

AUGUST 2017

SOUTHLAND LAND ROVER CLUB

INCORPORATED



www.southlandlandroverclub.co.nz

SOUTHLAND LAND ROVER CLUB INC.

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

OFFICE BEARERS

President	Kenn Hawkes	03-230-4143	027-407-5491 president@southlandlandroverclub.co.nz
Vice President	Grant Noble	03-218-6995	027-420-5821 andreanoble@xtra.co.nz
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Webmaster	Arthur Steinhauser	03-777-9027	021-125-2007 info@videocopter.co.nz
Groundsman	Grant Noble	See above	
Sheriff	Chosen on the day		

COMMITTEE:	Andy Underhay	027-505-3502
	David Harrison	216-6620/027-216-6619
	David Saunders	021-136-6252
	Glenn Scott	212-8499
	James Barrie	(03)236-4082/027-435-9519
	Levi Goodall	027-722-3717
	Stephen Parry	217-7694
	Travis Colligan	027-842-3637

Life Members: Jeff and Sue Anderson
David and Eileen Harrison

Cover Page: Lunch stop, Waterloo Valley. Permission sought by land owner to use drone photo. Photo Arthur Steinhauser

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

Last month saw our AGM held and there was a pleasing number of members there for a look. We even elected a committee without having to threaten anybody with bodily harm if they didn't join! Thank you to everybody who accepted nomination, without a good committee we have no club.

We have started the new year with quite a busy month with a run of some sort almost every weekend, so there should be something for everybody from a shiny trip to a potentially tough one. There is even talk of a swede paddock run in a couple of months. We haven't had one of these for ages and they are a lot of fun. We'll keep you posted a bit closer to the time.

With the new financial year also starting for the club, you will see there is a bit of a reminder about getting your subs paid for the coming year (which reminds me, I'd better pay mine!). At the time of writing I think we had six members, so the sooner we get everybody paid up again the better and we can move on to more interesting stuff like getting out and about on a few trips.

There is a run down the Oreti River coming up on the 30th of this month. I know it is short notice, but this is a great run (especially if there is still a bit of snow around) so make sure you get your registrations in quickly so the trip leader can get the key to the locked gate in plenty of time. Details are listed later in the magazine.

See you out there,

Kenn Hawkes

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



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** 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 queries with it, please phone Kenn Hawkes - 03-230-4143.

Day and Date	: Sunday, 30 July
Where	: ORETI RIVER
Grade	: Tough
Trip Leader	: Keith Gutsell (03)218-4303 or 021-243-2209
Meeting Place and Time	: Mossburn 9.00am
Equipment	: Everything on the back page of this magazine as an absolute minimum as full recovery gear may be required
Registration	: Yes to Keith as soon as possible please so he can arrange to get the gate key from DoC in time.



SLRC's MONTHLY COMMITTEE MEETING

When : Tuesday, 8 August

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	: Sunday, 20 August
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

- All married men should forget their mistakes because there's absolutely no point in two people remembering the same thing.
- If four out of five people **suffer** from diarrhoea, does that mean that one enjoys it?

Day and Date : Sunday, 27 August
Where : **MAVORA**
Description : Do it as a day run or if you are feeling especially
: hardy, turn it into a weekend event and camp out
: overnight as well
Grade : Medium if no snow. Tough if there is.
Trip Leader and Phone : Grant Noble (03) 218-6995
Meeting Place and Time : Mossburn 10.00am
Equipment : Everything on the back page of this magazine plus
: all self contained camping gear if you are going to
: stay over on the Saturday night
Registration : Yes to Grant please **no later than** Wednesday, 23
: August

ANNUAL SUBSCRIPTIONS are now due for payment.

Please accept this invoice as request for payment and pay on it as soon as possible to keep your membership current.

