



Trail Torque



The official Magazine of the New Zealand Four Wheel Drive Association

September / October / November 2025

MAXXIS NZ METHVEN STEEL & MUD CHALLENGE



INSIDE
Coming Events
Cairns to Cape York
NZ 4x4 Trials Hall of Fame
PLUS MUCH MORE!

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Established in 1974,
The objective of the
Association is to
grow, develop
and improve
recreational four-
wheel drive activities in New Zealand.
As a member of the NZFWDA, you
become an integral part of this effort
to ensure that present and future
generations can continue to enjoy
our country in four wheel drive
vehicles.



Contact:
NZFWDA Secretary
secretary@nzfwda.org.nz

NZFWDA ONLINE:
NZFWDA Website
TidyHQ

FACEBOOK:
NZFWDA Facebook

Anything underlined in
this edition will either
open up in your internet
browser or open your
email to send the person
a query.

Deadlines for Trail Torque Submissions

DEC 2025/JAN/FEB 2026
Deadline: 28 November 2025
Out to Members: 14 December
2025

MAR/APR/MAY 2026
Deadline: 20 February 2026
Out to Members: 8 March 2026

If you would like to share your
Club's achievements, events or a
story in Trail Torque, send them in
to editor@nzfwda.org.nz

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COVER PIC: Maxxis NZ Methven Mud & Steel Winch Challenge.

THE NEW ZEALAND FOUR WHEEL DRIVE ASSOCIATION

Our Behaviour
Affects Our
Future



- * Values the highest safety standards before, during and after all 4WD activities.
- * Endorses respect and care while participating in 4WD activities in the Environment.
- * Acknowledges the contribution of its members and their values.
- * Values and respects land owners and land users.
- * Encourages non-discrimination of all participants.

ARTICLES AND LETTERS NZFWDA DISCLAIMER.

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Trail Torque is produced four times a year and delivered via the NZFWDA Membership email database.

Why are the Dunes so important?

BY GRANT PURDIE

Coastal sand dunes form the first line of defence from erosion by the sea. With storms becoming more intense, thanks to climate change, we've all seen the devastation that is happening more and more often.

Healthy fore-dunes, the line of dunes closest to the sea, are an effective barrier. These dunes are dynamic systems, constantly reshaped by wind and wave action. Despite the impacts from storms, they repair themselves through natural processes.

A healthy fore-dune is covered with native sand-binding plants, mostly grasses such as spinifex and pingao. These extend themselves down the dune towards the sea, trapping and building up the sand.

The fore-dunes have a distinctive natural slope of about 16 degrees, which seems to be an aerodynamic feature to resist being blown away by strong winds. The slope angle can steepen temporarily after erosion events (like storms), but vegetation helps restore the gentler profile over time.

Vehicles damage dunes, the fore-dunes are the most sensitive to this.

Driving on them and through them is not good. Disturbing the vegetation exposes the sand which is then susceptible to erosion by the wind.

Driving along the seaward "toe" of the dunes is not good. The growing roots and shoots of the grasses are easily damaged, badly impacting on dune health and recovery.

Our message to our members and all 4wd drivers: Please understand the vulnerability of sand dunes and enjoy your recreation in ways that doesn't damage them.



Health & Safety at NZFWDA

Most of our members would be aware that in recent years the National Executive, now called the Committee, has been running a H&S Subcommittee.

Part of this subcommittee's role is to handle reports of accidents, incidents and near-misses, which sometimes might result in further investigation. To date all such reports have shown that the clubs concerned have handled things well. The subcommittee has used many of the incoming reports as

inspiration for "lessons learned" to be published to members through safety-related articles in Trail Torque and e-news.

The email address safety@nzfwda.org.nz has been set up as an easy way for clubs and members to contact the H&S Subcommittee. Emails to that address are automatically distributed to all members of the subcommittee. The subcommittee aims to respond to all those emails.

Letters to the Editor

Letters to the Editor should be sent to editor@nzfwda.org.nz. Letters should not exceed 200 words and should carry the author's signature, name and residential address and a phone number so as to enable their authenticity to be confirmed. Letters may not be formally acknowledged and may be edited, abridged or discarded at the discretion of the editor.

A BIG SHOUT OUT TO OUR PARTNER ORGANISATIONS BRINGING REAL BENEFITS TO OUR MEMBERS:



4X4 ACCESSORIES

These 7 organisations have helped the NZFWDA bring genuine change to what it means to be an Affiliated Member.

If you are not already a Member of the NZFWDA but curious about it... here's 7 very good reasons to enquire!

If you want to know more email me, Steve - president@NZFWDA.org.nz

The Basics

FROM THE FINANCE AND ADMINISTRATION TEAM

This is the short version so as not to bore everyone and give you some basics.

We all love hearing about this side of the Association (– NOT).

But here are a few basics that Clubs may find useful and clear up some queries you may have.

What is a Delegate/s

- attend, represent and vote on behalf of a Club at NZFWDA AGM. There can be more than one Delegate for each Club.
- register to attend the AGM prior to the AGM, when registrations are called for.
- must not hold more than a total of 3 votes for their or another affiliated Club.

