

SEPTEMBER 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 andreanoble@xtra.co.nz | 03-218-6995 | 027-420-5821 |
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| Treasurer | Campbell Hay | 03-230-4678 | 021-949-579 campbellh@xtra.co.nz |
| Safety Officer | Ron McLeod | 03-217-6727 | 027-635-6193 r.m.mcleod@xtra.co.nz |
| Membership | Alistair Mitchell | 03-230-4934 | 027-774-9286 membership@southlandlandroverclub.co.nz |
| Editor | Eileen Harrison | 03-216-6620 | 027-216-6620 editor@southlandlandroverclub.co.nz |
| 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 | 03 216-6620 | 027-216-6619 |
| | David Saunders | 021-136-6252 | |
| | Glenn Scott | 03 212-8499 | |
| | James Barrie | 03 236-4082 | 027-435-9519 |
| | Levi Goodall | 027-722-3717 | |
| | Stephen Parry | 03 217-7694 | |
| | Travis Colligan | 027-842-3637 | |

Life Members: Jeff and Sue Anderson
David and Eileen Harrison

Cover Page: Inside the Glenham Tunnel. Note the curve and brick walled sides.

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

Hello Everyone,

Well, I've actually managed to go on a couple of runs lately, and it is very pleasing to see good turnouts at all of them. It makes it worthwhile for our trip leaders to have 8-10 or more trucks turn up for a trip that they have organised. The opposite is also true, it is rather disappointing to organise a run (often involving discussions with land owners and driving recce's) and not have anybody able/willing to go on it. I know that sometimes trips just seem to be at the wrong time and this can't be helped, I guess. Organising trips at this time of year can be a challenge sometimes, with land owners not really wanting to know us because of ground conditions, lambing/calving and other seasonal work, so if anybody has any ideas or suggestions of places they want to go (or could take us to) please speak up. Either come along to a meeting, or give a committee member a ring. We are always open to new ideas.

There is a couple of good trips lined up at the moment, with one or two for later in the season that will be on (as far as I know) new ground for us. They certainly haven't been done while I have been a club member! New ground is always exciting because, well, it's new! So everybody keep an eye out for places with potential for us please.

I have been approached by the Nelson 4WD Club with ideas for a week-and-a-half tour of the deep south in February next year. I've given them a couple of ideas of where they could go, but told them that the best spots will probably need a local to lead them. If they go ahead, it would be good if one or two people could put a day aside to take them for a trip, or combine a trip with one of ours. Nothing too hard because they have to tow their caravans back home. Any suggestions for locations, leaders etc. would be greatly appreciated.

See you out there,

Kenn Hawkes

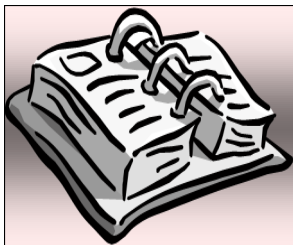
SOUTHLAND LAND ROVER CLUB INC.

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.



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, 3 September (Father's Day) |
| Where | : CATLINS AREA |
| Description | : All new ground over private property. |
| Grade | : Easier and Medium sections with Tougher sections for those who want them. |
| Trip Leader and Phone | : Arthur Steinhauser 021-125-2007 and Keith Gutsell |
| Meeting Place and Time | : Main Street, Wyndham 10.00am |
| Equipment | : Everything on the back page of this magazine as a minimum |
| Registration | : Yes, to Arthur as soon as possible please as numbers are limited to 15 trucks. |



SLRC's MONTHLY COMMITTEE MEETING

When : Tuesday, 12 September

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, 17 September |
| 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 |

CORRECTION TO APPLICATION/MEMBERSHIP FORM

SLRC's PO Box Number is not 665, it is 655!

We apologise for any inconveniences this error may have caused members because if you have already posted your annual subs payment and form to the incorrect address, you will now need to resubmit it to the correct one.

Day and Date : Sunday, 24 September
Where : **WEDE PADDOCK ON PRIVATE GROUND**
Grade and Description : Its an incredibly fun thing and we haven't had one
: for a very, very long time so as easy or as tough
: as you want it to be
Contact and Phone : Grant and Andrea Noble (03) 218-6995
Meeting Place and Time : Mokotua Garage 10.00am
Equipment : Everything on the back page of the magazine.
Registration : Yes, to Andrea and Grant before Wednesday, 20
: September please

FINAL REMINDER
As ANNUAL SUBSCRIPTIONS
ARE NOW OVERDUE FOR PAYMENT

unless payment is made before the end of this month, this will be your last magazine as your membership will have lapsed.

