

MAY 2017

# SOUTHLAND LAND ROVER CLUB

INCORPORATED



[www.southlandlandroverclub.co.nz](http://www.southlandlandroverclub.co.nz)

# SOUTHLAND LAND ROVER CLUB INC.

www.southlandlandroverclub.co.nz  
SLRC Cell Phone Number: 204-077-0915

## OFFICE BEARERS

<b>President</b>	Kenn Hawkes	230-4143	kaam@hyper.net.nz
<b>Vice President</b>	Grant Noble	218-6995	andreanoble@xtra.co.
<b>Secretary</b>	James Barrie	03-236-4082	jamesbarrie2@gmail.com
<b>Treasurer</b>	Campbell Hay	230-4678	campbellh@xtra.co.nz
<b>Safety Officer</b>	Ron McLeod	217-6727	r.m.mcleod@xtra.co.nz
<b>Membership</b>	Alistair Mitchell	230-4934	asbemitchell@gmail.com
<b>Editor</b>	Eileen Harrison	216-6620	harrison22@outlook.co.nz
<b>Sheriff</b>	Chosen on the day		

<b>COMMITTEE:</b>	David Harrison	216-6620
	Glenn Scott	212-8499
	Grant Barrie	03-236-4220
	Jared Gorrie	235-8917
	John Hawkins	214-4912
	Neil Douglas	213-1569
	Norman Moreton	03-225-8511
	Stephen Parry	217-7694
Web Master	Eb Wijkstra	216-5493

**Life Members:** Jeff and Sue Anderson  
David and Eileen Harrison

**Cover Page:** Driving through fascinating surroundings around 1600 metres on the recent Combined Clubs Interclub Weekend.  
Photo by E. Harrison

Disclaimer:

The views expressed in this newsletter are those of the contributors and do not necessarily reflect the views or policies of the Southland Land Rover Club.



# President's Report

Hi all,

Unfortunately, we had to cancel the April Tiwai run because of weather conditions. When Glenn phoned me I could hear the wind whistling around his place as we spoke on the phone, (even though there wasn't a breath of wind at my place) let alone the impending rain! It just goes to show how quickly conditions can change and how isolated those conditions can be. I guess it highlights the need to be prepared all of the time. We're going to try to run it again later in May (see details in the Upcoming Trips page).

As mentioned in last month's magazine, the costs of producing the club magazine have been climbing beyond our control, namely printer consumables and postage, with postage apparently set to rise again sometime soon. It currently costs about a third of our total income from annual subscriptions to produce and distribute it. Unfortunately this isn't the only cost we are presently needing to address either . . .

In this age of ever increasing rules and regulations before you can even sneeze it seems, things are changing big time for us. A trip had to be cancelled because of land access recently. The property manager was happy for us to be on the property, so long as we got the ok from their Health and Safety consultant, who, (despite the fact The SLRC has an excellent safety record with absolutely no fatalities and only a very small number of minor injuries in the whole of its 45½ years or so of operation) said "No!". This led to discussions about our current Health and Safety Plan, which apparently isn't worth the paper it's written on anymore! I cannot over emphasise how important this is as it affects us all. To be better informed, please turn to page 5 where I talk about this in more depth.

What I envisage happening out of necessity, not to mention coming into line with what most/all other 4WD clubs in this country have already had to do in an effort to cut costs, is that the magazine will, in the very near future, be e-mailed to all members with an e-mail address (meaning you'll receive it earlier too). This is regrettable as I know this may not suit some, in which case, please contact the editor to ensure you still get a paper copy and your request will be honoured.

Happy 4WDing,

*Kenn Hawkes*

May 2017

# SOUTHLAND LAND ROVER CLUB INC.

## By-Laws and Convoy Rules

### (A Check List for Trip Leaders and Members)

1. **Trip Leader is empowered and responsible for the days activities.**
2. **No dogs** are permitted on any Club outings.
3. **No firearms** are permitted on any Club outings.
4. **No alcohol** shall be consumed during a trip, only when the trip is officially finished for the day. The Trip Leader shall determine the beginning and the end of the run.
5. The following **gate closing procedure** shall be observed on all Club outings:
  - (a) The first vehicle shall be *Trip Leader*.
  - (b) The last vehicle shall be *Tail End Charlie*.
  - (c) The vehicles in between shall be *the convoy*.

