



Trail Torque



The official Magazine of the New Zealand Four Wheel Drive Association

September / October / November 2026

**2025/2026
NATIONAL 4X4
TRIALS TOP 10**



• LWTA CERTIFICATION • FIRE EXTINGUISHERS • 250 KIWIS • EVENTS + MORE!

7 North Island 4x4's go South for the...
METHVEN MOTOR TRIALS



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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

DECEMBER 2026/JANUARY/
FEBRUARY 2027

Deadline: 20 November 2026
Out to Members: 13 December
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

Inside this Edition

Deadlines for Trail Torque Submissions	2
Help Us Find Who's Missing Out.....	3
NZFWDA Incident Reporting Criteria.....	3
Sponsors of NZFWDA	3
Letters To The Editor	3
From The Membership Team	4
River Crossing Revisited	5
Life Members of the NZFWDA.....	5
Bluebridge Cook Strait Ferries	5
Back Country 4WD Adventures	6
LVVTA & Your 4WD: Why Certification Matters	7-9
How to Spot fake LVV Certification Plates.....	9
4x4 Outdoor Expo.....	9
Auckland 4WD Club Fire Extinguisher Practise	10
4x4 Events Methven Motor Trials	11
ARB - Proud Sponsors of Trail Torque	11
250 Kiwis Released in Wellington	12
Using a Chainsaw on the Trail?.....	13
Rothbury Insurance Brokers.....	13
Coming Events	14
2025/2026 NZFWDA Contact Emails	14
Waitarere Beach Clean Up Dates	15
Mt Egmont Pairs Event.....	15
Save the Date - Kauri Coast 4WD Club Mud Drags.....	15
Advertising in Trail Torque	15
Mits Alloy - 4x4 Offroad Solutions.....	15
2025/2026 NZ 4X4 Trials Top 10	16-17
President's Corner.....	18
Classifieds For Sale.....	18
Northern Zone Clubs	19
Central Zone Clubs	20
Southern Zone Clubs.....	20

COVER: 2025/2026 NZ 4x4 Trials Best Presented in Central Zone
winner - Mad Wolf - Mitch Caldwell & Jamie Elms. Photo by Willow Eayrs.
Tiny Towing Transporter - photo by Brian Howat.

THE NEW ZEALAND FOUR WHEEL DRIVE ASSOCIATION



- * 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.

The views and opinions of contributors to this publication are those of the author(s) and unless stated otherwise do not necessarily reflect the opinions or views of NZFWDA. Responsibility for the views and information in articles lies with the author(s) concerned. The NZFWDA and its editor reserve the right to edit abridge or discard any or all material submitted for publication. **Copyright.** The New Zealand Four Wheel Drive Association claims copyright and the right to be acknowledged as the publisher of Trail Torque and its contents.

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

Help Us Find Who's Missing Out

SAM WHALLEY - NZFWDA SYSTEMS OFFICER

Some NZFWDA members are not receiving emails from TidyHQ, including Trail Torque and other Association updates.

The tricky part is that those most affected probably will not see this message either, a bit like putting a missing poster inside a locked shed.

SO WE NEED YOUR HELP!

Our investigation found many affected members appear to have been marked as unsubscribed at TidyHQ's administration level.

Please check with your fellow Club members and Association mates to make sure they are receiving

Trail Torque and other NZFWDA communications.

If someone has missed TrailTorque, please ask them to contact the NZFWDA Helpdesk:
helpdesk@nzfwda.org.nz

Once we hear from them, we can investigate further and help restore email delivery.

A quick check with your mates could help make sure no one misses Association news, events, access updates, or activities.

Thank you for your assistance and support.

NZFWDA Incident Reporting Criteria

Following further feedback here is a reminder of the threshold for reporting incidents.

THE CRITERIA ARE:

'Incidents that have caused harm, the potential to cause serious harm, are unusual or form part of a pattern of incidents'

It remains up to the Clubs to decide what to report especially if they consider it is marginal Events such as a roll over and no injuries on a tough truck trip would be considered normal. A roll over on a Family Shiny type trip would be of concern.

As for the application of all principles of health & safety, identifying the small things, or an aggregation of them is a pointer to a problem that will inevitably have a much worse outcome later on.

The H&S committee would like to receive the reports to assist

with identifying root cause issues and patterns which can then be communicated with the wider NZFWDA community. Equally the committee may simply acknowledge the receipt of the report and leave it for the reporting Club to resolve.

The committee is also gathering, as a data reference resource, public incidents involving recreational four wheel drives. If you are aware of any incidents appearing in the media in your region do let the H&S subcommittee know.

Any reporting that comes to the committee is with approval from the submitting Club remains in confidence and any outcomes published arising from reports will not identify a person, Club or location.

The NZFWDA H&S subcommittee can be contacted at safety@nzfwda.org.nz

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

From the Membership Team

BARB
ADAM 

The NZFWDA 2027 year Membership subscriptions were due on the 1st of July 2026.

Any Member failing to pay the annual subscription, any levy, or any capitation fees, within 1 calendar month(s) of the date due for payment, shall be considered as unfinancial and shall (without being released from the obligation of payment) have no membership rights and shall not be entitled to participate in any Association activity or to access or use the Association's premises, facilities, equipment and other property until all the arrears are paid.

The 2026-2027 Membership registration sheet was sent out on the 25th of May to all Secretaries and Treasurers of all Clubs (183 contacts), as identified in Tidy HQ. The email would have come from hello@nzfwda.tidymail.co.

I also spoke at the AGM, to all attending, in regard to membership and Clubs submitting their membership.

Some main points for those submitting membership renewals.

