

OCTOBER 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

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David and Eileen Harrison

Cover Page: Catlins Area. (Photo courtesy of 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

Hello Everyone,

As many of you will have heard by now, we had to cancel a recent training day at the club grounds because when we arrived to set up, we found that the trees adjacent to our grounds are being logged, and the contractors are using our grounds as access. There was no notification from the ICC about this and although they don't appear to be obliged to inform us, I think it would have been polite for them to do so. Some of our grounds have been used for a skid site by the contractors and at this stage we don't know what other work will be done that will impact on us. I expect that any ground that has had trees removed will be replanted, but we need to know what, if anything, will be done with our patch. If our patch is also to be planted in pine, the grounds will no longer be any use to us and we will have to look for a new home.

Grant and I have had a meeting this afternoon (20 September) with the Council's Director of Works and Services and he is looking into the situation. We have asked for information regarding future plans for our block and the land around it and what we are able to do to remedy the situation when the contractors have finished. The meeting was positive, but no answers will be available until some fact-finding is done by the council. More discussions are sure to follow!

While finding this out was somewhat upsetting (especially in view of the hundreds of hours of work put in by Grant and everybody else that he has roped into helping) we are hoping that we can make something positive out of the current negative situation. We are hoping that we will be able to expand the usable area with some "new and improved" features. Hopefully while there is some large machinery on site, we will be able to make use of their services before they leave, but that will depend on the outcome of discussions with the Council.

In other news; options for trips are usually fairly limited at this time of year, largely because most farms are lambing/calving/fawning/kidding/pupping/hatching etc. at the moment so don't want to see us about the place, not to mention the fact that things are a little damp underfoot at the moment! Needless to say, this limits us to track that have public access. If anybody has a place they want to go to (or can take us to), please speak up rather than just leave it all up to the committee members to put runs on.

I'll try to keep everybody posted on progress with the club grounds as news becomes available,

See you out there,

Kenn Hawkes

October 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.



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, 8 October
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	: As there has been disturbances to the grounds by the ICC please check with Grant that it is still on before heading out to the grounds.



SLRC's MONTHLY COMMITTEE MEETING

When : Tuesday, 10 October

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, 15 October
Where	: EYRE CREEK
Description	: Scenic with river crossings
Grade	: Medium to Tough (depending on conditions)
Trip Leader and Phone	: Neil Douglas 03-213-1569
Meeting Place and Time	: Athol 9.30am
Equipment	: Everything on the back page of this magazine as a minimum
Registration	: Yes, to Neil please before Wednesday, 11 October

THOUGHT FOR THE MONTH:

The 50-50-90 Rule: Anytime you have a 50-50 chance of getting something right, there's a 90% probability you'll get it wrong.



"ON THE HORIZON"

3-4 February 2018
Camping Weekend

Trip Leader - Gordon Goodall

Itinerary:

Saturday: Nokomai to Nevis

Sunday: Tennant Peak to Nevis

Accommodation Saturday Night:
Kingston Camping Ground

MEMBERSHIP/APPLICATION FORM REMINDER

Some members have still not forwarded their Membership/Application form as requested. If you are one of those members, could you please do so even if you consider that your information has not changed from last year so we can ensure that Club records are as accurate and up-to-date as possible by:

- Posting it to PO Box 655, Invercargill.
- E-mailing it to president@southlandlandroverclub.co.nz; or
- Handing it directly to a committee member

Thank you.



- My doctor told me that jogging could add years to my life. He was right - I feel ten years older already.
- My favourite mythical creature? The honest politician.
- Dear alcohol, We had a deal where you would make me funnier, smarter and a better dancer. I saw the video. . . We need to talk.
- When I call a family meeting I turn off the house wifi and wait for them all to come running.
- One cigarette shortens your life by two hours, one bottle of vodka by three hours and a work day by eight hours.
- I've been repeating the same mistakes in life for so long now, I think I'll start calling them traditions.
- I hate people who use big words just to make themselves look perspicacious.
- My wife had her driver's test the other day. She got 8 out of 10.



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

- My job is secure. No one else wants it.
- Telling a girl to calm down works as well as trying to baptize a cat.
- Escalators don't break down. . . they just turn into stairs.
- Is predictive text female? Because it won't let you finish your sentence without coming up with other suggestions.
- Wifi went down during family dinner tonight. One kid started talking and I didn't know which one it was.
- He wanted a puppy. I didn't want a puppy, so we compromised and got a puppy.
- Thanks for explaining the word 'many' to me. It means a lot.
- When I was at school 52% of the class were good at maths. I was one of the other 38%.
- When I told the doctor about my loss of memory he made me pay in advance.
- Nothing ruins a Friday more than realising it is only Tuesday.



