



VEHICLE CLUB
Wellington

Cross Country Chronicle July 2013



The Official Magazine of
The Cross Country Vehicle Club (Wellington) Inc
PO Box 38-762, Te Puni 5045, Wellington

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



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WHEN HELP IS NEEDED

Should any members fail to return from any outing, four wheel drive or otherwise, whether as a club member or as a private individual, the following person/s should be contacted in the first instance:

Anthony Reid 973 8262 or 027 273 6579 or 021 061 1831

Morris Jury 566 6197 or 021 629 600

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Vehicle Inspectors

Dayal Landy

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

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Epuni Motors 1987 Ltd
2 - 6 Hawkins St, Lower Hutt
Ph. 04 569 3485

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11 Raiha St, Porirua
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Grant Guy

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61-63 Thorndon Quay, Wellington
Ph. 04 472 2020

Carl Furniss

Wellington 4WD Specialists
26 Hawkins Street, Lower Hutt
Ph. 04 976 5325

Shane & Carl

Mendoza Mechanical
34 Goodshed Road, Upper Hutt
Ph. 04 527 7274

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



MAGAZINE CONTRIBUTIONS

This is your magazine so it can only be as good as the contributions you make!! We need any articles, trip reports, technical items, "How-to's", etc to be in the hands of the editor by the end of each calendar month. Please email to newsletter@ccvc.org.nz or post to 34a Hine Rd, Wainuiomata or fax to 04 914 8366.

DISCLAIMER: The opinions expressed in this magazine are those of the contributors and not necessarily those of the club, it's executive or committee members. Publication of maintenance techniques or mechanical modifications should be weighed against generally accepted procedures and the Club should not be considered an authority in this area. The mention of products, service procedures or service organisations herein does not constitute endorsement by the Club, the Cross Country Chronicle or it's Editor.

Upcoming National Events

Jul 14: North Island ORANZ Rnd 2

Enduro by the Hawkes bay Off Road Racing Club in the Gwavas Forest.

Aug 03: Mainland Winch Challenge Rnd 3

Cedar Creek, Dunedin. Further details to come otherwise see www.mainlandwinchchallenges.co.nz

Aug 03: South Island ORANZ Rnd 3

Enduro in Nelson, organised by the Nelson Off Road Racing Club

Sep 06-07: Mainland Winch Challenge Rnd 4

Queenstown. Scrutineering on Friday 6th September at Grant Road, Frankton followed by 10 challenging stages on Saturday at new venue. For further details see the website www.mainlandwinchchallenges.co.nz or phone Bert Chandler on 027 422 4582.

Sep 13-15: Taupo 1000 International Off Road Race

Momentum is building for NZ's largest off road race. A new pit area has been confirmed along with a new track. At this stage there are 135 Intents to Enter registered. What a show it will be with so many vehicles on the start line, all starting at the same time, all racing together over a 50km lap. This event will still be run like any other open club event and the ORANZ rules still apply. There are no changes in the way the event is managed and run. Like every year, it's run to a very high and professional standard and most of all we have fun doing it. There is a spectator package available. Check out www.taupo1000.co.nz or contact Tony at tony@taupo1000.co.nz

Sep 21-22: Hawkes Bay Tough Truck Challenge

Organised by the Hawkes Bay Four Wheel Drive Club and to be held in the Gwavas Forest. Contact John Jones on cell-phone 027 444 7734 or jandhjones@xtra.co.nz

And further ahead:

Oct 05-06 Mainland Winch Challenge Rnd 5, Makihiki

Oct 18: Manukau Winch Challenge

Oct 25: Norwest 24hr Teams Challenge, Ruawai

Oct 26-27: ORANZ Championship Final, Hamilton

Nov 16: Matariki Forest 4x4 Safari

Some details in this column appear courtesy of Cathy Parker, publisher of the New Zealand 4WD and Sportvehicles magazine. Potential participants should contact the event organiser; CCVC cannot take responsibility for any changes or inadvertent inaccuracies.

