



Trail Torque

The official Newsletter of the New Zealand Four Wheel Drive Association

December 2021 / January / February 2022

Member Survey Results

History of Deadwood Safari

Collision Avoidance Systems

Plus lots more...



VEHICLES AND BEACHES

Established in 1974,
the objective of the
Association is to
further and improve
Four Wheel Drive
activities in NZ.



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.

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Deadlines for Trail Torque Submissions

MAR/APR/MAY 2022

DEADLINE: 27 February 2022

OUT: 14 March 2022

JUN/JUL/AUG 2022

DEADLINE: 3 June 2022

OUT: 19 June 2022

SEP OCT NOV 2022

Deadline: 19th August 2022

Out to Members: 4th September
2022

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

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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.

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

With the National AGM now behind us and the new National Executive settled in, it's time to get down to business! A bunch of us (though myself outside Exec) have been tasked to lead an H&S subcommittee to review and continue development of NZFWDA's safety guidelines and sample documents and forms, and the safety role of NZFWDA in our recreational sector.

There is already a good pile of valuable documentation on the NZFWDA members' portal website for the association and as guidance for affiliated clubs. Our recreational activity, like other motorsports, has the potential to go wrong very quickly and, at times in the most unassuming

of circumstances. Sadly, there are also timely reminders of just what can go wrong as recently illustrated by a beekeeper losing a foot in a recovery operation.

Other challenges include changes to recovery gear, vehicle construction and recovery points and the reputation of the 4WD community when something goes wrong outside of the association and club structure. The subcommittee's terms of reference have been confirmed by the Exec. With the approval of the Terms of Reference, and modified as required, the subcommittee will start working through the policies and documents and will report monthly to the Exec.

In addition this subcommittee will also be responsible for review of incidents and accidents, including significant near-misses, on behalf of the Exec. The subcommittee is convened by Grant Purdie and those assisting are myself (from CCVC) Neville Dunton, John McDonald, Dan Barnett and Scott Biggs. Between us we represent the National Executive, the Zones and the National Trials side of the sport. We are clear that we do not want to make additional layers of administration and bureaucracy – we are all too busy for that! We like our driving as much as you do. Equally like you, and notwithstanding a few bumps and scrapes, we want to get home safely to our friends and families.

The SWOT Project

BY GRANT PURDIE
NATIONAL PROJECTS OFFICER

Continuing the story – the Exec is keeping on with its work to make changes and improvements to keep the Association relevant and provide more value to our members and their clubs.

We decided to do a SWOT analysis, looking at our Strengths, Weaknesses, Opportunities and Threats. This helped our planning to:

1. Focus primarily on getting our members going 4wding
2. Provide resources to clubs and members
3. Strengthen engagement with clubs and members
4. Achieve best direction for the Association

There is a lot of work to make progress. Our immediate priorities are:

- Ramping up how we manage land access issues and opportunities.
- A user guide for TidyHQ.
- Helpdesk for the membership database.
- More communications to members, initially via the monthly e-news to members.
- And more of those mini-surveys, to make sure we know what members and clubs actually want from the Association.

Other projects include:

- Possibly making the Association's Zoom licence available to zones and clubs, if they want it and if it's feasible.

- A team to help process the 2022 affiliation fees and membership renewals if necessary.
- Improving or possibly replacing the membership database.
- Improved financial reporting.
- Further clarity of the duties of each National and Zone officer.
- Clearer process for investigating accidents, incidents and near-misses, then promoting learnings from these.
- Adding to our H&S material.

We've got 4 subcommittees running, each working on one or more of the projects:

- Remit Subcommittee (4 meetings so far).
- SWOT Subcommittee (12 meetings).
- H&S Subcommittee (2 meetings).
- Budget Subcommittee (first meeting scheduled).

Some of the project work may result in options that will be put to members for discussion and in due course potentially some remits for the next AGM.

As with any volunteer work, we rely on the generosity of the Association members on the Exec, the Zones and the subcommittees. These folk all have other demands on their time; their commitment is greatly appreciated.



Saturday morning with a meeting time of 9:00am, 7 club members from CCVC drove the 1 ½ hours to be at the start time for this event organised by Horowhenua District Council and Foxton Beach Progressive Association.

We spent the morning helping to plant 3500 Spinifex plants which will help stabilise the dunes.

In total there were about 40 people with most of those there from the Foxton Beach Progressive Association. We had most of the

planting done by midday and a BBQ lunch was provided. A few 100 plants still required planting and as most had left CCVC members helped plant the last of these plants.

Our efforts did not go unnoticed with comments on the day from the main organiser in subsequent emails including - "Your team made a terrific impression today pass on my thanks" "The Pleasant (and promising) surprise was the active participation of half a dozen members of the Wellington 4WD Club, who were hard at it right until the last Kowhangatara was planted well after

midday. A special tip of the hat to Grant and his team, from whom we may well hear some useful things in the future. The conversation has begun."

Central Zone clubs have enjoyed access to McKenzie Trail and working with HDC and FBPA hopefully we can ensure continued access to this trail. FBPA are planning more events with pines they want removed and replaced with native. This is something CZ clubs could help out with in the future.

John Vruink CZ PRO



Club Members' H&S Responsibilities

Every person (including every 4wd Club and every member of a 4wd Club) is responsible for:

- Taking reasonable care for their own health and safety
- Taking reasonable care that what they do (or do not do) does not adversely affect the health and safety of anyone else
- Complying with any reasonable instruction given by the Club so that it can comply with its health and safety obligations including all safe work procedures, rules and health and safety training
- Attending any trip briefings, ensuring they can hear it, and paying attention to the details.

LIFE MEMBERS OF THE NEW ZEALAND 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

Vehicles and beaches?

ARTICLE BY
PETER VAHRY
NATIONAL PRO

With the Summer in front of us and the thoughts of sand and sea for many New Zealanders, it's probably timely to look at the growing levels of restriction to the use of vehicles on beaches. The variety of beaches is huge, with some just a few metres long, while others are measured in kilometres.

The two issues regarding beach usage can be summarised as:

- Where is 4WD access and driving permitted (or where is it not permitted)?, and
- How to drive sensibly in such areas and encourage others to do likewise.