The vehicle immediately behind the Trip Leader is responsible for closing the first gate by waiting until Tail End Charlie passes through. He then rejoins the convoy in front of Tail End Charlie. The new vehicle immediately behind the Trip Leader is then responsible for closing the next gate and falls in line in front of Tail End Charlie, etc. etc. Consequently the members of the convoy (except Trip Leader and Tail End Charlie) take turns at closing the gates.

6. **If you want the vehicle in front of you to stop**, put on your headlights.
7. **All litter** must be properly disposed of at all times, preferably take it home with you.
8. **Always keep the vehicle immediately behind you in sight. Should you lose sight of them STOP** until they can be seen again or catch up. This keeps the convoy together and ensures that it doesn't get too spread out. **If the vehicle behind you gets stuck** we ask that you back up and help where possible.
9. **Tow balls MUST be removed** for all runs.

# Jackson Wills

GME

**FOR ALL OF YOUR  
TWO WAY  
COMMUNICATION  
AND SAFTEY  
REQUIREMENTS.**



**239 DEE st, Invercargill. 9810. PH:032110888**

PosterMyWall.com



## **SAFETY REPORT BY 'THE SEAGULL'**

A new pressure switch on the ARB lockers means I'm almost unstoppable!

### **BYLAWS**

#### **No. 9**

**Towballs MUST be removed for ALL trips.**

Perhaps this should really be 'No. 1' because if a strop gets hooked on a tow ball for an extraction (always a must never do) there is huge potential for the tow ball to break off with the forces that are involved, thus creating a missile which would come flying back to the towed vehicle at such a speed there would be no time to duck out of the way, the results of which are simply too ghastly to contemplate. Simple remedy so this does not happen - just remove the tow ball!

### **ESSENTIAL GEAR**

#### **Torch**

Being late back from a trip can occur for a variety of reasons. At such times a torch becomes essential. The club has small key ring LED torches for sale for \$5.00 each and for their size they emit an excellent degree of light. Just give me a call 217-6727 to purchase one. It's a great backup for a bigger torch, especially as its attached to your keyring, meaning you always have it with you.

### **FROM THE COMMITTEE**

If you know a farmer that may let the club have access to his land, please let a committee member know. If required, someone else could lead a trip, with you having the personal contact with the farmer.

### **LESSONS FROM PAST TRIPS**

Please remember to keep the vehicle behind you in sight. We did get a bit strung out at times on the combined clubs' weekend run. Also make sure your vehicle is fuelled up the night before!!

### **TIP FOR THE MONTH**

Enjoy every day as if it were your last . . . . because one day, you'll be right!

*Ron McLeod.*

Safety Officer

May 2017

## **IMPORTANT MUST READ FOR ALL MEMBERS AND PROSPECTIVE MEMBERS**

### **PROS AND CONS OF THE HEALTH AND SAFETY PLAN REQUIREMENTS THE SLRC MUST NOW ADHERE TO IF LAND ACCESS IS NOT TO BE DENIED TO US.**

As I mentioned in my spiel at the start of the magazine, we have been informed that our Health and Safety Policy/Plan is no longer up to scratch with the current legislation, so we have to rewrite it. This is going to be a significant job if we attempt to do it ourselves, which brings up another topic that I wish to discuss.

I have been looking into The SLRC joining The New Zealand Four Wheel Drive Association (NZFWDA), which is a national body that represents about 60 4WD clubs around the country. In the past The SLRC has not joined because The NZFWDA had a strong focus in the North Island and competition events, which didn't really fit in with our club's requirements. This appears to have changed, with their focus primarily on clubs nationwide like ours. Have a look at their website, <http://www.nzfwda.org.nz>.

#### **The good news is:**

The NZFWDA is actively involved with lobbying local authorities and government departments for land access for 4WD use. They are able to, and in the past have, legally challenged the closing of legal roads. They co-ordinate submissions to the Department of Conservation regarding access to public land (The SLRC was part of this process).

They are advisors to the Low Volume Vehicle Technical Association (LVVTA) regarding modification and certification of 4WD vehicles, and have been able to stop some of the more ridiculous changes that the LVVTA have considered.

As an affiliated club we would be covered by their significant insurance policies. These have a much broader, more substantial financial cover than we could ever hope to have. They cover clubs and club members while taking part in club runs. There are also policies for legal defence and statutory liability should anything go wrong.

They currently have around 2,100 members in about 60 clubs, meaning they have a fair bit of political clout.

They have been working on a Health and Safety policy for the last year and should have it ready in the next couple of months. They have employed consultants to get this policy right and to ensure it is acceptable within the current laws. This is a big job, one which I believe to be beyond the capabilities of a small club like ours.