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Club Sub-Committees

The club has the following sub committees running currently (convenor named first, where applicable):

- **60k:** Terence Broad, Ron Johnson, Bruce Mulhare, Antony Royal, John Vruink, Mark Wolstenholme
- **Club Recovery:** Anthony Reid, Morris Jury
- **Community Response Group:** Steve Mercer, Mike Murphy, David Coxon
- **Competition:** Neil Blackie
- **Deadwood:**
- **Safety:** Murray Taylor, Carl Furniss, Peter King
- **Trip Leaders Forum:** Steve Mercer, All trip leaders
- **Web Project:** Murray Wills, Grant Purdie, Stefen Cook, John Parfitt, Mike Stevens

The club also has the following external organisation liaison people:

- **Akatarawa Recreational Access Committee:** Ralph Dobson, Charles Odlin & Grant Purdie
- **Dept of Conservation Head Office Liaison:** Paul Adams
- **Foxton Beach Coast Care:** Bruce Mulhare, Grant Purdie, Russell Stevens & John Vruink
- **Friends of Belmont:** Stewart Burrell
- **Greater Wellington Regional Council:** Grant Purdie
- **Horowhenua District Council:** Grant Purdie
- **Tread Lightly!:** Ralph Dobson
- **Wellington City Council:** Grant Purdie & Barry Insull



Presidents Piece - July 2013

Winter really arrived last week with the roughest storm in Wellington since the MV Wahine sank 45 years ago.... bringing chaos to Wellington houses, road & rail. While it only really directly affected most of us for a day or so, it was a timely reminder on preparation for emergencies. We lost power on the Thursday night and got out the gas lanterns, only to find the O ring on one had died, announcing this with a ball of flame around the light !! And where had we stored the candles ? was the gas tank for the cooker full ??

Our own Club Recovery process also kicked into action on the Saturday with a request from TrustPower for a 4 Wheel drive vehicle to move some equipment across some farm tracks above Wellington. In the end we weren't needed, but it show that there can be a requirement for specialist equipment like our vehicles being required of these sort of climatic events.

We had another great night the other weekend with the Awards night ceremony and entertainment (Nigel Kennedy) well done and thanks from the Club John Vruink ! Also congratulations to those members recognised for their success in the Club over the past year, and also those members winning the Tyres and Trip to Maloolaba. We hope to be able to offer the same sponsored prizes next year, so start getting your vehicles ready for 2013/14 Club Champs, starting probably in November !

Last month's club magazine was the last of the paper copy ... so my words will be coming to you purely at the expense of a few excited electrons (actually more than a few !!!) We will also be ringing in another new change this year with a move to an electronic on line membership subscription renewal system. The Committee decided that the effort and costs in printing , posting and processing subs payments outweighed the returns, so will be moving our Subscription renewal to a web Membership portal where you will be able to update your own details, and process and pay your subscription renewal. The savings in time and effort for the membership Officer and Treasurer are great, and if it means we retain members in these roles longer, then the initial pain of change will be well worth it. Watch out for notification via email that the site is up and running. As always we will want members to process their membership asap so we can pay out affiliation fess to the NZ4WDAssoc quickly.

Hope to see you out there, in the mud, enjoying yourselves.... I will be !

CLUB RADIO CALL SIGNS

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

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

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

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CCVC Life Members

Tom Adams	Graham Barr	George Bean (Deceased)	Leith Bean	Peter Boniface (Deceased)
Stuart Brown	Andy Cockroft	Owen Farghar	Mike Gall	John Hughes
Bob Jeffery (Deceased)	Heather Jeffery	Ron Johnson	Steve Lacey	Colin Landy
Phil Lewton	Vern Lill	Bruce Mulhare	Raynor Mulhare	Ron Oliver (Deceased)
Peter Osborne	Ross Perkins	Grant Purdie	Tony Street	Ron Wadham

F r o m t h e a r c h i v e s

The Lone Haranguer writes:

The Club that nearly didn't make it.