PLEASE

- Use the appropriate form provided.
- When copying information into the form, paste the info in as text. This will ensure the data is in the correct format. DO NOT paste the info in with formatting from the original source.
- Email and telephone numbers are required for all registering members.
- If a member is a member of several Clubs please ensure the members' details are consistent with the details provided to the other Clubs.
- Send the completed form in excel format as an attachment to your email (DO NOT send a link to the file or a PDF) to the email addresses stated on the form.
- Indicate your Club President, Secretary, Treasurer or Secretary/Treasurer and your Zone Representative on the sheet.
- Ensure affiliated members are affiliated to your Club only.
- Complete the declaration at the bottom of the form and the Club

info at the top of the form.

- Save the form with a file name that identifies your Club.
- Please ensure you include your Club name and "subs" as a reference on your bank deposit.
- If a member has changed their email address, we will record their new email as the email to send correspondence to. Their log in email will remain as their original email and forms part of their Tidy HQ account and we can't change that. The member can change that themselves in their Tidy HQ Profile.

What is Tidy HQ???

Tidy HQ is our membership platform and when you log in via the website to the members portal this is where you are logging into.

All emails confirming membership come from Tidy HQ.

This is where all the membership data is stored.

When there is a need to get info out to multiple members and Club Officials, the Committee can use Tidy HQ to send bulk emails out to the groups. Emails can be and do get sent directly from Tidy HQ, so it is important that the data is accurate and up to date.

What is a Club Zone Representative and what is a Club Delegate???

A Club Zone Representative is the person nominated by your Club to represent the Club at your Zone's meetings. There are rules (Standing Orders) around Zone Representatives and attending Zone meetings. A Club Delegate/s attend the NZFWDA AGM.

Although a member may be a Zone Representative and a Club Delegate, these are 2 different positions. The main differences being:

- Each Club has one Club Zone Representative (one vote per Club) at a Zone meeting. If your Club Zone Representative is elected as a Zone Officer, the Club cannot nominate a second Zone Representative.
- A Club can have several Club Delegates. The number of Club Delegates depends on the number of Club members affiliated to the Club and the votes associated to those affiliated members. The ratio

is 1 vote per 20 affiliated Club members (or portion thereof). Each Club Delegate can only hold 3 votes.

Sooo.... If your Club has 62 members affiliated to the Club that is 4 votes. A delegate can take 3 votes to the AGM so your Club can appoint 2 Delegates to attend AGM and cast votes on behalf of the Club.

Or

You can appoint 1 Delegate to attend the AGM and cast votes on behalf of your Club and give the other vote to another Club's delegate attending the AGM to cast the 4th vote on behalf of your Club.

- Club Delegates are required to register as the Club Delegate for an AGM prior to each AGM. Club Zone Representatives are usually appointed for the year.

If your Club Zone Representative can't attend a Zone meeting, and the Club wishes to send someone else, they need to advise the Zone Secretary/Treasurer of the alternate Representative for that meeting (Standing Orders).

What is an Affiliated Member???

- A Member can only be affiliated to one particular Club but may be a member of several Clubs.
- NZFWDA fees are paid to and passed on by the Club the member is affiliated to.
- Club votes at an AGM are decided by the number of members affiliated to a particular Club.

Hope this explains a few of your queries and explains why we are so anal on the info we receive.

Please also note members can go into their Tidy HQ accounts and change their contact details. But Clubs need to be aware of changes for when they submit to NZFWDA. If the member has changed their contact details and the Club/s submit old details, the Association will update the members details as per the Club advisory. Also the members' details (email address, phone number etc.), should be the same for all Clubs the member may be a member of.

RIVER CROSSINGS

NZFWDA SAFETY COMMITTEE



It was with some concern, and frustration, that incidents continue to be reported of vehicles and occupants needing recovery particularly from flooded South Island rivers.

The NZFWDA has long advocated for care to be taken when crossing any river, especially fast flowing bouldery South Island rivers and when they are in flood. There have been a number of drownings over the past years arising from misjudging the strength of the river flow, its depth and from 'taking a chance' to cross a flooded river. If that isn't sobering enough, take a walk through old cemeteries near river systems.

New Zealand's rivers are comparatively short with many sourced from the mountains and hill country where rainfall sheds quickly into river systems leading to rapid

risers in river levels over very short periods of time or when snow melts increase river flows in the spring and early summer.

The joy of four wheel driving is meeting the challenge of the trail, testing your vehicle and your skills, the camaraderie and getting home safely.

Don't let a rash river decision spoil the day or lives.

You can view the NZFWDA River Crossing guidelines on TidyHQ.

There are general principles for crossing rivers which are universally applicable. These include:

- Check the weather forecast including for the headwaters,
- Assess the flow and depth of the river: can you see the bottom of the river, is the exit point obvious and driveable,
- It is recommended to disconnect seatbelts and have windows down for the duration of the crossing
- If possible, cross with the flow of the river
- Always be with at least one other vehicle, be prepared for a recovery and have the right equipment,
- Cross at a speed fast enough to form a bow wave and forward progress. Avoid creating huge fountains of water
- Don't cross a river in flood (the river base and channel may have changed) and, if there is any doubt turn around and go home!
- If it is late in the day.....do you really need to cross the river?

LIFE MEMBERS OF THE NZ FOUR WHEEL DRIVE ASSOCIATION.

Awarded 2026 - Grant Purdie
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

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members
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on ferry
travel!

