

NOVEMBER 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
Secretary	Andrea Noble	03-218-6995	027-425-4766 info@southlandlandroverclub.co.nz
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: Looking a bit sad but in a safer place, Harrisons' stolen truck.
Photo E. Harrison

Disclaimer:

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



President's Report

Hello Everyone,

I can't believe how quickly the months go by. It seems such a short time ago that Eileen had to chase me up about a report and now another one is due! I did have a week away towing the camper around the back blocks so that accounts for some of the time I suppose.



Anyway, things have been progressing with the Club grounds at Sandy Point, and the disturbance caused by logging contractors using our ground for access to a block of trees that weren't on our ground. Grant and I have had one meeting with the ICC and have another planned for 18 October. We should get the future of the grounds sorted at this meeting and we can start to repair/replace/improve the place. At this stage we are hopeful that we can change things around a bit and actually come out of it all in a better place than before. Once we have a plan, I suspect Grant will be looking for a volunteer or two, or three; so be prepared! More on this next month.

You should have received a text regarding the Mavora Working Bee on 27 October. I know this is short notice and on a week day work day too, but it had to fit in with DoC's plans. As we use this place quite a bit, I hope some of you will be able to lend a hand with this as it is always disappointing to see damage caused by 'dickheads' [otherwise referred to in 'politer' circles as 'Richard Craniums.' Ed.). Hopefully we are able to achieve something in conjunction with DoC, and continue to improve our relationship with them. The work is likely to involve fencing off damaged areas to try and keep people on the track. If you can help, or want more information, give me a call on 027-407-5491.

See you out there, wherever that might be.

Kenn Hawkes

November 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 : FRIDAY, 27 October
Where : **MAVORA Working Bee**
Description : A good relations exercise assisting DoC fence off damaged areas in an effort to prevent more irresponsible 4WDers getting off the formed tracks
If you can help contact : Kenn Hawkes - 027-407-5491 for more information

Day and Date : Saturday, 4 November
Where : **FLAT HILL WIND FARM, Bluff**
Grade : Easy afternoon run
Trip Leader and Phone No. : Gorden Goodall 021-022-35694
Registration Details : Although he's not anticipating any problems, we were still awaiting access confirmation at the time this magazine went to print, so please contact Gorden to ensure it has been granted when you register with him for this run please
Equipment : Everything on the back page of this magazine.



SLRC's MONTHLY COMMITTEE MEETING

When : Tuesday, 14 November

Time : 8.00pm

Where : Ruru School staffroom

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

(all members and prospective members welcome)

Day and Date : Saturday, 18 November
Where : **MOUNT BEE (combined with photographic tutorial from Arthur Steinhauser)**
Description : A few river crossings. Snorkels strongly recommended
Grade : Medium
Trip Leader and Phone : Gorden Goodall 021-022-35694
Meeting Place and Time : Five Rivers Garage 9.30am
Equipment : Everything on the back page of this magazine.
Registration : Yes, to Gorden please before Wednesday, 15 Nov.



11TH NOVEMBER LANDSLIP 4X4 RALLY & WINCH CHALLENGE

SOUTHERN TRAIL BLAZERS 4WD CLUB

Classes for all 4x4. Maximum tyre size 35inch. Sign posted from State Highway 1 Pukerau. 8AM SCRUTINEERING. 10AM START.



CLASSES FOR ALL 4X4

WINCH CHALLENGE
CLASS

SPECTATORS FREE
ENTRY

GREAT DAY OUT FOR
THE FAMILY

COMPETITORS \$30

SOUTHERN TRAIL BLAZERS

CONTACT:
TODD 0274219403
DOUG 0274893550

NOVEMBER 11TH
SCRUTINEERING 8AM

In order to encourage more people to enter in the fun and give it a go, please note that a new winch challenge class that has been added this year which is better suited to entries by our club trucks than the traditional rally course has previously been.

Needed:

1. Competitors
2. Marshals/Helpers

This valuable service is essential for any event of this nature to go ahead, so if you have the time, they have the place. All offers gratefully accepted.

Day and Date
Where

: Sunday, 10 December
: **COMBINED END OF YEAR XMAS RUN with**
: **SLRC AND SOUTHERN TRAILBLAZERS**

Grade

: Easy and Social (always a great way to end the 4x4
: club year because you also get a meal thrown in at no
: extra cost)

Description

: Run organised by Southern Trailblazers
: BBQ tea organised by SLRC (bring your own lunch)
: Supposing a break in his very busy schedule is
: possible again this year, Santa has been invited,
: so parents, unless otherwise advised, a small gift
: for your attending children please)

Contact and Phone No.