Conceived in the mud of Deadwood '71 and born at Upper Hutt one evening in Bob Jeffries workshop, when eleven interested chaps gathered together to discuss whether a 4 wheel drive club could be a valuable proposition. Our growth since has proved that it was indeed. Current membership stands at (missing) and is growing steadily.

The early months of this Club were very turbulent times indeed. Emerging personalities contributing their little gems of wisdom, votes of no confidence in our president, clashes of opinion and general discontent, nearly brought about our early demise. However, common sense, loyalty to president and a "Club First" attitude by the members, by this time very slim Committee insured the Club's survival, despite the slings and arrows of outraged ex members. Yes, dear reader the struggle for power within the Kremlin is very small beer to our early days.

Other local groups of 4 wheelers had formed themselves into clubs with only fleeting success, but in the main have floundered due to lack of organisation and that small element of discipline so necessary in any group whether it be a family unit or a whole country.

With the exception perhaps of motor or drag racing, no other motor sport captivates public interest to the same extent as Cross Country driving. The Dannevirke rally proved this when an estimated 6000 people attended an event which had virtually no publicity. The average man readily identifies with cross country driving, every week one can read of people doing wheelies through local body flower beds and cricket pitches etc., so who can deny the interest isn't there. 4 wheel drive machines are within the range of most people's budgets and I suspect the present shortage of vehicles is partly due to publicity generated by our activities.

With a particularly attractive and well planned venue, similar to the Wairarapa Club's area at Ekatahuna, the spectator can see most of the course from an elevated situation and a short walk can have him at the major hazards within a few minutes. More thought must be given to spectator viewing by us in future if we are to make the money we so badly need for our success.

In conclusion I would like to stress the importance of spectator viewing and making necessary provision for them in all our rallies, many benefits will accrue to us both tangible and intangible.

Cross Country Clubs are becoming a force to be reckoned with in the motoring world. At one time we were dismissed with a shrug and a sneer, as a bunch of larrikins with more money than sense - "Disgraceful to treat a vehicle like that"; they would say. The same people go streaming around corners and hitting pot holes at 70 m.p.h. putting God knows what stresses on their cars. We are acquiring powerful friends shrewd enough to see the publicity for them in our activities, so we should accept them with an open hand and do our best to please them. The possibilities are endless to the promoter with enough get up and go to capitalise on this sport.

Desert Defenders WINTER WOOLIES 4WD

Fundraising in support of Variety the Children's Charity and kiwi kids locally
In association with Manawatu 4WD Club.



variety
the children's charity

31 August 2013

Please send form to Kandy Mott, 2040 Oruakukuru Rd, RD 1, Ohakune
Fax to 063858090 email: kandy@motts.co.nz

Name			
Phone		Mobile	
Email			
Address			
		Post code	
Emergency Contact and Phone			Total Costs
Full registration Includes entry fee for 1 vehicle and anyone in your truck. Insurance cover of \$2	\$100	Number of people in your truck?	
MEALS - BYO Plate, cup, cutlery, Thermos Cooked Breakfasts Lunch -Sandwiches, Muffin or Scone, piece of fruit. Soup and hot drinks will be available, BYO THERMOS for soup and coffee or tea. Dinner – selection of meats, fresh local vegetables, dessert		Number required	
	Dinner – Fri \$20		
	Breakfast - Sat \$10		
	Lunch – Sat \$15		
	Dinner – Sat \$20		
	Breakfast - Sun \$10		
Total Payment			
Vehicle Description and Reg # (if registered)			
<p>Payments can be made by cheque, internet banking or at your local bank Please make cheques payable to: Desert Defenders 4WD and send to Kandy Mott, 2040 Oruakukuru Rd, RD 1, Ohakune</p> <p>Bank details: Desert Defenders BNZ Ohakune, 02 0712 0094076-00 PLEASE USE YOUR NAME AS REFERENCE WHEN PAYING BY INTERNET OR AT THE BANK</p>			
Will you be camping?	Yes	No	
What nights do you wish to stay? Please Circle	Friday	Saturday	Sunday
How did you hear about this event?			