Some, such as beaches close to population centres are the domain of the pedestrian public, usually governed by bylaws as to what activities can happen, which, might allow the launching of boats, but the vehicles and trailers must leave the beach.

There are some beaches with Queens Chain along them, although not always as a continuous strip. A Queens Chain is the equivalent of a legal road but is invariably unformed and in a coastal situation may have been eroded away by the sea and as they are 'fixed' by survey may no longer be drivable.

For those wishing to clarify locations and your rights on Queens Chain, a definitive answer can be found on the Walking Access Commission website. Their map resource clearly identifies legal roads (including the unformed ones) <https://maps.walkingaccess.govt.nz/OurMaps/>

It is important to know where you are allowed to use a vehicle along the coast and in many places, it is getting more complex with management rights under the Marine and Coastal Area (Takutai Moana) Act 2011 being gradually granted to Maori. Local circumstances can impact vehicle use, as in the case of Auckland's Muriwai Beach where there's never been a Queens Chain and for many kilometres, the area above the 'mean high tide' is designated as the Muriwai Regional Park, which is governed by its own bylaws around vehicle use. In Marlborough the Kaikoura earthquake

changed the coastline, giving many kilometres of new drivable area, prompting Council to mull a new bylaw controlling access.

Where beaches are capable of being accessed by vehicles, such as at Muriwai, there are a lot of different reasons for people to want to drive on those beaches. Many vehicle owners are content to respect the local conditions and the rights of other beach users to also enjoy the beach. Unfortunately, there are a minority of drivers who push the boundaries, often literally! A vehicle on a beach can be very threatening to other users, particularly pedestrians and horse-riders, and even more so when driven stupidly.

The legal boundaries of adjacent properties are usually blurred by the movement of sand so can often be hard to define, which is even more reason to stay within the boundary of the Mean High Line, as that can often be the survey basis.

The situation at Muriwai has deteriorated over the years with vehicle users pushing into the dunes and the Regional Park, along with reckless driving, lighting fires among the dunes for parties (often late into the night) and generally being anti-social. The Auckland Council proposed a vehicle ban earlier this year, but a proposal worked out between locals, beach user groups including the NZFWDA, several local 4WD clubs and the Council, has given a reprieve for a year to see if a comprehensive 'education' effort can make a difference to driver behaviour.

Auckland Council uses vehicle counters at the entrances to get data on numbers and while the busiest 'pre-covid' day was just under 900 vehicles on Labour Day 2020, 1751 vehicles accessed Muriwai Beach on the first weekend after Auckland moved to Level 3.1 with 966 on the Saturday and 785 on the Sunday. Subsequent to that was the 16th October with circa 1632 vehicles. Muriwai is a long beach with several entry/exit points, but the counters showed that 77% of the traffic was using the Coast Road access. It's reasonably easy to see why the rules need to be followed to minimise the effects of those traffic levels on other users.

The NZFWDA Northern Zone has stepped up to help by providing a trailer mounted 'billboard' that can be parked at beach entry points to help get the 'stay off the dunes' message across and to remind users that to legally drive on Muriwai Beach a permit is required from the Council. The permits are free (this year anyway) and can be obtained online. At present the permit does not need to be displayed and can be just on your phone, but maybe next year it will be a 'sticker' for vehicles, along with a fee... that's still being debated.

Beach use around the country by vehicles is going to get more controversial as the population grows, along with the availability of vehicles for recreation. It is a worldwide trend and as numbers increase, the percentage of 'un-informed' users will grow accordingly, so reaching them with the right message is not going to be easy.



NZFWDA Member Mini-Surveys #4 Beach Driving

1. Does driving a 4WD on a beach interest you?
(448 responses)

Yes 93.4% No 9.8%

2. How far do you drive to reach a beach?
(415 responses)

70 – 100kms 259 62.4%
10 – 40kms 134 32.3%

3. Are there beaches within one hour drive that are open to vehicle access? (448 responses)

Yes 77.7% No 22.3%

4. Please identify where you live (448 responses)

Auckland.....	102.....	22.8%
Waikato / Coromandel	47	10.5%
Bay of Plenty	29	6.5%
Northland.....	25.....	5.6%
Central North Island	10.....	2.2%
East Cape	3.....	0.7%
Wellington / Wairarapa....	88.....	19.6%
Horowhenua/Manawatu		
/Whanganui	34.....	7.6%
Hawkes Bay	22.....	4.9%
Taranaki.....	2	0.4%
Otago / Southland.....	42.....	9.4%
Canterbury	22.....	4.9%
Marlborough /Tasman	21	4.7%
West Coast	1	0.2%

5. Have you heard of proposals from local Councils to restrict access to beaches in your area? **Yes 72.5%**

If so, please name that Council.
(total of 229 responses)

Auckland City	83
Far North District.....	17
BOP / Opotiki	5
Waikato / Coromandel.....	2
Wellington / Wairarapa.....	24
Manawatu /Horowhenua /	
Whanganui.....	8
Hawkes Bay	5
Marlborough	12
Canterbury	4
Dunedin / Invercargill	6

6. If you like 4WD driving on beaches what is the main attraction? (420 responses)

Exploring dunes	
where allowed	113
Driving an expansive	
flat beach.....	101
Family Picnics	79
Fishing Access	71
Other.....	45
Boat Launching.....	11

7. Do you ever experience issues with other beach users? (448 responses)

Yes 25.4% No 74.6%

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



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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. The Association at its absolute discretion reserves the right to at any time accept or refuse any advertisement or advertising.
3. The Advertiser must ensure and warrants to the Association that all relevant laws and advertising guidelines are observed for the advertising.

SAFETY INCIDENTS

If there is an incident during any 4wd club trip or event, the Club has an obligation to report it to the NZFWDA Executive. This applies to any significant accident or incident and/or death or serious injury. Prompt initial advice is best, with further details at later dates once the club has investigated and formed any conclusions.