INVOICE

FROM

Southland Landrover Club Inc
PO Box 655
Invercargill

SOUTHLAND



CLUB

Date

11/07/2017

PARTICULARS

AMOUNT

To club membership to 30 June 2018

\$ 70.00

Total

\$ 70.00

Please disregard if sub paid since 1 April 2017

Please pay to westpac ac 03 1750 0097723 00



CLUB PROPERTY FOR HIRE:

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

FOR SALE:

Spark Arresters	..	..	..	..	..	\$15.00
Contact Andy Underhay	..	..	..	027-505-3502		

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



Key Ring Torches (give off excellent light) (while stocks last) ..	..	..	..	..	..	\$ 5.00
Contact Ron McLeod	..	..	..	(03) 217-6727		



Polarfleece Beanie Hats						
Monogrammed with SLRC logo ..	..	..	..	..	..	\$10.00
Contact Andrea Noble	..	..	..	(03) 218-6995		
SLRC logo monogrammed on clothing (ie. polo shirts, jackets, t-shirts, vests etc.) ..	..	..	..	..	..	POA
Contact Labelz Monogramming	(03)217-8585					POA

MEMBERSHIP/APPLICATION FORM

As there have been some changes to this form, in order to bring the SLRC's records right up-to-date, we request that **all members please fill it in and return it to us** by either e-mailing it to membership@southlandlandroverclub.co.nz, posting it to our PO Box number, or handing it in personally at the next committee meeting.

THOUGHT FOR THE MONTH:

Cell phones bring you closer to the person far away from you, but take you away from the one/s sitting right next to you.



SAFETY REPORT BY 'THE SEAGULL'

A great days skiing last Sunday, anyone keen to ski over the winter, give me a call.

ESSENTIAL GEAR

Water in a container

Uses include, but not limited to, topping up the radiator, drinking, washing hands, washing windscreen and filling water pistols!

FROM THE COMMITTEE

A suggestion was put forward that trip leaders could consider a teenager for the job of sheriff, [also a younger member for deputy sheriff]. Could be more laughs than usual!!

Remember that the money collected from the fines session at the end of our runs goes into a fund to help reimburse members who break their own gear extracting someone else during a run/event.

LESSONS FROM PAST TRIPS

Don't feel bad, or think you are slowing the convoy down if you get out and have a look at the way forward. This can often prevent you from getting stuck and also prevent vehicle damage by selecting the right speed, gear, or line through the hazard (suspect piece of ground).

TIP FOR THE MONTH

Keep the outside of your vehicle looking better than mine. The warrant man told Martha that I have to make an effort with the outside before the next warrant, despite nothing being required this time!! Sounds like paint will be a coming

Ron McLeod,

Safety Officer



TRIP AND EVENT REPORTS



WATERLOO VALLEY

Saturday, 24 June

Trip Leader Gorden Goodall

Number 1 Trip Report by Hannah Gorden

Photos by Eileen Harrison and Barry Calder

Editor's Introduction: *Despite the fact we pride ourselves on being a family club, sometimes our younger members' participation can become overlooked in what can all too easily come to be viewed as an adult only event. For this reason, I am honoured this month to give voice to one of our younger members, and publish a trip report as seen through the eyes of a 10-year-old schoolgirl, whose passion for drama you will notice, is no less equal to our own. Thankyou Hannah, I hope you will write more trip reports for us in the future. Any other youngsters wishing to submit trip reports for publishing in the club magazine will also be gratefully received. Who knows, you could even do a much better job than our adult members, who for the most part just seem to haaaaaate writing, and will avoid it at all costs if they possibly can. Ok then Hannah, over to you . . .*

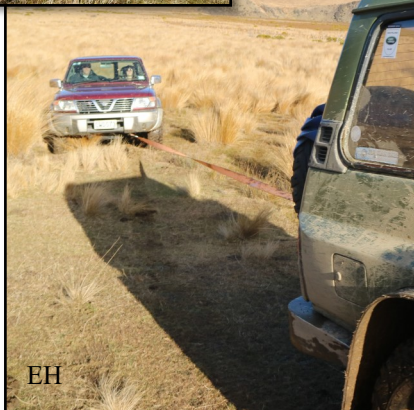
At the start of the trip, Gorden (my dad and the trip leader) decided to head the wrong way, sending most of the other vehicles the wrong way meaning we all had to turn around. The next disaster happened in the car when we went over a bump on the track, Kristy and I both hit our heads on the car roof. When we made it to the first hut (it was private) we stopped for lunch. Me, Levi and Colton all found a huge ice block and Levi used a stick to poke it out. Me and Colton said "Smash it on the ground," but it was more disappointing than exciting. When we got on the track again there was a steep hill. No-one could make it up except one of the vehicles and they didn't at first, but then they full throttled up the hill. The rest of us went the another way, but some of



us got stuck in the mud holes that others had created. The worst thing that happened

was one vehicle got stuck in the river really badly, horribly actually. They were stuck and it took a bit of pulling to get it out, he was in super deep and the water was up to the seats.