Each Club is allocated 1 vote for every 20 affiliated Club members (or part thereof) affiliated to the Club. The votes may be held by their own Club Delegates or handed to another Clubs' Delegate to vote on their behalf.

Affiliated Club member

Means they paid their NZFWDA subs and nominated which Club to be affiliated through. A member can only affiliate through one Club.

Example:

A Club has 65 affiliated members. That equates to 4 Club votes at the NZFWDA AGM.

Two Delegates may register for the AGM and vote on behalf of that Club and split the votes between them. One Delegate may register for the AGM and the Club may wish to pass on some vote/s to another Clubs Delegate (that does not already hold 3 votes).

What is a Club Representative?

Each Club has the ability to have **one** representative on the Zone Committee. These

- are usually elected at the Clubs AGM.
- need to be notified to the NZFWDA after the Clubs AGM.
- represent and hold **One** vote for their Club at Zone meetings.
- can be nominated to fill a Zone Officers position (currently President, Vice President, Secretary/Treasurer). Nominations are not valid from outside the Zone Representatives. Nominations and elections are held at the Zone AGM.
- pass on all information from the Zone meeting back to the Club and its members.

What each Club needs to notify to NZFWDA (taken from 2025 approved updated constitution).

Within 14 days of their AGM:

Shall provide to the Secretary of the Association and the Zone Committee

- the names and contact details of its Committee.
- The name and contact details of its Club Representative
- The date of the Annual General Meeting
- Any such other information as requested from time to time be required by the Zone Committee or NZFWDA Committee.

What each Club needs to ensure...

Every affiliated Club or organisation shall:

- Be the medium of communication between its members and the Association.
- Furnish in a timely manner a report to the Committee on any significant accident or incident or near-miss and/or death or serious injury, and any incident relating to the misconduct of any member or official for any reason whatsoever, with details of the accident or incident and any decision, from time to time.
- From time to time furnish the Committee with a true copy of the Constitution of the Club as amended.
- Be responsible to the Association for the payment of all fees due to it by **every** member of that affiliated Club or organisation.

Every affiliated Club or organisation shall ensure the Club or organisation and its members comply with:

- The constitution, rules, regulations, bylaws, standing orders and other policies of the Association
- Any legislation, statutory regulations, local district plans, and other laws and legal obligations. These may include (but are not limited to) the Land Transport Act 1988, the Resource Management Act 1991, the Health and Safety at Work Act 2015, and all subsequent amendments and/or replacements for these statutes.

NZFWDA Membership year - 1 July to 30 June each year.

NZFWDA Financial year - 1 January to 31 December.





Track Maintenance

ARTICLE BY PETER VAHRY

As a recreation using vehicles, there can be noticeable impacts on the surfaces that we drive on. Those surfaces vary greatly, from hard rock through to wet soft soils. It is the latter that creates the most problems for our image as a recreation.

There are however some ways of managing the impacts on those soft soil environments. Possibly the most obvious thing is to not drive on them. It's not always quite that simple in many areas of New Zealand, so we need to consider the management of use and mitigation of our impacts. Management might involve seasonal closure to avoid traffic on a route when it is most likely to have wet soil that is easily disturbed, or restrictions on the number or type of vehicles using that route.

Managing the factors around the soils themselves can make a difference too. Wet soils are easily 'disturbed' by traffic as the binding together of the

particles making up the various soil types, is broken down by the presence of water.

Water not only softens soils, but can also move those loosened particles if there is enough force involved. A fast flow of water will pick up soil particles, but by slowing water flow, those particles will start to drop out of suspension.

Soils and water make mud and with moving water, that equals silt that can travel great distances and be visually very obvious.

We must learn to manage that mud/silt problem and one way is to manage the water that falls on a track, or on surrounding terrain. Slowing the flow of water along a track by diverting it away will reduce the ability of the water to move soil particles. Allowing airflow and sun to help dry a track surface is valuable and can be as simple as cutting back overhanging

and shading vegetation.

Where soil does become saturated by trapped water, it can quickly result in the formation of a 'mud hole' from the impacts of vehicles. Such 'holes' can deepen quickly and the retained water continues to saturate surrounding soil.

On a track benched into a hillside, such saturated soil can result in a complete loss of soil strength and the outcome is a 'slip' and another impassable track.

While it may be almost impossible to control subsoil water movement, we can address surface water. Soil softened by subsoil water can be 'hardened' using various techniques that can minimise damage by vehicles. We all need to think about managing the impacts of our recreation in the interests of sustaining a future ability to enjoy it. There is more to be said about techniques for maintenance and mitigation.