SAFETY REPORT BY 'THE SEAGULL'

Skiers, you missed another great weekend skiing on Fathers day weekend, gave the boys a run for their money!!

ESSENTIAL GEAR

Basic First Aid Kit

A basic first aid kit should be carried in every vehicle. In the case of a major accident, individual kits can be pooled with the club kit. The club kit is usually carried by the trip leader and now has a defibrillator, just in case some of us grey heads try and fall off the perch!! It is a good idea to know how to use the contents of your first aid kit. Because we are usually many hours away from a hospital, a first aid course with an outdoor component would be useful.

FROM THE COMMITTEE

Sorry folks. I missed the committee meeting

LESSONS FROM PAST TRIPS

Unfortunately the Seagull has not been out 4WDing (too much skiing) but here is a recap from 1989:

'I was involved in a Search and Rescue exercise on the Old Man Range. On Saturday a front came through. It was sunny and half-an-hour later it was blizzard conditions, snowing horizontally and remained so for three or four hours. The locals emphasised that this type of weather can come at any time of the year. When we are 4WDing in exposed areas like this, at any time of the year we should make sure we are as well equipped as we possibly can be.'

TIP FOR THE MONTH

Make sure your gear, especially heavy items like your spade, axe, chains etc, are firmly secured. In the event of a roll over, what would you like wrapped around your ears – a soft jersey, the arms of your spouse..... or a set of tyre chains?

Ron McLeod,

Safety Officer

October 2017



TRIP AND EVENT REPORTS



ROLLERCOASTER RUN

Trip Leader John Hawkins

Trip Report Kristy Motz

Tuesday, 15 August

With around only 24 hours cellphone notice, seven trucks showed up at 7:30 on a Tuesday evening for the Rollercoaster Run. We all gathered for a safety briefing by John Hawkins who was illuminated by headlight. He covered the importance of hitting the hills straight on, whether going up or down, because the hills were steep enough to roll a truck if you hit it on a diagonal, which meant if you got stuck you had to reverse, making certain that your vehicle was reversing in a straight line. This briefing made me particularly nervous as I knew my reversing camera wasn't exactly straight, which meant I couldn't rely on it – I would have to use my side mirrors.

After a short meeting, we set out to an alternative entrance because logging trucks were blocking the normal entrance. I watched the five trucks in front of me get up the first hill with ease. Then it was my turn, and go figure, I bellied it. My 'knight in shining armour', aka, Tail End Charlie came to my rescue and pulled me back down. I gave it another go and got stuck, but Kenn thought I could get it back down on my own, which I did with his guidance. This time Kenn thought it best to go ahead of me so he could pull me up as it seemed the length of my truck was giving me problems. Kenn made it up no trouble and threw the strop down. We got me hooked up and I eased down on the accelerator. Before I knew it, I was over the hump and as it turned out, the strop came off and thus I made it up and over on my own. "Wa-hoo!"

At this point, John jumped into my passenger seat, and my boyfriend Mike got in the back seat. I wasn't certain why he jumped in, but then it became crystal clear - he needed to tell me where to go as everyone else was already down the next hill. (We had to keep a tight convoy in order to be able to see where the truck in front of us went as many of the turns were sharp and if you weren't paying attention to the truck in front of you, you would miss the track.) We continued with the ups and downs and I learned the importance of lining up straight and applying even pressure on the accelerator all the way through the incline. (I had a tendency of easing up when I got to the top as I was too short to see

over the hump and thus was afraid of hitting something.) We came to a particularly steep hill and Mike commented that some trucks in front were revving it up and so I would need to get a good start. Kenn walked up beside me and said the same thing – give it some gusto and go for it! At this point, several of the guys were waiting at the top of the hill and Mike asked me about that. I said they were there waiting to help me out as I have a tendency of needing rescued. He laughed and I said that is what the club is all about – helping one another.

I, however, did make it up without assistance, despite the gathering of men. There were a few other steep hills but I made it up with coaching from Kenn. John did comment that I was doing some re-landscaping of the tracks. . . Oops. Despite me needing assistance on the first incline, we finished the circuit in plenty of time for round two. This time around, I managed the circuit on my own and was quite proud of that.