: Eileen Harrison 03-216-6620/027-216-6620

Meeting Place and Time:

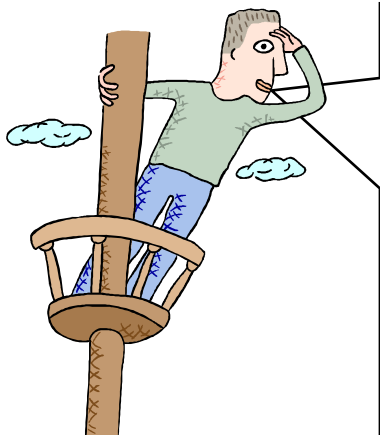
: TBA next months magazine

Equipment

: Everything on the back page of this magazine

Registration

: Yes to Eileen Harrison please stating how many
: will be attending the run/bbq/number of children



"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



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		

THOUGHT FOR THE MONTH:

People can't drive you crazy if you don't give them the keys.

(Mike Bechtle, author of the book by the same title))



SAFETY REPORT BY 'THE SEAGULL'

Very pleased to hear that Dave and Eileen have got the 'ole girl' back again I must say that we do get rather attached to our old trucks!!

ESSENTIAL GEAR

Current Registration and Warrant of Fitness

This is to ensure that the vehicles on a run can be relied on to be up to standard. With no rego or warrant it is an easy out for the insurance companies.

FROM THE COMMITTEE

Despite the fact we were a bit lacking for new runs, a couple came in after the meeting from a non-committee member who seems to be doing well and truly more than his fair share coming up with most/all of the runs lately. Many thanks Gordon, its much appreciated but this shouldn't be left all up to you, so if anyone, either committee members or non-committee members has any contacts or runs they'd like to do, take a turn, speak up, and remember, a committee member can always lead the trip if required.

LESSONS FROM PAST TRIPS

Actually this is pre-empting a possible (hopefully not) future report of a fire on a trip. With summer coming on we need to ensure that we carry a spark arrester if we have a diesel vehicle. Depending on the area, a farmer, forest owner, or DOC may make spark arresters a requirement. The trip leader will inform you via the newsletter in the trip advertisement if this will be the case. A spark arrester is some stainless steel gauze attached to your exhaust pipe with a hose clamp to catch red hot pieces of carbon. Please contact Andy Underhay if you require one 027-505-3502

TIP FOR THE MONTH

A retired husband, a guard dog does not make . . . [Woof! Ed's 'Sidekick']

Ron McLeod,

Safety Officer



TRIP AND EVENT REPORTS



SWEDE PADDOCK ON PRIVATE LAND

Sunday, 24 September

Trip report promised for next months magazine as it was firstly overlooked and secondly, not quite finished before this magazine had to go to print, but undoubtedly a fun and filthy time was had by all. . .

EYRE CREEK

Sunday, 15 October

No trip report as this run was cancelled due to lack of numbers.



LOOKING BACK

A TRIP TO REMEMBER

Saturday, ? 2001

Trip Leader Jeff Anderson

Report by Vicky Clark, Story Teller Extraordinaire

(Reprinted from pp 6-12 September 2001 Magazine)

A request for something a 'bit difficult' and for some night driving did not prove to be too difficult to arrange for 'our mate' Jeff. And like lambs to the slaughter, a dozen keen people rang up to say "We're in."

Kevin must have forgot about me, because he decided to ride with Jeff, which meant that I was (a) in charge of 'the red beast' myself; or (b) was riding with Jeff as well. Being the cautious type (and not wanting to be accused of putting another dent or scratch in the truck) I opted for the back of the Nissan.

A spot of shopping at Annies and a quick side trip to the Magnolia Tree, and I was ready for anything. A quick change at Andersons (Jeff didn't think my shopping attire was suitable for 4WDing) and I was ready. We loaded up the Safari and off we went to meet up with the rest of the crew. I was, of course prepared for this trip - overalls, cap, belt and softball bat (most necessary when giving directions to Jeff from the back). As 'an apprentice in trainin' my responsibilities on this trip were nil. I was not required to make chit chat over the CB - they wouldn't give me the 'talky thing', and I didn't have to do any fetching or carrying - I was stuck in the back, and talking when in-group huddle was out - my window wouldn't open.

A quick briefing for drivers - Jeff's no good on long briefs, and off we went. Only a short way down the road and the trip began in earnest. Chains were put on, and up the hill we went. A bit of a cross country travel to protect farmers

tracks saw the group spreading out, as we all found the best way through the scrub and tussock. As we climbed higher up the hills, it was back on the track, as ridges got narrower and the tussock got higher. Track travel is not all its cracked up to be, as this track was rough and greasy, and at one stage we were definitely facing the wrong way, and to avoid ignominiously sliding off, we had to drive over the side, and claw our way back up over the side further up the hill. The trucks behind were quite taken with our feat, but none had to emulate our actions, all bar one managing to negotiate the soft track without too much difficulty. The views from the top of the hill were magnificent, the day being clear but cool. We hadn't realised we had climbed quite so high, but we could see the Southland plains, Bluff hill and further back, Stewart Island.