OVERALL SERIES WINNER: Jarred Biggs
OVERALL NATIONAL NAVIGATOR: Fleche Crawford

2024/2025 Hall of Fame

OVERALL RESULTS

No.	Driver	Class	Zone	Total Placing
449	Jarred BIGGS	D	NZ	1st
57	Mitchell CALDOW	D	CZ	2nd
888	Ashley TONKIN	D	NZ	3rd
1NZ	Scott BIGGS	D	NZ	4th
231	Chris GIFFORD	D	NZ	5th
303	Dave MCKIE	D	NZ	6th
161	Wayne WEATHERLY	D	NZ	7th
48	Scott DICKSON	D	CZ	8th
402	Shayne TOWERS	C	NZ	9th
119	Chris TOMALIN	C/D	NZ	10th
44	Phil CAMERON	D	NZ	11th
236	Nathan FOGDEN	C	NZ	12th
53	Wayne BUCKTHOUGHT	D	CZ	13th
375	Brent WARD	D	CZ	14th
663	Shaun NICHOLSON	D	NZ	15th
213	Gary WEST	D	NZ	16th
588	Kevin HERMANSEN	D	CZ	17th
521	Matthew DODGE	D	CZ	18th
370	Dean WELLS	D	CZ	19th
113	Caleb ADLAM	C	CZ	20th
950	John HAWKEN	C	CZ	21st
280	Rhys O'BRIEN	C	NZ	22nd
705	Alastair BEVEGE	D	NZ	23rd
206	Ryan BOLD	D	CZ	24th
632	Phil HOBART	D	NZ	25th
263	Chris SOUTHWICK	D	NZ	26th
87	Graham HIBBERD	D	CZ	27th
150	Graham FOOTE	D	NZ	28th
112	Matthew STERLING	C	CZ	29th
90	Paul TAYLOR	F	NZ	30th
3NZ	Craig POTTER	D	NZ	31st
12	Sam CARLSEN	D	CZ	32nd
342	Craig OWEN	D	NZ	33rd
711	Jonathan BOLTON	C	CZ	34th
540	Sean CUSHING	C	CZ	35th
70	Paul ALEXANDER	D	NZ	36th
134	Daniel HOWAT	D/G	CZ	37th
474	Shane DEADMAN	C	CZ	38th
54	Daniel WHITING	D	CZ	39th
42	Brian HOWAT	D	CZ	40th
149	Steve LACEY	D	CZ	41st
170	John SHERIDAN	K	CZ	42nd
184	Andy CANNING	D	SZ	43rd
59	Michael WHEELER	D	NZ	44th
6	Russell LUDERS	D	NZ	45th
245	Reuben MASON	D	CZ	46th
263	Conner SOUTHWICK	D	NZ	47th
357	Rebekah TEMPLETON	C	NZ	48th
81	Scott DONALD	D	CZ	49th
139	Luke DONALD	D	CZ	50th
234	Kelsey VAN WAAS	D	CZ	51st
717	Luke MICKELL	D	NZ	52nd
603	Alex CAMERON	D	NZ	53rd
153	Bryce DONOVAN	D	CZ	54th
327	Christopher MASON	D	CZ	55th
383	Nicola POTTER	D	NZ	56th

SERIES WINNERS

1NZ: Jarred Biggs & Fleche Crawford
A Class: No entrants.
B Class: No entrants.
C Class: 402C Shayne Towers
D Class: 449D Jarred Biggs
E Class: No entrants.
F Class: 90F Paul Taylor
G Class: 134G Daniel Howat
J Class: No entrants
K Class: 170K John Sheridan

NATIONAL

Class "C" 0-4 cylinder Super Modified:
 Shayne Towers
Class "D" 6 cylinder & over Super Modified: Jarred Biggs
Class "F" 6 cylinder & over Super Production: Paul Taylor
Class "G" 0+ cylinder Production:
 Daniel Howat
Class "K" 6 cylinder & over Modified:
 John Sheridan

NORTHERN ZONE

Acker Bilt Cup: Northern Zone National 4x4 Rally 1st Overall: Scott Biggs
Hardwick Metals Cup: Northern Zone National 4x4 Rally 2nd Overall:
 Jarred Biggs
Best Presented Vehicle: Dave McKie
Best Northern Zone Trial:
 Counties 4 Wheelers

CENTRAL ZONE

Malcolm McLeavey Memorial Trophy:
 1st C Class: Caleb Adlam – Levin
Best Trial: Lis Lawson Cup:
 Levin 4x4 Club
Best Presented Vehicle: Matthew Sterling
Biggs Family Cup: Counties 4 Wheelers
Tomalin Engineering Excellence Award:
 Matthew Sterling
Sportsperson of the Year: In Memory of the Late Don Cameron: Daniel Howat

All you need to know about the New Zealand 4x4 Trials is available on line:
 Website: www.nz4x4trials.co.nz
 Facebook Page: <https://www.facebook.com/nz4x4trials?mibextid=ZbWKwL>

Central Zone Best Presented Vehicle:
112C Matt Sterling & Korey St Clare

TJW Photos

Name:.....Rattlesnake
Make:Homebuilt (B.R.T.)
Year Built:.....2024
Weight:>1300kgs
Engine:Toyota 3RZ-FE Turbo
Transmission: Toyota A541e
Diffs:Nissan Patrol 9" Front
 & Rear

2025/2026 NZ 4X4 TRIALS SEASON



White Pine Bush
23rd November 2025



Kaukapakapa
13th December 2025



Turakina
1st February 2026



Eltham
21st February 2026



Ohinewai/Tahuna
21st March 2026



Hawkes Bay
11th April 2026

Carol Winter

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As a valued partner of NZFWDA, Rothbury Insurance Brokers are pleased not only to offer members our market-leading on and off-road vehicle cover, but a range of insurance options from home and contents through to business assets and liability too.

