



# Trail Torque

The official Newsletter of the New Zealand Four Wheel Drive Association

March/April/May 2022



## MANAWATU 4WD CLUB SAFARI 2022

42 Traverse  
Budgeting for a 4WD Future  
Mid Canterbury 4x4 Park  
Plus lots more...



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

## Deadlines for Trail Torque Submissions

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](mailto: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.

# Marketing NZFWDA

ARTICLE BY  
PETER VAHRY  
NATIONAL PRO

Most of the New Zealand Four Wheel Drive Association (NZFWDA) members, that's you, probably have some knowledge of what the NZFWDA do, and try to do, for four wheeling.

There are however probably thousands of other four wheelers out there who have no idea of the effort that goes into trying to maintain a responsible 'look' to our recreation.

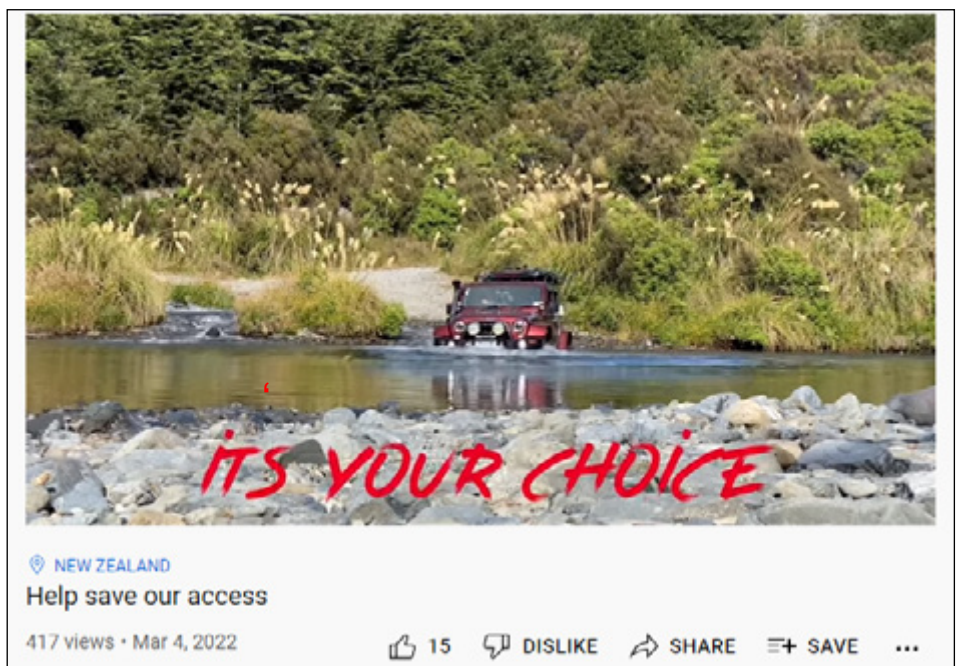
With the advent of a myriad of 'social media' channels via the internet, it seems a culture of 'catch us if you can' has grown rapidly amongst a large proportion of 4WD owners who also consider that clubs are just restrictive to their activities.

I was recently reading a 1983 report on Auckland off road motor sports that noted "Most 4-wheel drivers belong to clubs, though there are a few casual users." Today it is the reverse and somehow we need to try to reach those 'casual users' to rein in some of the more anti-social four wheeling. We've started with the 'There is Only One Earth' logo and are working on a mix of short video styles to raise the awareness of the NZFWDA and the efforts we make to keep places open for four wheeling. The current theme is promoting 'respect' for the land.

If your club would like to use the 'There is Only One Earth' logo, it

is available as a JPG, or higher resolution file, on request from [natlpro.nzfwda@gmail.com](mailto:natlpro.nzfwda@gmail.com)

Our 'first' 15 second short video can be found on YouTube at <https://youtu.be/LuV8uoMnhTI> And the second video is also available - <https://www.youtube.com/watch?v=BSfWkM33dOU>. The aim is to produce a regular flow of videos to maintain the messaging. If you have an idea for a brief 'message' that might reach the wider 4WD community, we'd be pleased to consider it. Send your idea to [natlpro.nzfwda@gmail.com](mailto:natlpro.nzfwda@gmail.com)



## Issues with NZFWDA email addresses

Since the start of March the system that hosts the generic NZFWDA email addresses has failed, which means that addresses such as '[president@nzfwda.org.nz](mailto:president@nzfwda.org.nz)' were not working.

A workaround has been set up and the NZFWDA email addresses should be working now.

## User Guide for the TidyHQ membership database.

We have published a user guide for members and if all goes to plan it will have been emailed to all members by the time this Trail Torque is published. It is also in our Online Document Library, which you are welcome to access once logged in.

## A BIG Recovery No-No

Recently one of our clubs saw some non-members using a tow-ball to anchor their recovery stop.

As all members know, this is highly hazardous and is not an acceptable practice for vehicle recoveries.

Please help spread the word!

*This message brought to you by the NZFWDA H&S Subcommittee.*

**Remember this simple H&S message... you can't indemnify out of being stupid.**



# The SWOT Project

ARTICLE BY  
GRANT PURDIE  
NATIONAL PROJECTS OFFICER

This is an update to the progress report in the last Trail Torque, where we described the work that the Exec is doing to make changes and improvements to keep the Association relevant and to provide more value to our members and their clubs.

We reported on our SWOT analysis, looking at our Strengths, Weaknesses, Opportunities and Threats, with the main priorities 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

The work continues with making 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.
- Trying to find a way to improve TidyHQ so that it better meets our needs.
- And more of those mini-surveys, to make sure we know what members and clubs actually want from the Association.