FOR ANY FURTHER QUERIES PLEASE CONTACT

Kandy & Craig Mott 06 38 58090 or 021744573.
email: kandy@motts.co.nz
Robert & Cilla Stout 06 3859435 or 027 282 2265



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Waitotara Valley Feb 2013



The dust was unbelievable, we were blind to any hidden dangers on a track we hadn't driven before and in failing light. We decided to hang back as the track tightened but visibility was still marginal as we rounded a bend to find it thick with hanging dust. The track looked to go straight ahead but at the last moment Darren swung the wheel to the right and we found ourselves on a very narrow bridge which seemed to cross a black bottomless abyss. This was the beginning of a fantastic weekend in the back blocks of Taranaki.

I had earlier met up with Darren Young towing Bruce Mulhare's old V8 Landrover and Charles Odlin towing the highly modified Pajero in the car park by the Fishermans Table, Paekakariki on a Friday afternoon. This was to be a Club 4x4 trip so I left the Suzuki at home and climbed aboard with Darren for the drive up to Wanganui and on to the Waitotara Valley. Once you turn off the main road we had 53 km's to the farm house where we would unload, pay the money and pick up Noel in the Safari. The tow van was showing we were low on gas but on we went as there was no point in turning round, Charles would wait for no man and we were already running out of day light.

Back to the dust, we radioed ahead and requested that they warn us of any dangers as our vision was so impaired. No further drama as we made our way over the ranges heading for the old farm house just up the road from Ernie's old place. A good hour after we left the trailers had us at the house and finding a room to bunk in, this place is so remote it has no power and takes water from a spring on the hillside, the water is the colour of tea as I was to find when I wanted to wash at least some of the dust from any exposed skin. With the gas lanterns fired up and a few cold beers springing from Noel fridge we settled in for a

(Continued on page 11)

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COOKES GOUROCK

(Continued from page 10)

planning session which lasted well into the wee hours.

The welcome smell of bacon greeted me next morning, sky blue and the promise of a full day on the trails. First we back tracked some of the previous nights track, quite different in the day light but the dust was still with us as we made our way up the ridge to the look out. Amazing views over Mt Taranaki and around to Mt Ruapehu and Ngauruhoe, the Northern Rata was in full flower which set the bush off just nicely. We then took a left off the main track and made our way along a razor back ridge, the sound of the V8 burbling along was music to the ears. Leaving the regenerating native bush we made our way down a narrow farm track having to do some widening on the way.

After smoko at the woolshed we crossed a bridge that when wet you can't even get on before winding up a valley. We arrived at a small bridge barely wide enough for the Pajero so the Safari was going to have fun, with careful guidance Noel made his way across with half of each tire in contact with the bridge, the other half in mid air. Lunch was at an old rail carriage which was a long way from any tracks before we again climbed up into the bush, this track is probably the steepest track I have ever been on, it felt like the weight of the V8 was the only thing keeping the front down. A couple of hairpin corners didn't help, this track would be suicidal in the wet so maybe the dust was a good sign after all. As we turned onto the main track the radio crackled into action with Noel telling us he was off the track and needed assistance, we rounded a corner to see him hung up on the diff with a major drop to his left. With Darren on the brakes I ran out a tow rope to secure the Safari before the obligatory photo opportunity presented itself. Charles had turned around and we quickly came up with a plan to extract Noel before he took off on a one way trip. We quickly had the Pajero slightly over the bank above the stricken Safari with a snatch block back onto itself for better pulling power. The winch on the Landrover was snatch blocked for a sideways

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pull from the rear. With clear guidance from the only person with a clear view, me, we slowly dragged Noel back onto the track which was in text book fashion, what a team.

Time to make our way back to camp and start the roast dinner, more cold beers appeared and a cold and tea coloured bath was run for the unfortunates in the open top Landrover. We had a cracking good dinner with wine although the desert was ditched when the use by date was

found to be a few years old, the Christmas Pud was showing real signs of old age and anyway we had forgotten the custard.