#### **The bad news is:**

Membership is \$30.00 per club member per year, which would have to come out of our annual subs. In my opinion, this is the only down side to becoming a member. We would be able to close our current insurance policy because we would be covered by The NZFWDA policies. This would currently save us about \$12.00 per club member. I would suggest that our club subs would have to go up a little to cover the shortfall, but if we can make some savings elsewhere, the rise would not be significant. Our subs haven't changed in about six years, but our costs certainly have, so the cost of our subs will have to be reviewed this year regardless of any other changes we make.

This would be a big step for the club to take and I am more than happy to talk to anybody that has questions or opinions. This needs to be a club decision, so the more discussion the better. If required, a NZFWDA delegate would be able to come down and speak to us at one of our meetings, or I can collect any questions and have him answer them.

Kenn Hawkes



# UPCOMING TRIPS and EVENTS (Mark the Calendar)

## TRIP GRADES

- GRADE:** **ESPECIALLY (though not exclusively)**  
**SUITABLE FOR:**
- EASY (Shiny)** - **(Novice Drivers):**  
- Easy 4x4 driving, on little/no rough terrain, shallow water  
No damage or scratches likely.  
Road or all terrain tyres sufficient. Snorkels unnecessary
- EASY to MEDIUM** - **(Novice to Intermediate Drivers):**  
- Rougher off-road tracks, some mud, bumper deep (or higher) water, some ruts. Possible scratching.  
All terrain or mud tyres and snorkels strongly recommended.
- MEDIUM** - **(Intermediate Drivers):**  
- Harder terrain, more mud, wheel height water.  
Scratches and other damage possible.  
Mud tyres and snorkels strongly recommended.
- MEDIUM to TOUGH** - **(Intermediate to Experienced Drivers):**  
- Rough, muddy, steep, rutty and/or boggy terrain, wheel depth plus water.  
Scratches and other damage a real possibility.  
Mud tyres, snorkels and full recovery gear essential.
- TOUGH** - **(Experienced Drivers):**  
- Hard technical terrain, bush bashing, rough, steep, boggy, swampy, rutty terrain, deep water.  
Scratches, body and other damage highly possible.  
Mud tyres, snorkels and full recovery gear essential.  
For well equipped vehicles only.
- The above is a guide only and will vary from trip to trip.
  - We have no control over the weather, so come well prepared as a trip can all too easily move up the scale a notch or two if it turns nasty.
  - If you are still not sure, please check with the trip leader before heading off on a run.



## TRIP LEADERS, PLEASE REMEMBER. . .



The SLRC First Aid Kit **MUST** to be taken with you on **ALL** runs, then passed on to the next trip leader as soon as possible after your run is finished. If there are any questions or queries with it, please phone Kenn Hawkes - 03-230-4143.

**Day and Date** : Sunday, 30 April  
**Where** : **NEVIS AND MACETOWN**  
**Grade** : Easy to Medium  
**Description** : Scenic and historical run  
**Trip Leader** : David Harrison 216-6620  
**Meeting Place and Time:** Garston 9.00am  
**Equipment** : Everything on the back page of this magazine  
**Registration** : Yes, to David please.



## SLRC's MONTHLY COMMITTEE MEETING

**When** : Tuesday, 9 May

**Time** : 8.00pm

**Where** : Ruru School staffroom

(located at the rear of the school, access is via the driveway past the old peoples' home at the end of Ruru Street)

*(all members and prospective members welcome)*

**Day and Date** : **Saturday, 13 May**  
**Where** : **OLD MAN RANGE**  
**Grade** : Tough  
**Trip Leader and Phone** : Kenn Hawkes 230-4143  
**Meeting Place and Time:** Piano Flat 9.00am  
**Equipment** : Everything on the back page of this magazine.  
: Chains **must** be carried or no go.  
**Registration** : Yes, to Kenn before Wednesday, 10 May please

**Day and Date** : **Sunday, 14 May**  
**Where** : **CLUB GROUNDS**  
**Grade** : Easy to Medium  
**Description** : Practice your skills and/or help out with a bit of ground maintenance as the need requires.  
**Contact and Phone No.:** Grant Noble (03) 218-6995  
**Meeting Place and Time:** Club Grounds 10.00am to 2.00pm  
**Equipment** : Everything on the back page of this magazine  
**Registration** : No. Just turn up

<b>Day and Date</b>	: Sunday, 28 May (weather permitting)
<b>Where</b>	: <b>TIWAI</b>
<b>Grade</b>	: Easy
<b>Description</b>	: Pleasant drive to take in the views around Tiwai/ Awarua area
<b>Trip Leader and Phone</b>	: Glenn Scott 212-8499 (evenings)
<b>Meeting Place and Time</b>	: Tiwai side of the Tiwai Bridge 9.30am
<b>Equipment</b>	: Everything on the back page of this magazine
<b>Registration</b>	: Yes to Glenn before Wednesday, 24 May please.