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 | .. | .. | .. | .. | .. | \$20.00 |
| 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 |

DON'T FORGET TO FILL IN AND SUBMIT YOUR MEMBERSHIP/APPLICATION FORM WITH YOUR ANNUAL SUBS PAYMENT

As there have been some changes to this form, in order to bring the SLRC's records right up-to-date, if you have not already done so, 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 PO Box 655, (not 665 as incorrectly printed on the form) or handing it in personally at the next committee meeting.

THOUGHT FOR THE MONTH:

A yawn is a silent scream for coffee!



SAFETY REPORT BY 'THE SEAGULL'

Skiers, you missed a great weekend last weekend at Cardrona.

ESSENTIAL GEAR

Third Party Insurance

This is very cheap to obtain and is the minimum cover expected from individuals taking part in club runs. Imagine coming down a steep slope or track and a brake hose bursts, and the only place to go is up the rear end of a late model Prado!! Even a Scotsman like myself would be glad that I had hotfooted it into the insurance company for a bit of third party.

FROM THE COMMITTEE

Any suggestions for coming trips, please let a committee member know.

LESSONS FROM PAST TRIPS

On the Oreti trip a tow hook parted company from the front of a vehicle and we were very lucky there were no damage or injuries. It appeared that the hook had come loose over time and finally the bolt stripped the nut. We should all check our tow hook bolts from time-to-time.

It does pay to get out and have a look down steep banks before going over the edge; this could avoid a very heavy recovery requiring a three pulley winch!! Cheap strop for sale (one eye missing) see Alistair.

TIP FOR THE MONTH

We should all take responsibility for safety on club trips. If you see something that is unsafe, please bring it to that person's notice or tell the trip leader or a committee member, who will approach the person. It would be a terrible thing to live with if a serious accident happened because you failed to say or do something. You could even be the victim!

Ron McLeod,

Safety Officer



TRIP AND EVENT REPORTS



ANNUAL MID WINTER WEEKEND IN MOSSBURN AREA

Saturday, 15 to Sunday, 16 July

Trip Report by Grant Noble

Photo by Arthur Steinhauser

Once again a hardy group of trucks met up on a fine and frosty morning in Mossburn for our annual mid winter weekend trip on one of our most favourite properties.

As usual, those who'd brought it, dropped the camping gear off at the campsite and after chains had been fitted by those who had them, off we all went for a play on what over the years has become a very familiar playground indeed. There was every obstacle you can think of here today; everything from snow and ice, to steep hills and swamp alluringly presenting themselves. The latter appealed the most and much time was spent taking turns to cross this delightfully soggy stretch of turf, with mixed results meaning a good number of recoveries and plenty of mud flying.



It was during this time that Arthur Steinhauser sent up a drone to capture the fun on camera and the footage looked great.

After a couple of hours most people had managed to try almost everything and some found out just how well their trucks can perform on different terrain. So back to the campsite for lunch and a catch up we went. After all, it is a social trip.

After lunch, our host suggested I lead the afternoon run as he was busy. As I'd been here so often, his reasoning was that I'd know where to go. As it turned out, this was a big mistake on his part, because within minutes of his departure and while still on familiar tracks, we were absolutely nowhere near where I was planning to go! It just goes to show how much every shrub looks

the same when you're trying to navigate your own way instead of following someone who knows them all intimately. In spite of my being directionally challenged however, we soon found our way up to the boundary fence and all the ice and snow we encountered along the way just made a fun track even more interesting. This filled in a good chunk of the afternoon.

To finish off, we headed back down to one of the stages used in a recent event. Although we drove it easily during that event, this time I got stuck right near the beginning and required a substantial recovery that seemed to take forever. This should have warned me of what was to come, as a few minutes later we had a truck firmly stuck at the bottom of a gully which required a difficult winch uphill. Finally, with two winches and me as a third anchor, it was persuaded out of its hole and back onto firm ground.

By now it was getting late, those headed for home unchained, and after a quick fine session from Travis, departed muddy and hopefully happy.

While the camp was set up and tea served around the huge camp fire supplied by the land owner, Ian suggested a night run. So, as soon as it was dark we headed off into the scrub, uphill and down dale for a good half-an-hour that just finished the day off nicely.