Next day we went up and had a look at Ernie's grave before driving out of the valley past Rewi Ally's old house and the historic woolshed. We climbed up the public road which is only open in the Summer months due to being un-drivable in the wet due to the papa clay base this area is renowned for. Up and up we drove, would make the Rimutaka's look like a short-cut, we then turned off the road onto farm land for a long but reasonably easy decent into the Waitotara Valley and back to where the trailers were parked.

After dusting ourselves off we loaded up the Landrover while Noel swapped over tyres. This is when we mentioned not having enough diesel for the trip back to Wanganui, no problem



the farm has its own tank and we were welcome to buy some, easy. Not so easy as we tried to get the van and trailer up the drive to the tank and ended up needing to unload the Landrover so we could be towed up the drive as the van couldn't even pull the trailer up unloaded. This held us up by about 40 minutes so we were relieved to be back on the road and heading home, still dusty but happy with how the weekend had panned out.

Ralph Dobson, K182

THIS COULD BE YOUR PAGE!

Go on – step outside your comfort zone and write something for the magazine. Even just a few sentences. You don't have to have been stuck or done anything embarrassing, the rest of the members just like to read your perspective on anything related to the club.

SO WHAT CAN YOU WRITE ABOUT?

How about a trip report? So you enjoyed the trip and would love to share your experiences but are not quite sure who was on the trip or where you actually went.

Call the trip leader and they will give you the details you need to tell your story. It can be as long or short as you want - even a couple of sentences will be well received.

Not sure you want to write a whole report, but want to share that silly / funny incident or dob a friend in? Send a mole report to mole@ccvc.org.nz and it might end up in "The Mole Report", a new section of the club mag.



Writing not your thing?

How about sending some photos for club night. We are keen to have a selection for photos for each trip so here are some guidelines to make it easy for everyone:



Try to pick your best dozen or so photos – we can't show too many on the night so lets make it the best ones.

Photos need to be with me before 8:30pm Monday night. That way I can set them up on Monday night and get them to John on Tuesday night so he can get them ready for Wednesday night.



If you can do so, resize the images to 1152 x 864 pixels (or use a lower resolution setting on your camera). This makes the images small enough to email to david.coxon@xtra.co.nz. Alternatively put your pictures on a CD and call me to arrange to get the CD to me. My contact details are:

463 4263 (w)

567 4501 (home before 8:30)

027 451 0361 (m)

Vehicle Cargo Barrier Installation

I have borrowed this off the internet, - I did think it could be of some interest to some people as in theory we should all be protecting ourselves from unrestrained objects, especially when off the paved roads - Ed.



DIY DIFFICULTY LEVEL:
2/5

TOOLS NEEDED: Good quality cordless drill with clutch, drill bits, 22mm hole saw, centre punch, hammer, drill stop, tape measure, pencil, socket set, basic screw driver set.

TIME: 3 Hours

To anyone who ventures off-road and values their safety, a cargo barrier should be one of the first must do installs they do in their 4WD. To put it simply, a cargo barrier can save your life. Whenever your vehicle comes to an abrupt halt, the potential

for missiles to come flying forward and injure the occupants is highly probable. We need to be able store all our equipment safely, securely and be confident knowing that all the occupants will be safer in the event of a collision or rollover.

A properly fitted cargo barrier enables you to not only protect the occupants from missiles in the event of a mishap, it also allows you to utilise the entire rear cargo area of your 4WD. You can pack items up to the roof safely, securely and a fit a lot more in for your trip away.

For this DIY we have chosen a 'Milford' cargo barrier. Milford Industries from South Australia have been established for over 40 years and have been making cargo barriers for all makes and models of cars, 4WD's, vans and light trucks. All their barriers are manufactured to TS16949/ ISO9001 quality standards and tested to AS4034/2001 which are the most stringent load restraint standards in the world. These numbers might not mean much to the average person but rest assured, if you're unlucky enough to have a mishap and actually have to use the cargo barrier for what it's designed for, then you'll be glad that the company have done so much research, development and testing with their product.