On top of this, our collaborative approach to supporting the association includes a referral agreement where we share a portion of our income back with the association. Between offering market-leading cover to members, and supporting the association, all whilst providing personal service and quality advice, we hope you'll leave your insurance needs to us!



MAXXIS NZ METHVEN MUD

I had the pleasure of attending this well organized and run event in the foothills of Mid-Canterbury recently. It looked like everyone participating and watching had a blast.

To confess, I did have an ulterior motive for my showing up: the 4x4 Events team submitted the Regional Council letter of approval, their Safety

and ESC Plans for Approval by the NZFWDA Events team.

Needless to say my sneak audit was thoroughly worthwhile, it proved that the Club said what they were going to do and they did what they said they were going to do!

Maryellen, their Club President was

out doing water sampling, testing and recording as per their ECan plan. I can't rate this Club highly enough for their wholistic approach to putting on an event and ticking all the boxes! Well done Team.

Steve Adam
NZFWDA President





& STEEL WINCH CHALLENGE



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THE PROBLEM

Back in May 2024 our 4x4 fraternity faced yet another track to be closed to our recreation... most will be aware of the pending Macetown track closure, for those that are not... due to the ongoing issues around 4x4 vandalism and sheer ignorance of a small group of 4x4ers, a group of concerned locals and organisations met to decide the fate of access to the Macetown track by four wheel drives.

Fortunately, two members of the Shotover 4WD Club and myself were invited to attend. The reception was frosty, would be to understate it, but to the credit of all attending, they listened and discussed an idea that we put forward.

THE SOLUTION

The meeting unanimously agreed to our "managed access" proposal, whilst staying involved and supportive throughout the process.

Shuffle forward 18months to now, a phenomenal amount of work has gone on by all involved, but 90% of the detail and grunt work was carried out in an incredibly professional manner by one individual in particular, to achieve a groundbreaking result.

Kevin Marlow of the Shotover 4WD Club has shown what passion, skill and experience mixed together can achieve. What Kevin has turned out: a detailed and comprehensive MOU involving all parties, seeking out and securing significant funding from a number of sources, managed the design of the Online Access Permit system, fronting a highly successful public meeting gaining further support from the community.

What Kevin and the team have achieved will be a robust template for the future where 4WD access is at threat.

I am immensely proud to have been involved in this project, where the NZFWDA has acted in support of a Local Club to achieve a result for the benefit of all four-wheel drivers.

If you would like to know more about this project or if you know of another area where access is being denied, please don't hesitate to reach out.

Steve Adam
NZFWDA President



The Shotover 4WD Club is based in Queenstown, "the home of New Zealand's most spectacular scenery".

"We generally hold a couple of trips each month. Our trips can vary from easy family-friendly outings over gentle back country roads to tougher off road trips for more experienced drivers".

"We have members from all over the South Island; Wānaka, Queenstown, Invercargill and more. If you are new to the region, the Shotover 4WD Club is a great way to meet new friends and explore the amazing backcountry in our area. We have a variety of places to go in the wider Otago area; we even do runs in the West Coast and Southland areas. Visitors are always welcome, so we invite you to join us

on any upcoming trip and check it out for yourself, there is a small fee (\$10) for a day membership, and if you decide to join as a full time member, this is discounted off your annual membership fee!"

"Currently we have around 50 active members with a wide range of trucks ranging from stock standard to more modified and competition trucks".

Monthly meetings are held on the last Wednesday of the month, at 7.30PM, at The Hayes - anyone can attend, "we are a very friendly bunch and welcome anyone who comes to visit us".

Email: shotover4wdclub@gmail.com

Website: shotover4wdclub.co.nz/

Facebook: [Shotover4WDClub](https://www.facebook.com/Shotover4WDClub)

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Cairns to Cape York

ARTICLE & PHOTOS BY GORDON TOMS



After much discussion and having put the trip off for years, it finally made it up the to do list and became a reality. Really do wish I had done it earlier.

Back in August, myself and 2 other members of Manukau 4wd Club and their wives, headed to Cape York and the northern most tip of Australia. Arriving on the 14th, we picked up 3 x 70 Series Cruisers, 2 troopies and a wagon. We spent the following day shopping for food and other supplies and final preparation for the next 11 days on the road.

Leaving Cairns on the Saturday morning bound for the cape.

The first night saw us at Musgrave Roadhouse about 450km north of Cairns. We also got our introduction to Australian dirt roads and corrugations. Ya can't go slow, anything under 60/70kph shakes you and the truck to bits. 80 plus is the only way to get away from the beating. And the DUST. if the wind is behind you. You just sit in this cloud of red mist.

