

**DECEMBER 2017**

# **SOUTHLAND LAND ROVER CLUB**

**INCORPORATED**



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

# SOUTHLAND LAND ROVER CLUB INC.

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

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<b>Groundsman</b>	Grant Noble	See above	
<b>Sheriff</b>	Chosen on the day		

<b>COMMITTEE:</b>	Andy Underhay	027-505-3502	
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	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	027-305-6630	
	Travis Colligan	027-842-3637	

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

**Cover Page:** Trucks getting close to the end of the drivable part of the Mt Bee Track.  
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,

Well it sounds like the Mt Bee run was a most enjoyable day out (I had to work, so I have missed another run) with great weather, so I'd think the views would have been pretty good. I believe there was a camera or two on the run, so there should be some good photos in the magazine.

Next month we have the combined Christmas run with the Trail Blazers on the 10<sup>th</sup>. While the Christmas runs are generally not really challenging from a 4WD perspective, they are a great day out, and the Trail Blazers always manage to find some interesting country to have a look around. This year will be no different. This year the run crosses four or five farm properties so it will be well worth the effort to come along. The sooner we can get numbers of people attending the easier it is to arrange the food, so the earlier you can register, the better please.

I have arranged for the Southern Zone President of the NZFWDA (New Zealand Four Wheel Drive Association) to join us at our next meeting to give us a bit of a rundown on the association and where we fit into the scheme of things. The meeting will be starting at 7.30pm so we can spend half-an-hour or so before we get into the usual monthly meeting. If anybody has any questions they want answered, bring them along, I'm sure Russell will be able to address them. Obviously, the more people attending the better, in particular trip leaders and prospective trip leaders, but all are more than welcome. See you there.

I hope everybody has a great Christmas,

*Kenn Hawkes*

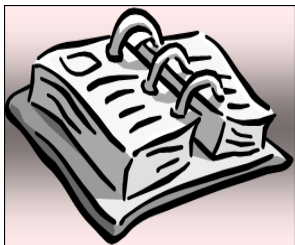
# SOUTHLAND LAND ROVER CLUB INC.

## 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, 10 December
What	: <b>COMBINED END OF YEAR XMAS RUN with SLRC AND SOUTHERN TRAILBLAZERS</b>
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	: - <b>Run:</b> Over five or six private properties organised by Southern Trailblazers : - <b>BBQ tea:</b> Organised by SLRC (bring your own lunch)
Meeting Place and Time	: Centre Bush 10.00am
Contact and Phone No.	: Eileen Harrison 03-216-6620/027-216-6620
Equipment	: Everything on the back page of this magazine
Registration	: <b>Yes to Eileen Harrison</b> either by : Phone: (03)216-6620, 027-216-6620; or : E-mail: editor@southlandlandroverclub.co.nz : stating how many will be attending the run/bbq : tea <b><u>no later than</u></b> Wednesday, 6 December for : catering purposes please



## SLRC's MONTHLY COMMITTEE MEETING

**When :** Tuesday, 12 December

**Time :** **7.30pm** (to allow time for the President of the New Zealand Four Wheel Drive Association to talk to us about the Association and what it will mean for us to be members, especially with regard to what is required for those leading runs before the main meeting starts.)

**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)*

- Any room is a panic room if you've lost your cell phone in it.
- There's a new trend in our office. Everyone is putting names on food. I saw it today while I was eating a sandwich named Kevin.