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Members Portal
on [TidyHQ](#) for the
PROMO CODE

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BACK COUNTRY 4WD ADVENTURES



Back Country 4WD Adventures is a newly established 4WD Club based in the Selwyn District, Canterbury. Formed by a group of passionate outdoor enthusiasts, our Club was created to bring together like-minded people who enjoy exploring New Zealand's incredible back country, building friendships, and sharing the adventure with their families.

We are a family-friendly Club that welcomes members of all experience levels, from those new to four-wheel driving through to seasoned off-roaders. Our focus is on safe, responsible four-wheel driving, enjoying the outdoors, and creating memorable experiences both on and off the tracks. We regularly organise casual day trips throughout the region and aim to run at least one larger weekend adventure each month.

Our first official Club trip took place over the Matariki weekend and was

a fantastic way to launch the Club. Members travelled to the ever-changing Napoleon Hill, where we spent our first night camping at the beautiful property operated by Malcolm and Robyn. The trip provided a great mix of scenic driving, technical terrain, and plenty of opportunities for members to get to know one another around the campfire.

The adventure continued through New Creek to Denniston, taking in some of the stunning landscapes the West Coast is famous for. From there, we made our way to the Instagram-famous Mt Rochfort. The views were spectacular, and while some members were content to admire them from a safe distance, a few brave souls ventured right to the edge for the perfect photo opportunity. We rounded off the weekend at a stunning campsite, enjoying good food, great company, plenty of laughter, and stories shared around the fire long into the evening.

What makes Back Country 4WD Adventures special is the sense of community that has developed from day one. Whether it's helping each other through a challenging section of track, sharing recovery knowledge, or simply enjoying a coffee and conversation at camp, our members are always willing to lend a hand. We believe the journey is just as important as the destination.

As a new Club, we are excited about the adventures ahead and look forward to exploring more of New Zealand's incredible back country. We are proud to be part of the wider New Zealand Four Wheel Drive Association community and welcome anyone who shares our passion for adventure, responsible four-wheel driving, and the great outdoors.

Cheers,
Duprey, Antoinette & Blair
Back Country 4WD Adventures



LVVTA & YOUR 4WD: WHY CERTIFICATION MATTERS

BY GRANT PURDIE FOR TRAIL TORQUE

For many NZFWDA members, modifying a four-wheel drive is all part of the adventure. Lift kits, larger tyres, aftermarket steering components, winches, chassis alterations, engine upgrades, and custom accessories help build vehicles capable of tackling New Zealand's demanding terrain. However, when modifications go beyond certain thresholds, Low Volume Vehicle (LVV) certification becomes an important part of keeping those vehicles legal and safe on public roads.

What is LVVTA?

The Low Volume Vehicle Technical Association (LVVTA) is an incorporated society that administers New Zealand's Low Volume Vehicle certification system on behalf of Waka Kotahi NZ Transport Agency. LVVTA develops technical standards, provides training and support for LVV certifiers, and oversees the certification process for modified and scratch-built vehicles.

The purpose of the LVV system is straightforward: to ensure that modified vehicles remain safe to operate on public roads while preserving the freedom for enthusiasts to modify, build, and enjoy their vehicles. LVVTA describes the system as a way of ensuring modified production vehicles and scratch-built vehicles are designed and constructed so they are safe and comply as closely as practical with applicable legal safety requirements.

LVVTA HAVE ISSUED 200,000 LVV CERTIFICATIONS.

"It took 12 years to reach 50,000 LVV certifications, a further 6 years to reach 100,000, and then 14 years to double that number. Overall, there's been a rough average of 50,000 LVV certifications every 7 years."



Many popular 4WD modifications may require LVV certification before a vehicle can be legally driven on public roads.

NZFWDA's Role in LVVTA

Many NZFWDA members may not realise that our Association has played an important role in the LVV system. NZFWDA was one of the hobbyist organisations involved in establishing LVVTA (certification came into effect in 1992) and continues to be represented within the wider community that LVVTA serves. According to LVVTA Chief Executive Ken McAdam, NZFWDA was one of

ten national enthusiast organisations that came together to establish LVVTA and advocate for vehicle hobbyists.

This long standing relationship helps ensure the four-wheel-drive community has a voice when technical standards and certification requirements affecting modified off-road vehicles are developed or reviewed.

Why 4WD Owners Need Certification

Many common 4WD modifications can affect vehicle safety, handling, braking, stability, steering geometry, or structural integrity. While not every modification requires certification, modifications that exceed LVVTA's threshold requirements generally do. LVVTA provides modification thresholds that identify which changes can be made without certification and which require inspection by an LVV certifier.

For 4WD enthusiasts, certification may be required for modifications such as:

- Significant suspension lifts.

- Certain body lifts.
- Major tyre size increases.
- Steering modifications.
- Chassis alterations.
- Engine conversions.
- Custom seat and seatbelt installations.

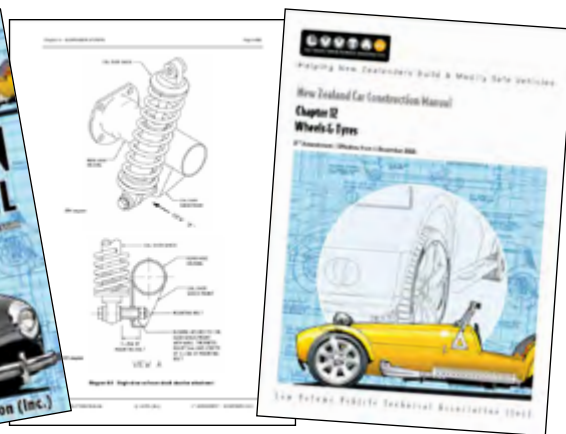
Certification provides independent assurance that the modifications have been completed safely and correctly. Just as importantly, it helps protect the reputation of the entire off-road community by demonstrating that modified vehicles meet recognised safety standards.