## *24 Hour Challenge*

**Friday, 9 June to Saturday, 10 June**

To be held in the Mossburn area, at this stage the event will be open to Southland Land Rover Club and Southern Trailblazers club members.

- Teams of two trucks, minimum of two crew per truck.
- Trucks limited to club-style trucks - registered, warranted and insured.
- Tyre size/style likely to be open, up to 35".
- Winch required on all trucks.
- At least one club member in each truck.
- All teams will need to be self-sufficient for food, water, cooking equipment etc.

Note that it will not go ahead if insufficient entries are received and owners will have the final say regarding weather/ground conditions. Other details to be advised when I have them worked out.

**All enquiries to Kenn Hawkes (03) 230-4143.**

### *NEW MEMBER*

*Committee and members warmly welcome*

**GORDON GOODALL**

*to the Southland Land Rover Club*

# The 46th ANNUAL GENERAL MEETING of the SOUTHLAND LAND ROVER CLUB

will be held on **Tuesday, 13th June** at **7.30pm**  
in the **Makarewa Country Club**,  
**Corner North Road and Pomona Road East**,  
**Makarewa.**

## AGENDA

Minutes of last AGM to be read and confirmed  
President's Report  
Treasurer's Report  
Membership Officer's Report  
Election of Officers  
Election of Committee  
General business

Monthly committee meeting to follow

<b>Day and Date</b>	: <b>Saturday, 24 June</b>
<b>Where</b>	: <b>PROPOSED TRIP TO WHITE HILL and WATERLOO VALLEY</b>
<b>Grade</b>	: White Hill easy. Waterloo Valley tough.
<b>Trip Leader and Phone</b>	: Gordon Goodall 217-4127
<b>Meeting Place and Time</b>	: Dipton 8.30am
<b>Equipment</b>	: Everything on the back page of the magazine : please.
<b>Registration</b>	: Yes to Gordon by Wednesday, 21 June please

## REMINDER

Please refer to the **"ESSENTIAL GEAR LIST"** before embarking on any Club trips.

Spot checks may be carried out, so do not expect to go on any trips or runs without **all** the equipment listed on the back page of this magazine included as a minimum in your vehicle. Any extra equipment mentioned in the trip description section of this magazine is **also** to be carried.

It's never nice to have to turn people away, so please come fully prepared to ensure this doesn't happen to you.



## CLUB PROPERTY FOR HIRE:

<b>Tyre Chains</b>	Per weekend .. .. .	\$15.00
<b>Winch Tirfor</b>	} 1 or all 3 per weekend } (You must have your } own shackle)	\$30.00
<b>Snatch Block</b>		
<b>Ground Anchor</b>		
<b>Contact Ron McLeod</b>	.. .. . (03) 217-6727	

## FOR SALE:

<b>Spark Arresters</b>	.. .. .	\$15.00
<b>Contact Andy Underhay</b>	.. .. . 027-505-3502	

<b>Tyre Chains</b>		
- 31 x 10.5 x 15	.. .. .	POA
- 33 x 12.5 x 15	.. .. .	POA
<b>Contact Alistair Mitchell</b>	.. .. . (03) 230-4934	



<b>Key Ring Torches</b> (give good light (while stocks last)..	.. .. .	\$ 5.00
<b>Contact Ron McLeod</b>	.. .. . (03) 217-6727	



<b>Polarfleece Beanie Hats</b>		
Monogrammed with SLRC logo .. .. .	.. .. .	\$10.00
<b>Contact James Barrie</b>	.. .. . (03) 236-4082	
<b>SLRC logo monogrammed on clothing</b> (ie. polo shirts, jackets, t-shirts, vests etc.) ..	.. .. .	POA
<b>Contact Labelz Monogramming</b>	(03)217-8585	POA





# TRIP AND EVENT REPORTS



## **INTERCLUB WEEKEND WITH CO4WDC AND NO4WDC**

Trip Report and Photos by Eileen and David Harrison and the Internet

### **Friday, 24 March – Home to Bannockburn**

All roads it's been said, lead to Rome. Not this weekend they don't - they lead to Bannockburn. Converging on the place from all manner of directions we supposed, were vehicles bearing the occupants from our three attending 4WD clubs of Central Otago (this year's host club), North Otago and of course us, the good old SLRC.