**Day and Date** : Saturday, 3 to Sunday, 4 February  
**What** : **CAMPING WEEKEND**  
**Grade** : Medium  
**Trip Leader and Phone** : Gorden Goodall 021-022-35694  
**Itinerary** : **Saturday: - NOKOMAI TO NEVIS**  
: - \$10 per truck. (Proceeds to be  
: donated to the Garston School )  
: - **Meeting** 9.00am at The Jollies Pass  
: **Sunday : - TENNANT PEAK TO NEVIS**  
: - **Meeting** 10.00am at the Kingston  
: Garage  
**Accommodation** : Kingston Holiday Park 03-248-8501 (please  
: arrange your own accommodation asap as this is  
: a busy time of the year and is already very limited)  
**Equipment** : Everything on the back page of this magazine.  
**Registration** : Yes, to Gorden before Wednesday, 31 January  
: please

**Day and Date** : Sunday, 25 February 2018  
**Where** : **AITCHISON RUNS ROAD to BLACK CREEK** (59km return)  
**Grade** : Easy-Medium  
**Equipment** : Everything on the back page of this magazine.  
**Meeting Place and Time:** Millers Flat 10.30am  
**Trip Leader and Phone** : Glenn Scott (03)212-8499 or 027-474-2230  
: after 7.30pm please  
**Registration Details** : Yes to Glenn please no late than Wednesday, 21  
: February 2018

**Day and Date** : ??? Middle of March 2018 sometime perhaps  
**What** : **INTERCLUB WEEKEND**  
**Hosts this Year** : North Otago 4WD Club  
**Grade** : Easy-Medium and very social

- They're teasing us!
- We've been told that this not to miss weekend is definitely going ahead, but at this stage this is all we know.
- There will definitely be more information in the February magazine as the December edition is the last one until then.
- Should more information come to hand sooner, we may be able to get details out more quickly via the club's cell phone in order to give our members more time to make attendance arrangements.

Mick and Paddy are reading headstones at a nearby cemetery when Mick says "Crikey, there's a bloke here who was 152!" When Paddy asks what his name was, Mick replies "Miles, from London."



## **CLUB PROPERTY FOR HIRE:**

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

## **FOR SALE:**

<b>Spark Arresters</b>	..	..	..	..	..	\$20.00
<b>Contact Andy Underhay</b>	..	..	..	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



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



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

## **THOUGHT FOR THE MONTH:**

**Facts do not cease to exist because they are ignored.**

A woman was arrested for shoplifting in a supermarket. When she comes up in front of the court for sentencing, the dialogue goes something like this:

**Judge** : "What did you steal?"

**Woman** : "A can of peaches your Honour."

**Judge** : "Why did you steal the peaches?"

**Woman** : "I was hungry your Honour."

**Judge** : "How many peaches were in the can?"

**Woman** : "Six, your Honour."

**Judge** : "Then I will give you six day in jail."

However, before the judge can fully pronounce sentence, the woman's husband stands up.

**Husband**: "Permission to speak your Honour?"

**Judge** : "Permission granted. What is it?"

**Husband**: "Well your Honour, she also stole a can of peas."



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

Painting the Land Cruiser has taken a back seat!!  
Building a pizza oven has taken priority

### **ESSENTIAL GEAR**

#### **Self-sufficient Overnight Equipment (Tent, Bedding, Cooker, Extra Food etc. when required)**

When required, this is obvious for an overnight trip, but I would suggest that it is prudent to also take a change of clothes and a sleeping bag. Even on a day trip. I remember a forced overnight at Dummies Beach years ago, I bet they all now carry a sleeping bag

### **FROM THE COMMITTEE**

Remember to register for the Christmas run.

### **LESSONS FROM PAST TRIPS**

A change of clothing came in very handy on a run recently when a truck and its occupants found itself in very deep water. It was the difference between travelling home dry instead of wet. However, waterproof containers could have saved some sensitive electronic equipment, i.e. cameras/cell phones, but certainly large plastic sheets would have kept the seats drier to sit on.

### **TIP FOR THE MONTH**

When you are travelling on a gravel road and find a safe corner, by this I mean that there is good visibility, no traffic coming in front or behind, slow down, change down a gear and accelerate about half way around the corner till the back wheels loose traction then turn your front wheels towards the direction of the skid. You do not have to be travelling fast to practice this. 4WD vehicles do handle differently to cars. (you should practice in your car as well) Get to know your vehicle as a skid can happen when you least expect it, on gravel, wet grass, ice, or diesel or oil on the road

Have fun and stay safe!!