Well let's get into it and with the help of Neil from the 4WD Service Centre at Taren Point, we're going to show you just how easy it is to install a cargo barrier into a 100 series LandCruiser.

1. Milford cargo barrier comes with 15 different hardware items and comprehensive instructions. The instructions are fairly easy to follow and it is a one person install that should take between three and four hours.
2. Remove the 3rd row seats (if still fitted) and put into storage, then fold the 2nd row sets into their upright positions behind the drivers and front passenger seats.
3. Remove the rear side grab handles and keep all hardware together so that you can refit the handles after the job is complete. Remove the bolts holding both rear seat belts in place.

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4. Once the handle are removed, draw a centre line between the two grab handle screw holes then measure from the front screw hole centre, this will be the centre M10 hole location.
5. Very important - Use a drill stop set at 25mm to avoid damage to external panels. A set of drill stops can be bought fairly cheaply at any hardware store. Mark with your pencil and centre punch all marked positions then drill 5mm pilot holes through the trim and metal panel.
6. Remove the hard plastic trim on both sides from around the top of the cargo area windows. You will need to remove the bolts holding both rear seat belts in place to do this.
7. Use the mounting plate as a template, place the centre hole over the M10 hole and mark the position for the outer holes. Centre punch these marks ready for drilling.
8. Re-drill the pilot hole through the trim out to 16mm first, then using a 22mm hole saw with a 9.8 mandrel, drill out the centre hole through the metal panel to 22mm. Finally drill the outer holes in the metal panel to 9mm. Apply supplied Tekote sealer to all newly drilled holes with exposed metal to inhibit any future rust developing.
9. Using the twisty installation tool provided with the mounting plate, insert carefully through the larger 22mm centre hole. Ensure the centre thread (M10) is aligned before tightening the outer screws.
10. Place the long spacer tube on the outside of metal panel and attach all with the 5/16x 1inch BSW screws provided. Tighten all screws with a flat blade screwdriver – make sure they are all done up fairly firmly. This completes one side of the vehicle, all you do know is repeat the above steps for the other side and the top half of the installation is complete.
11. Now to the floor. Remove the child restraint anchorage bolts from floor (if fitted) then peel back carpet covering to gain access to metal floor for marking and drilling.
12. Measure from the centre of the child restraint anchorage 130mm towards the inside of the vehicle, mark this spot. Then measure 25mm perpendicular from this mark towards the front of the vehicle. This is to be the M10 hole to be drilled.
13. Pilot drill this mark to 5mm, then re-drill with the 22mm hole saw and remember to use the drill stop set to 25mm. Again remember to apply lots of the Tekote sealer on the newly drilled holes with exposed metal.
14. Mark out two outer holes using the mounting plate with a pencil then hole punch them to assist in drilling. Drill out the holes to 9mm.
15. Fit the installation twisty tool through the centre hole of the mounting plate then fit the rubber mounting plate seal on the bottom. Fit the entire plate and seal through the centre hole and whilst holding the installation tool, fit a thin rubber cover plate seal as well as the top mounting plate and screw everything together using the 5/16 x 1 inch BSW screws. Once this is done to both sides vacuum all drill shavings to clean the surface. Drill through the carpet a 16mm hole and refit the carpet flooring.
16. Now it's time to put it all together. Stand the cargo barrier assembly directly behind the seats. The cargo barrier's compliance plate must be in the top left hand corner and facing towards the rear of the vehicle.
17. Attach the top and bottom straps with the Milbolt's and the crinkle washers. Don't over tighten them just yet until all four are in place. Once all four are in place, tighten everything firmly.
18. Refit both the top rear grab handles and bolt them in firmly in to place. Check all bolts and screws and do a final clean. And that's it, all done. Make sure you check that all bolts, nuts and screws are tight and remember to recheck them periodically. It's now time to pack everything up, load up the truck and hit the tracks!