From there we then took a downward route, with down being the operative word. I was, at one stage, trying to pass Jeff, and I was in the back seat! It goes completely against all instincts to put the foot down on the accelerator and not the brake when starting to slide down a hill, but it was more important to go straight with control, than slower and sideways, especially on such a downward angle. There was not much run out room at the bottom either, with a sharp turn to the right before coming out on to a flat area. We were able to watch everybody negotiate this section, and everybody had to as we had, hitting the gas to straighten up the vehicle. One driver was a bit dubious and hit the brake first, and you could see the back end of the truck come round, a sure way to roll a vehicle. He obviously could feel it happening as the next minute his speed increased, and the back came back into line and he had more control. This section certainly got everybody's adrenalin going, so we didn't stop too long, but carried on.

A few minutes down the track, and it was time for some more 'route finding' as Jeff and his captive passengers tried to find a way to the top of the next hill. This was not just driving up a nicely inclined hill that would be far too easy. This hill looked like the kids slides at the park, all irregular, very steep and very bumpy. We all had to get out of the truck to find the best way to continue, as once going up, there was no way to turn back, and it would have been dangerous to try backing. **THEY LET ME OUT** and I wasn't getting back in until we were on a bit more level ground. Several more trucks followed us up the hill (and not without some difficulty) but the rest went up on the next ridge, where the angle of ascent was more gradual, although not without some difficulty, and met up with us up the top. By this stage Steve Parry's truck was out of action with some mechanical damage, with the driver and passenger opting to continue in other vehicles. We too had gained a passenger, so room to swing the bat was decreasing. We proceeded to follow some 4-wheeler tracks across the tops (let me tell you that Nissan Safaris are much wider than 4-wheelers) until we lost them amongst the scrub and tussocks. I offered to get out and look for 'the best way' through the scrub and up the hill, as there were many large rocks, depressions and slippery areas that could have done some vehicle damage.

A quick stop to watch the goats on the other side of the hill making their get away, and once more we were on our way. On our way to where you may

ask, as we all did. Well “down there, up there and through that bush” we were told. “Oh yeah” I said, “that hill we’re going down is like real steep, you know like a wall, you know like up and down, like straight up and down.” “Oh c’mon, there’s a bit of an angle to it” was the reply. Well I can tell you everybody got out and looked at this hill and all of them shook their heads in disbelief, but having watched our intrepid leader negotiate the downward side without difficulty, everybody followed suite. The problem was not just a steep descent but that the descent was on to a narrow razorback ridge, so there was little or no room for manoeuvring once you were moving. Everybody, however handled this with ease, although there were some audible sighs of relief when reaching the other side.

This, however was where brute strength and ignorance was needed, as a track had to be made up through the trees to the next ridge. The chainsaws and axes came out, as well as block and tackle, the club anchor and an assortment of towing ropes. This bit was not going to be driven, as each truck had to be winched up. The lead vehicle was able to winch itself up, the next and subsequent ones all reaching the top on the end of a rope. The competition in the end was how far you could drive up before having a winch or tow rope attached. It was very interesting watching ‘the men folk’ organise who was doing what. It was a good learning experience for many, as there were 12 vehicles to winch up a reasonably long slope. Everybody had to work together, from the person working the winch, the person feeding the wire back onto the drum correctly, to those attaching the ropes to the vehicles, the ropes joined together were secure and that drivers were working with the winch or towing vehicle. This difficulty was exacerbated if vehicles didn’t have a CB as the drivers didn’t know what was happening at the top, and vice versa. It was dark by now, the distance between the winching vehicle and those getting towed was at least 100m and the noise of vehicles and winches made communication awkward. There were also time gaps, when vehicles were slow to move up and people and equipment were waiting for the next vehicle to appear up the track, or lights were left on full, and were shining into the eyes of those working at the top. Often when things appear difficult, people stand back and the work falls to those who appear to know what they are doing, as no one wants to push in, especially if they are unsure of how to do things. There was, however, lots to do, from carrying the ropes down the hill to the next vehicle in line, adding in the extra rope if they didn’t get too far up the hill, relaying messages, or moving the next vehicle up the line. It took over three hours to get all the vehicles to the top, and by the end of this time, they had worked out the best method, who was best working what, and how everybody could pitch in and do their bit to make things go faster and smoother.