FREEDOM CAMPING RULES UPDATED

DOC have recently updated their freedom camping rules and those can be found at <https://www.doc.govt.nz/parks-and-recreation/places-to-stay/stay-at-a-campsite/freedom-camping/prohibited-conservation-areas/#central>

4x4 Events/Trips/Runs/Important Dates

Events and Trips 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

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

22 JANUARY 2022

NATIONAL 4X4 TRIAL 2021-2022
SEASON Round 3: Mt Egmont
4 Wheel Drive Club. See www.nz4x4trials.co.nz for more information.

31 JANUARY 2022

NOMINATIONS for Young Driver close. Send entries to the NZFWDA National Secretary secretary@nzfwda.org.nz

12 FEBRUARY 2022

NATIONAL 4X4 TRIAL 2021-2022
SEASON Round 4: Waikato 4x4 Club
See www.nz4x4trials.co.nz for more information.

19-20 FEBRUARY 2022

KAURI COAST 4WD CLUB KAURI
COAST SAFARI **POSTPONED.**

12 MARCH 2022

NATIONAL 4X4 TRIAL 2021-2022
SEASON Round 5: Counties 4
Wheelers See www.nz4x4trials.co.nz for more information.

APRIL 2022

NATIONAL 4X4 TRIAL 2021-2022
SEASON Round 6: South Waikato
4x4 Club. See www.nz4x4trials.co.nz for more information.

28-29 MAY 2022

NZFWDA CONFERENCE & AGM.
Hosted by Auckland 4WD Club.

Remits for the 2022 AGM

The key dates are:

Remits from financial members to
National Secretary (clause 35b) -
31 January 2022

Remit Subcommittee to Exec for
confirmation (clause 14d) -
28 February 2022

National Secretary send to clubs
(clauses 17l ii & 35d) -
31 March 2022

The Remit Subcommittee is already
working through the points raised at
the 2021 AGM.

The Exec has increased the role
of the Remit Subcommittee to also
review the Regulations and Duties
of Officers, and it is already working
on these.

Members of the Remit
Subcommittee are:

Northern Zone	Kath Jaggard, John Hickey
Central Zone	Ian Hutchings
Southern Zone	Bob Holmes
National Trials	Scott Biggs
National Exec	Neville Dunton, Grant Purdie

Counting Vehicles

BY PETER VAHRY
NATIONAL PRO

Some members may have heard that I've been lobbying the NZFWDA for funding to purchase some vehicle counters that could be used to get an idea of the vehicle use of some of the more 'under pressure' 4WD venues. My argument is that we just don't know how much use most of the tracks and trails are getting. Most of us recognise that there are many more 4x4 owners out there than we think and yet when the NZFWDA needs to say to the Department of Conservation (DOC) or a local Council that we'd like more options available, we have no numbers to back our argument.

An example is the track at Maratoto where the northern zone has a 'management partnership' with DOC that requires the track to be maintained at a cost to the zone, but no one knows the extent of use by the public.

The system being proposed is Canadian and designed for off road situations, in fact Auckland Council revealed that they use the system to count traffic on Muriwai Beach. There are quite a few systems on the market, including local products, however most are designed to count pedestrians or cyclists, not motor vehicles. Those that do offer motor vehicle counting are predominantly designed to be 'fixed' to a location and require significant installation work. It is <https://www.trafx.net/products.htm> (TrafX) and their website explains the system better than I can.

It has been pleasing to get funding support so far from both the Central and Northern zones, although at the time of writing the Southern zone had not met. so have not been able to advise their position. The aim is to source NZ\$4000 from the zones to buy up to four sensors and ancillary items.

During my 'promotion' of the concept of collecting data, a common question has been, what is the purpose? There's a US organization called American Trails that produces a variety of webinars and other material about the management etc. of 'trails' and I recently participated in a webinar titled "[Trails Count: Getting the Most Out of Trail Use Data](#)". It was in conjunction with [Eco-Counter, Inc.](#) although that company does only pedestrian and cycle counters, but the ways that others are able to utilise that data to advocate for trail expansions is the value in that webinar. It can be downloaded for free from that 'Trails Count' link.

Maybe in 2022 the NZFWDA might be able to start identifying that unknown... how many vehicles used this route last month?



50TH

ANNIVERSARY

1971 - 2021



VEHICLE CLUB

PHOTOS & ARTICLE
SENT IN BY ANDREW GEE



First CCVC trip

50 years of CCVC

It has been a whole year of celebrating the 50 year history of the Cross Country Vehicle Club of Wellington (CCVC) beginning in February with hosting the NZFWDA Central Zone Jamboree that was open to all clubs over NZ, followed by hosting the NZFWDA conference in May and rerunning popular trips from the past. Labour Weekend was the culmination of the anniversary with a gala dinner and reruns of the first club trips to Rallywoods (especially for the old timers), Orange Hut in the Akatarawa forest, the Orongorongo Coast and Terawhiti Station. Dinner and the annual prize-giving were given the full treatment, with attendees receiving a book covering the history of CCVC, a goodie bag of branded accessories and a range of souvenir clothing for sale. All sterling work carried out by

the 50th Anniversary committee of Ralph Dobson, Neil Blackie, Penne Durdle and John Vruink.

We still have five original members from the start of the club, Heather Jeffery, Leath Bean, Tom Adams, Bruce and Raynor Mulhare, and they took part in the Anniversary as they could. CCVC celebrates members' decades of membership of the club with enamel badges for 10, 20, 30, 40 and now 50 years of membership. It's particularly cool that 45 year member Steve Lacey still competes in National Trials in his wagon called the Phoenix.

Penne's enthusiasm is contained in her piece giving a snapshot of CCVC in its 50th year and quoted here, "Over the last 50 years the club has grown from strength to strength. We now have about 200 members, almost 2000 follows on our public

facebook page, run trips almost every weekend as well as away trips over long weekends and during school holidays. Trips range from family shiny and touring trips, that public can join, through to hard yakka and competitions. We run also training trips and regularly do charity work helping our various councils and community groups. The first official trip was held on the 12th of December 1971 along the Orongorongo Coast.

Steve Lacey (CCVC Member of 45 years) at dinner





*CCVC Life Members
at dinner*

The first charity trip was held on the 23rd of April 1972 and the first Rally was held on the 25th June 1972.

We also took over the running of the Deadwood Safari in October of 1972 and ran this event for many years. The club is run entirely by volunteers, with a committee meeting every month. We are always looking for more volunteers to help run trips and help with ideas for presentations on club night.