Sometimes it feels to some of us as if we're not making much progress, despite the huge number of volunteers hours being put in. Nonetheless we are delivering.

## Zoom.

The mini-survey results showed not much interest in making the Association's Zoom licence available to zones and clubs. We are looking at how this would work anyway, to see if there is a cost-effective and practical way to do it.

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have been emailed to all members by the time this Trail Torque is published. It is also in our Online Document Library, which you are welcome to access once logged in.

## Helpdesk for the TidyHQ membership database.

This has now been set up, to assist members who have difficulty accessing the system or with queries about their membership status. Contact details are being set up and will be advised to members as soon as possible.

## Processing the 2022 affiliation fees and membership renewals.

We're continuing to look at options for speeding up the process.

## Improving or possibly replacing the membership database.

We have produced a User Requirements Specification (URS) detailing the most serious deficiencies in our TidyHQ setup that need to be fixed. An Association member with extensive IT experience is looking at this and we are hopeful that he will be able to investigate the system and find how it might be improved. If this can't be done, we'll continue our earlier project to find a better solution to replace TidyHQ. Meanwhile we are undertaking a privacy review of the database.

## Improved financial reporting.

Our Treasurer has been doing a fantastic job bringing together our financial data from across the whole organisation and providing a detailed monthly report to the Exec. A big effort is now under way to develop a budget for the whole of NZFWDA including Zones and Comps.

## Duties of National and Zone officers.

In addition to adding more talent to the Exec and listing the duties of each officer, more has been done to expand those lists of duties, some of them resulting in remits to correct duties in the constitution.

## Accidents, incidents and near-misses.

The H&S Subcommittee has now been receiving and logging reports and making sure that investigations are done when necessary. They are also working on ways to promote the learnings from these for the benefit of all members.

Our 4 subcommittees are working hard on the above projects:

- Remit Subcommittee (5 meetings).
- SWOT Subcommittee (18 meetings).
- H&S Subcommittee (5 meetings).
- Budget Subcommittee (2 meetings).

To repeat the comment from our previous report, 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.

## Important 4x4 Dates

9 APRIL 2022

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

16 - 17 APRIL 2022

WYATT POOK MEMORIAL NOVAVINCH BATTLE OF THE PALACE 2022 ROUND 1  
Email: [possumpalace4x4@gmail.com](mailto:possumpalace4x4@gmail.com)

28-29 MAY 2022

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

**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](mailto:editor@nzfwda.org.nz)

# The 2022 NZFWDA Annual General Meeting

Many may have noted the notice of this meeting in the March E-news but if you didn't, it will be in Auckland on Saturday 28 May.

The NZFWDA are anticipating that although COVID may still be in the community, there will be the sort of freedoms that will allow a 'face to face' annual general meeting.

This year it will be a single, full day, meeting at the Remuera Club in Ohinerau St with moderated discussion in the morning and the formal AGM from 1.00 PM. There is plenty of parking on site and the annual dinner will be at the same location.

There are two major hotels almost across the road in the Ellerslie Racecourse grounds that have been

used as MIQ accommodation, but we've just heard that they will not be taking guests until July after doing renovations. A list of alternatives is being compiled.

On the Sunday, a trip is being planned that's not too far from the city and won't take all day for those who want to start home.

Auckland Four Wheel Drive Club are the host club this year and will be working to keep you informed as costs and options become available.

This AGM is an opportunity for clubs, through their delegates, to look to the future of four wheeling in NZ and the direction that the NZFWDA should take to achieve that.

## The 2022 Remits & Regs

The Remit Subcommittee has submitted 6 remits to the Exec for confirmation:

- Minor corrections.
- Officer roles.
- Accidents, incidents and near-misses.
- Regulations
- Zone Committees.
- Audit.

When these have been confirmed, they will be distributed to Clubs then put to the AGM.

The Exec also asked the Remit Subcommittee to review the Regulations, an updated version has been submitted. Once approved by the Exec, it will be published to clubs and members then discussion will be invited at the AGM.

**NZFWDA AGM:  
Saturday  
28th May,  
AUCKLAND.**

## Incident Reports

JOHN MCDONALD  
Southern Zone PRO.

For those of you that know me, you will know I am a man of few words punctuated with some colourful language that leave you in no doubt of my meaning (I think that is a great bit of spin that even Jacinda would be proud of).

At present I am the Southern Zone PRO and I am on the Health & Safety Committee. As part of the way we think safety can be improved, we have introduced incident forms. These are designed to gather information on accidents, and, far more importantly, near misses. We will ask for the full details of the incident, names, place, time etc, and other details that are pertinent to the incident. From this we

## WANTED National Secretary and National Treasurer

After years of hard work, both our National Secretary and National Treasurer are retiring this year.

The Exec and all NZFWDA members are very grateful for their fantastic contribution.

We are now seeking expressions of interest from any members who would like to contribute in either of these roles and want to find out more about what is involved.

See the Duties of Offices document near the bottom of the Online Document Library in TidyHQ (some minor changes will be in the 2022 Remits) or ask for a copy by email at [projects@nzfwda.org.nz](mailto:projects@nzfwda.org.nz) (once our email relay is working again).

Or contact [president@nzfwda.org.nz](mailto:president@nzfwda.org.nz)

will review the incident and, if required, support the parties involved.

Most importantly will be the Lessons Learned Report; this will be produced using the information you have given us and distilled down to the basic facts, but without any incriminating detail. The aim of it is so others can learn from our mistakes and maybe even stop a potentially fatal accident in the future. You will get a copy of it before it gets published for your comments and if required, we will edit the report before it is published.