We finished around 9.00pm and John approached me and said, “Since you had the most fun on this trip, I think it is fitting that you do the trip report.” I had a good chuckle about that and accepted. I apologised for getting stuck and holding everyone up, to which John responded, “You aren’t learning if you aren’t getting stuck.” And on that note, we all headed home.

CATLINS AREA

Sunday, 3 September

Trip Leaders Arthur Steinhauser and Keith Gutsell

Photos by Arthur Steinhauser

Eleven vehicles met at Wyndham for a nice casual 10.00am start which was good as it meant the morning was not too much of a rush, and it was a trip that did not require an hour’s drive for me to the meeting spot!

We followed Arthur along the road to Mokoreta, then we turned and headed north. After about 50kms it



was time to air down and immediately start the discussion of the day – the same as every 4WD trip - tyres, winches, lights etc. After a few tiki

tour excursions off the main road and back onto it again, it was time to climb through some paddocks which had had cows wintered on them.



It sounds worse than it was as the ground was quite loose and smooth and with the great run of August weather, it meant the going was pretty good.



Arthur had set Keith loose by this stage as leader (so he could do some video work) looking for a challenge and before long this was found with a series of runners. The first one took a few casualties, but none got majorly stuck. From here it was decided that they were still a bit wet for an easy run so we turned back, but not before Keith was stuck and Norm decided both Nissans needed a bit of bonding time with a gentle love tap! Alas however, no photo.

Heading back to skirt around this area it was onto another climb up to a high point for lunch, where a couple of vehicles made it up the steep fence line with most opting for the easier way up the paddock.

After lunch at this point, it was on-wards and upwards through some grass paddocks that some made look easier than others. After a short



drive through some forestry that was very recently planted out in gorse, the track was pretty greasy and the trees were



planted very close to the track. It will be overgrown very shortly with gorse and then trees if not kept open! At the end of the forestry was a drive along a fence line on quite a sidling with at least a couple of vehicles gaining battle scars from nearby warratahs. Then it was back to the road and into a peat swamp area which was a bit of fun, with various driving styles and various degrees of success. To finish, the group went up and over a high ridge on grass paddock with some good views, followed by a run along the top of the ridge being escorted by Arthur's drone then heading back to the road for a sheriff session.

Thank you Arthur for putting the effort in and organizing a trip onto a new block of land which has plenty of scope for the future - providing we are allowed back of course. If only more newer members put on trips so quickly.

Drivers on the trip were:

- ⇒ Keith "I've put two of my Simex's on backwards" Gutsell.
- ⇒ Paul "Who needs mud tyres when I have petrol power?" Mason.
- ⇒ Norm "That scratch will polish out" Moreton.
- ⇒ Kristy "I need bigger tyres and I'm not Kathy or Kirsty" Motz.
- ⇒ Daniel "What's all the fuss about? I won't need to wash it" Richardson.
- ⇒ Arthur "I just need two minutes for a nappy change" Steinhauer.
- ⇒ George "Look at all these Japanese vehicles on a Land Rover Club run" McMeeken.
- ⇒ Neil "I miss my Pajero HAHA" Douglas.
- ⇒ Paul "Diff locks saved the day" Mullins.
- ⇒ Nathan "I've got a Nissan, so I'll drive it like a Nissan" Cannan.
- ⇒ **Trip report written by Glen "I've bent my bash plate again" McPhail.**



LOOKING BACK

MYSTERY RUN - MOSSBURN

16 June 2001

Trip Leader ?

Report by Leone

(Reprinted from pp 7-8 June 2001 Magazine)

On a not so cold but very misty morning in mid-June, the mystery trip in the Mossburn area commenced early with 17 vehicles. This is an unforgiving piece of land and held a few surprises as well as concentration, at times, as drivers and navigators tried to find new tracks to conquer the many obstacles. Shovels and chainsaws were used extensively to improve the tracks where weather had cut huge ruts and tree branches had fallen in the way. Many rocks were moved to fill holes, and boulders pulled away with tow ropes and by hand, to minimise the damage to vehicles. The soft peaty marshes made hard work for the larger heavier vehicles and chains on this part were absolutely essential. There was a time when I thought we were not going to get out by nightfall!

Many vehicles will require repairs after this day. Some bumpers and stepping boards were reshaped. Number plates bent around, plastic and chrome trim becoming detached, chains caused the snapping of the brake pipes on a wheel of one vehicle, a steering rod was bent and the sheering of nuts to a back axle causing it to shoot out of its casing like a cannon. But the most spectacular display was from the team leader, showing how to form a new track by gracefully sliding sideways down, what seemed like a 60° bank, for quite a distance, in or out of his control. His saviour was a small tree which stopped him dropping over the bank into the stream below.