Editorial Ramblings

WANTED: Society Gossip, Scandal, Rumour, and if all else fails, TRIP REPORTS and NEWS! Photos also very welcome

Well this years annual awards dinner has been and gone and if you didn't make it then you'll have to try harder next year as these events are really worth making an effort to get to! Great food, great company, a few prizes and a good laugh with this years entertainer, Nigel Kennedy the hypnotist. Ash around and you'll get the rundown on who did what under his magic spell. Time has been against me this month so I will leave the list of award recipients for next month.

Last month's Cross Country Chronicle was the last paper copy - I thought it was this month hence the reason why I didn't make a fuss last month but never mind. From now on you'll get everything in colour, we can have as many photos as we want and the cost is not dependant on the number of printed pages. Of course there are a few that do not have internet access so we will be printing a few copies but the majority of the club are happy to just get a link emailed to them, follow the link and read it online. Not only do we get it all in colour but collectively we are saving the club between \$700 and \$800 each month!

So send me your literary masterpieces along with photos so that we can get what we want to read.

And on the subject of magazine content, what do people want to see in the magazine? I know some of the stuff is in month after month after month but some things do need repeating, especially for new members. I am open to any suggestions about the content, let me know what should be in, what should be out, should the adverts all go together (like the NZ4WD magazine) or should they be spread out, do you want a summary of the club committee meetings, 4WD articles I can dredge up from the internet, anything, just let me know at newsletter@ccvc.org.nz

Alan...



Committee News

Turangi Property

We have been in touch with a real estate agent in Turangi and have (as yet unsigned) the necessary paperwork to start the property sale process.

Club Financial Budget

The budget for the new financial year has been agreed upon after some discussion and adding/removing various items.

Shaun Jury

As you may know, Morris' son Shaun was badly injured in a car accident a while back - well you'll be pleased to know that he is making great progress on his recovery, Morris and family have really appreciated your support over this time.

Safety Stickers

Our honourable safety officer advises that all vehicle inspectors now have stocks of this years safety stickers, so make a booking today to get yours.



Wouldn't ya just love to be out in your 4WD in the Russian snow???

Trip Categories

The following trip category definitions, plus any *additional* requirements specified on individual Trip Information Sheets, will be enforced, for safety reasons. Trip Leaders will turn away vehicles or drivers that do not comply. The vehicle and driver requirements given here are a summary of the full requirements listed on the club website. Please refer to www.cvc.org.nz for a definitive list of requirements.

For all Categories: All open or soft-top vehicles must have a roll bar or roll cage.

All Categories **other than Family 4X4** are for members only. Prospective members and visitors are welcome if they can demonstrate to the Trip Leader they are members of another club and have adequate experience.

Family 4X4:

Description: Family trip. These trips will be straightforward and will usually include some degree of guidance in driving techniques as necessary.

Drivers: Particularly suited to family outings and drivers new to off-road driving, this category is also open to anybody who enjoys this style of trip.

Members: Anybody is welcome, especially prospective new members.

Vehicles: An important objective is minimal challenge and minimal risk to vehicles. Club safety equipment is mandatory for club members; it is not mandatory for non-members although it is recommended for vehicles once their drivers have participated in one or two trips. All open or soft-top vehicles must have a roll bar or roll cage.

Shiny 4x4:

Description: More difficult family trips, for shiny wagons and drivers *with some experience* who want more challenge and don't mind minor bush marks etc on their vehicles.

Drivers: Must have some experience, particularly important are experience in stopping, failed hill climbs, steep descents and sidelings. Club members must have completed CCVC Driver Training and participated in at least 2 Family 4X4 trips after becoming a member.

Vehicles: Vehicles must have mud tyres, tow hooks and all the required equipment per the club's document "Vehicle Safety & Equipment Inspections". This applies to all vehicles on the trip.

Club 4x4:

Description: Challenging trips, for experienced drivers. There will be steep and challenging terrain, modestly deep water and mud, likelihood of bush marks.

Drivers: Must have experience beyond that required for Shiny 4x4 trips, including water crossings and vehicle recovery. Club members must have participated in at least 2 Shiny 4X4 trips.