Having been abandoned by our pre-arranged travelling companions who were ready before us and too eager to be off to wait for us, the route Dave, our daughter Carla and I chose to Bannockburn took us through the beautiful Nevis Valley which we reasoned was probably more direct as it came right out at Bannockburn and is a drive we never tire of no matter how often we travel it. The trip was conducted nonstop even when, surprise, surprise we happened upon our eager to be off pre-arranged travelling companions heading across the bridge over the Nevis River just prior to the climb up and over the Carrick Range which emerges of course, at Bannockburn. Surprise as they'd told us they'd decided to go through Queenstown! Try as we might to catch them up, our naturally aspirated Safari was no match for the turbo of the dark blue Toyota Surf. When we got to Duffers Saddle however, there they were, waiting for us. However, deciding it had now become something of a hare and the tortoise style race to Bannockburn, the tortoise was not about to stop for the hare, and with a cheery wave, we just carried on our merry way, leaving gobsmacked faces in the dust well behind us! "That'll teach them to leave without us we thought. . ." It didn't actually. As we hurtled on downhill, much faster than we normally would in an attempt to stay ahead, more frequent use of the brakes than usual meant we had to stop a while later to cool them off a bit, meaning the hare did beat the tortoise to Bannockburn after all! Trip from Garston to Bannockburn - two hours.

We reached our destination around 6.30pm where we checked in with CO4WD Club's Welcoming Committee - Club President Curtis Crawford and Neil (Treasurer) and Anne Connelly, before heading off into Cromwell to grab a bit of tea. Expecting to see more vehicles parked when we got back to camp we discovered that apart from a small number of pop tops and caravans, the remainder of the camp was pretty much solely occupied by us SLRC folk, meaning even though it was still a pleasant evening for those of us congregating at the camp, meet and greet wasn't the late event to bed it had been on the first night of camp other years. Possibly not a bad thing . . .

### **Saturday, 25 March – Bannockburn to Lauder Conservation Area**

After a welcome from Curtis and a pre-trip briefing from Roger Marshall who'd stepped in as trip leader on account Helena Heydelaar who was to have run it, had injured her arm so couldn't, the call to 'mount up and move out' was issued at 8.45am. There was some debate as to how many of us there actually were in our convoy today. I'd been told truck numbers were 30. However, Curtis' register stated 28 and Tail End Charlie Derek and Margaret Jones counted 26, but as Margaret had apparently forgot-

May 2017 13.



ten to count their own vehicle, it meant that by the end of the day they were only down one vehicle. However, to really put the cat among the pigeons, as we had a 'stowaway' truck in the form of one Jeff Anderson who hadn't actually registered for the run, wouldn't they have been two down instead of one? The obvious reason for the confusion seems to be that folk chose not to drive, but to passenger with others instead . . . Ahhhhhhhhhh does any of this really matter now!?

Anyway, under an uncharacteristically grey overcast Central Otago sky, off we went heading for Cromwell; of which the last of us had cleared the bridge a little after 9.00am. Over the bridge we turned left onto SH8 and drove along the side of Lake Dunstan which was as smooth as a millpond. At the SH8/Cluden Hill exit, one of the convoy had pulled off, hazard lights a blinking so everyone knew where to turn off the tarseal road onto the dry and dusty winding Cluden Creek Track. Alongside the track matagouri and briar bushes seemed the most prolific form of plant life and the creek we skirted seemed to house the only bit of moisture to be viewed for miles around.



At 10.00am Roger pulled up to the locked gate entrance leading through the Cluden easement to the Lauder Basin Conservation Area where we stopped for a morning tea munch, gulp and natter stop. It was a great place with plenty of parking

space for . . . however many number of vehicles we were today, to park up and take a wee breather before starting the days climb up through the surrounding hills.