As always, our hosts joined us around the campfire for a leisurely and social evening, with many stories and liquid refreshments until late into the night. At least two other members joined us just for the social evening, which is always welcome as our policy is always 'the more the merrier'. This is possibly the best part of these trips, as nothing beats good company, coupled with good surroundings.

Sunday

A good cooked breakfast and a cuppa had everyone up and ready to go again, and we were soon joined by the last trucks up for the day, plus the landowner for today's run.

Ian took us across a number of challenging paddocks before meeting up with a track that led up to a large peak where there was only room for one vehicle at a time to drive up, turn around then come back down again. The view from the top I assure you, was simply amazing, and took in most of the property and beyond. From here we travelled on to where I'd attempted to go the day before where we enjoyed a huge number of random tracks until around lunch time, all without any dramas.

After lunch, while I packed up camp, Ian took the others on a quick jaunt around a few hills before winding the day up and saying our goodbyes.

Thanks to all who came and again I would like to extend our thanks to the land owners who always make us feel welcome and go above and beyond to create an event that is so enjoyable

Best Friends: Ready to die for each other , but will fight to the death over the last slice of pizza



MYSTERY RUN AND MID WINTER MEAL

Saturday, 22 July

Trip Report and Photographs by David and Eileen Harrison

It was a showery afternoon when nine trucks gathered at the Dacre Hall at 1.30pm, with promise from the weather forecast for clearing weather.

After a wait for a late-comer who'd phoned ahead to let us know he was still coming, quiz sheets bearing questions and places for participants to look out for were handed out, then we all set off at 1.50pm.

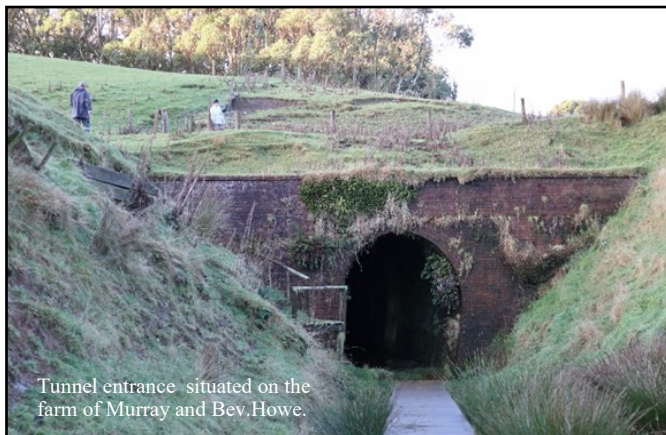
At first we headed for Morton Mains, then on to Seaward Downs, Mataura Island and Pine Bush. From here it was a series of back roads into the Fortification area, located in the western part of the Catlins region. Not an area we seem to stray into all that often, the surrounding countryside was pleasantly hilly and wooded in places with exotic and native forests.

Brief History of Fortification:

To serve forestry interests in the Fortification area, a bush tramway was built in the mid-1920s. It ran from Te Peka railway station on the Tokanui Branch eastwards to a sawmill in Fortification, and then divided into a number of branches to logging sites. The tramway's date of closure is unknown, but it occurred prior to the closure of the Tokanui Branch on 31 March 1966.

We'd heard that a Maori Pa had once existed in the Fortification area. However, as we could find nothing on the internet to confirm this, the information remains unsubstantiated. Having said that, Fortification Hill, although clearly not a Maori name, sounds like a likely place for one to be sited, if indeed it did actually exist. Pās were built by Maori as fortified refuges for times of war, as well as being secure living places and centres for learning, crafts and horticulture. As they were often located on naturally defensible high points such as the ends of steep-sided ridges, coastal headlands or isolated hills, the theory is at the very least, plausible. After all, the area around here was certainly noted for the odd skirmish or three.

On through the Waikawa Valley we travelled, then on to Mokoreta. Following alongside the Mokoreta River along the Wyndham Valley Road we arrived at Glenham. Here we turned onto the Wyndham South School Road and drove to Murray and Bev. Howe's farm at the end of it, where we parked up and pulled on our gumboots for a short walk across a couple of squidgy paddocks, then down a bank to the site of the old Glenham Railway Tunnel. Carrying



Tunnel entrance situated on the farm of Murray and Bev. Howe.



Tunnel exit situated on the farm of Peter Dobson.

torches, the intrepid explorers then negotiated the curved 225 metre long tunnel to the far end and back.