[Ahh its all right Hannah. No need to get too concerned. Despite the fact it was a bit of a nuisance, it perhaps looked worse than it really was. The best thing is that no one was hurt, except a little bit to the pride maybe, but we'll recover from that easily enough. The club still has its excellent safety



record intact, and David and I now have a very clean truck inside! Editor.]

WHITE HILL WIND FARM and WATERLOO VALLEY Sat. 24 June

Number 2 Trip Report by Eileen Harrison
Photos by Arthur Steinhauser, Eileen Harrison and John Hawkins



PT I - White Hill Wind Farm - Trip Grade Easy

He scratched his head in a state of mild panic. Despite the fact a pleasingly healthy 15 to 16 trucks had gathered at Dipton for the 8.30am pre-trip rendezvous, Gorden wished, initially at least, that he'd worn a more appropriately coloured (brown) pair of trousers. He hadn't expected so many to register for this, the first ever club trip to be led by him. A smaller number he reasoned might have felt just a tad bit more comfortable first-time round. . . Then again, as today's run was to be over some familiar old stamping ground from his youth and the day showed early promise of plenty of blue sky and bright sunshine, confidence was quick to return. After all, in those words so immortalised by Jeremy Clarkson of (ex) tv series 'Top Gear' fame, "What could possibly go wrong . . . ?"



Gorden's pre-trip briefing behind us, our convoy headed off for the 9.00am rendezvous with a Meridian representative at the Wind Farm's main gate. After he'd unlocked it for us, we followed



him on up,
passing
among
wind tur-
bines that
towered
above us
as we

climbed our way to the top of the hill.

From our vantage point at the top we were treated to stupendous views of countryside that spread out in all directions below us, namely the Takitimus,



Mt Hamilton looking towards the Lakes Manapouri and Te Anau area round to West Dome etc. Gorden pointed out below us where the farm he'd lived on as a lad lay and his fondness for the area and the pleasant memories it brought back for him, were clearly evident in his voice as he regaled us with tales from his not so misspent youth. After a bit of an explore of the area, our group gathered around Meridian's representative who gave us a very informative talk on the wind farm. Because there was no hand out to fall back on, I'm afraid the grey matter located between my ears has failed me, meaning I had to resort to my faithful old friend the internet for the details. Although the information came primarily via the www.windenergy.nz.org/white-hill site, I do confess that I did tweak it a bit, albeit ever so slightly.

White Hill Wind Farm:

Meridian Energy's White Hill wind farm was the second wind farm to be built in New Zealand, but the first to be built in the South Island and is located six kilometres south-east of Mossburn in Southland. It covers an area of 8km x 3km and the wind here has a very good speed and consistency by both national and international standards for wind farming. Annually White Hill generates enough electricity to provide power to 30,000 homes.

Key facts:

Operator: Meridian Energy

Year installed: 2007

Number of turbines: 29

Turbine capacity: 2 megawatts

Wind farm installed capacity: 58 megawatts

Blade length: 39 metres

Tower height: 67 metres

Construction:

To develop the wind farm, Meridian widened 14 kilometres of existing tracks and constructed 10 kilometres of new access tracks for the 400-tonne crawler crane that installed the turbines. Care was taken of the local ecology during construction of White Hill with significant areas being fenced off and topsoil and red tussock saved for re-planting later.

steel tower and nacelle stand 67 metres high. The blades have an 80-metre diameter sweep and are made from glass fibre reinforced epoxy. The blades turn in a clockwise direction at between nine revolutions per minute (rpm) and 19 rpm. The turbines operate at wind speeds of between 14.4 kilometres per hour (kph) and 90kph. When the wind speed reaches 54kph the turbines reach their full generating capacity of 2 megawatts. Between 54kph and 90kph the turbines generate a constant amount of electricity. When the wind speed exceeds 90kph the turbines automatically turns off to prevent damage.

Carbon credits

Meridian was granted tradeable greenhouse gas emissions units (carbon credits) as part of the Ministry for the Environment's Projects to Reduce Emissions Scheme (PRE) in 2003/2004. Wind farms are no longer eligible for carbon credits, although some developers have yet to collect the credits they were granted under the PRE. The last round of the PRE was in 2004.

Wind farms are built today only if they can generate electricity at a cost that is competitive with other forms of generation.