*Ron McLeod.*

Safety Officer

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# TRIP AND EVENT REPORTS



## FLAT HILL WIND FARM

*Saturday, 4 November*

Trip Leader - Gordon Goodall

Trip Report and Photos - Eileen Harrison

Gordon had an itch. And it needed to be scratched. His itch was curiosity. He'd never been to the Flat Hill Wind Farm before and he wondered what the coastline from there looked like; and so the idea for this run was born - because he thought others might be curiously interested too. . .

Gathered for the 1.00pm meeting at the base of the access road up to the Wind Farm therefore were:

- (1) Nissan Safari LWB – 4x4 - trip leader Gordon Goodall, son Levi Goodall and daughter Hannah Goodall.
- (2) Ford Ranger ute – 4x4 - Kristy Motz.
- (3) Mitsubishi ute - 4x4 – Jimmy John-

stone.

- (4) Nissan Safari SWB - 4x4 - Travis Colligan.
- (5) Toyota ute – 4x4 – non-member friend of Travis.
- (6) Toyota Camry car – not 4x4 - Dave and Eileen Harrison (a shameful substitute granted, but we still don't have our 4x4 back yet)
- (7) Honda Logo car – not 4x4 - Barry Calder ('sympathy vehicle' for the Harrisons so they wouldn't feel so much like the 'odd ones out.')

All-in-all a pretty good turnout really, for a trip whose duration from the start of the Wind Farm's access road on the main Bluff highway, to its destination at the top of Flat Hill took a staggering whole 10 minutes (give or take a second or two) to complete. Undeniably this was something of a record breaker, because in the whole of the SLRC's 45½ years or so of existence, this just had to be the shortest run ever!

We spent about an hour at the top of this hill and the Pioneer Generation Ltd's rep who'd led us up here chatted to us about the Wind Farm and answered a number of questions as well.

### ***Some things we learnt were:***

*That Flat Hill Wind Farm is operated by Southern Generation Limited Partner-*

ship, a joint venture between Pioneer Generation Ltd, Electricity Invercargill Ltd and The Power Company Ltd.

It is located on private farmland approximately 3kms from Bluff and the 460 hectare site was chosen for its optimal wind conditions and minimal environmental impact.

There are eight turbines, each with a truck/car dwarfing 44 metre high tower, atop of which are three 26 metre long blades. Electricity generated is embedded into the local network connecting directly to the Bluff substation on The Power Company Limited network enabling the electricity generated to be used locally. The electricity generated is enough to power around 2,600 homes.

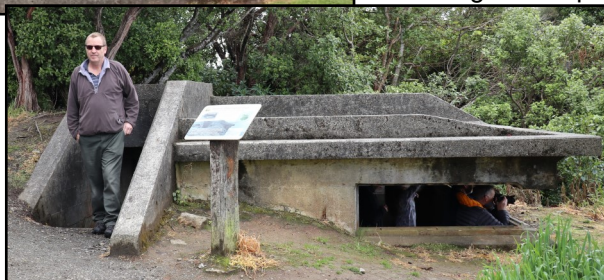
While we were here we also enjoyed some pretty stark views of the coastline left and right of us, a place few/none of us had been to before.

As it was still quite early, not all were keen to head for home just yet, so the decision was made to go for a quick blat to the top of the ancient worn down stump of igneous intrusion (fancy words for ancient volcano) which forced its



way to the surface millennia before any of us were born, but better known to us all as Bluff Hill, (information gleaned off an information board there) for a bit of a squiz at the surrounding scenery. After that, the general consensus was to carry on round to Gun Pit Road to visit the site of the old gun emplacement, whose remains stand as something of a testament to man's age old paranoia and

ness (rightly ly) when the potential sion from unfriendlies' - when such threat was away, as it ing the Russo



nervous- or wrong-faced with for inva-'offshore even perceived very far was dur-

-Turkish War in 1878. Even so, on account Bluff was the first point of call for steamers from Australia and Britain back then, locals apparently felt their safety was threatened and that they should be provided with Ordnance, the same as for the larger ports.