Tunnel information kindly supplied by Bev. Howe :

'The Glenham Railway Tunnel is situated at South Wyndham. The entrance is on the farm of Murray and Bev. Howe and it ends on the farm of Peter Dobson. It is 225 metres long and was opened in 1890. The full length of the tunnel is lined with bricks, (see front

cover of magazine) as are the two portals. All the bricks were made and fired on site. The workmen lived on the site in tents. Tragically while construction was underway in 1887 there was a massive cave-in of soil saturated by recent rains. This fell into the timber framing which collapsed and five men were buried in the rubble. Two were found alive, but sadly, three workers died. The tunnel was part of the Wyndham Glenham Rail Line and construction of the line was started in 1882 from Wyndham and finished in Glenham in 1890. The Glenham district thrived in the 1890's and was the centre for flax mills and sawmill which provided much of the goods carried on the line. There was a passenger service provided as well between Glenham and Wyndham. To travel first class you paid 1/- (one shilling) and for second class you paid 9d (ninepence). Much to the disappointment of the Wyndham and Glenham communities, the rail line was closed down in 1930 and the tracks were lifted up in 1933. Today, some 119 years after the line opened, the Glenham Tunnel is still very much in near pristine condition and credit must go to the Victorian labourers who applied their trade and skills with much dedication.'

Back on the road, it was a short drive to Wyndham for a fuel and refreshment stop at about 5.00pm, after which, those keen to carry on, followed us out on to the Wyndham-Mataura road where we took a detour into the hills through Tuturau before heading back to Wyndham, then on to Edendale where we parked up at the Pioneer Tavern.



At the tavern we were

joined by a few more club members and as we sat down at the tables, our numbers were such that we all but completely 'took over' the dining room.

Drinks and meals were partaken, yarns were told – a good catch-up for all attending. A pleasant highlight of the evening was an excellent collection of photos and videos taken by Arthur Steinhauser on a few of the trips the club has done recently, which were viewed on the big tv screen on the dining



room wall. The quiz was marked, not a difficult one by any stretch of the imagination, and as answers were pretty close, we had to get a bit picky with the marking which came down to full names and correct spelling of places. Winning place getters were: In first place - James and Kara Barrie with Keith and Valerie Gutsell and Kenn and Annette Hawkes following up a close second equal. A small prize of a box of chocolates was awarded to each couple.

Thank you to everyone for coming. We had a good time, we hope you all did too.

ORETI RIVER RUN

Sunday, 30 July

Trip Leader Keith Gutsell

Trip Report and Photographs by Arthur Steinhauser

I didn't think my truck would make a tough run down the Oreti River track, but as I could not resist to come on this trip, happily Keith was willing to take me on board his Nissan Safari with its massive 37inch tyres. Keith picked me up from home with Rob and off we went from Invercargill to the meeting point in Mossburn. A minute after 10 and we arrived for the group meeting and briefing. It was still pretty cold, but besides the bit of snow in the shade of the bush next to us, there was no snow on the grounds, which disappointed many who had hoped for a snowy run like last time. However, the sun was out and it looked like it was going to be a great day.

Eight trucks then made their way towards Mavora with Keith leading the pack at high speed. His comment was just: "We need to be quick or we won't make it".

At the gate to the track, frost-covered grounds and fantastic views waited for



us, if we could just open the gate, which due to the cold nights, had frozen and it took a strong kick from both me and Keith together to push it open. Once in, tyres were deflated in preparation for the track ahead.

It started all nice and easy with hard grounds. The frozen

ruts were a different story however, but not a problem for Keith's mighty 37 inch tyres and big engine. We ploughed our way through and reached the Upper



Oreti hut which Keith did not stop at as he wanted to get as far as possible. A few kilometres down the track we reached our first river crossing. Nothing spectacular, but a great view and a small break was permitted on the riverbank.

So far I had had great fun, but Keith seemed to be a bit bored, and his reputation was on the line as he had claimed this to be a tough track and so far nothing tough had really happened. We crossed the river over and over again in search of the track and a harder path, with every truck following and everybody making it. When we reached deeper, muddier waters, I decided to make a break as this was potentially a pond that we could get stuck in.

After the break I decided to film the muddy crossing and went to the other side. Unfortunately, I was a bit too close to the deeper section and while holding the cameras in my hands, my gumboot sunk into the ooze. With nothing to hold onto and nothing to step onto, I just thought "Suck it up and keep on going Arthur."