From here we were led down another access road to another area of the wind farm and this time we were treated to equally spectacular views looking down on Castle Rock and surrounds. Bluff Hill and Stewart Island could be seen way off in the distance. After this, it was back down to the main gate, wind turbines towering above us once again as we passed them by. After the last of us had passed through, the main access gate was locked behind us, and it was goodbye wind farm, Waterloo Valley here we come.

PT II - Waterloo Valley - Trip Grade Tougher

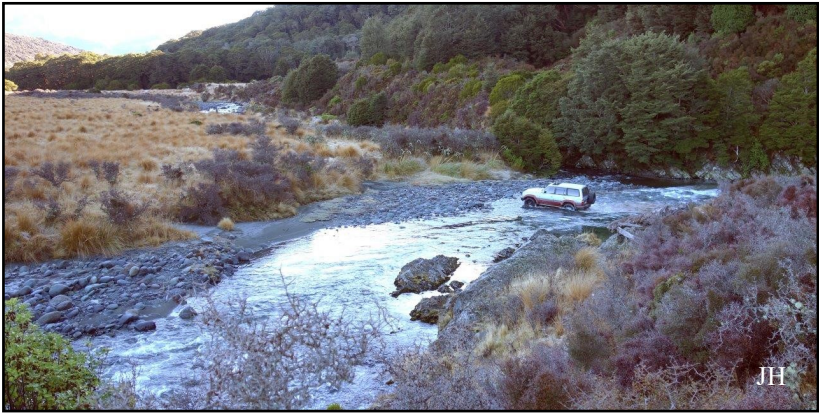
When we arrived at the start of this section of the trip, Kristy Motz and Arthur Steinhauser (rather wisely perhaps) both chose to park their trucks up and ride along with others. Despite the fact Eb Wijkstra's vehicle suffered a little more from duck's disease than the rest of us did, not to mention had probably done more off-roading outside of New Zealand than it had in it, Eb was understandably keen to have a go at this next section of terrain. Good on you Eb and welcome to the wilds of a New Zealand off-road experience. . .

Following farm access tracks, the going was easy and the scenery was great. Along the way there was a small number of locked gates to unlock so

August 2017



we could enter one area and then lock up again once all had passed through. Around us the area consisted of well broken in farmland initially, which gave way to rougher scrubbi-er ground, not to mention plenty of red tussock too. We had the occasional river



crossings, the levels of which were quite low, so hence crossings were blessedly uneventful. And all the time the backdrop of the lightly snow-capped mountains perfectly completed our stunningly beautiful surroundings.

As you can see from the photo on the front cover of this magazine, our stop for lunch beside a quaint wee hut was an idyllically pleasant place in which to refuel the body and have a bit of a natter with our travelling companions in readiness for the afternoon's jaunt further up the valley.

Whereas the morning had passed uneventfully enough, the afternoon was not without its challenges (not to mention 'butchers' bills') for certain members. When the track seemed to head up a rather steep hill that Neil Douglas managed to achieve only after some difficulty, it was decided to find another way round. Callum Calder, who also knows this part of the countryside like the back of his hand led the detour by plucking his way carefully across a stretch of tussock ground to rejoin the track further on. Despite the fact the convoy followed Callum's lead readily enough, some negotiated this area with little to no drama but as Hannah has already covered in her trip report, and the photos attached to it bear witness, others, namely her dad, brother Levi in the Suzuki Vitara and Barry Calder in the dark blue Toyota Surf experienced a little more difficulty getting through here than others. So, when a familiar enough olive green Nissan Safari 'valiantly' came to their rescue and pulled them out, of course they were very grateful. . . . Not so lucky here was Eb, whose truck got mightily stuck and took a good deal of extracting, thanks in no small part to the not inconsiderable experience of Shane Cairns, ably assisted by Norman Moreton. Alas, Eb did not emerge unscarred, as his vehicle sustained some damage to its winch and undercarriage bash plate, the latter of which became dislodged in the recovery process. After covering a not insubstantial, albeit relatively non-technical (Eb's description, not mine) part of the globe in this vehicle, (without incident I believe) Eb found New Zealand off-roading conditions had big teeth that could sometimes bite hard. Welcome to New Zealand 4WD outback conditions/experience Eb.