CCVC recognised the long-term service of a number of club members by making them Life members this year. As the president Ralph Dobson said "I'm really pleased we have recognised a number of club members who have been a driving force behind running the club in the past and present. It has been far too long (15 years) since any member has been nominated for life membership and when the sub-committee reviewed the current membership it was confirmed a small number of people have done a large amount of work for the club and not always in the spotlight."

Congratulations to; Neil Blackie, Ralph Dobson, Alan Donaldson, Ian Hutchings, Barry Insull, John Parfit,



Tom Adams, Ray and Bruce Mulhare



Rallywoods Green hut

John Vruink and Mark Wolstenholme for becoming Life members of CCVC this year. I'm pleased to know all of them and still enjoy going wheeling with any of them. Almost all of them are still active club members today and have held multiple offices for many years. Alan Donaldson for instance has edited the Cross Country Chronicle for 20 years and John Vruink has been Entertainment officer for the last 21 years.

We are always looking for more volunteers to help run trips and help with ideas for presentations on club night.

Facebook

[Wellington Cross Country Vehicle Club](#)

Website

www.ccvc.org.nz



Terawhiti Station trip



Early days of Deadwood

PHOTOS & ARTICLE SENT IN BY ANDREW GEE

History of

The Deadwood Safari was first run 50 years ago, and its history is linked to the Cross Country Vehicle Club (CCVC).

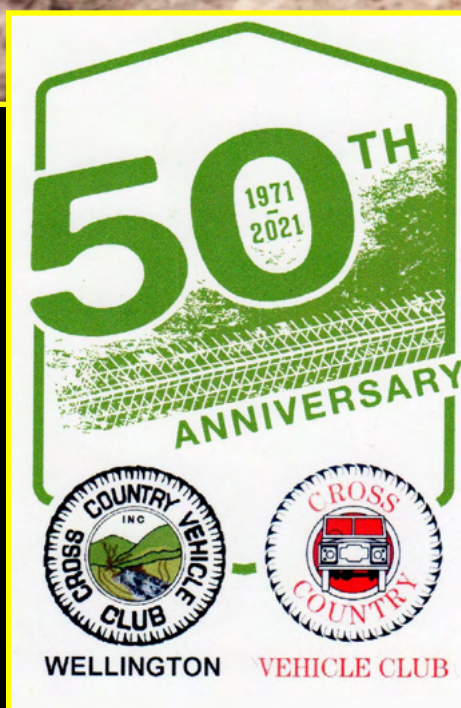
The first Deadwood was run as an enduro covering a long circuit rather than the short hazards that Trials events use nowadays and the state-of-the-art vehicles were fairly regular trucks not the space-frame buggies that are used today.

The first running was described in the June 1979 issue of the Cross Country Chronicle and is quoted here

"The course started from Valley Road, Paraparaumu, went across Titi Ridge, down onto Deadwood Ridge and the Martin's Creek track, and finished at Cloustonville. Approximately 15 miles containing three sections; Section 1 - approximately 4 miles. Time allowed - 12 minutes. Section 2 - approximately 1 mile. Time allowed - 16 minutes. Has hazards. Section 3 - approximately 7 miles. Time allowed - 45 minutes.

Has hazards, unmanned check points. The course was closed to spectators except at start and finish so there were no crowd control problems at such obstacles as: Devil's Staircase, Punga Hole, Martin's Creek, Dave's Detour and Williams Mistake (so-named after a club member called Trev, who elected to ascertain the depth of a long bog hole by driving his Landrover through it - after he was towed out his Landrover didn't go too good for a while!").

The Deadwood Safari was born on 15th of August 1971, with all proceeds going to charity. Later Deadwoods have been run at Rallywoods, Whiteman's Valley, Aotea block and back to Whiteman's Valley. It was very popular with the general public, who would pay good money to come and watch the event. Original CCVC



Ashley Collins,
Deadwood shirt



Modern Deadwood - John Cowper

Deadwood Safari

member Tom Adams told me that they took so much money he was afraid of getting robbed before he could bank it that he would hide it all around the house including sewing it into the lining of lounge curtains!

I was in the passenger seat on the 30th Anniversary rerun of the Deadwood Safari in November 2001 led by Bruce Mulhare and Colin Landy when we did the Staircase and Rock Garden in club trucks.

For the 50th Anniversary we headed along Deadwood Ridge to the Rock Garden and watched Neil Blackie, Roger Seymour and Dave DeMartin drive their Tuff trucks (two Nissan Patrols and a Range Rover) down and up the Rock Garden and then had a barby at the top of the Rock Garden.

It would have been good to watch a modern trials buggy do the Rock Garden but they have such low

Deadwood Dave De Martin



gearing that they couldn't drive through the forest to get there. Neil did well to drive the rock step in his Range Rover hybrid which Roger and Dave had to winch their Nissans up. David Coxon and Ashley Collins manned the grill and did a fine job with the barby.

The Deadwood Safari was born on 15th of August 1971, with all proceeds going to charity.

MARATOTO WORKS

ARTICLE BY Peter Vahry
PHOTOS BY Steve Morley

Maratoto maintenance passes DoC inspection

In the previous edition of Trail Torque it was identified that the 'there and back' route at Maratoto on the Coromandel was in serious need of maintenance to bring it to a standard that the Department of Conservation (DOC) would accept within the formal agreement they have with the NZFWDA northern zone. Steve Morley and Ces Horan had put forward a plan to hire a digger and address that work during November. Steve was the main digger operator and had the valuable help of his friend, Ian Blyde (Flash).

Despite a dose of heavy rain over a weekend, the project was achieved to DOC's satisfaction, although it was accepted that some further work to add rock to some places to 'harden' the track surface will be needed. Also, to be done will need to be some vegetation cutting back and an updated 'Health and Safety' plan will need to be organized for that work.

A note from Steve... "Flash worked with me for all 7 days. I picked him up in Matamata 6.30am each day and I dropped him off at 7.30 to 8pm each night. Then went to replenish the fuel drums. Flash helped last time too. He drove my 4x4 with all tools, food and culvert pipes to each place I was working. A very valuable help moving and cutting trees that the digger struggled to rake off the track. Also lifting the pipes with me.