Morning tea over about half an hour later, we headed through the now unlocked gate and threaded our way ever upwards it seemed, through dry





countryside clad with tussock and the horribly prickly Spaniard (otherwise known as Speargrass) plants. Native to New Zealand, they are to be found growing in semi arid conditions between altitudes of 900-1500 metres (3000-4900 ft), and house spikes the needle sharp tips of which no bum would ever be thankful to land (unless it belonged to a masochist that is). If the internet is to be believed, these plants are apparently related to carrot, parsley, dill, celery etc., but I'm blessed if I can see where they make the connection! As our first GPS reading from Margaret

was 1300 metres and climbing, I guess this would be about right. By 1500 metres we were still climbing. Low cloud meant that at times we found ourselves either skirting the fog line, or else plunging our way through it, which was a little unfortunate perhaps, because a highly disappointed Helena told me afterwards we missed some spectacular views because of it. Views they had very much enjoyed when the reccie for today's trip was done under the perfect weather conditions they expected we'd be enjoying today. Ah the things we have no control over unfortunately!



At 11.50am trip leader brought the convoy to a halt amid the gorgeously surrounded track. The reason which was not immediately apparent, became more so the closer we came to a branch in the road. It was to be our lunch

stop and it was left turn at the top of the hill for those not needing a loo and right turn

down the 2km track to the Lauder Basin hut where there was room for up to 20 vehicles max. to park for those who did need a loo. As Dave and I were the last in the convoy to turn left, we were in the enviable position of also being able to tiki tour off down



the Lauder Hut track for a look see after we'd finished eating our lunch, which of

we did. I'm glad we were able to, as the views on the way down to the hut which was



positioned in a sheltered little valley with a lovely wee stream running through it, were very rewarding indeed, in a way no photo could ever hope to completely do justice to.



About 1.10pm saw our convoy zipped together as one again as we headed off into the afternoon stretch of our days

run and once again we found ourselves at times skirting the fog line. Dotted here and

there along the way were some rather impressive rocky outcrops, alpine cushion fields and tor studded alpine tops. One particular outcrop which took our (rather naughtily perhaps) fancy, we named 'Cock Rock.' While the baser minded members among us can probably see why, let those possessing cleaner minds (do they exist?) see it merely as a representation of the number one.





Our highest altitude for the day was 1620 metres and was a place where only rock and the sparsest of vegetation were to be found. As you can see by the photograph on the front cover of the magazine, it was an absolutely fascinatingly different area to drive through.

Back into the fog we passed a group of some all 'too fit to be decent' cyclists grinding their way through the area. I say that rather enviously perhaps because the fitness level I imagined was required to undertake such a venture left me all but exhausted just watching them carefully pick their way over the bumpy rock strewn ground as they passed by our trucks. The fog now stayed with us awhile, impacting fatally on



the views we would otherwise have gotten had it given us the break it chose not to. However, we were still fortunately high enough up to get some good views looking



down on Lauder Station and the Manuherikia Valley when e did pop out of it again. As we picked our way ever downward word came over the radio that those closer to the head of the convoy were fortunate enough to catch a glimpse of a na-

tive New Zealand falcon perched on a rock, observing its area. Unfortunately, by the time Dave and I got there, it had 'inconsiderately enough', flown off! However, for those wondering what a New Zealand falcon in fact looks like, I believe this internet sourced picture should serve as a pretty good indication. Beautiful isn't it?



As we made our way down to a gateway in the lower reaches close to trip's end, we were joined by a large flock of sheep which seemed to have the idea they were being mustered through the very gate the gate opener was holding open to let our convoy through. Fortunately enough he managed to get it shut in time to prevent a mass escape, meaning a rather awkward explanation to the landowner was narrowly but fortunately avoided. A short



while later we all passed through the unlocked usually locked gate at trips end on Lauder Station. The journey from locked gate to locked gate totalled 31 kms. From

here we all found our respective ways back to our differing night's lodgings in order to tidy ourselves up a bit in time to enjoy a delicious buffet style dinner served up to us in the dining room of the Bannockburn camp at 7.00pm, during which, as well as after, a most enjoyable time of socialising was enjoyed by all I'm sure.



A big thank you to all at CO4WD who had a hand in the organisation of this most enjoyable trip, with especial thanks to Helena, whose hard work and effort made the day the success it undeniably was.

## **Sunday, 25 March – Bannockburn – Cairnmuir Road – CO4WD Club Grounds**

After a bit of a clean up around camp, 13 vehicles led by Curtis left Bannockburn Camp after 10.00am on a day where once again the weather disgraced itself by providing rain and mist instead of sunshine and blue skies, impeding visibility due to yet more low cloud. However, on the up side, dust was certainly no problem at all. Our destination - CO4WD Club's grounds for a bbq lunch via the Cairnmuir Road.