Having been on only a few of the club days out, and being 'roped' into the job as a female scribe, I am unable to put names to vehicles for a more personal report, but I must say I was most impressed by the two little Suzukis which managed the whole course with great ease and never seemed to get into difficulty. They even helped with some towing and it seemed they could also float on water.

I was most interested in the many techniques of towing during the day and the comradeship and helpfulness from club members made it a very enjoyable experience.

LAKE MAVORA - MT NICHOLAS - WALTER PEAK

15 June, 2001

Trip Leader Kevin Clark

(Reprinted from pp 8-9, August 2001 Magazine)

At the assembly point in Mossburn we were welcomed and given an outline of the day ahead of us.

Our first stop was for a morning tea break at Lake Mavora in cool crisp conditions. On our way in, we passed parts of the lake that still had ice on it, results of some heavy frosts over the past while. Even if the temperature was low, it's great what a nice warm cuppa can do. There was even plenty of time to change that puncture.

We then proceeded to our next stop, the musterers' hut. It commands a lovely view of the surrounding mountains and the source of the Oreti River.

We then stopped at the stone building that once was the Mt Nicholas cook shop. Out the back was this nice flat area set out in stone. The reason? A few years back it was set up as a restaurant, but the venture never really came off.

Our convoy then continued to the airstrip overlooking Lake Wakatipu and the Glenorchy road. We were also able to view the hydro lake that supplies the Mt Nicholas Station. From there we proceeded down to the lake shore for a much awaited lunch and toilet break.

After a relaxing hour we continued to our destination, Walter Peak, where we had a good stroll around taking in the tourist sights. The lady of the lake, 'The Earnslaw' arrived, delivering her passengers of Asian tourists.

On our homeward journey we stopped off at the Von Hut for afternoon tea, before going our separate ways.

Thanks Kevin for sharing your information. It makes the outing so much more interesting.

M.C.D.

It was with concern that I read the trip report in another club's magazine recently. With all the publicity over the possible closing of the Styx to Paerau road in the winter, it was a trip to the Serpentine area by this particular club that was cause for concern. To quote from their trip report:

'A particularly deep bog hole provided a good opportunity for some of the bigger boys to have a play, with ***** demonstrating what a well set up vehicle is capable of.'

My understanding is that this is a public road, not a play area!!! The Lake Onslow and Serpentine area provide an opportunity for a different way to get to the Maniototo area, but if club members are damaging the area by 'playing' we will find that the 'powers that be' will use their 'power' to have this road closed to us, because of the irresponsible actions of a few.

Vivienne Roberts, SLRC Editor.

DOWN THE ORETI RIVER

Sunday, 1 July 2001

Trip Leader Stephen Parry

(Reprinted from September 2001 Magazine)

So sorry for the lateness of this report. A kind person offered to do a rough copy as we progressed through the day and wrote it in the back of a book she was reading.

When it was time for the report it couldn't be found until her friend who had been given the book to read phoned her and asked her if she was looking for something, so here it is. (New item for Essential Gear List - pen and paper to do trip reports on, Ed. [Vivienne Roberts]).

On a cold and dark frosty morning on 1 July, a group of really enthusiastic 4WDers set out for Mavora and once again being the last truck there, this was our punishment.

When we left the road after crossing the Oreti River, it looked just like a flat paddock as far as you could see, but soon found this was not to be the case when after crossing some depressed judder bars, our illustrious trip leader, after being pulled out backwards not once, but twice, made it through the first gateway. After the rest had passed through with no problems his explanation was that he was only breaking the ice for us, which on inspection we found to be over an inch thick.

Andrew, in a white Landcruiser was second to be assisted, then TG 5472 bellied going into the river (the rest of us knew not to go there). Fourth was YZ 4415 but he wasn't getting his feet wet and he didn't. The doors couldn't be opened and he wasn't climbing in and out the window, so an experienced bystander climbed across the back of the truck and had to clear a mound of gravel away from the tow hook, which was well under water to attach the tow stop. We hope he had long enough gumboots on. Lesson learnt: If there are other ways to cross a river, pick the right truck to follow and wait until he gets across. He made it, we didn't, as the most observant sheriff reminded us at the end of the run.

Blue Landcruiser YY 1486 then black Toyota Surf, whose navigator was busy reading the book and taking notes were the next to be assisted as well as others. At the sheriff's court at the end of the day, it was found there was only one truck that had a clear round, the rest having more than one black mark against them.