During the weekend it dumped 45mm of rain. Flash said, "no biggie, I've got a coat". The coat was good, but totally filled his gumboots each day... I was dryish in the digger. He scratched around in the water-tables like a chook with his shovel and loved every minute. Being allowed to slash vegetation bought a cheery smile to his face as well, until I buried his machete by accident. Never to be



During the weekend it dumped 45mm of rain. Flash said, "no biggie, I've got a coat". The coat was good, but totally filled his gumboots each day...



found again! Ces came up most days and relieved me for an hour, which I was very grateful for. Every day was big and kept accurate to the proposed programme, but I could have done with another week and definitely missed having the front dumper to supply good dry fill (saved \$1100 though)."

On Monday 22 November Steve and Ces took two DOC staff up the track, Karen Ismay and Peter French. Not only did the DOC people see the maintenance work, but also got the guided tour to the old steam engine and a bit further away, the Kauri dam remains.

Thanks Steve etc for all your efforts. Because of the fresh earthworks, it was agreed that the gate will remain closed until 15 December. Even then, users are asked to take it easy and avoid damaging the route.

CENTRAL ZONE CLUB TRUCK CHALLENGE 2021-2022

ARTICLE & PHOTOS BY ANDREW GEE



Round 1 Taihape

OCTOBER 2021

We started the eleventh season of the Central Zone Club Truck Challenge (CTC) in these locked up times. This was the first event we held without Mark Watchorn, and we are grateful for the ongoing success of the CTC which is entirely due to Mark's efforts.

The Hintz family hosted this round at their property in Taihape and they pegged out some tricky hazards, thanks to Dave and Grace. We had a good turnout of competitors with many less regular competitors coming out for this round as a tribute to Mark. In what is maybe his design signature, Hintzy had made long hazards with tight turns and holes that negated the use of locking diffs.

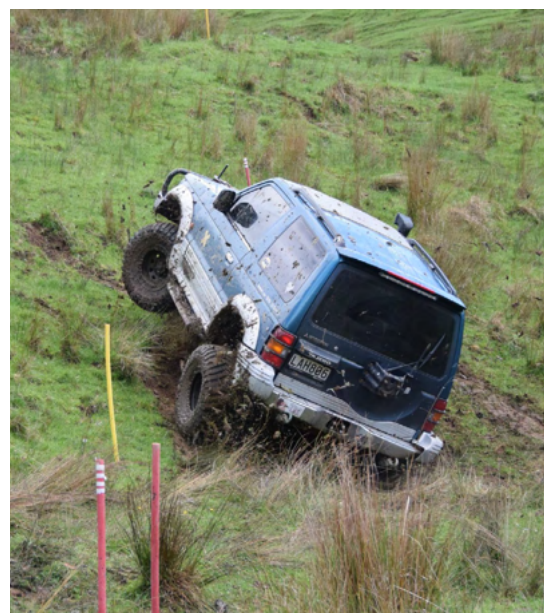
Brent Ward took first and Dave Hintz was second for the day starting their battle for the 2022 season. Catch the next round at a new site in Tokomaru.

RESULTS

Overall place..... Points..VehicleClass

1 .. Brent Ward	422.1	4
2 .. Dave Hintz	466.27	4
3 .. Mark Smith	615.97	2
4 .. Brendan Watchorn	648.8	2
5 .. Kevin Galbraith	708.48	3
6 .. Bruce Tustin	746.43	3
7 .. Andrew Gee	754.65	3
8 .. Dave Smithson	779.47	2
9 .. Dave Seymour	832.83	4
10.. Natasha Smithson...	841.25	2
11.. Dave MacGinnity.....	871.91	3
12.. Steve Stewart.....	877.73	3
13.. Judith Hintz	897.98	1
14.. Ross Gregory	971.59	1

Vehicle rules and event calendar at
www.sporty.co.nz/czctc





Mark WATCHORN

Mark Watchorn passed away suddenly in September. It was an absolute shock, and he will be sadly missed.



Mark was the vice president of the Manawatu 4wd club, Central Zone secretary and the convenor of the CZ Club Truck Challenge.

The Club Truck Challenge was largely Mark's idea from its start in 2011 and he and his wife Raewyn have done the lion's share of the work especially in the most recent years. They did all aspects of putting on the events, from finding sites, trailering the pegs, making the hazards through to the paperwork and keeping records. In a good year, there was six events put on over the summer around the lower North Island.

As well as running his own business he also held an office in the NZFWDA (CZ secretary) as if he had spare time.

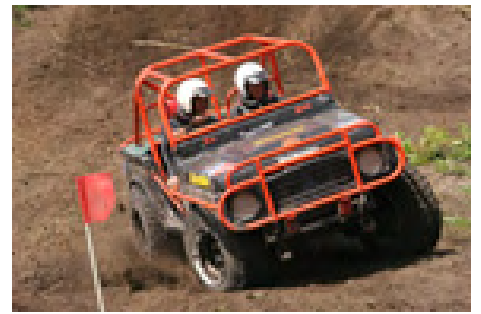
Mark was a man of great enthusiasm and energy and will be missed. The Club Truck wouldn't be what it is now without Mark's efforts. Thank you, Mark, you were always appreciated, and you will leave a big gap to fill.



Ian Templeton 1951-2021

“

I was going to write up a bit about Ian Templeton from South Waikato who competed in the New Zealand 4x4 Trials competition. His first Nationals was my first Nationals co-driving for Andrew Graham. Yakking to Ian I found out he had pedalled Solos (Speedway, Flat track, motorcycles. Think Ivan Mauger, Barry Briggs, Ronny Moore). Many a national comp we would be talking all forms of motorsport which we both proved to be pretty passionate about. (My Mantra "If it hasn't got a motor, its not a real sport"). Wanting to find out a bit more abouts Ians sporting life I asked Jenni to write up a bit for me. Reading through it proved too difficult to weed bits out so I have left it all in there. Thanks Jenni, he was a great bloke and I will always remember our conversations. (Dan Barnett)



Ian was born and grew up on the family farm and from the age of 21 took over after his Dad died. He always had a passion for adventure. As soon as motorbikes became available for the farm he had one. The old Mountain goat is still in the shed. This led to motocross and he competed under number 69 for a few years. One winter he shot enough possums and sold the skins to pay for a Jap solo bike. He competed mostly at Kihikihi but we did travel to Napier, Stratford and the day after we married he competed at Rosebank Auckland, a track he really enjoyed.