Technical Manuals and Guidance Resources

One of LVVTA's greatest strengths is the extensive range of technical information it makes available to vehicle owners, builders, engineers, and certifiers. The organisation develops and maintains the Low Volume Vehicle Standards, the New Zealand Car Construction Manual, technical information sheets, safety alerts, and modification threshold guides that define how vehicle modifications are assessed.

For 4WD owners planning modifications, these documents are invaluable. They provide guidance on matters such as suspension and steering systems, brakes, occupant protection, wheels and tyres, chassis modifications, and vehicle testing requirements. Reviewing the relevant material before starting a build can help avoid costly mistakes and rework.

These resources are publicly available through the LVVTA website and can be accessed from the technical information section at <https://www.lvvt.org.nz/>. LVVTA's website states that technical requirements can be found within the LVV Standards and the New Zealand Car Construction Manual, alongside numerous information sheets and safety alerts. Importantly, these technical documents can be viewed and downloaded free of charge, making them an excellent resource for NZFWDA members who are considering modifications or simply want to better understand certification requirements.



LVVTA's technical manuals
help modifiers plan compliant and safe vehicle modifications

The Consequences of Not Getting Certified

Failing to obtain certification when it is required can have serious consequences.

A vehicle that requires LVV certification may fail a Warrant of Fitness inspection until the certification has been completed. Without a valid WoF, the vehicle cannot legally be driven on public roads. In addition, owners may face infringement notices, difficulties with insurance claims, or increased liability if an uncertified modification contributes to a crash. There is also a broader issue at stake. The New Zealand modified vehicle community enjoys a degree of self-governance through the LVV system. LVVTA has noted that maintaining government confidence in this system is critical to preserving the freedoms enthusiasts currently enjoy. Many of the limits for modification thresholds have been established through direct experience of component failures. The LVVTA supports the investigation of serious crashes involving modified vehicles in order to determine whether the vehicle is still in the configuration it was certified to, and whether the modification had any bearing on the accident.



Early consultation with an LVV certifier can save both time and money during a build.

What Does LVV Certification Cost?

One of the most common questions from four-wheel drivers is, "How much will certification cost?"

The answer depends on the complexity of the modifications involved and the amount of inspection time required. LVVTA notes that there are more than 50 certifiers around New Zealand, each operating independently. As a result, certification fees are set by individual certifiers rather than LVVTA itself.

As a general guide, NZFWDA members undertaking straightforward modifications such as a suspension lift, wheel and tyre package, or minor steering alterations should expect certification costs in the hundreds of dollars. More complex projects involving chassis modifications, engine conversions, custom fabrication, or engineering approval can cost significantly more.

Vehicle owners should also remember that rectification costs may arise if modifications do not meet the required standards at inspection. For this reason, consulting an LVV certifier



A vehicle needs a Stability Calculation when it has a body lift over 50mm; or a suspension lift over 50mm; or an increase in tyre radius over OE of more than 50mm.

before commencing major work is often money well spent. While certification can seem like an additional expense, it is usually far less costly than dealing with failed inspections, insurance disputes, or having to rebuild non-compliant modifications after the work has already been completed.

Final Drive

As four-wheel drivers, we all enjoy the freedom to tailor our vehicles to suit our adventures. LVV certification is not there to stop modifications—it exists to ensure those modifications are safe, legal, and sustainable for the future of our hobby.

If you're planning modifications, talk to an LVV certifier early in the build process. A little planning can save a great deal of time, expense, and frustration later, and it helps keep both your vehicle—and our sport—on the right track.

KEY HEALTH AND SAFETY MESSAGE

Remember – it is everybody's obligation to act safely.

Take responsibility for what you can control.

HOW TO SPOT FAKE LVV CERTIFICATION PLATES

Look closely for the following:

- the larger 'V' in the LVV logo on the top right corner of the plate is grey on the genuine LVVTA-produced LVV certification plates, but on the counterfeit plates the large 'V' has a strong purple hue;
- still looking at the top right-hand corner of the plate - In the stacked 'LOW VOLUME VEHICLE TECHNICAL ASSOCIATION Inc' text just to the left of the LVV logo, the word 'VEHICLE' contains an 'N' instead of an 'H', and reads 'VENICLE'; and
- the engraved information on counterfeit plates sometimes doesn't sit neatly within each text field.

Using these Plates is a Criminal Offence.

If anyone thinks they might be looking at one of these counterfeit LVV plates, please feel free to send a photo of the plate to the LVVTA office at info@lvvta.org.nz or call (04) 238 4343 and they will be happy to have a look.

READ MORE HERE: https://www.lvvt.org.nz/documents/newsletters/pub/LVVTA_Newsletter_2002_August-October.pdf

“What a weekend it was! The products, services and networking was incredible. Massive thank you to the Business & Brands involved, Show & Shine entries, Online Organisations and Clubs. You all showed up and supported 4x4 Outdoor Expo Christchurch, we grew the 4x4 Industry & Community that much more! “The Place To Build Your 4x4”

Christchurch 2026

4x4
OUTDOOR EXPO



Pictures will be available on the facebook page soon....organisers are currently 4x4ing.

Next Event: 13 -14 February 2027
Kumeu Showgrounds, Auckland.

Fire extinguishers are things that are mandated for Auckland 4WD Club trips but fortunately are rarely needed. In July, the Club had the opportunity to do some practical training with a number of dry powder extinguishers that had run out of their service dates. There were several sizes that allowed comparisons on the length of time that they were effective for.