Vehicles: Must have mud tyres, tow hooks and all the required equipment per the club's document "Vehicle Safety & Equipment Inspections". This applies to all vehicles on the trip. Accessories such as high-lift jacks, externally mounted spare tyre, bush bars and multiple jacking points are of advantage. Winches are often particularly useful. Generally a short wheelbase vehicle is better suited for the tight tracks.

Hard Yakka:

Description: Difficult trips with very challenging terrain and surfaces, where winching, digging, and vehicle damage are all a possibility!

Drivers: Experienced drivers only, must have approval of Trip Leader. Club members must have participated in at least 3 Club 4X4 trips.

Vehicles: As per the Club 4x4 category. In addition, a roll-bar or roll-cage is recommended for all vehicles on Hard Yakka trips. Often a winch is mandatory on a Hard Yakka trip; this will be specified on the Trip Information Sheet

The Candy With The Little Hole

This should make you smile, you have to love little kids.

The children began to identify the flavors by their color:

Red.....Cherry

Yellow.....Lemon

Green.....Lime

OrangeOrange



Finally the teacher gave them all **HONEY** lifesavers. None of the children could identify the taste.

The teacher said, 'I will give you all a clue. It's what your mother may sometimes call your father.'

One little girl looked up in horror, spat her lifesaver out and yelled,

'Oh my God! They're arse-holes!'

The teacher had to leave the room !!!

Date	Name	Organiser	Category	Place
July 2013				
Wednesday 3rd	Amateur Radio Course for CCVC Members	Ian Hutchings	Event	
Sunday 7th	Akatarawa Ramble - Bookings Required - Book with Graeme (04)5267636 Cellphone 0292001700	Graeme Millard	Family Shiny	Akatarawa Forest
Wednesday 10th	CCVC Club Night - Visitors Welcome. 7:30pm, Petone Working Mens Club, Udy St, Petone	Charles Odlin	Meeting - 19:30	
Sunday 14th	Takapari Road Manawatu (Possible Snow Trip) - Bookings Required	David Coxon	Family Shiny	Takapari Road, Manawatu
Saturday 20th	Dark and Dirty - Bookings Required	Ian Groom	Shiny 4X4	Akatarawa Forest
Saturday 20th	South Island Winter Exploration - Bookings required by 31/05/2013	Murray Taylor	Shiny 4X4 / Club 4X4	Ikamatua/Reefton
Sunday 21st	South Coast Planting with Wellington City Council (To be confirmed)	Barry Insull	Family Shiny	Wellington South Coast/Red Rocks & Long Gully
Saturday 27th	Orongorongo in July - Book with Morris (04) 566 - 6197 Cellphone (021) 629 - 600	Morris Jury	Family Shiny	Orongorongo area
Wednesday 31st	CCVC Committee Meeting	Charles Odlin	Meeting - 19:30	
August 2013				
Saturday 10th	Eketahuna 800km to Pahiatua - Bookings Required	Graeme Millard	Family Shiny	All over the place!
Wednesday 14th	CCVC Club Night - Visitors Welcome. 7:30pm, Petone Working Mens Club, Udy St, Petone	Charles Odlin	Meeting - 19:30	
Saturday 17th	Akatarawa Ramble - Bookings Required - Book with Graeme (04)5267636 Cellphone 0292001700	Graeme Millard	Family Shiny	Akatarawa Forest
Wednesday 28th	CCVC Committee Meeting	Charles Odlin	Meeting - 19:30	
September 2013				
Wednesday 11th	CCVC Club Night - Visitors Welcome. 7:30pm, Petone Working Mens Club, Udy St, Petone	Charles Odlin	Meeting - 19:30	
Sunday 15th	Akatarawa Ramble - Bookings Required - Book with Graeme (04)5267636 Cellphone 0292001700	Graeme Millard	Family Shiny	Akatarawa Forest
Wednesday 25th	CCVC Committee Meeting	Charles Odlin	Meeting - 19:30	

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