After a few summers sweating in leathers and breathing dust he decided there had to be something better. The family had always had a boat and he enjoyed skiing, so he decided scuba diving would be a go. It would become his absolute passion for 25 years. He became a dive master and helped train many new divers. We had lots of weekends away and a few trips overseas and always plenty of scallops and crayfish to eat. He never was a very good fisherman though. I learnt to dive a year after he did, and then all the kids learnt too, so it was truly a family sport for us with our eldest daughter going on to



become an instructor and taking trips out to the Poor Knights.

It all came to a sudden halt when Ian had a stroke aged 49, just a mild one that affected his speech, but enough for the doctors to say no more diving. So for a couple of years he hardly left the farm, but he did start collecting Suzuki's, some going and many not. When he was talking about getting another one I said NO, not unless it's a competition vehicle. As you can imagine he couldn't get on Trade me fast enough and so began our love of four wheeling. Our first Suzuki was Steve Thomason's old truck and after our first club day Ian's comment was that it was the most fun I've ever had! I remember Linda Griffin driving their truck in the speed section that day and Ian being so impressed and saying he better not wimp out.

We went and watched our first National at the adventure park in Auckland, I remember Chris Tomalin rolling over backwards with Linda in the truck, and we followed an A class truck around, which was Nathan Fogden and Graeme Paton. Talking to them between hazards they encouraged us to just come along and compete. So the first trial we did was at Ngatea and we were in the same group as Andrew Graham and Dan Barnett. We couldn't believe how friendly and helpful everyone was.

We competed in A class for a few years. Upgraded the truck along the way, finally winning A class in 2010-2011. E Class looked a bit more fun with some brakes to play with so, once again we bought Steve Thomason's old E class Mitsubishi. By then Becki was hooked too and we lost our photographer as she started navigating for Deano, then Pierre and finally driving her own A class.

The E class was never the most reliable truck to say the least and Ian started talking about building a C class truck. We have Nonnie Cowper to thank for pointing out to Ian that he was too old to start building a truck and why didn't we just get Dan to build us one. Once again, best decision ever made. We took a year off competing while Ruby was being built. In 2015 she was our 40th wedding anniversary present to each other!

We had four years competing in Ruby and having an absolute ball even though 3rd was our best national trophy, we did win a trial at Maramarua I think.

In 2017 Ian was diagnosed with Cardiac amyloidosis and told he would likely only have 5-7 years to live and by the 2019-2020 season he was too sick to drive Ruby. It was absolutely wonderful that Dan accepted our offer to drive Ruby, on the condition that I navi, and Ian got to see her reach her full potential, winning C class, which he always believed could happen. Even though he could no longer compete he loved following around on his electric Ubco bike.

2020-2021 season saw Becki step up to driving Ruby and yes, Ruby had her first ever roll. Ian was very proud of the way Becki drove and we look forward to many more seasons with all our 4 wheeling friends. I know he will be looking down and sending encouragement.

Ian died the way he wanted, still able to drive his beloved new Claas tractor and feed out every day, as long as someone went with him to get the gates, because it was becoming very hard to climb in and out. On Father's Day, after we got home from feeding out he lay down on the couch for a rest before lunch and never woke up.

Rest in peace now my best mate.

Jenni Templeton

2021/2022 NZFWDA Executive

The NZFWDA Executive are volunteers who administer the Association. Divided into three Regional Zone committees - Northern Zone (North Cape to Taupo), Central Zone (Taupo to Wellington), Southern Zone (the entire South Island) and a Competition Committee.

President - Neville Dunton
Secretary - Kath Jaggard
Treasurer - Joanna Lilford
National PRO - Peter Vahry
Membership Officer - Craig Lilford
National Events - Brian Howat
Land Access - Ian Hutchings
Projects - Grant Purdie
Systems - Max Wheatley
National Competitions Officer - Scott Biggs
Southern Zone (SZ) President - Bob Holmes
SZ PRO - John McDonald
SZ Vice-President - Brent Wilson
Central Zone (CZ) President - Brian Howat
CZ PRO - John Vruink
CZ Vice-President - Max Charman
Northern Zone (NZ) President - John Hickey
NZ PRO - Peter Vahry
NZ Vice-President - Dan Barnett



Read about Round One of the National 4x4 Trials here...
<https://nz4x4trials.co.nz/2021-2022-season-kicks-off-at-whakatane/>

Collision Avoidance Systems

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Discussions have been held between LVVTA and NZTA on how to approach a modified vehicle fitted with Collision Avoidance Systems (CAS) or Advanced Driver Assist Systems (ADAS).

The simple answer: CAS/ADAS must remain within calibration.

Advanced CAS/ADAS can position the vehicle on the road (lane departure/lane keep assist) and can apply the brakes (autonomous emergency braking), therefore uncalibrated systems could cause an accident. Subsequently, NZTA requires any CAS/ADAS to be recalibrated on any vehicle modified in such a way that its position relative to the road is altered (absolute or angular).

Modifications that may affect CAS/ADAS include wheel and tyre size changes, suspension changes and anything that significantly alters the weight distribution of a vehicle. It is important to understand that there are limits to the calibration potential of these systems and that the tolerance for changes varies from manufacturer to manufacturer and system to system. Early indications are that raising a vehicle over approximately 25-30 mm is **LIKELY** to create a situation where the CAS/ADAS can no longer be calibrated.

How do you identify vehicles that have CAS/ADAS?

'Google' is your friend! Manufacturers will list all the features of their particular model and system so that's a good place to start. For those not keen on Google, there should be warning lights to look out for as vehicles fitted with CAS/ADAS need a number of sensors, cameras and radars.

The images below show a sample of the warning lights you may see when checking a vehicle with CAS/ADAS.