As we travelled on up the valley, like I've already said, we had to criss-cross the river in places. At one stage Dave and I found ourselves navigating up a shallow stretch, intently looking for the exit on account the vehicle in front of us had temporarily gone out of sight. Next thing we knew, a cunningly disguised hole lurking insidiously on the river bottom jumped out and grabbed us! Immediately the right front corner of our truck dipped steeply under the water, rapidly followed by some rather naughty swear words and a large bow wave which washed impressively up over the bonnet. The back end kind of skewed round a bit and we slunk down rather miserably into the hole where we settled at a rather sulky angle on the soft bottom, our truck stubbornly unresponsive to the gentle coaxing of the accelerator to get us the hell out of there! Water was coming in on the driver's side fast and Dave, who was by now sitting in thigh high water and struggling to keep his feet from floating up of the floor in search of his ears, was becoming keener by the minute for us to be pulled out PDQ! Sitting high and dry so to speak on the passenger's side of the truck, I didn't of course remain that way for long. Our strop was wound round the spare wheel on the back door so I had to jump out the passenger window into waist high water to retrieve it so Gordon, who'd come to our rescue, could pull us out. It took three or four or so good hard tugs on the stretchy before that familiar enough, beat up, but much loved old olive green Nissan was reluctantly, bit by bit, yanked unceremoniously up off river bed. It really was bad luck, because not more than a metre either side of the truck, the water was so shallow it would barely have covered the feet of a pair of gummies! Luckily we'd both brought a change of dry clothes with us, so I didn't have to avail myself of the trousers Shane Cairns so very kindly offered me (I'm only presuming they weren't the ones he was already wearing. . . lol). Unluckily, our two cameras, spare camera batteries and two cell phones had gotten wet and were now unusable. Evidently we would be visiting the insurance company this week. . .!

In light of the terminal damage incurred by our electronic camera/phone gear, I was left wondering how newer vehicles harbouring more electronics under their bonnets than our old girl did would have fared in a similar situation? Once she was up out of the water BET didn't miss a beat. Would a newer model be able to boast the same, or would it have been left dead in the water? As I don't really know, all I can say on this occasion at least is, ahhh thank goodness for good old fashioned (truck) technology.

Our unscheduled dunking in the river also made us realise all over again how rivers must never be taken for granted, must always be treated with respect, must always be navigated with the utmost of care and with the utmost of concentration, because as we'd just found out, they can bite you if you don't! Lesson Learned: Large plastic containers with clip down lids would have kept a whole lot more stuff (sensitive electronics, food and clothing being some of the most important items perhaps) inside the truck a whole lot drier than they ended up getting. Hindsight is such a wonderful thing!

Update: Insurance company accepted our claim and the cameras, batteries and cell phones have now been replaced. Perish the fact that this should

ever happen again, but in the event it does, we have also invested in a number of large plastic containers with clip down lids! Perhaps others would also like to take note and follow suit . . . ? After all, this time it was Harrisons, next time (perish the thought) it could be any one of you.

With the river incident now behind us, our convoy travelled further on up the valley where we stopped at a DoC hut (yep, I've forgotten its name) before turning round to retrace our wheel tracks back down the valley. Here Dave and I got changed into our dry(er) clothes and Callum disappeared under Eb's truck to effect some bush mechanics in an attempt to reattach the bash plate some pretty vindictive tussocks had rather ruthlessly torn from the underside of his truck earlier in the day. This done, with only a couple or so minor extractions along the way, we headed relatively uneventfully back to the place where two trucks had been parked up earlier in the day. Here SS



(secret sheriff) Kristy Motz delivered to us her first club fining session. After a few laughs and a few even lighter pockets, the day was formally wound up and we all left for our respective homes.

A big thank you Gorden Goodall for leading this trip and also to all the others who helped out in one way or another as well in typical SLRC team spirit. Despite the fact the Harrisons' truck came back considerably wetter than it started out, we wouldn't have missed this trip for the world. It was a thoroughly enjoyable day and we're absolutely sure we're not just speaking for ourselves when we say this either.

ONE OR TWO LINERS

- Take my advice - I'm not using it.
- I just read that 4,153,237 people got married last year. Not to cause any trouble, but shouldn't that have been an even number?
- I named my hard drive "Dat Ass" so once a month my computer asks me if I want to "back dat ass up."
- I find it ironic that the colours red, white and blue stand for freedom, until I look in my rear view mirror and see them flashing behind me.
- When my boss asked me who the stupid one was - me or him? I told him everyone knows he doesn't hire stupid people.
- I'm great at multitasking. I can waste time, be unproductive and procrastinate all at once.