When government promises for fortifications that included guns and mines across December 2017

the harbour entrance came to naught (nothing changes does it?), the people felt strongly enough that they took the matter into their own hands and Bluff's first coastal defence - an antiquated 12 pounder ship's canon was bought by



private purchase around 1885 and stationed at Tiwai Point. Although Bluff was not considered strategically important during WW1, or in the early part of WW2, the locals once again felt the threat of invasion to be real and imminent in the wake of the Japanese attack on Pearl Harbour on 8 December 1941, especially

with the Japanese subsequent command of the Pacific. So, in April 1942 the Public Works Department was given instructions for the immediate construction of an access road to Bluff Hill's chosen battery site. Due to atrocious winter weather holding things up, it wasn't until September that most of the battery construction was complete and 11 December 1942 when the 6" Mark 7 naval gun was mounted and the Bluff Battery became operational. Thankfully the threat of invasion faded. Coastal defence activity reached a peak in mid-1943 and was then generally scaled down. In October 1943 the Bluff Battery was placed in 'Care and Maintenance' with a reduced operational capacity and by August 1944 the battery was closed down but continued to be maintained by a sergeant and two 'other ranks,' until the gun was dismantled and shipped to the Royal New Zealand Navy in Auckland in 1944.

From here we walked down to the café/restaurant at Stirling Point where those still 'hanging around' at the end, rounded the day off rather nicely with a

bit of a group natter over a very welcome cup of coffee/tea, at the conclusion of which time everyone boarded their respective vehicles and headed for their homes.



Thank you Gordon for a very enjoyable outing. It just goes to prove

that you don't always have to be hanging onto your seat via a tightly clenched sphincter muscle on a highly technical stretch of turf to be having a good time. No doubt there are those who would disagree with me, but I believe there is certainly a place for these more relaxed social outings too.

# MOUNT BEE

*Saturday, 18 November*

Trip Leader - Gorden Goodall

Trip Report - Eileen Harrison

Photographs - Arthur Steinhauser and Eileen and David Harrison

## What's in a Name?

As the old story goes, Mount Bee used to have another (much naughtier) name on account it was such a b - - - - to muster the stock on. There are a couple of cuss words you can put to this, and if you allow your halo to tarnish just a little, I think most will pretty much (children block your ears) be able to fill in the blanks.

## On with the Day

Dave and I 'thumbed' a lift with Arthur Steinhauser, as the truck we'd hoped to have back in time for this run was still away being worked on.

As we (four vehicles) all pulled into the meeting place at Five Rivers café, the day was certainly one out of the book - sunny, bright blue cloudless skies and pleasant warm temps. It couldn't be better, except for the teensiest hint of a black thunder cloud taking form just above Gorden's head that was, as he

greeted us with "Er, there could be a bit of a problem folks. The guy I contacted (Ben) about the key (plenty of time back) to the gate is being a bit cantankerous and I'm not sure whether he's going to let us through or not." Apparently, DoC



don't hold the key for the gate now as it's been handed into the control of the landowner (Ben, I presume) as the initial part we pass through is over private land. Some people had been through on an earlier occasion he told Gorden and he wasn't happy with some of their behaviour, although I didn't pick up on any details. Whereas we can all sympathise with his sentiments, as Gorden quite rightly pointed out, those people were not us and it would neither be reasonable, nor fair to judge us by the same yardstick. Upsetting land owners is not in our game plan because we wouldn't get land access to places if we abused the privilege, so we try very hard not to. Anyway, Gorden's words must have resonated favourably with Ben because he did turn up with the key, meaning he did let us through. Nice.