What we are looking for is the time you said to yourself "shit that was close"! That is a near miss and from it we can all get some very valuable lessons. So if you have anything to contribute email the team on [president@nzfwda.org.nz](mailto:president@nzfwda.org.nz)

# Budgeting for a 4WD future

ARTICLE BY  
PETER VAHRY

Thank you for being a part of the New Zealand Four Wheel Drive Association. It is a wholly volunteer based organisation, but even with such a structure there are costs to run the organization and to be able to provide benefits such as insurances etc.

With costs continually rising, it is necessary for organisations like the NZFWDA to look more carefully at budgeting in order to remain financially viable.

The structure of the NZFWDA is that there are four sub-committees representing the three regional zones and the competition sector with the National Executive managing affairs between Annual Meetings.

That division into 'zones' originated 30 July 1979 as described here...

***"Carless days for motor vehicles were introduced to combat the second 'oil shock' (petrol shortage) of the 1970s. They did little to reduce consumption and were scrapped in May 1980.***

***Under the legislation, all private owners of petrol-driven motor vehicles were required to select a day of the week on which they would not use their car. A coloured***

***sticker on the windscreen indicated the chosen day. Those caught on the roads on their designated day off could be fined."***

That of course impacted 4WD activities significantly, especially competition events that required travel over several days. By creating 'zones' there could be more local competitions within each zone.

## How are Zones funded?

As the zones were sub-committees, they needed to rely on funding from the membership fees paid to the NZFWDA. Thus, there was a scheme to pay a percentage of the annual fee of an individual member of a zone, back to the zone (known as 'the zone split') To hold those funds, the zones opened their own bank accounts. In some cases, those zone committees also ran various events that contributed to their overall income but there is little doubt that the bulk of funds held in Zone Accounts has come from members under the "Zone Split".

## How much is now held by Zones?

Term deposits held by Zones (2019 Accts) were around \$16,000, \$25,000, and \$20,000 and these have been growing over the years. These are separate from the Zone current

(operating) accounts.

We need to remember that whilst Zones have carefully managed these funds, they (and all funds) are included in the overall accounts of the NZFWDA every year. Zones (and accounts they operate) are just part of the overall NZFWDA.

## What are the options?

So, back to budgets and a desire to keep membership costs as low as possible. There is little doubt that costs such as insurance, the new member database, and rising costs need to be met and obviously Exec needs to be careful in expenditure. On the income side the possible use of advertising and sponsorship income is being investigated, but this is currently not a certainty to bank on. The most recent budgeting suggests that despite a \$5.00 rise in annual membership fee this financial year, there will be almost no buffer to a deficit in the national account. Maybe a further rise in subscriptions will be needed for 2023, but we need to have completed Zone budgets to evaluate this.

The best and most realistic option is to consider use of our accumulated funds to keep our budgets in balance without needing to consider a further, early, increase in affiliation fee.

## 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](mailto:editor@nzfwda.org.nz)



All advertising ("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. 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.

## KEY HEALTH & SAFETY MESSAGES

***Remember –  
it is everybody's  
obligation to act  
safely  
Take responsibility  
for what you can  
control.***

# WHAT IS UNDER YOUR WHEELS?

Inevitably when you are 4WDing your wheels are on land, most likely owned by another party. We can't enjoy our recreation without the agreement in some way of the landowner or manager on where or how we place our wheels!

Your Exec has developed a strategy intended to improve and enhance our access to land and hopefully in future increase the areas we can access. But, as always, if we want to improve our lot, we will all need to do a little work. No one is going to do it for us!

An integral part of land access is being seen to act responsibly which leads to questions of meeting all the relevant standards required by both the landowner/manager and the relevant

District Plan. Increasingly Resource Consents will be a part of our business as will be more formalized permissions and conditions from the land manager. Hopefully over time this will lead to NZFWDA land usage being more widely and readily accepted, because we are known to "do it right".

There are many examples where land access that operated satisfactorily over years has effectively become "personalized" where one or two folk in a Club keep the details to themselves, and when they leave the 4WD community the land access disappears with them. There are simple steps we can take to deal with this so that we do not lose access to land simply by our own inaction.

The third aspect is to increase the available lands for 4WDing through liaison with land managers, submissions and the like. This requires a bit of alertness in what your local Council is doing – too often we hear about proposals on land access when it is too late to organize a submission.

The Exec strategy is one of the outputs from the SWOT project and is guiding Exec officers in strengthening our land access work.

Ian Hutchings  
National Land Access Officer.  
[access@nzfwda.org.nz](mailto:access@nzfwda.org.nz)

## MURIWAI BEACH VEHICLE ACCESS CONTROLS

**Auckland Council will, as was signalled last year, install an automated gate system to control vehicle use of the beach.**

A meeting on the evening of 9 March, of the Muriwai access 'working group', which has 4WD representatives including myself, identified that after nearly a year of endeavours to alter driver behaviour in the Muriwai Beach environment, there has been no discernible effect. Enforcement by NZ Police has been sporadic and limited by staff availability, so is generally ineffective.

Obviously compounded by the restraints on travel beyond Auckland for a long while, the levels of traffic visiting the beach has continued to rise according to traffic counter data and local observations. The general population growth in West Auckland is also growing rapidly. The reported behaviour of many drivers has not improved and the risks to other beach users have become very obvious. In one example, it was reported that a couple of people had sat on a log at the base of a dune to watch the world go by, when a 4WD came over the dune behind them and missed hitting them by less than two metres. The driver apologised, but of course should not have even been driving in the dune area! The NZFWDA northern zone made a positive effort towards 'education' with the funding and delivery of a large 2metre x 3metre mobile sign that Council rangers have deployed around the beach access areas. The Council itself erected an array of signs about beach driving and the need for having a permit to drive on the beach.