You can also have a look for the cameras and radars needed for these systems to operate. They will differ from vehicle to vehicle but generally there will be cameras at the top of the screen next to the interior mirror and a radar fitted. The cameras are pretty easy to see but the radars are often difficult to spot at a quick glance. The image below is of the cameras in Subaru's 'Eyesight' system.

The images are of the current model Hilux where the radar is installed behind the badge in the middle of the grille and the current Ranger with the radar below the number plate. (As an aside, the position of the cameras and radars needs to be considered when fitting accessories like nudge bars as covering a sensor will cause the system to not operate as expected, if at all).

How can you tell if the system is calibrated?

In short, you can't. These systems are classed as 'active' so are always monitoring but will only intervene when a prescribed set of circumstances/parameters is occurring. In practice, this means

road testing a vehicle to confirm the operation of the system will likely endanger yourself and others, particularly if it does not work as intended. Also, because of how these systems work, not being calibrated **WILL NOT** register as a fault so will not activate a warning light.

Currently, the only way to confirm a vehicle CAS/ADAS system is calibrated is to have proof supplied by the manufacturer, their agent or other authorised agent such as an ADAS Calibration specialist.

What type of proof is acceptable?

An invoice from one of the aforementioned experts stating that the vehicle has been calibrated **AND** has passed the calibration, or a calibration confirmation document. Proof of calibration must clearly show the date and registration or VIN. Note that a diagnostic type check **DOES NOT** confirm if the calibration is correct or has even been completed and cannot be accepted as proof of calibration.

RAISED VEHICLE STABILITY CALCULATION

Questions from the wider off-road community about LVVTA's approach to raised vehicles have brought about the need to explain the rollover risk assessment process applied to raised off-road vehicles. LVVTA has taken a cautious approach toward raised vehicles, as modifications to increase a vehicle's ride height have the potential to adversely affect its stability.

It should be noted that the calculation applied isn't a new rule or change of legislation, just a more accurate way of implementing existing requirements.

Check out the full document here:
https://lvvta.org.nz/documents/infosheets/LVVTA_Info_09-2021/raised_vehicle_stability_calculation.pdf





President Report



Neville Dunton - Email: president@nzfwda.org.nz - Mobile: 027 446 5634

HEALTH AND SAFETY RESPONSIBILITIES WHILE 4 WHEELING / TRIP LEADER RESPONSIBILITIES

Whangamata Club held a pre-Christmas fun-run for their members at TECT Park, Tauranga in December 2020. TECT Park is a large multi-sport event park owned by Tauranga / District Councils. The user group comprises multi-sports Clubs from diverse sporting codes. Bay of Plenty Club hosted Whangamata in an exclusive 4WD section of the motorsport section of the Park. The motorsport user group is represented by Te Matai Motorsport Inc (TMMI) which has a formal lease agreement with TECT Park; BOP4WD Club sub leases the exclusive 4WD section from TMMI.

The Whangamata visit was marred by a serious injury incident which occurred during a winch recovery of a stuck vehicle. Initial investigations and reports suggested this was an accidental happening caused by selection of an unsound tree as the winch cable anchor. The tree failed under winch load and was uprooted with a large portion of the trunk and root ball landing on a member of the visiting Club. The member suffered serious injuries necessitating extraction by rescue helicopter and spent some months in specialised spinal injury hospitals and remains under specialist care.

WorkSafe commenced a formal investigation of the incident in June and initially determined the Clubs were PCBU's (*) by definition. The inspectors then sought to determine if there were duties owed to the injured person. In this respect the investigation focussed on the facilities provided by TMMI and BOP4WD Club within the broader landscape of TECT Park. It was subsequently determined there were no duties owed under the Health and Safety at Work Act 2015 and investigators then undertook a review of NZFWDA H&S policies and procedures and Club practices including responsibilities of Trip Leaders and participating drivers.

Their determinations are:

- The injured member and her partner (both members of Whangamata Club) arrived late on the day of the accident and missed the safety brief for the day's activities (this being the second day)

- The safety briefing was not provided to them after arriving late
- At about noon their truck became immobile and they started to replace a dead battery
- A following truck became bogged approximately 15 meters behind the immobile truck and commenced winching
- The winch anchor point, a tree, was forward of the immobile truck placing the truck and occupants between the anchor and winch
- During winching the anchor tree was uprooted and fell, hitting the immobile truck and a large piece of the tree then broke off and landed on, and severely injured, the person
- The immobile truck was in an exclusion zone / danger zone / arc of danger between the anchor point and the winching vehicle
- One of folk in the immobile truck was aware of the winching operation, the other was not

Situational failings identified by WorkSafe are:

- A risk assessment and analysis of winching activity may not have been undertaken
- Whilst an assessment may not have identified the anchor was not adequate it should have highlighted at least three individuals were in the arc of danger, between the anchor and winch
- Winching should not have commenced until either the immobile truck was mobilised and forward of the anchor point, or the individuals were removed from the danger zone
- Another factor is communication. While a verbal brief was provided before start, this was not given to the late-arriving truck. Just because they were present the previous day did not exclude them from receiving the same information the next day as other participants had received
- WorkSafe concluded that how communications are delivered is up to individual Clubs but, if the same risks and hazards are present across all 4WD activities then a document listing risks, hazards, and controls could be beneficial to the Trip Leader or other person responsible for safety
- WorkSafe then reviewed the H&S documentation published by NZFWDA called "Health and Safety

Policy and Guidelines". They concluded this provided a thorough and high-level overview on safe practices when running Club trips, events, and competitions.

- The accident occurred as a result of gaps in the management of risks and hazards by the persons responsible not complying with NZFWDA / Club H&S guidelines

Additional to the above comments, WorkSafe then made the following summations:

- Whilst everyone is responsible for health and safety during trips, competitions, and events there are some key positions that have specific responsibilities; The **Trip Leader**, if one has been appointed, or **person responsible for running the event** has responsibilities to:
 1. ensure safe practices are followed for the entire event duration
 2. undertake a risk assessment of the track / route and clearly communicate risks and hazards to all members
 3. endeavour to monitor safe practices are being followed
 4. as far as practical, manage any vehicle recovery operation including risk assessment of the task, identify adequacy of any winch anchor point and, identify and remove any persons in the arc of danger

Although not formally documented, the WorkSafe investigators acknowledged that drivers of trucks not only have a responsibility for the safety of themselves but also co-drivers / passengers.