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We'd just got through the gate, Arthur had just finished setting up a bit of fancy photographic equipment to the front of his truck, the gate had just been locked up again and we were just about to pull out, when it was noticed that a pretty 'dubious' looking character had pulled up (unscheduled)



at the gate and was 'begging' to be let through. So, after veeerrry careful consideration, it was 'decided,' (mainly on the grounds that Eileen would get a front seat if we did), that yeeaaaaahhh alright Jeff Anderson, you can come 'play' with us today, and so he was in.

The last time Dave and I did this run, which was a good long while ago now, the track up to the hut was quite cut up with some really deep ruts. Jimmy Johnstone was on that run and his spare tyre on the back of his Mitsi ute made a bid for freedom. Luckily Barry Calder following behind in the blue Toymota Surf acted as backstop for him, or else it may have become landfill



(the tyre). Anyway, nothing quite so dramatic as that happened today as the ruts were all completely gone, so it was an uneventful and easy run up to the hut, with one stop

along the way to enjoy the picturesque views and snap a few photos too.

Next stop was at the Mt Bee hut for a leg stretch, a bit of a natter and the obligatory photo of the line up of trucks outside the hut - always a good one be-



cause of the stunning mountainous backdrop. After this it was onwards and upwards. The track, which traditionally had gotten even more deeply rutted and hence wonderfully more challenging from here on, was once again as smooth and totally rut free as the track up to the hut had been. The only potentially nasty bit was one sidling which could be a bit disturbing if the nerves weren't accustomed to such steep downhill slopes. It's always good if the drivers remain calm, cool and collected however, which they did, meaning their more nervously disposed passengers (one of whom is definitely used to the driver's seat) neither felt the urge to discolour their trousers, (they were on the uphill side), nor potentially hyperventilate (or scream) until the return trip, when the angle, though no less safe, was discovered to be considerably less comforting . . .

We stopped for a bite of lunch in the sun, then carried on to the end of the driveable track (see photo on the front cover of this magazine), after which time there was nothing else for it, but to have yet another short stop to drink in the beauty of our surroundings, then turn around and head back the same way we'd just come.

All-in-all it was an absolutely lovely day. The weather was fantastic and the company was tops. Thanks again Gorden from all of us for a tremendous day out.



DH



# LOOKING BACK

## SWEDE PADDOCK

19 August 2001

Report by "Whiskers"

(Reprinted from pp 9-11 October 2001 Magazine)

It's a sad day when you head off on a club run and not learn anything. I made the mistake of not removing the tow ball from my vehicle before arriving at the assembly point and therefore was delegated to the high office of scribe. I'll not make that mistake again.

Eighteen vehicles arrived at the Browns Pub car park at the appointed time in overcast but dry conditions and were briefed on the activities for the day. At this point we were concerned about the authority of the trip leader, as one of the local dogs proceeded to relieve herself at his feet as he spoke.

Having got his message across in spite of the dog, we left the car park at 1.06pm for the short drive to the first paddock, referred to in the last newsletter as 'the flat paddock for shiny vehicles'. As the district has only had 2mm of rain recently, conditions were dry. The only muddy patch in this paddock could have been covered by the two Suzuki's. However, most drivers decided to have a bit of fun and spend half-an-hour putting their vehicles through a variety of manoeuvres in both 4WD and 2WD options. This ensured their wheel cavities were packed with mud and swede.

After another briefing, we set off for swede paddock number two. Some curious cattle at the gate held up our entry briefly, but all was well after our host herded them off to an adjoining paddock.

This paddock was more interesting with some steep parts, a gully and a strip of muddy ground ideally suited to those who were more adventurous. The first 10 minutes saw two vehicles trapped by the mud (KW 4227 and TX 7343). This offered others the opportunity to practice their towing skills. As the afternoon continued, mud thickened and more vehicles became trapped thus offering more opportunities for towing practice.

Some of the better equipped drivers fitted their chains and headed back into the mud. Some having more success, others still getting bogged down.