We were fortunate to have a landowner with a 'fire pit' area and an interest in education about the use of extinguishers. Four metal containers were set out, each with a piece of sacking that was doused in a mix of diesel and petrol and then ignited. Using a gas bottle and burner, the fires were reignited.

Table of Common Dry Powder Agents:

Agent	Effective Against	Notes
Sodium bicarbonate	B, C	Nontoxic; also used in baking
Ammonium phosphate	A, B, C	Can be corrosive; cleanup required
Potassium bicarbonate	B, C	More effective by volume compared to sodium bicarbonate
Mono-ammonium phosphate	A, B, C	Preferred for versatility; can leave a sticky residue

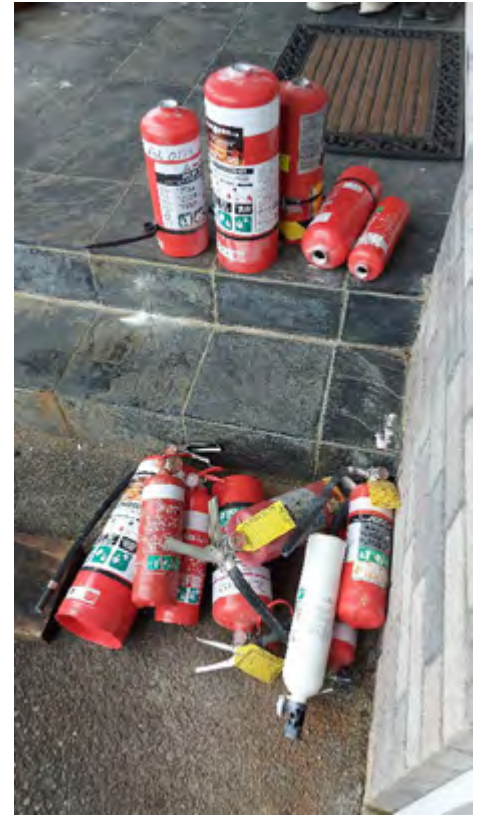
Overall, the effectiveness of the dry powder was impressive in knocking out the fires, although the fires were generally quite small. One test was to douse a fire without fully using the extinguisher contents and then trying it again some minutes later... a failure, with no effective gas pressure to propel the powder!

- Residual Mess: When used, they leave a difficult-to-clean residue that might damage electrical equipment or other sensitive materials.
- Limited Use Indoors: Due to the residues they leave behind,

The theory with a dry powder extinguisher is to get low and aim at the base of the fire from about three metres.

The reason for the distance became evident when some extinguishers were used at a closer range and actually blew the burning sacking out of its container. Dry powder extinguishers are intended for use on Class A Fires - Wood, Paper and Plastics, Class B Fires - Flammable Liquids, Class C Fires - Flammable Gases and Class E Fires - Energised Electrical Equipment.

The powder used in ABC extinguishers is usually monoammonium phosphate. It operates by coating the fuel surface and smothering the fire.



these extinguishers are not generally recommended for indoor use unless absolutely necessary.

The extinguishers tested were all "out of date" and destined for disposal and out of the 13 extinguishers we tried, five did not work. Another good reason to carry two extinguishers in 4x4's.

When the valves were later removed from the bottles, some had very packed powder and it took a lot of banging and shaking to free up the powder before it flowed. That reinforces the idea of

occasionally shaking and tapping dry powder extinguishers to increase the chances of the powder staying loose and available.

Auckland Four Wheel Drive Club require that a minimum of 2KG of extinguisher is in each 4x4 on Club trips, which could be two 1KG units, although the testing indicated that bigger is better.

One example of a 1KG unit did perform well at 20 seconds of continuous output, but that was the exception on the day.





METHVEN MOTOR TRIALS

PHOTOS: CHRISTINA HOWAT WORDS: FACEBOOK.COM/4X4EVENTSCHCH/

“WELL, THAT WAS A WET ONE!

We ordered a Motor Trials day, With sunshine if we could... But Canterbury had other plans, and gave us ALL THE MUD!

The rain came down from start to end, the paddock turned to slop, but did that stop the spectators? NOT A CHANCE — THEY STILL TURNED UP!

They stood in the rain, they cheered in the wet, they watched trucks climb, slide and bounce, and made it a day to remember yet!



And while the competitors battled through mud, hills and rain, we had some fantastic businesses helping make it all happen again.

James Hunt Residential helped build the day, while CowperTrucks kept things moving our way. Priest Sheetmetal brought strength to the show. And D&E Outdoors know a thing or two about weather below! Target Apparelmaster helped keep the crew looking smart, while Action Scaffolding played their supporting part. So to these six fantastic sponsors, A massive THANK YOU from us all.

And to every competitor, volunteer, marshal and spectator who braved the rain and mud — YOU ARE ABSOLUTELY MAD...AND WE WOULDN'T HAVE IT ANY OTHER WAY!

That's grassroots motorsport.

A bit of rain? No problem.

A paddock full of mud? Bring it on.

A crowd still turning up in miserable weather? THAT'S THE METHVEN MOTOR TRIALS.

Thank you all for making it one hell of a day!"



Proud sponsor of Trail Torque:

ADVENTURE AWAITS



FIND YOUR NEAREST STORE OR STOCKIST



4X4 ACCESSORIES

250 KIWIS

RELEASED IN WELLINGTON

ARTICLE &
PHOTOS BY
ANDREW GEE

In part played by Cross Country Vehicle Club - Wellington.

For the last five years (and still ongoing) Cross Country Vehicle Club of Wellington (CCVC) has joined other community groups in their pest eradication efforts to prepare for the release of kiwis. Before these efforts there were no wild kiwi in the area.