Next day we head for Bramwell.

Bramwell Station was the choice on the way up. (We stopped at Bramwell Junction on the way back). Quick stop at Coen and on to the Archer River Roadhouse for lunch. This is a must stop the food at the roadhouse is

great and the spot down by the river is just awesome. By now the road is split pretty much 50/50 seal and dirt – corrugation, alternating every 30ish km.

Day 3 we keep pushing north with the plan to do a few side tracks, but priority being to get to the tip and then do as many tracks etc on the way back down. So, a quick detour to Gunshot and the Telegraph Track (some 23 km of corrugations and holes from the main route). Great spot and we could see why the rental company says no you're NOT going down there. Still worth the time to look. Across the Jardine River by ferry and we are on the last leg to the top making Bamaga and Loyalty Beach campground that evening.

Day 4 We made it to the tip. We did a couple of side tracks on the way before tackling the trek over the rocks to the actual tip and the official sign. Then it was off to explore the tracks etc around the top end. The 5 Beaches Track was fun and filled in the balance of the day. Then it was dinner on the beach at the camp "restaurant". Really great spot, sitting there with a drink and a meal with great friends watching the sun set over the water.

Day 5 saw us visit Thursday Island. Population of around 5,000. Three



thousand of which are public sector employees - Australian Border Control, Service personnel - both Army and Navy, and the associated support required for them, and of course the medical team manning the hospital. It's also home to Australia's most Northern pub.

Day 6 sees us leaving the tip and Loyalty Beach and begin the trip back south and the first of our explorations. Ussher Point some 63 kms and 3+ hours off the beaten track into the middle of Nowhere. Great place to just get away from it all and chill. No internet, no phones, nothing just bush and tracks. Sort of reminded me of the 42 getting in and back out, nothing challenging but you had to watch out for traps like sand bogs (yes, we found one), nothing a quick winch didn't fix!

Day 7 and we are on the move south again. Heading toward Bramwell again but with no fixed plan. A quick



Ya can't go slow, anything under 60/70kph shakes you and the truck to bits. 80+ is the only way to get away from the beating!

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4X4 ACCESSORIES



stop at the old Jardine River crossing point (Pre ferry days), then down to Nolans Crossing. Met a young couple touring Australia in their 200 series and camper on behind, they had left Sydney in March and been up and around West Australia and as they weren't due back in Sydney until November, decided to do the Cape again as it had been 7 years since they were last there. Would like to have done the crossing, but restrictions on the rentals meant we couldn't. But seriously would have been easy to do on the day. From there it was down to Bramwell Junction via Fruit Bat Falls and a quick swim.

Day 8 saw us heading further south, via Coen. Quick stop to fix my Cruiser which had developed a turbo fault - bad connection, and the Archers River Roadhouse again to Musgrave for a quick stop for fuel and onto the next adventure. Saltwater Creek. Another great camping spot, with BIG - NO SWIMMING, watch for Crocs signage everywhere.

Day 9 saw us heading further East as we worked our way South, over the Hann River and past the Old Laura Homestead and Kennedys, through Hope Vale and out to Elim Beach campground and the tracks around the area. Great camping area but cold only showers, it wasn't the favourite.

Day 10 and we are aware that we are getting close to the end of the trip. From Elim, we head back to the main route and Cooktown checking out the monument and lookout as we move on toward Cape Tribulation and the Daintree, via the Bloomfield Track - if you could call it a track - well paved, steep in places, narrow road would be a better description. But yes with a camper or caravan on behind it would be very tight in places. We had to stop at the Lion's Den Pub on the way. (This is a MUST DO if you're in the area, the food is fantastic and plentiful).

Day 11 and we are looking at our last full day. Finally, we get to do the CREB Track out of Cape Tribulation and down to the Daintree River and the ferry, then on to Daintree Village. A quick stop for coffee and on the road to the CREB. The CREB starts at the Daintree River and the Crossing. Being first in, I did find the hole and it was enough to wash the intercooler but not enough to get back to the windscreen. The others found shallower spots and 2.5 hours later, after tackling BIG RED (basically the range), and a few stops to take pictures etc, we were at the other end. After a stop for lunch and some track exploring it was time to head on again, via road or back down the CREB, that was the big question. There really was only 1 answer, back the way we came,



quicker this time, one hour thirty to the river.

After finding no accommodation available at Port Douglas, we decided to make the run to Cairns that evening, allowing us a bit more time to clean out the trucks etc, before handing them back to the team at Captain Billy's, and getting a nice bed for the first time since we had left Cairns.

Would I do it again:

In a heartbeat. There is soooo much we didn't see!

Highlights: All of it.

Lowlights: None really.

The trucks: I am not the worlds biggest fan of the 70 Series, BUT not one of our trucks had less than 360,000 kms on the clock. Mine was at 469,000 when I picked it up. And I would say most of those kms were done being beaten to death on those cape roads and they were NOT uncomfortable, they handled everything we threw at them with ease, so I have to give credit where its due and I would choose to use them again.