LOOKING BACK

OTAPIRI

29 April 2001

Trip Leader Russell Smith

Report by Nathan (from the idiot seat SJ 4521)

(Reprinted from June 2001 Magazine)

After a bit of a debate on the pros and cons of various tyres, 20 vehicles departed Centre Bush through the back road into the Otapiri Gorge, then via farm tracks up to Bastion Plateau.

Here we had a short stopover to admire the fantastic 360° views of Southland from Stewart Island to the Hump.

A brief history from Russell about the local area and his claim to fame of having stayed in the same hut as the last man to be imprisoned for making the then illegal Hokonui Moonshine.

Then we were off into the Hokonui hills where a bulldozer had made the track just a bit too easy, and down for afternoon tea with another million dollar view. Us townies don't know what we are missing until we get there.

With that over it was time for the big kids to have a spot of fun playing in the mud. On the way I found that opening gates can be very bad for your dentist bill. Tee Hee.

Scott Gorrie showed us a very peculiar way to catch an eel. At least I assume that's why he stopped half way through a stream, got out and threw one that he uncovered onto the bank.

It goes to show Suzukis with super swampers can go where young boys shouldn't, as one young lad can testify as he ended up waist deep in muck following where the big boys had been. We also found that with a little persistence a Land Rover can go anywhere a Suzuki can.

Some of the ladies enjoyed a peaceful time knitting and watching the action from the sidelines.

All-in-all, a very dirty and humorous trip showing how persistence at all costs sometimes doesn't pay and at other times it does. (A definite pre-requisite for owing a British vehicle.)

PS Suzukis3/Cruisers 1. (Apparently, but whose keeping count?)

Many thanks to Russell Smith for a great day out.

BORLAND SADDLE SNOW TRIP

10 June 2001

(Reprinted from July 2001 Magazine)

We three trucks departed Invercargill in cold but clear conditions with the weather forecast for snow to sea level.

Deciding to travel through Wreys Bush, we had a clear run until just before Nightcaps, when the snow started to fall and by the time we reached Ohai the ground was white and the road a bit slippery with horrible thoughts of things ahead.

At 9.50am ten trucks left the turn off to investigate the lake and from there to the gate at Borland Lodge where we waited to see if they would allow us to proceed or not and finally the gate was opened but the comments from the locals of "You might get to the top," or "If you get over there you might not get back out" left the navigator not keen to go any further.

Her mind was soon taken off this thought when we started to climb to the top. With everything covered in snow, it looked just like a scene you might see on a Christmas card.

Arriving at the parking area overlooking the Grebe River valley we stopped thinking this was as far as we were going. Everybody started fitting their chains with a lot of discussion of where they should go, front or rear, and how to put them on, and someone had taken a piece out of ours as they were too short, but with a lot of adapting of spare chain shackles and wire we were ready to go back out, but no, our trusty leader had other ideas and proceeded to move on downhill past a sign which read **CAUTION NARROW ROAD NOT RECOMMENDED FOR CARS** but on doing a tricky manoeuvre, that invisible hand gave him a wee nudge sideways making his rear end come into contact with another truck's tail light, the only apparent damage all day.

It was a slow journey downhill as trucks stopped along the way to tighten their chains as they loosened and rubbed on the bodywork, but with the assistance of a ball of binder-twine and other devices, we moved on past the workshop they used when they built the power line to the smelter, the snow getting lighter. Arriving at the South Arm of Lake Manapouri, we had lunch with no snow, but a snow shower which did not lie on the ground.

We left the lake at 2.00pm for home, stopping at the top of the saddle for a play in the snow, where a person ventured forth and had snow up to his knee caps. It was just powder, no weight and cold. You couldn't even make a snowball to throw at anyone. The group left for home after passing through the gate at Borland Lodge.

Lessons I learned about chains, practice fitting them and make sure they are not twisted, check there are no twists in the links as it makes them too short and hard to join up.

Thank you James for the very enjoyable and learning trip.

Report written by YZ 4415

BLONDE JOKES

Three blonde men are stranded on an island. Suddenly a fairy appears and offers to grant each one of them a wish.

The first blonde asks to be intelligent. Instantly he is turned into a brown-haired man and swims off the island.

The next one asks to be even more intelligent than the previous one, so he is turned into a black-haired man. The black-haired man builds a boat and sails off the island.