Capital Kiwi has recently celebrated releasing 250 kiwis in Wellington with a reception in Parliament. Ian Hutchings, Barry Insull and Andrew Gee represented CCVC at the reception and had a nice time talking to MPs who had never been seen out on the tracks.

When we began maintaining the traplines five years ago, I didn't think that kiwi would be roaming the hills of Wellington, but after only two years Capital Kiwi were confident enough to release Brown Kiwi bought down from Rotorua. They have had phenomenal results with their survival rate, having released 250 kiwis mainly in Terawhiti Station in Makara. Some of these released kiwis have gone on to have chicks and Capital Kiwi estimate there are 300 kiwis living in the area. They have been seen as far north as Titahi Bay and often seen by mountain bikers and local residents' security cameras.

CCVC maintains eight traplines of 50 traps each. The traps are spread out at 200m spacing between them, and of three different types alternating along the line. The regular work

required is that each trap must be visited every three weeks, checked, any kill removed and recorded, trap cleaned out, rebaited and reset. Our stats show great results removing stoats and weasels which are the main target species to protect the

kiwi in the wild but we also catch rats, hedgehogs and possums. This ongoing effort goes hand in hand with the Club's other community work on the South Coast, beach cleanup and dune replanting.



*Capital Kiwi handlers
in Parliament*



*Barry Insull and Ian Hutchings
at Parliament reception*

Check out the Club's
facebook page
<https://www.facebook.com/wellingtonccvc>



Read about the Capital Kiwi Project
here www.capitalkiwi.co.nz



*Capital Kiwis traplines
around Wellington*



*Arthur Gorton
compiles the stats*



*Stoat removed
from trap*

Using a chainsaw on the trail??

NZFWDA
SAFETY
COMMITTEE

With the big storms that have recently been through in the last few months and of increasing frequency and intensity there are more and more trees down across the trails. Tree down?....there is a call to action and out come the hand saws and the chainsaws.

Regardless of whether the chainsaw is electric or petrol they have moving chains which are dangerous when used incorrectly and without PPE. Many an old hand has suffered serious or even fatal injuries even with a lifetime of using chainsaws and felling trees. 'She'll be right' has no place in using chainsaws and all the more so in remote locations. Despite advertising which suggests otherwise, the same applies for the small battery operated handheld pruning chainsaws. It is often not the process of the cut which is an issue but what happens after the cut when the saw is being lowering while the chain is still running to a stop.

Chainsaws always seem to be miraculously accessible when needed but too often the same can't be said for the PPE that should be worn when operating them. Ballistic trousers or chaps, steel cap boots, gloves and eye protection for both types of saws and hearing protection when using chainsaws. Ideally a helmet combining eye and ear protection is recommended.

Before rushing into cutting trees and branches stand back and assess the situation: what are the likely consequences of the cut, are people far enough away, where is the trunk or stem going to drop too, is it going to roll or pinch in the cut, is there an uphill root ball that needs stabilising... and perhaps most importantly, are there the skills and capacity of the user up to managing this or should prudence indicate that it is time to turn around?

Handsaws can also be hazardous. It

is easy, especially if a saw is being forced, for it to jump out of the cut and cut the hand holding the branch with potential severing of tendons or even the fine bones in your hand. Regardless the outcome will need stitches! Always wear a glove on the other hand and preferably a cut proof glove.

Reciprocating saws are increasingly popular tools for clearing small trees and branches. Again care needs to be taken, they can kick back, they can jam if forced or incorrect cutting technique and blades can be easily broken resulting in sudden unexpected movements of the saw.

To sum up.... Before launching into a tree removal, stop and assess the potential ways for a cut to go wrong and how this will be mitigated, be familiar with using a chain saw in a variety of situations and wear the appropriate PPE. Get home safely!

Is your 4WD too 'extreme' for ordinary insurance? Leave it to Carol.

Carol Winter

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021 457 427

www.rothbury.co.nz/4wd-off-road-insurance



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BROKERS

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!

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

3 OCTOBER 2026 MT EGMONT
4WD CLUB PAIRS EVENT. 300 Lower Durham Road, Inglewood. 9am start. Cash only on the gate.

4 OCTOBER 2026 ANNUAL MURIWAI BEACH CLEANUP. Help the Auckland 4WD Club, The Landrover Owners Club and the NZ Jeep Club members. Read full details here: <https://www.auckland4wd.org.nz/event-details/annual-muriwai-beach-cleanup-2026>

9 - 11 OCTOBER 2026 FORCE 4 KING OF CANTERBURY. Where you have to go FAST enough to WIN, but SLOW enough to SURVIVE. Alford Forest, 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. \$100 for NZFWDA Members. Full details here

8 NOVEMBER 2026 NZ 4X4 NATIONAL TRIAL SERIES 2026/2027 Round 1. Carterton, Wairarapa. Hosted by Wairarapa 4x4 Club. See nz4x4trials.co.nz for details.

28 NOVEMBER 2026 CCVC FAMILY SHINY - SOUTH COAST CLEAN UP (26th Year) - part of the Clubs "community contribution programme" - All welcome. Details of start place/time etc will be forwarded upon registration. Bookings open 28th October 2026.

5 DECEMBER 2026 NZ 4X4 NATIONAL TRIAL SERIES 2026/2027. Round 2, Waiterimu, Waikato. Hosted by Counties 4 Wheelers. See nz4x4trials.co.nz for details.