At one of the crossings we found that part of the bank was missing, so while the men made an alternative route, the ladies rested and chatted. This was an interesting one and more than one had to have a couple of goes with such a sharp right hand corner out of the creek, our illustrious leader guiding everyone through was great help and entertainer.

We stopped for lunch at a lovely spot and had just settled down to enjoy the scenery when we were on the go again. It was down a bank, up a bank, through a gate, sharp right, sharp left, then up a steep hill, everyone having a great time. It was wonderful to see everyone helping everyone and Robyn's friends must have had a great day because their laughter was contagious and I am sure everyone enjoyed seeing them enjoy themselves. I hope Robyn's exhaust was not too damaged and was easily fixed.

This was a day for everything, with splendid scenery, bush lines, green paddocks, snow capped mountains and the frost glistening on the grasses, as well as experiencing winching - pushing - pulling - laughter, by gosh did AN 4655 dig herself in deep. But once again, all was well and our leader led us HOME.

YZ 4415

WHAT A MAYONNAISE JAR AND TWO CUPS OF COFFEE CAN TEACH US ABOUT LIFE

Once in a while, you'll come across a story that makes you think. The simple story of the professor with the mayonnaise jar and two cups of coffee is one of those gems. The origin of the story is unknown, and different variations of it exist online. We may never find out who wrote this inspiring tale or if it even happened in real life, but we can definitely learn some valuable lessons from reading it. Here is the story in its entirety:



A professor stood before his philosophy class, some items laid out in front of him. When the class began, he wordlessly picked up a very large and empty mayonnaise jar and proceeded to fill it with golf balls. He then asked the students if the jar was full. They agreed that it was.

The professor then picked up a box of pebbles and poured them into the jar. He shook the jar slightly. The pebbles rolled into the open areas between the golf balls. He asked the students again if the jar was full. They agreed it was.

The professor next picked up a box of sand and poured it into the jar. The sand filled up everything else. He asked once more if the jar was full. The students responded with a unanimous "YES!"



From under the table the professor next produced two cups of coffee, the entire contents of which he poured into the jar, soaking into the sand it effectively filled up everything else. The students laughed.

"Now," said the professor as the laughter subsided, "I want you to recognise that this jar represents your life. The golf balls are the important things - your family, your spouse, your children, your health, your friends - and if everything else was lost and only they remained, your life would still be full. The pebbles are the other things that matter like your job, your house, your car, your possessions. The sand is everything else - the small stuff."



"If you put the sand into the jar first," he continued, "there is no room for the pebbles or the golf balls. The same goes for life. If you spend all your time and energy on the small stuff, you will never have room for the things that really matter and are most important to you."

"Pay attention to the things that are critical to your wellbeing. Spend quality time with your family while you can. Play with your children. Take time to get medical checkups. Take your spouse out to dinner. There will always be time to clean the house and fix the leaking tap. Take care of the golf balls first - the things that **really** matter. Set your priorities. The rest is just sand."

One of the students raised her hand and inquired what the coffee represented.

The professor smiled. "I'm glad you asked. It just so happens that no matter how full your life may seem, there's always room for a couple of cups of coffee with a good friend."





EDITOR'S CORNER

Hello everyone,

David and I were really ticked off, because being well and truly knocked off our feet by a persistent bout of the dreaded 'lurgie' (man flu in his case) meant we missed Arthur's run into the Catlins area which was apparently over all new ground. We were really looking forward to that too. Oh well, I suppose

the brown stuff is bound to happen from time to time. Never mind, we are well on our way to recovery now, although it has taken the better part of a month or so to almost fully throw it off.

David and I are also overjoyed to announce that we have just become grandparents for the second time. Weighing 7lbs 6oz, a very healthy Xavier James Sim was born just before midnight on Tuesday, 19 September. Mother (Michelle) and son are doing extremely well, James is an understandably very proud dad and big brother Alex is extremely excited to have a little brother. Dave and I predict big brother's excitement should last at least until little brother is able to start getting into his things . . .

I haven't got anything else to say except if you have not already done so, in the interests of keeping the SLRC's Club records as accurate and up-to-date as possible, please fill in and forward your Membership/Application form to the Club please. Refer to page 7 for forwarding options.

Until next time then. . .

Happy 4x4ing

Eileen Harrison

Trip reports, photos or anything else you wish to contribute to next months magazine should be received **by the absolute deadline of FRIDAY, 22 September** 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)

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. ***