Nobody got stuck and we continued on and the track started to get more challenging. The next obstacle was a muddy area where speed seemed to do the trick, but for our only Land Rover today, it did not work at all. Somehow the

drag link (steering bar) had gotten bent and the Land Rover was in serious problems. Nothing worked and all turning seemed to bend the bar even more, so it was time to lift the truck up and go to work. Ron, with his magic hands took everything apart and bent the bar back straight. I was seriously impressed. It took them almost an hour to get the Land Rover going again, but when they did, it was as good as new so we continued on. Climbing side tracks got us up higher and great views lay all around us.

The track got tougher and tougher, with harder river crossings, steeper hills and muddy bits which started to slow us down. At one point our Hilux Surf found itself hanging off the edge



and due to the tightness of the area, it took us half-an-hour to get it back on track. It was now clear that we had lost a lot of time and would not make it all the way through, but we continued on and besides some occasional stops because people got a tiny bit stuck, we made good

progress.

After a few more river crossings and with me as navigator watching the Topo maps in an attempt to keep Keith on the right track, we reached another hut. Once again there was no time to stop too long, so we pushed on harder forwards. Keith started to get a bit ambitious as the track was not hard enough for him, but this time he would pay for it. Not listening to me, he thought a shortcut over a 'cliff' would be a good idea – not, and we ended up in a very deep ditch in the river on a 40° angle.



September 2017

It took a bit of power to pull us out of there, but eventually it was managed due to the great team effort and we finished our run with the last river crossing just after 6:30pm.

It was a fantastic day which gave me a good feeling about driving on even tougher trips myself because I know that the club will help me out when I get stuck, something breaks, or is just there for me to have a great day.

Thank you very much Keith for this amazing fun day.

[And thank you very much for your trip report Arthur. Your English is so, so much better than My German! Editor]

- I changed my password to 'incorrect'. So now, whenever I forget what it is, the computer will say "Your password is incorrect."
- When I see ads on tv with smiling, happy housewives using a new cleaning product, the only thing I want to buy is the meds they must be on.
- "I'm feeling pretty proud of myself," the blonde person told her friend. "The Sesame Street puzzle I bought said 3-5 years and I finished it in 18 months!"
- You know that tingly little feeling you get when you like someone? That's your common sense leaving your body.
- Politicians and nappies have one thing in common. They should both be changed regularly and for the same reason.
- Relationships are a lot like algebra. Have you ever looked at your 'X' and wondered 'Y'?
- I can totally keep secrets. It's the people I tell them to that can't.
- If you think nobody cares whether you're alive or not, try missing a couple of payments.
- Before I criticise a man, I like to walk a mile in his shoes. That way, when I do criticise him, I'm a mile away and I have his shoes.
- If four out of five people **suffer** from diarrhoea . . . Does that mean that one **enjoys** it?
- I hate it when I'm just about to kiss someone really sexy and my face hits the mirror!
- If you see me smiling, it's because I'm thinking of doing something evil or naughty. If you see me laughing, it's because I've already done it.
- Behind every successful student, there is a deactivated Facebook account.
- Money talks, but all mine ever says is, goodbye.
- Hospitality: Making your guests feel like they're at home, even if you wish they were.
- If you can smile when things go wrong, you must have someone else in mind to blame.



EDITOR'S CORNER

Hello everyone,

That run in the Catlins area advertised on page 6 of this magazine sounds temptingly promising. New territory is always a refreshing change from the good old faithfuls (not that there's anything really wrong with the good old faithfuls mind you. We can't not keep doing them because they are still new territory to our new/er members.) David and I have our names down already for this run, and I'm pretty sure others will too, so do please make sure you get in a prompt phone call to Arthur with your registration details so you radically reduce the possibility that you might miss out. Remember this run is limited to 15 trucks only and I'll be very surprised if few people show interest in it.

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, 14 Setember** 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)

- Did you know that dolphins are so smart that within a few weeks of captivity, they can train people to stand on the very edge of the pool and throw them fish?
- Have you ever wondered why you are really good at stuff, until other people watch you do that stuff?
- I entered what I ate today into my new fitness app, and it just sent an ambulance directly to my house.
- If I ever need a heart transplant, I want my ex's. It's never been used.
- I bet you I could stop gambling.

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. ***



Southland Land Rover Club

PO Box 655, 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