30 JAN - 1 FEB 2027 MOTU SAFARI, in conjunction with Geyserland 4WD Club, more details to follow shortly.

13 FEBRUARY 2027 NZ 4X4 NATIONAL TRIAL SERIES 2026/2027 Round 3, Rangiwahia, Rangitikei. Hosted by Levin 4x4 Club. See nz4x4trials.co.nz for details.

19 - 21 FEBRUARY 2027 KAURI COAST 4X4 CLUB SAFARI. Get ready for an epic North Kaipara adventure, featuring 2 days of 4X4 action, amazing tracks, incredible sights, enjoy what our backyard has to offer! Details here: facebook.com/kauricoast4wd/

25 - 27 FEBRUARY 2027 KAURI COAST 4WD CLUB MUD DRAGS at the Northland Field Days, Dargaville. 3 vehicle classes and side by side racing held on two tracks. Entries are open to anybody affiliated with a 4WD Club. Prizes in each class. Entry forms and further details to come. Contact: kauricoast4wdclub@outlook.com

7 MARCH 2027 NZ 4X4 NATIONAL TRIAL SERIES 2026/2027 Round 4, Colyton, Manawatū. Hosted by Manawatū 4WD Club. See nz4x4trials.co.nz for details.

27 MARCH 2027 NZ 4X4 NATIONAL TRIAL SERIES 2026/2027 Round 5, Maramarua, Waikato. Hosted by Thames Valley 4WD Club. See nz4x4trials.co.nz for details.

17 APRIL 2027 NZ 4X4 NATIONAL TRIAL SERIES 2026/2027. Round 6,

Putāruru, Waikato. Hosted by Waikato 4WD Club. See nz4x4trials.co.nz for details.

8 - 9 MAY 2027 AUCKLAND 4WD CLUB is undertaking a 2-day 4WD safari to be held in Woodhill Offroad Adventure Park. This promises to be a not to be missed event, and is limited to the first 100 trucks. There will be tracks covering Grade 2 to Grade 5 and includes Meals, Catering and activities for young and old. To find out more about this family weekend, visit <https://www.auckland4wd.org.nz/event-details/auckland-4wd-club-international-safari-may-2027> or email fish@auckland4wd.org.nz

22 MAY 2027 NZFWDA AGM - Northern Zone.

2026-2027 NZFWDA Contact Emails

National Committee

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Vice President	Grant Purdie	vp@nzfwda.org.nz
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General Officer	Gordon Toms	gordon.toms@nzfwda.org.nz
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General Officer	Kevin Marlow	kevin.marlow@nzfwda.org.nz
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Vice President	Ashley Lucas	nthvicepresident@nzfwda.org.nz
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Treasurer	Ian Grant	nthtreasurer@nzfwda.org.nz

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Vice President	Trevor Hendra	czvicepresident@nzfwda.org.nz
Secretary/Treasurer	Colin Lindsay	czsecretary@nzfwda.org.nz

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Vice President	Ben Thompson	szvicepresident@nzfwda.org.nz
Secretary/Treasurer	Barb Adam	szsecretary@nzfwda.org.nz

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Secretary	Dan Morris	compsecretary@nzfwda.org.nz
Treasurer	Kelsey Van Waas	comptreasurer@nzfwda.org.nz

Support Roles

Patron	Neville Dunton	patron@nzfwda.org.nz
Secretary	Youssef Mourra	secretary@nzfwda.org.nz



WAITARERE BEACH MONTHLY BEACH CLEAN-UP ALL WELCOME!

This is a community project supported by NZFWDA Central Zone in collaboration with Horowhenua District Council, who will be providing gloves and bags. Meet at the Waitarere Beach Surf Club carpark, 689 Waitarere Beach Road, Waitāre Beach 5510.

GPS: S40.548899 E175.196282

> 20 September 2026 - 10:30 AM

> 18 October 2026 - 10:00 AM

> 15 November 2026 - 10:00 AM

> 17 January 2027 - 11:00 AM



SAVE THE DATE

25 - 27 February 2027 Kauri Coast 4WD Club MUD DRAGS at the Northland Field Days, Dargaville.
Contact: kauricoast4wdclub@outlook.com to enter!

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Half Page	(190mm x 136mm)	\$300
Full Page	(190mm x 278mm)	\$600

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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.

Every month NZFWDA Members receive the NZFWDA NEWS in their email inbox. If you didn't get yours, please let your Club Secretary know. Members are invited to share information and good news stories by sending them to Steve Adam, President NZFWDA, president@nzfwda.org.nz

THE 2025/2026 NZ 4X4 TRIALS

TOP 10

POSTED ON NZ4X4TRIALS.CO.NZ BY DANIEL HOWAT



1NZ

Driver: Chris Gifford
Co-Driver: Sam Thomsen
Club: South Waikato
Vehicle: Nitro Customs



2NZ

Driver: Dave McKie
Co-Driver: Reece McKie
Club: Counties
Vehicle: Nitro Customs



3NZ

Driver: Jarred Biggs
Co-Driver: Fleche Crawford
Club: Counties
Vehicle: Nitro Customs



#6

Driver: Angus Hamilton
Co-Driver: Daniel Howat
Club: Thames Valley
Vehicle: Nitro Customs



#7

Driver: Ash Tonkin
Co-Driver: Dyon Ross
Club: Thames Valley
Vehicle: Nitro Customs



#8

Driver: Mitch Caldwell
Co-Driver: Jamie Elms
Club: Mt Egmont
Vehicle: Cowper Truck

Nicholson & Nicholson (+ Fogden?!) Score Maiden Win at National Final

POSTED ON 26/05/2026 BY DANIEL HOWAT

Fifth time a charm for Shaun Nicholson, as he takes his maiden win in the NZ 4x4 Trials Series alongside his fourth and fifth navigators for the season, Bryce Nicholson & Cody Fogden.