Those rangers and the local volunteer fire service have struggled to keep any control with the high numbers of

vehicles over weekends and at night. At the meeting, it was regaled that the fire service when recently attending one 'campfire' in the back-dune area, found a structure built of 'pallets' accompanied by a 'long drop' toilet. An extensive network of illegal 'roads' has been created by vehicles in the dunes and the regional park area and those have increased over the past months.

It seems that the current enthusiasm 'overlanding' and for rooftop tents on 4WD's has meant even more illicit overnight camping in the dunes along the expanse of the beach.

The outcome is that Auckland Council will, as was signalled last year, install an automated gate system to control vehicle use of the beach. Permits will be available still, but any identified activity that contravenes the rules for using the beach will result in a loss of that permitted access.

It is probable that Wilson Road at the northern end will have vehicle restrictions imposed by Bylaw.

Yes, there are going to be howls of dismay by many, but the risks are growing rapidly, and the other alternative is the Council imposing a total ban on using vehicles along that coast.

Peter Vahry  
Northern Zone PRO



# Mid Canterbury 4x4 Park

BY JOHN MCDONALD

After many years of lobbying, we were finally given the approval to establish a 4x4 Park by Environment Canterbury (Ecan) on the side of the Ashburton River. In 2019 with the help of a digger supplied by Ashburton Contracting Ltd we began making tracks. There was a natural mud hole at the bottom of the site and quite a bit of land covered in Blackberries, broom & old mans beard.

Steve Adam our current Club President got in the digger, and we left him to it. By the end of the day, we had a basic skills area and some easy tracks leading to the mud hole (not so easy).

At the grand opening we got about 63 trucks and managed to get our selves in the local papers. The park was an instant success with people using it most weekends and some playing during the week.

We setup a Facebook page to get the word out and it currently has over 1,500 followers, and we are constantly getting inquiries about the park, wanting to know where it is and how much it costs (it's Free). So far as we know we have had people from as far south as Dunedin and as far north as Tauranga.

We have had two major upgrades of the park, the first was the addition of new tracks that have developed into quite a challenge (ay Neville?). The second was the development of the skills zone, this has been very successful with lots of challenges and can be attempted by most 4x4's that can get over the mound at the entrance.

One of our aims was to get the trucks out of the river during the bird breeding season, to do this we convinced Ecan that you couldn't just ban them from the river you had to give them somewhere else to go. So far this has been very successful as Ecan reports that the number



of vehicles in the river this nesting season has been greatly reduced over previous seasons.

The youth of today get a lot of bad press and the 4x4 enthusiasts get more than most. But during the three years we have had the park, we have only had one incident where two trucks went out of bounds of the park and cut the neighbours fence to escape. We made a fuss of it on the Facebook page and have had no problems since. The best part of having them in the park is they develop the tracks for free.

I urge other clubs to build a 4x4 park all you need is a little rough land - generally not hard to find



down the side of a river. A digger for a day to make it rougher and a bit of maintenance once a year. The advantage of a 4x4 park over a cycle park is you only have to make a start the trucks will develop the park by themselves.

The park has proven to be a very popular site to make YouTube videos, see the links below....

[Lost Sheep Adventure](#) - 6956 views

[Crawler79](#) - 11872 views

[High Country Overland NZ](#)

2031 views

[High Country Overland NZ again](#)

3992 views

[High Country Overland NZ again](#)

3032 views



# 42 Traverse

The origin of the name and the proliferation of misinformation.

1. Please do not bastardise the history and meaning of this name, corrupting it by introducing the addition of 2nd or second, which has no relevance to this special place. The correct name is the **42 Traverse**.

2. Please also do not promote the dangerous misinformation that this is a one-way track which must be completed in a particular direction. **It is a two-way track.** Expect oncoming traffic.

## THE HISTORY OF THE NAME 42 TRAVERSE.

Logging of the native bush of Tongariro Forest was extensive throughout the early and mid 1900's. This resulted in the development of many formed roads used by the logging trucks and personnel transport vehicles. Many hauling tracks spread from these roads where logs were hauled to the road ends. Ohinetonga Rd, Dominion Rd, Slab Rd, Kapoors Rd (to name some) eventually pushed further into the forest and linked up, forming a traverse of the forest from Owango on SH4 to Tauwera on SH 47. With the passing of various State Forest Acts (late 1800's to mid 1900) where the government of the day took responsibility for a degree of management of forests and their harvesting, NZ State Forest Service formed; the various forest areas were named 'State Forest ...' i.e. SF followed by a number. In this case State Forest 42 or SF42. As these roads effectively formed the negotiable "Traverse of State Forest 42" it became known in shortened form as the "42 Traverse".

As well as its forestry harvesting use, locals used this link as a short cut and

access to hunting which was a popular pastime for many. These roads were negotiable by cars, albeit somewhat rough, until milling and harvesting slowed and ceased in the mid to late 1900's. Without regular maintenance, especially with the heavy rainfall and volcanic erodible soils of the area, these roads "deteriorated" and 4WDs including quads and motorbikes became the predominate form of transport on the 42 Traverse. Along with the arising popularity of mountain bikes in the 1990's and early 2000's the corrupted irrelevant name "42nd" somehow found its way in to the vocabulary. Unfortunately, this was probably due to ignorance, but lacks respect for the history of the area and those folk who were part of the development of that history.