Thanks to Brent we also had a couple of hand held radios, which meant the guy in charge of the action at the top could work with the guy at the bottom (when to hit the gas, when to stop and hold if they were shortening ropes or pulling on the tow rope). Everybody had reached the top, and we were able to move on to a bit of shelter so those who had been working their wee butts off could put something in the ‘ole breadbasket’. A beautiful night, full moon, cool breeze, good company and conversation, what a way to spend a Saturday

night.

After our break, we continued on, a sort of track making things a bit easier on this downward section. We did however manage to lose the second half of the convoy, and had to wait as lights flashed all around the hills as the 'lost sheep' found the track and us. We all regrouped at the bottom, moving onto the road five minutes before once again moving onto paddocks and tracks. Another greasy track to be negotiated with quite a lot of off-camber travel which once again had yours truly in the back reaching for the bat, but this proved unnecessary as our 'skilled and experienced' driver managed to keep us on track. This part of the trip had not been scouted out before, so we were unsure of where we were going to end up. Eventually we had to stop, having run out of track and drivable hill, as it was becoming very steep (again) and to continue on at this time of night could have proven dicey. So we back tracked a little before finding another exit to the road.

It was now after 10.30pm, so we decided to call it quits, as we had been tripping around for over eight hours.

This was a great trip, with a variety of terrain to cross, where a certain amount of skill was required, faith in our trip leader (?) and a willingness to pitch in and help when the going got tough. This was also a good learning experience for everybody, as few experience tough 4WDing conditions in the dark, nor have experienced situations where so much winching was required. I would be happy to go again (even with Jeff) and I know that everybody that went thoroughly enjoyed it.

THE BET

A strong young man at a construction site was bragging that he could outdo anyone in a feat of strength. He made a special case of making fun of Bryan, one of the older workmen. After several minutes, Bryan had had enough. "Why don't you put your money where your mouth is?" he said. "I will bet a week's wages that I can haul something in a wheelbarrow over to that outbuilding over there that you won't be able to wheel back." "You're on old man," the braggart replied. "It's a bet! Let's see what you've got." Bryan reached out and grabbed the wheelbarrow by the handles. Then, nodding to the young man, he said "All right. Get in!"

ADULT ACTIVITIES

The only way to pull off a Sunday afternoon 'quickie' with their eight year old son in the apartment was to send him out on the balcony with a Mars Bar and tell him to report on all the street's activities. He begins his commentary as his parents put their plan into operation: "There's a car being towed from the parking lot," he shouts. "An ambulance just drove by!" "Looks like the Anderson's have company" he calls out. "Matt's riding a new bike!" "Looks like the Sanders are moving!" "Jason is on his skateboard." After a few moments silence he announces, "The Coopers are sha - - ing!!" Startled, his mum and dad shoot up in bed. Cautiously dad calls out, "Son, how do you know they're sha - - ing?" "Jimmy Cooper is standing on his balcony with a Mars Bar," he calls back.



EDITOR'S CORNER

Hello everyone,

Well, as most of you will by now know, and as is witnessed by the rather shameful photo on the front page of this magazine; after standing (locked) outside our house in the same place (untampered with) for the last 14 years or so, some low life scumbag/s who 'thought' they had more right to our (locked) truck than we did, stole the poor old girl from outside our house, in broad daylight, while workmen were probably working in the street and

David was at home in the house a couple of weeks or so ago. Fortunately she was found by police a few days later and moved to a safe place in case the blankety, blank, blank/s returned to inflict yet more torture/death sentence on her. Although there is still no guarantee at this stage, as it is now in the hands of the insurance assessor, we do hope to have her back with us, and up and running again soon. In all honesty, despite the fact that neither of our trucks can be described as either attractive on the eye or tidy, as Ron McLeod has quite aptly put it in his Safety Report, "We do get rather attached to our old trucks".

More than words can adequately express, Dave and I are ever so grateful to the many (196 shares, both from people we know and people we do not know, if memory serves me correctly) who shared our story on Facebook. Social media certainly has its positives and Dave and I are convinced the wide coverage it so quickly received, contributed greatly to its early recovery. Many thanks also to all those who offered us their time in checking her out 'medically', as well as the offer of replacement parts and a loan of gear, namely wheels and batteries, to get her at least up and rolling again. The fact we have not taken any of you up on these very kind offers lies not in the fact we don't want it, but that it is under the control of the insurance assessor, and hence outside our control at this stage. There are some nasty, nasty people out there for sure, but as this experience has taught us all over again, there are a whole lot more good ones, and that we have decided, is the real lesson we want to take out of all of this.

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, 17 November** 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. ***