The third blonde asks to become even more intelligent than the previous two. The fairy turns him into a woman, and she walks across the bridge.

- ooOoo - -

A blonde, a brunette and a redhead walk into a bar. The bartender tells them that in the restroom, there is a magic mirror. "If you tell the truth in front of it, you get the one thing you desire the most. But if you lie in front of it, you disappear and you can never come back.

So the redhead goes into the restroom and stands in front of the mirror. "I think that I am the most beautiful person in this bar." And the redhead walks out with a brand new red car.

Then the brunette goes into the restroom and says to the mirror, "I think I'm the smartest person in this bar." And she gets a million dollars.

Then the blond goes into the restroom and says to the mirror, "I think . . . And POOF!! She disappears.

- ooOoo - -

Why did the blonde stare at the can of orange juice for two hours?
Because it said "concentrate."

ONE (OR TWO) LINERS

- Today a man knocked on my door and asked me for a donation to the local swimming pool. I gave him a glass of water.
- Keep the dream alive. Hit the snooze button.
- It's funny, when I walk into a spider web I demolish his home and misplace his dinner, yet I still feel like the victim.
- If you're not supposed to eat at night, why is there a light bulb in the refrigerator?
- Waking up this morning was an eye-opening experience.
- I bought a vacuum cleaner six months ago and so far all its been doing is gathering dust.
- When an employment application asks who is to be notified in case of an emergency, I always write, "A very good doctor."
- Child's experience: If the mother is laughing at the father's jokes, it means they have guests.
- I'm not saying I hate you, but I would unplug your life support to recharge my phone.



EDITOR'S CORNER

Hello everyone,

Although we do our best to advertise runs giving members plenty of time to register, sometimes this is just not possible. For a number of reasons,

i.e. work commitments and hence the availability of the leader to lead the run, it can very occasionally mean that notice can unforeseeably, be very short indeed. This is not quite as much of an issue if you already have your name/s down on the club's cell phone text list, or if you receive your magazine via e-mail. In these cases we will be able to get such information to you much sooner than if your sole form of club information is via your paper copy magazine, via your home post box, goodness knows when. Another avenue we are looking into is a members' only area for the club's website. This information could at a not too distant future date, possibly also be posted there.

Please note my change of e-mail address. From now on please send all trip reports, photos etc. to me via this address. I know I've had a few changes of e-mail addresses fairly recently, and I apologise for this, but I assure you that this is positively the last one as it has been especially designated for SLRC club purposes for me and should anyone succeed me as editor in the future, it will also become theirs .

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 FRIDAY, 18 August** either by:

- Posting to 22 Cushen Street, Invercargill 9812; or
- E-mailing to editor@southlandlandroverclub.co.nz

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



Southland Land Rover Club

P.O. Box 665 Invercargill **Explore The World & Do What You Love** INCORPORATED



Application Form

Personal Details

You and your Partner's Names	
Address	
Home Phone Number	
Mobile Phone Number	
E-Mail Address	

Vehicle Details

Vehicle 1

Make, Model & Year					
Registration No.		Colour		Modified	<input type="checkbox"/> Yes <input type="checkbox"/> No
Insurance Company			Type of Cover		

Vehicle 2

Make, Model & Year					
Registration No.		Colour		Modified	<input type="checkbox"/> Yes <input type="checkbox"/> No
Insurance Company			Type of Cover		

In line with the Club's Public Liability Insurance Policy we require details of your insurance company and type of cover you have on your vehicle.

Other Information

Radio	<input type="checkbox"/> CB Radio 27Mhz <input type="checkbox"/> PRS Radio 476Mhz	Chains	<input type="checkbox"/> 1 Pair <input type="checkbox"/> 2 Pair
Winch	<input type="checkbox"/> Hand <input type="checkbox"/> Electric <input type="checkbox"/> Mechanical		
Type of runs you prefer	<input type="checkbox"/> Easy <input type="checkbox"/> Medium <input type="checkbox"/> Tough		
I agree that my contact details will be available for other members		<input type="checkbox"/> Yes <input type="checkbox"/> No	
I want to receive the monthly magazine via E-Mail		<input type="checkbox"/> Yes <input type="checkbox"/> No	
I want to receive text reminders for upcoming events		<input type="checkbox"/> Yes <input type="checkbox"/> No	

I confirm all details are correct and I will notify the club if any change.

Signature	
Date	

This information will be used for club purposes only

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. ***