***PLEASE!! MEMBERS OF THE 4WD FRATERNITY, LEAD THE WAY AND SHOW THE RESPECT FOR OUR NZ HISTORY. WE MAY EVEN BE ABLE TO INFLUENCE OTHERS TO DO SO AS WELL.***

***PLEASE!! USE THE CORRECT NAME FOR THE 42 TRAVERSE.***

## TRAFFIC WILL ALWAYS TRAVEL BOTH WAYS ON ALL PARTS OF THE 42 TRAVERSE.

It is not a one-way road. There is good reason for this two-way travel. Just one reason for example: many use the 42Traverse as an access to their hunting areas, they may then camp and use transport to and from their favourite spot. When returning to camp or home, travel in in one set direction, and to incur massive excessive extra time and travel distance is not practical and makes no sense. There are many other needs and reasons to travel both ways. This misconception may arise from the suggestion by some interest groups that mountain bikers will find it easiest to bike towards the Owango end as this is more downhill than up. DOC has no requirement to travel one way. They themselves travel two-way.

ARTICLE BY  
JOHN WILTON



They do say it is "one way 46 km" in length, that means it is 92 km if you do the return journey! This may have been purposely misinterpreted to back misinformation.

***PLEASE!! DO NOT SPREAD THE MISINFORMATION OF ONE-WAY, AS THIS IS EXTREMELY DANGEROUS. USERS MUST EXPECT ON-COMING TRAFFIC AT ANY TIME. THE 42 TRAVERSE IS A TWO-WAY TRACK.***

***AGAIN, 4WDERS PLEASE PROMOTE SAFETY AND LEAD THE WAY BY COUNTERING MISINFORMATION.***

John Wilton, Taupo 4WD Club, and lead person of the movement "Tongariro Forest Access Group" which with a large amount of work in the late 1900's early 2000's, managed to get DOC to reverse the DOC CMS directive to close the 42 Traverse. Hence it is open to 4WD's today.





# MANAWATU 4WD CLUB SAFARI 2022

PHILIP LAW, MANAWATU  
4WD CLUB PRESIDENT



## *YET ANOTHER SUCCESSFUL EVENT DONE AND DUSTED, BUT NOT ALL PLAIN SAILING.*

When planning the event six months ago we were faced with uncertainty about how or if we could even organize and host an event like this with Jacinda changing the rules more often than we have hot dinners. Right up until the end of November we were still uncertain but then the traffic light system was introduced, and this was the game changer that we could go full steam ahead.

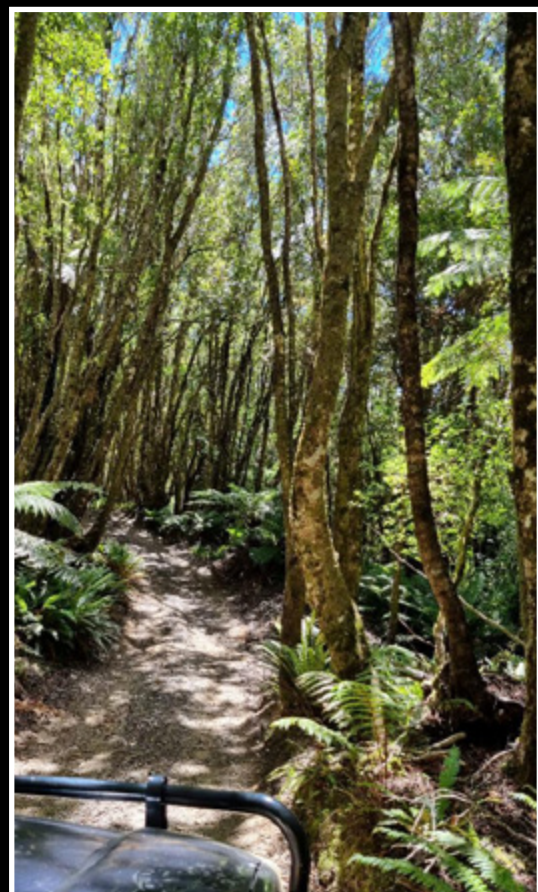
And so, registration was opened. Trucks had to have mud tyres and be a proper 4wd with low ratio gearbox. I have no doubt that numbers were kept down from previous years with the requirement for mud tyres. But it was the right call given the conditions.

We took several trips up to Ngamatapouri in January in preparation for the event. As always I'm watching the forecast because these tracks are dry weather only, rain and papa clay don't mix. Unbelievable, the forecast for the whole of January

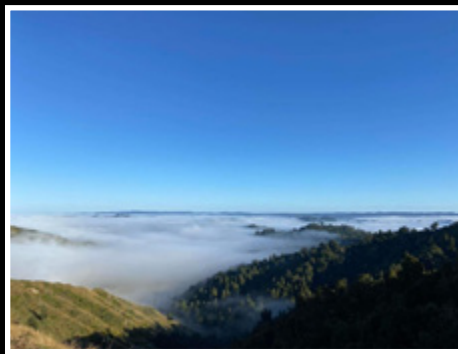
was hot and dry but the first weekend in Feb the forecast was for rain, heavy rain and lots of it. Nothing changed in the forecast in the week before the safari and the call was made to postpone the event on the Thursday morning.

The new dates got advertised for three weeks out, to add to the stress levels the following weekend dumped just as much rain as the week before. Now only two weeks out, the road is closed with several slips and fallen trees. We literally only got into check tracks for damage, in some cases, a few days out from the event weekend. So much rain made conditions the best ever. Dust was less than previous dry years, less for me at the front at least! and still enough moisture around to keep things a bit challenging. A few recoveries and winching to keep trucks moving.

So, about our safari. We had been on plenty of 4wd cross







country events where entrants end up in a 100-truck convoy travelling at a standstill. We also knew we needed about 200km of track to fill two days off road. Our original goal 5 years ago was to organize and host a 4wd cross country event that would set a new benchmark. Small groups of trucks to avoid a traffic jam. Small groups also give everyone a chance to go see what's going on if a truck gets stuck or needs a recovery. We are also super fussy about having plenty of loos and have them cleaned and sanitized during the weekend. Nobody remembers clean loos, but they won't forget dirty loos.