They summarised their investigation and report by commenting that if it had been concluded that there were duties owed to the injured person the outcome of their investigation would have been different and prosecution likely considered.

Neville Dunton,
President, NZFWDA Inc.

- PCBU is "a person conducting a business or undertaking" (HSWA2015)

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.



Northern Zone President Report



John Hickey - E: ntzhpresident@nzfwda.org.nz - Mobile: 0274 531 247 - Home: 09 630 4904

Our previous Northern Zone Quarterly Meeting was on 10 July 2021. Since then:

Covid-19

As you will all beware on 17 August 2021, the whole of New Zealand went into alert Level 4. While those of you south of Auckland moved to Level 3 on 31 August and Northland to Level 3 on 2 September and then all of you to Level 2 on 7 September it was not until 21 September that Auckland moved to Level 3, when the rest of New Zealand moved to Level 2. At the time of this Report, it seems that Covid and its affects are likely to be with us for at least the foreseeable future. While Auckland is in Level 3 (with takeaways and shops) recreation has been limited, especially since we cannot go outside the Greater Auckland area. Reports of life and four wheeling outside Auckland remind Aucklanders of another life – life as it was. Lucky rest of the country. – Hope you'll let us join you soon.

Stadia and Neaseville

I am aware that there are issues between some of the clubs. I believe the issue is where the boundary lies between the private land and the public road and that needs to be established.

Hull Road

Apparently there were complaints earlier this year about clay "being dispersed" onto Austin Road. There was winter closure. Tony Burgess asked about this in October. He was told by Auckland Council that the current barriers would remain there because of restrictions imposed upon the Council by Level 3 with contractors who are only dealing with emergency and essential work. The barriers might be reduced at Level 2. Thanks to Tony for liaising with Council.

Health and Safety

There has been an incident in Otago where some club members assisted a member of the public with a recovery. Only afterwards did they find out the tow rope had been attached to a tow ball.

So as the Briefing Sergeant used to say in Hill Street Blues "be careful out there."

90 Mile Beach Marathon

Kaitia 4x4 Club says that HSW obligations mean although it wants to support this event it cannot. Does Worksafe realise it is causing loss to community fundraising? I know we need to be careful but have they gone too far?

Zone Meeting by Zoom

We had a Zone Meeting by Zoom on a Wednesday evening instead of our Saturday Huntly meetings. There was a small turnout. It seems that face to face meetings are supported better. Hopefully Zone reps can meet face to face at our next meeting currently scheduled for Saturday 19 February 2022.

Anyway, whatever you are doing – keep using your masks and tracing and stay safe.

Regards
John Hickey

Southern Zone President Report



Bob Holmes - Email: szpresident@nzfwda.org.nz

Hi folks, things are steadily progressing on the Zone front as we head towards 2022. We held our first general meeting (via zoom) in mid October with representation from 8 clubs. Each club gave a report outlining membership numbers, what they are up to, what issues their clubs are facing and what their expectations are in regards to what the Zone and NZFWDA can or should be delivering to them.

As with most clubs under the NZFWDA banner, Health & Safety is an ever present conversation starter. Tidy HQ was a common frustration reported by club representatives, issues being experienced at both executive and club member level. John McDonald raised the TidyHQ issues on behalf of the Zone at the NZFWDA Executive meeting in late October. This created good discussion amongst the Executive

with the consensus being to resolve the issues ASAP to allow clubs to gain the most out of the portal by accessing the vast knowledge base and tools available to them on line and, therefore having a positive take on the portal. The Insurance policy and the Sanctioning of events, along with Land access was also discussed.

Three clubs with grounds are having good public attendance on a monthly basis, club's that aren't currently Incorporated are going through the process to become so and, most clubs are having a minimum of 1 trip per month (with some clubs having a mixture of grade 5 to grade 1 trips) and a social event most months.

A new topic for the Zone is RONI (Roads of National Importance), very few of the participants were aware of this information / reporting being

available to their clubs. The Zone has gone back to the Association and asked for a list for the South Island so we can circulate to the clubs.

The Zone has scheduled its next general meeting for the end of January and a face to face get together of clubs is being planned for the Zone AGM, to be held in the middle of the South Island if Covid restraints are not in place.

We are in rebuild mode, going forward there should be more positives brought to the table from clubs and a good relationship evolving as we work alongside the Association.

Regards
Bob Holmes

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 National Treasurer (treasurer@nzfwda.org.nz) an updated list of your President, Secretary, Treasurer and NZFWDA delegates details as these are vital in communicating with your club.



auckland4wd.org.nz

Bay of Islands 4x4 Club



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Kaitia 4WD Club Inc.

Kaitia4x4club@hotmail.com



Kaimai 4x4 Club



www.kc4wd.co.nz



www.lroca.org.nz



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4x4's in this picture?

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rodneymoffroadclub@gmail.com



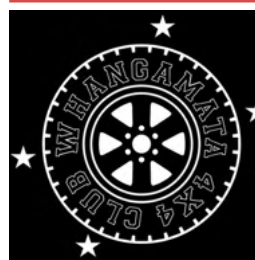
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Whangamata4x4@gmail.com



whangarei4x4club@gmail.com

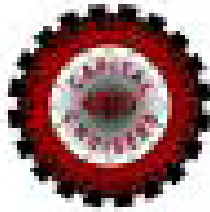
Wilderness Ridge Riders 4WD Club

Central 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 National Treasurer (treasurer@nzfwda.org.nz) an updated list of your President, Secretary, Treasurer and NZFWDA delegates details as these are vital in communicating with your club.



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VEHICLE CLUB
Wellington
www.cvc.org.nz



<https://www.facebook.com/DesertDefenders4wd>

Featherston Family
4x4 Club



www.hb4wd.co.nz



www.kiwi4x4.org.nz

Levin 4WD Club



www.m4wdc.org.nz



www.naki4wd.org



www.twincity4x4.co.nz



<http://wf4x4c.org.nz>



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Southern Zone Clubs



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Clutha 4WD Club



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