Observations:

The shopping: Things aren't really any cheaper than here, BUT there is way more variety.

The Tracks;

They aren't as ripped up as ours and the only things I can put that down to are:

- 1) We didn't see any trailer / club trucks anywhere. They don't seem to use them, not like us, and I put that down to distance. We don't have to travel far to be at a track.
- 2) **Tyres:** They don't run aggressive rubber. Again, I think it's a distance thing, long distance on aggressive rubber in high temperature, leads to fast wear, so they run more aggressive All Terrain style tyres.
- 3) **Maintenance:** The tracks are well maintained, which is easier to do when they aren't ripped up, because there's minimal damage to repair first.
- 4) **Conditions:** In the dry, like it is now, very, very easy a drive at best. Give it some water and very different. On the CREB, we met 3 other trucks that were heading North to South as we were going South to North. When we came back down, North to South, where they had come out of one of the water crossings and trailed water out on to the track, traction was a real problem, and that was after 3 hours of drying time on the track.
- 5) **Rubbish and damage:** Very little of both.



COMING EVENTS

Events Disclaimer. Care has been taken in entering details of these events. However NZFWDA does not take responsibility for any inadvertent inaccuracies or subsequent changes made by the event organisers. Trips and events will normally be hosted and organised by a Club or Clubs and not the Association itself. All events, trips and runs are the responsibility of the hosting Club. Potential participants should contact the relevant event organiser or Club. Email events to editor@nzfwda.org.nz

18 OCTOBER 2025 MT EGMONT 4WD CLUBS ANNUAL PAIRS EVENT. Come along and watch the action of the best trucks paired together the country has to offer! 300 Lower Durham Road, Inglewood. **ADMISSION PRICES: CASH ONLY** at the gate. Family (2 Adults and 3 Children) \$20. Adults \$10. Children \$5 Strictly no Dogs or Alcohol please There will be multiple food and drink vendors on site. If you're interested in entering the event or have any questions, please email 4wdclub@hotmail.com for an entry form. Must be an affiliated member of a NZFWDA Club and have another truck to pair up with.

14 - 15 NOVEMBER 2025 FORCE 4 KING OF CANTERBURY. New Zealand's First Xtrem 4wd Endurance Race. Carney's Road Alford forest just outside of Methven. The course is approx 7.5km long circuit with up to 10 bonus deviations to test teams, made up of fast flowing areas, some rough terrain, possible winch walls, valleys, rocks and mud. **ENTRY \$150** (includes BBQ Tea Friday Night and Breakfast Saturday Morning). \$100 for 4wd Association Members. Free for 4x4 Events Club Members with club credits. We are using the "NZ 4wd Enduro Challenge Rule Book 2024" rule book. Everything you need to know is [here](#)

23 NOVEMBER 2025 NZ 4X4 TRIALS 2025/2026 National Trials Series. Round 1. Eastern Bay Twin Diff Club. See nz4x4trials.co.nz for more.

13 DECEMBER 2025 NZ 4X4 TRIALS 2025/2026 National Trials Series. Round 2. Rodney. See nz4x4trials.co.nz for more.

1 FEBRUARY 2026 NZ 4X4 TRIALS 2025/2026 National Trials Series. Round 3. Whanganui. See nz4x4trials.co.nz for more.

21 FEBRUARY 2026 NZ 4X4 TRIALS 2025/2026 National Trials Series. Round 4. Taranaki. See nz4x4trials.co.nz for more.

21 MARCH 2026 NZ 4X4 TRIALS 2025/2026 National Trials Series. Round 5. Counties. See nz4x4trials.co.nz for more.

21 - 22 MARCH 2026 GIVE IT A GO ENDURO 4WD ENDURO. ALFORD FOREST, METHVEN. Club trucks/ Basic trailer trucks. \$100 for Non 4WD Association Members. \$75 for 4wd Association Members Proof of current membership to be provided. Read full details and entry form [here](#).

11 APRIL 2026 NZ 4X4 TRIALS 2025/2026 National Trials Series. Round 6. Hawkes Bay. See nz4x4trials.co.nz for more.



MT EGMONT 4WD CLUB PAIRS EVENT

SATURDAY 18 OCTOBER 2025

9AM START

300 LOWER DURHAM ROAD, INGLEWOOD



\$20 FAMILY
\$10 ADULTS
\$5 CHILDREN

CASH ONLY - NO DOGS - FOOD VENDORS ON SITE



Advertising in Trail Torque

Quarter Page	(94mm x 135mm)	\$150
Half Page	(190mm x 136mm)	\$300
Full Page	(190mm x 278mm)	\$600

These prices are per edition of NZFWDA Trail Torque and do not include GST.

Invoices are sent yearly and bookings must be made for a minimum of one year.

Advertisements must be received copy ready and sent as jpeg or pdf to: Bobbie Kincaid: editor@nzfwda.org.nz



All advertising in Trail Torque is on the basis that:

1. The Editor at the Editor's discretion may accept or reject any advertisement without giving any reason.
2. The New Zealand Four Wheel Drive Association ("the Association") does not endorse or recommend or warrant any advertiser or advertising.
3. The Association at its absolute discretion reserves the right to at any time accept or refuse any advertisement or advertising.
4. The Advertiser must ensure and warrants to the Association that all relevant laws and advertising guidelines are observed for the advertising.