The Hawkes Bay 4WD Club hosted the National Final of the 2026 season in Crownthorpe, near Hastings. In a new site for the series, the hosts pulled out the stops to make the most of the hillside, with courses spread out and access tracks spruced up for

spectators – with the proceeds from the event going to the Hawkes Bay Rescue Helicopter.

The day started out with a drizzle, a reminder of the pending Cyclone, but soon phased out to overcast conditions for has been a relatively dry competition season.

<https://nz4x4trials.co.nz/nicholson-nicholson-fogden-score-maiden-win-at-national-final/>

The 2026/2027



4X4 TRIALS

Competitions Committee
1975-2025



#4

Driver: Scott Biggs
Co-Driver: Phil Walton
Club: Counties
Vehicle: Nitro Customs



#5

Driver: Shaun Nicholson
Co-Driver/s: Mike Fergusson, Beau Taylor, Tom Baeriswyl, Bryce Nicholson & Cody Fogen
Club: South Waikato
Vehicle: Nitro Customs



#9

Driver: Chris Tomalin
Co-Driver: Richard Verner
Club: Waikato
Vehicle: Tomalin Engineering Services



#10

Driver: Wayne Buckthought
Co-Driver: Rachel Buckthought
Club: Mt Egmont
Vehicle: Howat Engineering

National 4x4 Trial Series



2025/2026 CLASS WINNERS



C CLASS

Driver: Angus Hamilton
Co-Driver: Daniel Howat
Club: Thames Valley 4WD
Vehicle: Nitro Custom.



D CLASS

Driver: Chris Gifford
Co-Driver: Sam Thomsen
Club: South Waikato
Vehicle: Nitro Customs.



F CLASS

Driver: Paul Taylor
Co-Driver: Danielle Taylor
Club: Eastern Bay Twin Diff Club
Vehicle: Toyota Landcruiser Prado

Full Results of all 6 Rounds
can be found here:
<https://nz4x4trials.co.nz/event-results-2025-2026/>

2025/2026 NATIONAL AWARDS

MALCOM MCLEAVEY MEMORIAL TROPHY: John Hawken & Haare O'Brien
BEST PRESENTED IN CENTRAL ZONE TROPHY - Mitch Caldwell & Jamie Elms
LIS LAWSON CUP - BEST CENTRAL ZONE TRIAL Hawkes Bay 4WD Club
SPORTSPERSON OF THE YEAR: Rachel Buckthought.
TOMALIN ENGINEERING EXCELLENCE: John Hawken.



President's Corner

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

It appears that our recreation is again, hitting the news for all the wrong reasons, and I don't know about you but I am totally sick of the BS that a not-so small group is doing to us all.

I would like to use some well-chosen words to describe them and their mates, but this isn't the forum for that. What am I talking about?

Well, I have brought this up before, the last time I received two responses - so from this I must either assume that nobody cares or, we have such a level of apathy within the 4x4 fraternity that it loops back around to nobody cares, cause that's what it feels like.

4x4 vandalism - the recent article that is doing the rounds on Face Book and the local news media - the damage done by some circus monkeys at Klondyke Corner near Arthurs Pass. This is an iconic area in a sub-alpine

environment that will most likely take years to heal. Klondyke Corner Campsite, a popular destination used by thousands of visitors each year and a familiar base for Coast-to-Coast competitors and support crews, has been badly damaged by four-wheel drive vehicles.

Yes, four-wheel drive vehicles, not vandals, not delinquents, not brainless idiots - but four-wheel drive vehicles - that's what we all drive so, like it or not the news media is now not making any differentiation between responsible 4x4ers and the arses!

So do you care?

Does it worry you that these mindless acts carried out by individuals, that will some day add to the gene pool, are simply being associated to the rest of us?



Damage done by some circus monkeys at Klondyke Corner near Arthurs Pass.

Someone who is reading this, will know who did this... I want to know who it is. Email me, please. Tread lightly.

Steve Adam
President
NZFWDA

CLASSIFIED SECTION

HOW IT WORKS

🚗 Anything Relating to Four Wheel Drive Only:
📄 1/8th page: 91mm x 64mm
📷 Two photos
📝 50 words, including phone number and/or email address

🚗 No links to other adverts please.
📄 \$75 per Trail Torque edition.
📧 Email classifieds to editor@nzfwda.org.nz

FOR SALE



Nissan V8.
86,000k, VK45, quad cam, fuel injected. Bought this to drop into my old Safari, but just didn't have the time. Now the Saf has gone. Engine has to go to fund the Range Rover build. You have to pick it up. **\$1,200 firm.**

Ph: Steve 027 228 8221



1993 Mitsubishi Pajero.
285,623km.
2.5L Turbo diesel.
Auto.
WOF with Rego on hold.
Heaps of extras.
Listed on trademe - check it out for all the details.
Goes well, a good starting out truck.
\$8,900

Ph: Barb 021 126 2910



1994 Stewart & Stevenson.
3,000 genuine miles.
3116 Cat Engine. 7 speed Alison Auto. Eaton diffs. Selectable CTI. 8.5T. Left hand drive. Currently not NZ road legal. This beast goes places, makes a Mog look silly! Was brought for a project that didn't eventuate. Needs a home. **\$25,000.**
Ph: Steve 027 228 8221



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 Secretary (secretary@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
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auckland4wd.org.nz



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Extreme Mudgators



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Road Less Travelled



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Whangamata4x4@gmail.com



whangarei4x4club@gmail.com

Wilderness Ridge Riders 4WD Club

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