We kicked off on Friday afternoon, setting up camp and preparing the registration packs. This year our proceeds would be split between two charities,

### **Prostate Cancer Foundation Manawatu/Rangitikei Rural Support Trust**

Registration packs were made up with information from the charities, a little history about the area and some of the interesting families that lived here and information relating to the group the entrants would be in, with details about where to meet on each morning and who their team leaders would be for the weekend.

Entrants could register as a group if they wanted to be with friends over the weekend. We divided the entrants into four with groups loosely limited to around 15 trucks along with 3 club trucks to keep them safe. A lead truck, a sweeper truck and another truck floating through the group.

Each team leader had reasonably good knowledge of the routes but also the flexibility to go off to visit things of interest and stop anywhere for morning tea or lunch.

As in other years we used the name of native trees to identify each group! RIMU, led by Pete, Brian and Bruce RATA, led by Shaun, Matt and Trevor TOTARA, led by Jordan, Tractor and Van POHUTUKAWA, led by me, Philip, Richie and Jason.

I was leading Pohutukawa group with Jason and Richie looking after the other positions. We met up with our group on Saturday morning with quite a bit of low cloud hanging in the valley.





Our first track was the Kaimanuka road, the original track in and out of the upper valley before the road was opened along the river. This year the Kaimanuka road was going to be an in out track, a round trip of around 35km from the camp site. One of my favorite tracks, it winds up a steep track through regenerated bush and then winds its way down the other side until the track joins Lakes Road. Apart from briefly losing a truck after missing a turn and another truck developing some problems with an alternator the morning went without any problems.

In the afternoon we would head into David and Karen Peats station, Mangapapa station. The station is about 3500 ha. David is fourth generation to farm the same piece of land. David's great grandfather, John, had one of the first saw mills in the area and also held the first lamb sale.

We travelled a few kms along Makakaho road past our camp site before turning off at the back of the station and following a farm track up with the native bush along on our right. Mangapapa station has a block of 1000 ha of virgin native bush which for many is the highlight of the weekend.

We were aiming to get into the bush track for lunch. Our plans almost went sideways with a truck slipping a wheel over the side of a narrow bridge. A careful two winch recovery slid the offending truck sideways back safely onto the bridge and we were on our way.

The track into the native bush is carefully cut so not to look too commercial, it winds its way through the native trees, up and down and along narrow ridge lines until we come out into a small clearing where David and Karen have built an attractive hut to be enjoyed with their family. A great spot for lunch.

David has 1000ha of virgin native bush, trees and timber have never

been harvested from here. Its exactly how it always was and a privilege to visit and drive through. Every time I visit I am over whelmed by it.

By now the low cloud had completely burnt away and the afternoon sun was hot, it was easy to lose track of time and just enjoy the moment. Everyone was just exploring and taking it in. But we had a few more kms to do to get back to camp.

We follow the narrow bush track until it joined back onto the main track and made our way out onto open farmland again.

I've been going up here for a few years now and every year get a bit more confident with finding my way around. We followed a few farm tracks, twisting and turning, some steep down and steep up, all the while heading generally in the direction of camp.

We got out onto the road around 5pm. It was an opportunity to tell our guests about the rare old stationary single cylinder engine in the woolshed and also an opportunity to walk down to the bottom of the Makakaho water fall where David has harnessed the power of water with a small hydro power station.

Back at camp and everyone came together to hear the results of the raffle. This year we had some great sponsorship from, Autoignite Auto Parts. Autokraft 4x4. Bearing Wholesale Whanganui Carters Building Supplies, Whanganui Claas Harvest Centre, Central District. Eastown Timber, Whanganui Farm Source, Marton branch NZ4WD Magazine. Open Country Dairy Repco Whanganui Tom Carroll Stock Agent Gary Bevans

Sunday morning, we met up with our Pohutukawa group again in a different

meet point. Today we would explore the vast Mokawhai station, 22000 acres.

This area is just steeped in interesting history.

Once on the station we wind our way along side the river which is part of the track to Trains Hut. Just before we head up a long steep twisty track, we







stop briefly at the site of the William Van Asch home. William was born in England; he came out with his parents after they got head hunted by Lord Vogel because of their expert teaching practices with deaf children. German measles left a lot of children deaf back in the day. The school was set up in Christchurch and the Van Asch college is still the center for teaching deaf children to this day.

William got into farming and ran the farm with help from a few of his brothers and some friends he had made from the school his father ran. He would later sell the Kapare farm and move to Hawkes Bay. Part of his farm takes us to one of the highest points over the weekend at around 500 mts.

There is a picnic table at the highpoint and if the timing is right a great spot for a cuppa. Not for us today, we just stopped for a few photos and to regroup, a truck behind us had popped a tyre off the rim.

From the highpoint on Kapare it is downhill all the way down into the Moeawatea valley. This area was serviced originally with a road in from Waverley. At one time a dozen families called the valley home.

The first old home we come to is the Annabell farmhouse. Graeme

Annabell purchased the 1100-acre farm for \$1000 in 1953 and spent years battling the scrub and manuka. Eventually after getting married to the district nurse and starting a family there, he would sell the farm and move to the coast.

Just along one or two kms is the home of Ernie Matthews, "the old man of the moe".

Ernie is a legend in the valley. He never owned or drove a car, instead walking everywhere including the 18km trip up a steep papa clay road to his mailbox. Local 4wd clubs back in the day used to make a trip out of going into visit Ernie, take him in some groceries, whiskey and pick up his mail. A few old club members can still remember these trips.

Ernie died peacefully in 2011. Before he died, he chose his burial spot and planted a Kauri tree. Ten years later he would pass, and the family respected his wishes and buried Ernie beneath the tree. We visited his resting place, and everyone took the opportunity to comment in the visitors book there.