A focus during August was the curious proposal by the South Wairarapa District Council to draft a bylaw to restrict access to a stretch of coastline extending north from Cape Palliser. It appeared to be the result of pressure from the owners of an area of private land that an unformed legal road (ULR) passes through.

The landowners are unhappy about users of the ULR not following the legal corridor. The proposed wording of the bylaw was poorly drafted and apparently without legal oversight, especially considering the ULR provides public access to a significant coastal area. Councils are not obliged to provide security for private land and Councils may require a landholder to take appropriate mitigation action including fencing the boundary of the road or any dangerous place, as provided for under section 353 of the Local Government Act 1974.

The NZFWDA and various Four Wheel Drive Clubs made submissions objecting to the draft bylaw, along with over 2500 other submitters.

Advocacy for access for our recreation is a strong focus of the NZFWDA and the growing number of public 4x4 'shows' around the country, provide an opportunity to emphasize to the public the efforts we make to try and ensure a future for recreational 4x4 access to both public and private lands.

Having recently spent three days at Rotorua's Hunting Fishing and 4WD Expo, manning the NZFWDA display there, along with the help of Peter Little from the Geyserland 4WD Club, a good number of comments by the public that we interacted with, related to concern around irresponsible four wheeling. That wasn't always from 'older' citizens, but from many younger enthusiasts concerned at the growing risk of the closure of public lands. It was good being able to report our participation with that Cape Palliser proposal.

Interaction in Rotorua with a couple of those 4x4 businesses that engage with clients etc. by running four wheeling activities, managed to

hopefully have them realise the risk to their business if there was an environmental or injury incident during an activity run in their name. The answer seems to be that they formally separate involvement by establishing an incorporated Club and engage with the NZFWDA to affiliate that Club. Both businesses indicated their desire to encourage environmental sustainability and good public perception. A work in progress.

For the NZFWDA to advocate for land access, we need to know

about pending risks to access, such as those public notices in local newspapers about Council's plans for the roading network, including unformed legal roads. Those notices are only required to be advised locally, so while they may have a wide impact, the NZFWDA may never know they are happening without help from you, the members. Could you please advise us of these notices with an email to access@nzfwda.org.nz, thank you.



On display at the Rotorua Hunting Fishing and 4WD Expo, "The Ninja" NZ 4x4 Trials D Class Truck owned by Chris Tomalin (NZFWDA Competition Officer).



The NZFWDA stand at the NZ Fishing Hunting and 4X4 Expo in Rotorua

President's Corner

Steve Adam - Email: president@nzfwda.org.nz - Mobile: 027 228 8221

From the last edition of Trail Torque, I mentioned about the NZFWDA Executive team had listened, we have restructured and about to embark on a journey to make a significant difference for our beloved recreation.

Well, here's a flying update:

- Changed our Constitution to match the restructure, also changing the Executive to be called the Committee.
- We have reduced the Executive Committee from 19 to 9, each of the Zones from 5 to 3 Officers.
- Rationalised the Committee roles to specifically address the needs and issues of Four wheeling in New Zealand today, not of the past.
- These roles filled by the Committee members (based on individual skills) are:

🛞 **Communication & Promotions** – Steve Adam

- 🛞 **Data & Website Management** – Tariq Wasim
- 🛞 **Administration** – Sam Whalley
- 🛞 **Finance & Membership** – Barb Adam
- 🛞 **Regulatory** – Gordan Toms
- 🛞 **Social Media** – Darren Pettingell
- 🛞 **Compliance & Events** – Bob Holmes
- 🛞 **Land Access & Submissions** – Peter Vahry
- 🛞 **Systems** – Grant Purdie

- Each of the Committee members is tasked with forming a working group made up of NZFWDA members with subject matter expertise needed. Then chairing / leading their respective working group.
- Develop a Strategic plan – a work in progress as we flush out the odd tripwire.

You may have noticed some immediate effect already, with the activity around Social Media. This is a direct result of the combination of leadership and fresh thinking in those areas.

There is a significant amount of work going on behind the scenes with the other teams already, as with anything new, there is still work to do and more people to wrangle into helping on the working groups, so if you are interested in participating in your area of expertise please let me know, we still have some spaces on working groups to fill with smart, clear thinking, enthusiastic people.