Towards the end of the activities, one Land Rover from Riverton spent quite some time changing his wheels. Those of us watching thought this was being done to attack the mud puddle, but this intrepid driver spent 10 minutes driving around and around the puddle. As he was driving away from the mud we all felt a tad cheated and by means of a few arm signals, convinced him to return to the mud where he managed to get thoroughly bogged. More towing practice followed.

The only casualty of the day was another Land Rover owner who managed to dislocate his shoulder. We are not certain how he managed to do this, but being a man with knowledge of first aid, he managed to relocate the offending limb and took himself off home early in the afternoon. We all wish him a speedy recovery.

The afternoon was a lot of fun and our thanks go to Wayne for his organisation and guidance and thanks also to David Woodd for the use of his swede paddocks.

### **CHARLES' NEW COWBOY BOOTS**

Charles always wanted a set of authentic cowboy boots. Seeing some on sale one day, he buys them, wears them home, walking proudly. He walks into the house and says to his wife "Notice anything difference about me?" His wife Margaret looks him over. "Nope," she replies. Frustrated, Charles storms off to the bathroom, undresses, and returns completely naked except for the boots. He asks, a little louder this time "Notice anything different NOW?" Margaret looks up and says, "Charles, what's different? It's hanging down today, it was hanging down yesterday, it'll be hanging down again tomorrow." Furious, Charles yells, "And do you know why it is hanging down, MARGARET?" "Nope," she replies. In utter frustration Charles rages 'IT'S HANGING DOWN BECAUSE IT'S LOOKING AT MY NEW BOOTS!' to which Margaret replies, "You shoulda bought a hat Charles. You shoulda bought a hat."

### **BABY'S FIRST MEDICAL EXAMINATION**

A woman and a baby were in the doctor's examining room, waiting for the doctor to come in for the baby's first exam. The doctor arrived, and examined the baby, checked his weight, and being a little concerned, asked if the baby was breast-fed or bottle-fed. "Breast-fed" she replied. "Well, strip to your waist," the doctor ordered. She did. He pinched, pressed, kneaded and rubbed both breasts for a while in a very professional and detailed examination. Motioning her to get dressed, the doctor said, "No wonder this baby is underweight. You don't have any milk." "I know," she said. "I'm his grandmother, but I'm glad I came!"

- Take my advice - I'm not using it.
- I just read that 4,153,237 people got married last year. Not to cause any trouble, but shouldn't that have been an even number?
- I named my hard drive "Dat Ass" so once a month my computer asks me if I want to "back dat ass up."
- I find it ironic that the colours red, white and blue stand for freedom, until I look in my rear view mirror and see them flashing behind me.
- When my boss asked me who the stupid one was - me or him? I told him everyone knows he doesn't hire stupid people.
- I'm great at multitasking. I can waste time, be unproductive and procrastinate all at once.
- Regular naps prevent old age, especially if you take them while driving.
- I am a nobody, nobody is perfect, therefore I am perfect.



## EDITOR'S CORNER

Hello everyone,

Wow! Here we are at the end of yet another year. I know I say this every year, but blimey, how time has flown. Anyway, this magazine will be the last one you will receive until the February edition comes out next year.

We still haven't got BET back with us as she is still a work in progress. There's been a bit of a

hold up as the rims ordered turned up with the incorrect off-set meaning they rubbed against the callipers when they were refitted. Definitely not ideal. The important thing is we ARE getting her back however, hopefully just as soon as the re-ordered ones with the correct off-set turn up and get fitted. I think the business fixing her up are as frustrated as we are and are every bit as keen to get her out of their space (on account they only get paid when the work is all done) as we are to have her back in ours, so we just have to keep working on being patient. It'll happen.

I have nothing else to say, except to express the wish that everyone stays safe and happy over the 'silly season' and we look forward to seeing you back out on the trail some time in 2018 eh?

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, 12 January** either by:

- Posting to 22 Cushen Street, Invercargill 9812; or
- E-mailing to [editor@southlandlandroverclub.co.nz](mailto: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. \***