Another few kms along and just before we leave the valley, we stop to visit the farmhouse (whare) of Rewi Alley. Rewi is not a household name in New Zealand. In fact, children in China are

more likely to know who Rewi is. After giving farming a go with his old school friend after returning injured from the first WW, he left it to his good friend Jack Stevens and took off for China. He became the second most revered westerner to live in China and is largely responsible for some of China's modern day education system, setting up schools to train in the trades. His home has been completely restored. A trust was formed with his family along with Ernie who by this time owned the old farm. Ernie knew the importance of protecting that piece of history.

From here we continue along farm tracks with plenty to choose from. The Pohutukawa group had plenty of capable trucks so I led them along a track that would give them a bit of challenge. We did a reasonable number of winch recoveries before climbing out of the mud area and up into a large area of regenerated bush.

The recoveries took a bit of time and by the time we got back in the direction of camp we had all had enough.

Time to air up , pack up and part ways with our new friends with everyone asking to reserve a place on our next charity safari.

Roll on 2024!

## 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**





# Snatch!

(not the movie)

ARTICLE BY DAVID SOLE

One of the revelations four wheel driving for me all those years ago was the use of recovery, or kenetic recovery ropes, straps or strops.

Stuck? Line up the nearest, or biggest and gruntiest truck, fix the recovery strop, all go, the tow vehicle sets off as fast as it can and all being well, your vehicle leapt out its stuck position onto firm ground and proceeded to carry on. Sometimes it didn't go so well and there were incidences of vehicles being pulled over, recovery points failing, bars pulled off or, worse still, the use of tow balls as recovery points. For all the wrong reasons these have entered the lore and legend of our sport.

While recovery strops are still commonly used it is becoming apparent that on club trips they are being done so with more caution, thought and practice. Alternatives are being explored, they are being used as needed and with the energy that is needed and no more.

Personal safety is the number one priority at all times. Only people involved in the recovery should be at the recovery. Everyone else should be well clear. One person, who can stand back and see what is going on, should control the recovery making sure that both drivers understand the signals and that everyone is well clear before

starting. Start as gently as possible and increase the energy being applied as attempts fail.

Like all equipment, and even with the simplicity of the fabrication, strops need looking after. They remain an important piece of four-wheel driving equipment. In some situations they will save your vehicle ...in others the outcome could be much worse. Strops need cleaning after use, be it clay, soil or sand. Acidic clays and soils can affect the longevity of the strop so a good rinse through and hang out to air dry after use is recommended. Keep them out of direct sunlight to prolong their life. If the strop is cut or the seams are fraying it's time for a new one. Got a knot in it? Good luck with getting it undone...its usually time for a replacement strop. Cut the old strop up to avoid temptation for use by others.

Fixing points are increasingly challenging. Just about gone are the days when a recovery hook or mounting plate can just be bolted to the front or rear of the chassis. That said there are still a lot of vehicles with recovery hooks. Rated recovery hooks well mounted are effectively a safety fuse – too much energy and the hook straightens out releasing the strop before any further damage occurs to the vehicle.

With more and more monocoque bodies being used, engineered fixing points are required and there appears to be less and less opportunity for the use of recovery hooks. Plates and the use of hard and soft shackles are becoming more common both for front and rear recoveries. Shackles need to be high rated to withstand the stresses, soft shackles used so that the hook is next to the 'knot' and the recovery point doesn't have sharp edges. A protective sleeve is useful. Though easier said than done, try and minimize the tightness of the loop of the soft shackle to prevent fibre

**Just about gone are the days when a recovery hook or mounting plate can just be bolted to the front or rear of the chassis.**





damage from overstretching the outer fibres and weakening the shackle. Most of us have been in situations where we have had to double the length of a recovery stop by joining tow straps together. Again, unwanted legends have been born from the use of steel shackles to join recovery straps. There is an acceptable technique using a small length of timber between the loops of the tow straps. Get someone who is experienced to show you. It can be done relatively safely.



Always the question should be asked – is this the right solution to the problem in front of us? Unless there is life in peril or imminent loss of a vehicle, take the time to stop, think and consider the recovery. Correctly used, a recovery strap will be the ideal piece of equipment. However there are many situations where there is an added safety factor and certainty in using a winch. Winches are more affordable than ever and increasingly common on four-wheel drives plus the array of hand winches on the market. Winches are more reliable (provided they have been maintained) and allow greater control in a recovery. Even your trusty hilit has good winching

capacity but put in some practice time first before you actually need it. Yes, winching may take a little more time but it is safer and the more people use winches..... the more they will be used.

Four-wheel driving, in its various iterations is a great sport. Like any sport the use of the right equipment at the right place and for the right purposes is key to the safety and enjoyment of the sport. Getting home with your vehicle intact(ish!), everyone overcoming the challenges and no-one hurt is always a great day out.

**Always the question should be asked – is this the right solution to the problem in front of us?**

## NZ HERALD HAS AN ARTICLE ABOUT...

“NORTHLAND’S WEST COAST HAS HEALTHIEST TOHEROA STOCK IN THE NORTH ISLAND”.

Marine ecologist Phil Ross says, “Disease, climate change, the availability of food, the way vehicles are driven on beaches, the way land next to beaches are being used, and poaching are the reasons toheroa numbers have gone down over the years.

Phil Ross said “there was often discussion about vehicles on beaches but people must understand how they impacted the toheroa beds”.

“Eighty to 90 per cent of baby toheroa are found on the top 2cm of beaches which means when drivers do doughnuts, they end up digging up the entire toheroa beds. Driving is not an issue, driver behaviour is”.