Tread lightly
Steve Adam
President
NZFWDA



The new NZFWDA Governance Committee

Steve Adam	President	president@nzfwda.org.nz
Tariq Wasim	Vice-President	vp@nzfwda.org.nz
Barb Adam	Treasurer	treasurer@nzfwda.org.nz
Bob Holmes	Southern Zone President	szpresident@nzfwda.org.nz
Sam Whalley	Northern Zone President	nthpresident@nzfwda.org.nz
Darren Pettengell	Central Zone President	czpresident@nzfwda.org.nz
Gordon Toms	Regulatory	gordon.toms@nzfwda.org.nz
Grant Purdie	Systems	grant.purdie@nzfwda.org.nz
Peter Vahry	Land Access	peter.vahry@nzfwda.org.nz

Support Roles

Kerry Quigley	Secretary	secretary@nzfwda.org.nz
Chris Tomalin	Comp Officer	compofficer@nzfwda.org.nz
Neville Dunton	Patron	patron@nzfwda.org.nz

LIFE MEMBERS OF THE NZ FOUR WHEEL DRIVE ASSOCIATION.

Awarded 2021 - Neville Dunton
Awarded 2021 - Mel Street
Awarded 2018 - Russell Quin
Awarded 2017 - Bob Holmes
Awarded 2017 - Eileen Revell (nee Austin)
Awarded 2017 - Steve McMinn
Awarded 2016 - John & Nonnie Cowper
Awarded 2015 - Ces Horan
Awarded 2015 - Kath Jaggard
Awarded 2011 - Peter Vahry

Why you should join a 4x4 Club...

As a member of a 4WD Club, you will be able to tap into the abundance of knowledge and experience of other members. This can be especially helpful if you are new to 4WDing and want to learn more about off-road driving techniques, vehicle maintenance and equipment advice. Club members can educate and train you on how to tackle certain tracks, and advise what gear ranges you should be on to ensure your safety is paramount.

You and your family will get the opportunity to travel with experienced drivers who have traveled far and wide and can provide expert advice on how to prepare for a trip, essentials to pack, and hazards to look out for.

Clubs meet at least once a month and these are a great place for your mental health, to catch up with mates,

create memories and meet new people with the same passions and interests.

Stronger in numbers, you are able to work together and negotiate rights to access tracks, parks and lands, to fight against possible restrictions and legislations, and to deliver new opportunities for everyone in the community. You are not only a part of a bigger movement but effectively contributing to the future of 4WDing and its development.

Check out this video about 4x4 Clubs <https://www.youtube.com/watch?v=iFtl5WqV2g>
And then, check out pages 19 & 20 of this edition for a 4x4 Club near you!

Northern Zone Clubs

Anything underlined will either open up in your internet browser or open your email to send the person a query.

If your Club logo has been updated, can you send a copy of it to editor@nzfwda.org.nz please.

As Clubs have AGMs please send the NZFWDA Membership Officer (membership@nzfwda.org.nz) an updated list of your President, Secretary, Treasurer and NZFWDA delegates details as these are vital in communicating with your club.



4X4 ACCESSORIES
www.arb.co.nz



auckland4wd.org.nz

Bay of Islands 4x4 Club



bop4x4club@gmail.com



cozzie4x4@gmail.com



hunt2@windowslive.com



www.geysersland4wd.co.nz

Kaitia 4WD Club Inc.

Kaitia4x4club@hotmail.com



Kaimai 4x4 Club



www.kc4wd.co.nz



www.lroca.org.nz



manukau4wd.org.nz



norwestohv.org
secretary@norwestohv.org



admin@nzjeepclub.co.nz



rodneyoffroadclub@gmail.com



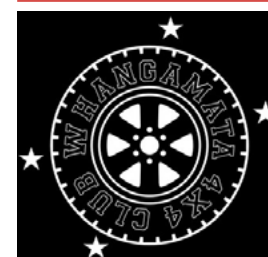
Sulphurcity4wheelers@outlook.com



United 4WD supporters
u4wd@nzfwda.org.nz



secretary.waik4wdclub@gmail.com



Whangamata4x4@gmail.com



whangarei4x4club@gmail.com

Wilderness Ridge Riders 4WD Club

Central Zone Clubs

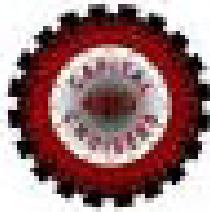
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4X4 ACCESSORIES
www.arb.co.nz



cruiser4wdclub@gmail.com



VEHICLE CLUB
Wellington
www.ccvc.org.nz

Featherston Family
4x4 Club



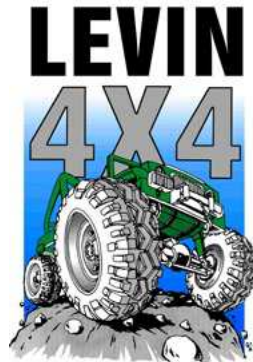
www.hb4wd.co.nz

Kapiti Family 4Wheel
Drive Club

kapitifamily4wd@outlook.com



www.kiwi4x4.org.nz



MANAWATU
4WD CLUB
www.m4wdc.org.nz



www.naki4wd.org



www.twincity4x4.co.nz



<http://wf4x4c.org.nz>



wjeepc@gmail.com



Southern Zone Clubs



www.4x4events.co.nz

Central Otago 4WD
Club
co4wdc@gmail.com

Clutha 4WD Club



www.lrec.co.nz



marlborough4x4club.weebly.com



nel4x4@gmail.com



www.or4g.org.nz



shotover4wdclub.co.nz



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