As per the norm. for the second day of an interclub weekend, a few had dropped off since yesterday, but as Peter and Maryanne Smith had put in an appearance at last night's dinner, then stayed on the night, we also gained a couple. They'd turned up, not in their usual vehicle - a raised and seriously set up Nissan Patrol, with big mud tyres undeniably suited to the task of serious off-roading, but in a Mercedes

'stationwagon' bearing all appearances of being its exact opposite in every respect! When Dave and I noticed they'd joined the morning's run and were travelling right



behind us, speculation between us rose as to how this vehicle, apparently suffering from a bad case of duck's disease, (otherwise referred to as a very low under carriage) and running on pretty non descript looking road tyres, was actually going to handle the more muddier and hence slipperier than usual (for this part of the country at least) conditions we would experience today, not to mention deeper ruts and water puddles along the way. After every deeper rut or puddle we splashed through, we would stop immediately, jump straight out of the truck, and with all the expectation that this was the moment (haha) the Smiths were going to get stuck, our camera's shutter would start clicking wildly in an enthusiastic effort not to miss out on capturing, for posterity, not to mention amusement, that most vital of moments. But, to our utter amazement, and the amazement of others too it seemed, it never, never happened. They didn't even have the 'decency' to belly themselves on any of the ruts we'd rather expected they might! Yeah Pete might have (understandably) driven a little bit woosier than he normally would, but despite that, that plucky little Merc. just kept battling up, out or around every 'hazard' it threw itself at. Popular tv series Top Gear had a Marina, or a Volkwagon Beetle, or a Morris Minor even shadowing their wackier exploits; but today it seemed, we had a Mercedes 'Something or Other!'

- - - ooOoo - - -

One winters morning while listening to the radio, Bob and his wife hear the announcer say, "We are going to have 4 to 6 inches of snow today. You must park your car on the even-numbered side of the street, so the snowplough can get through."

Bob's wife goes out and moves her car.

A week later while they are eating bbreakfast, the radio announcer says "We are expecting 6 to 8 inches of snow today. You must park your car on the odd-numbered side of the street, so the snowplough can get through."

Bob's wife goes out and moves her car again.

The next week they are having breakfast again, when the radido announcer says, "We are expecting 8 to 10 inches of snow today. You must park..." then the power goes off.

Bob's wife is very upset and with a worried look on her face she says, "Honey, I don't know what to do. Which side of the street do I need to park on so the snowplough can get through?"

With the love and understanding in his voice like all men who are married to blondes exhibit, Bob replies, "Why don't you just leave it in the garage this time?"



# LOOKING BACK

## MYSTERY TRIP

26 November 2000

(Reprinted from February 2001 Magazine)

Twelve 4WDs were waiting at 9.00am sharp at the gravel yard at Wreys Bush, as per instructions, only one vehicle missing and that belonged to our Trip Leader, John Hawkins! However, he wasn't too late. (Note to sheriff: only a small fine please.) We were introduced to our guide, and away towards the Taringatura hills at 9.12 am. We entered on the western side of the hills, and after quickly reaching the tops at about 700 metres, set off southwards on what proved to be almost a circumnavigation of the Taringaturas.

The tracks were clay, so thankfully, unlike Invercargill's recent climate, the weather was good and they were dry. It was an easy drive around. The southern end of the hills was overcut forest or recently replanted, so there were great views up and down the Aparima valley, over the southern plains, and then along the Oreti valley, where we stopped for morning tea and some recent history of the area, about level with Benmore. We continued up the eastern side of the hills, eventually coming out through an area of more mature trees at the northern end, after our 35km trip around the hilltops.

We skirted the western side of Castle Downs swamp, and headed back up into the hills just south of Mossburn, with another steep climb that again gave terrific views north-west towards Centre Hill and Manapouri, and back over the swamp and Taringatura hills. An easy drive till we got to the sharp hairpin at the start of Repeater Track, where we turned off for the TV repeater at the top of Mt White (750 metres). We stopped here for a little more local history and lunch - apparently we were very lucky with the weather, as our guide told us it's normally blowing a gale up here. We were able to enjoy our lunch in fine weather, listening to the lark singing above us, and looking down over Lumsden.

After lunch we returned to the base of the hills, the tripmeter showing another 32km since we emerged at the north end of the Taringaturas. It was only 1.30pm so some of us decided to go on and do the Mount Bee track - a show of hands had indicated that only about half of the group had already done this run, so when those interested started out,

it turned out we all wanted to go.

