jamieson.

Wanted:
Missing CLROC Trophy's
Please have a look at home

Trip Report

Blue Mountain

17-18th March 2018

Trip Leader Kevin Barnes

Trip Reporter: Fritz Jury

Day 1:

The day started well only 10 minutes late and the meeting place was a coffee shop with muffins, what better place to go over the weekends itinerary. Once the formalities were completed we mounted up so to speak and headed up the valley passing by the Opuia Dam towards the road end at Lochinvar Station. The day was overcast and quite cool, I had some rain on the way down but the rain had missed this valley, as a result once we left the tarseal I was eating dust. Before we reached the road end it was a right turn onto Blue Mountain Station and the old homestead that was to be our accommodation for the night.

The Old Homestead had 6 bedrooms which as luck would have it was the same number of trucks on the trip. Once we had settled into our selected room (if staying in the house) we had a look around the area until it was time to head up the hills behind the station buildings to a high point known as.... surprise, surprise, Blue Mountain.

The start of the journey was across flat dry farm paddocks then through a gate where the terrain changed becoming steeper as the track wound its way up beside a creek before a climb up a small wet face onto a formed track that would lead us to Blue Mountain. This wet face caused a few traction problems for a few vehicles, with some being towed up the hill to dryer ground. Once we were all on the formed track it was onwards and upwards. The drive was not difficult but you needed to concentrate as the track was steep and in places narrow as it wound its way along the rocky ridge.

The day was still overcast and there were some great views of the valley below. Unfortunately these faded from sight as we entered the low cloud that covered Blue Mountain and the surrounding hills. Still we continued upwards, the cloud becoming so thick that vehicles 50 meters

ahead were difficult to see, as was the track in places.

We eventually arrived at the summit of Blue Mountain, we knew this not because the land fell away from around us but because of GPS. We, in the true tradition of the CLROC had a cup of tea and discussed the trip up and other weighty subjects until it was time to return to the Old Homestead. The return journey was uneventful but we did have more opportunities to admire the views.

Day 2:

Once we had fed and watered ourselves, cleaned up and packed everything away, we headed towards the Orari River and the track on the true left bank that was to take us to Orari Gorge Station. The track led to a creek crossing that had been washed out. This required a little track work to fill in the exit from the creek, but once on the track we had no more problems. The track itself follows the Orari River. The river which cuts its way through some rocky gorges that look quite spectacular and pass river flats that provide good grazing for the stock.

Like yesterday many minutes were spent by several people rounding up scattered mushrooms. The drive itself is enjoyable as you have time to admire the country behind Mt Peel; the effort that has gone into the construction of the deer fencing on Lochinvar station and the beauty of the river valley itself. The track is a typical farm track with river flats; creek crossings; some sidling and the odd cutting thrown in for excitement and as a bonus game of count the gutted pigs that we passed lying beside the track. We later passed the hunters going to collect their animals.

We continued on and checked out the stock bridge that crossed a gorgy little side creek before heading up a side valley where we stopped for lunch. This part of the track caused a discussion because it was not marked on the map. We decided to continue on which turned out to be the right option and it was not long before we arrived at the Orari Station HQ and the end of the trip.

I would like to thank Kevin for organizing an enjoyable trip and everyone who participated.



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January 2018 Awards

Photos

Merv Moodie — Cover

Trip Report

Bruce and Julie Sutherland —
Glenhope

Humphrey

Dave Lockett — At Twin Rivers, let
guys try and push him 3 times up the
ramps before admitting to having the
hand brake on.

Broken Diff

Fritz Jury — Slid on wet slope and into
Linda's bull bar

Rubber Duck

Paul Smith — Tried going for a swim
on Blue Mountain Trip

Roll over, Heath Robinson, Warm Fuzzy — not awarded

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C onvoy Rules

1. Maintain visual contact with the following vehicle.
2. Keep up with the vehicle in front but maintain adequate stopping distance. Do not dawdle. This makes it easier for you to see the correct “line” through obstacles.
3. Leave all gates as found. Where possible, the number 2 vehicle in the convoy is to stay with each opened gate and re-join the convoy in front of the Tail-End-Charlie after closing the gate.
4. To halt the convoy, turn your headlights on full beam.
5. If someone needs a tow, do so promptly, especially on river trips.
6. Before crossing a hazard make sure the vehicle in front has passed through the hazard, before proceeding. After crossing a hazard, make room for following vehicles to exit the hazard safely.
7. The use of CB/PRS radios does NOT replace convoy rules

T rip 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 4WDiving, over bonnet water, body damage from rocks and banks likely.

D idymo 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 contact us if you would like to list something or you no longer need a listing.

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—Allan Evans — 03 920 0066

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Returning Member

John Carruthers — Toyota Landcruiser #553

Welcome back

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For borrowing by members for repairs on their own vehicles or use on Club trips.

- QUAD POD - a Stand/Lifting frame with chain hoist and extension chain & shackle.
- COMPRESSOR - with spray gun and engine cleaning gun.
- TIRFOR WIRE ROPE WINCH - with 2 wire ropes, extension chain and tree trunk protector. This winch can be borrowed for trips.
- A - FRAME - Complete multi-purpose towing frame.
- HYDRAULIC GEARBOX CRADLE - For extracting gearboxes.
- BALL-JOINT BREAKER - Cracking open taper steering ball-joints.
- PORTA-POWER - Complete hydraulic push and pull kit.
-

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<u>Vest</u>	<u>\$45</u>
<u>Polo-shirt</u>	<u>\$40</u>
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The Club Apparel will be at the Monthly Meetings for viewing and purchasing.

For more info contact Peter Silcock.

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Please note that committee emails have changed along with the new website

www.clroc.net.nz

THE CANTERBURY
LAND ROVER OWNERS' CLUB
P.O. BOX 13275
CHRISTCHURCH 8141