There was an ice-cream/comfort stop at Mossburn, then we dragged the kids away from the Adventure Playground and drove east about another 25km to the Mount Bee DoC reserve. (For those who don't already know, the name was originally Mount Buggery because it was "a bugger to muster"). The route in across farmland has been badly cut up during the wet weather and has now dried into a very rutted and bumpy clay track. Once we got into the trees and started climbing, the track became better. We reached the hut about 9km in for afternoon tea, and at this point the group broke up, some heading home from there, while a few opted to follow the track a few more kms, despite, or maybe because, it got rougher from here on!

A great day was had by all.

Kerry Squire

## **CHRISTMAS SOCIAL EVENT**

**3 December 2000**

(Reprinted from February 2001 Magazine)

Well, the Southland sun certainly turned it on for our Christmas social event.

We began our day at Gala Street, heading off in different directions. Couldn't play follow the leader here as we had different instructions. The car trial took us through some interesting Southland roads, eventually leading us back to our 4X4 base.

As people began to arrive back, they were greeted by the delicious aroma of food cooking. There were several salads to accompany the meat and we all took part in a leisurely lunch break that satisfied everyone, even the extras! During lunch there were several "hard luck" stories to be heard as to who got lost on the car trial. These people were to later receive their 'hard luck' prizes.

As the children became restless, the organisers decided it was time for the entertainment. There was something for everyone. Scavenger hunt, horse rides and lolly scrambles. Santa trotted into our midst to the delight of the adults and the children alike.

In the late afternoon, people began to disappear!!! Husbands were persuaded to part with their keys as wives decided to go for a joy ride. It was great to have a play and it capped off a really relaxing and enjoyable day.

This was a wonderful social occasion in which to get to know each other beyond just a 'wave' or a 'hello, how are you?' or even the back end of a vehicle. People spent time sharing, laughing and talking together. Our club has done a great job of bringing it altogether and we would recommend that next time you come too!

Denise and Harold Schreurs



## EDITOR'S CORNER

Hello everyone,

If your turn comes up to write a trip report, please supply it as soon as possible after the run, while the details are still fresh in your mind. Not having to chase folk up for reports because I have already received them from you, makes my job of putting it all together an incredibly lot more pleasant and straight forward. It's so much more stress free for you too, as it means it's not such a

last minute chore, wracking your brains as you try hard to remember what actually happened on that particular run, when you do get that reminder.

If you go on a run and also happen to take photos, please give consideration to forwarding some of your better shots for publication in our magazine via e-mail to me. Some of you on occasion already do, for which I very much thank you. I don't promise I will be able to put them all in, but I will do my best to make sure one/two/some at least do make it in.

Please always remember that views expressed in this magazine are not necessarily those of the Club. We are still a democracy (I think).

And lastly, a VERY BIG THANK YOU to those of you who do get your contributions to me well within time without having to be continually chased up to do so. You have no idea how very much I appreciate this, please don't ever stop.

Happy 4x4ing

*Eileen Harrison*

Trip reports, photos or anything else you wish to contribute to next months magazine should be received **by the deadline of:**

**SUNDAY, 21 May.**

(Anything received after this date may not be included in the magazine)

Either post your contributions to : 22 Cushen St, Invercargill; or  
E-mail : harrison22@outlook.co.nz ; or  
Phone : 03-216-6620 or 027-216-6620

*(The Editor reserves the right to use discretion to edit trip reports and to withhold names of properties and landowners to protect their privacy)*

## **Essential Gear List and Things to Do**

If you haven't got it, you shouldn't be on club trips!

- ▶▶ Remove towball
- ▶▶ Tow hooks / Clevis (on front and rear)
- ▶▶ Recovery strop / joining stick
- ▶▶ Rated 'D' or bow shackle
- ▶▶ Shovel / spade
- ▶▶ Basic tool kit / vehicle spares
- ▶▶ Spark Arrester
- ▶▶ Fire Extinguisher
- ▶▶ Jack and jack base of wood or steel
- ▶▶ Radiator blind / sack
- ▶▶ Torch
- ▶▶ Strong footwear
- ▶▶ Soap / towel / toilet paper
- ▶▶ Water in a container
- ▶▶ First Aid Kit
- ▶▶ Valid drivers licence
- ▶▶ Third Party Insurance (minimum required)
- ▶▶ Current Registration and Warrant of Fitness
- ▶▶ Self-sufficient overnight equipment: Tent, bedding etc. when required.
- ▶▶ No dogs or firearms
- ▶▶ For further information on any trip, contact trip leader

\* Please make sure that any guests you bring are equipped with the required safety gear and abide by the Club rules. \*