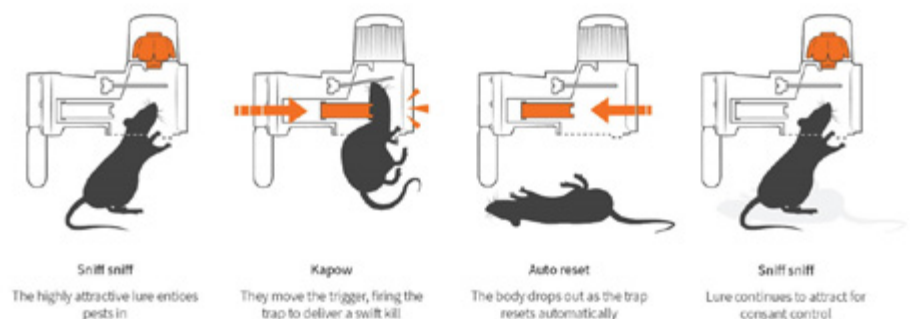
Full article [here](#) (you need to be a NZ Herald subscriber).

**The main message to our community is that it's ok to drive on the beach, and that poor driver behaviour is the problem.**

# THREE YEARS AND COUNTING

Over the last three years CCVC in Wellington has been doing regular trips into the Council owned Te Kopahou Reserve above Wellingtons South Coast. The Reserve runs from sea level to some 490 m asl, with about 20 km of tracks.

The purpose of the trips every three weeks or so is to service the network of some 140 predator traps set out in the area. These are designed to trap a variety of predators, rats, mice, stoats, weasels and hedgehogs. An additional run of 35 traps runs along the coastline to complete the network. There are two basic trap types, the Good Nature automatic resetting trap (below) and the one-shot DoC 200/250 type.



Once the population of the predators has been lowered to acceptably low levels it is planned to release some Kiwi into the area. This is all the plan of Capital Kiwi, who along with Council, came to CCVC to seek help in servicing the traps in this difficult area.

The results so far are promising with the main target, stoats, dropping noticeably from 41 in the first year to 18 in the third year. But it is a marathon, not a sprint race so the task will continue in future years.



# Makairo Track

ARTICLE BY JOHN VRUINK  
CENTRAL ZONE PRO



This track is in Northern Wairarapa and used to be a road that connected Mangatainoka with Coonoor, crossing the Waewaepa Range. The road was changed to an unmaintained road in the early 70s and has slowly deteriorated to the stage that only quads and walkers could use the track.

I first drove this road in 1998 and rolled my truck off the side. In 2001 myself and Neil Blackie pushed our trucks through the overgrowth and managed to drive the track to Coonoor. I think that was probably the last time a truck has driven right through this track.

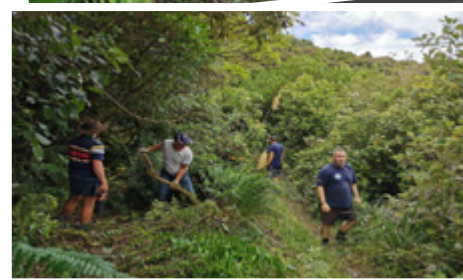
In 2018 I suggested at a Central Zone meeting that it was a track that we could open up for 4x4 use. So a group of us walked the 10k track. There were about 5 slips, lots of scrub and trees to clear and the occasional open section with some nice views.

For the last 3 years with the help from Central Zone Clubs about every second month we have had work parties to open up the track. At the last work party in January we finally made it to the end, opening up the track for 4x4 vehicles.

A big thank you to all those who have given up their time to help open up this track especially Alan Jackson who spent a lot of weekends by himself doing a lot of extra work. Also to two local farmers at the beginning of the track, one who supplied free of charge drainage pipes, and the other who drove a tractor in with a backhoe and cleared one of the slips.

The track is open to all that want to use it but be aware that there are some big drop offs and a bridge that if you cross it you are doing at your own risk as it is no longer maintained. The bridge has dropped at one end by about a metre but has not moved any more.

**A big thank you  
to all of you that  
have helped to get  
this track open.**







# President Report

Neville Dunton - Email: [president@nzfwda.org.nz](mailto:president@nzfwda.org.nz) - Mobile: 027 446 5634



## Upcoming Clubs' / Zones' and Competition Committee / National; AGMs - Succession Planning

***Our 4wd sport and recreation relies 100% on volunteers.***

***Clubs, Zones, Comps and the National Exec need the right people, in the right roles, with the right attitudes, to make it all work.***

I am writing this piece to give all members some advanced preparation for the upcoming "season" of AGM's during which elections of officers normally occur.

NZFWDA Inc was founded in 1974 and we are currently planning to host our 50th anniversary in Taupo, May 2024.

I am currently in my 8th consecutive term as National President having been elected to this position at the NZFWDA AGM held at Papakura in 2014. I have previously been President of BOP4WD Club and was National Competitions officer for two terms over multiple years.

My time in these roles has taught me much about human behaviour and whilst, for the most part, I perceive our Members to be folk with a common cause at heart, I have sadly discovered there are a fair number of members who don't seem to share the founding principles of NZFWDA which have at their centre, **the furtherance and improvement of Four Wheel Drive activities in New Zealand.**

From some reasonably tumultuous early years, NZFWDA has continued to act as the National body for Members of affiliated Clubs. Every member of an affiliated Club is a Member of NZFWDA and is bound by the Rules or Regulations (and the Constitution) of NZFWDA.

Voting on matters of National Rules (Constitution changes) and/or policy / principles is by delegate vote (1

delegate per 20 members or part thereof) with delegates elected from members of each affiliated Club.

As at date we have 2150 Members of 62 Clubs with the over-arching governance structure being the National Executive Committee, and 4 National sub-committees representing Northern, Central, and Southern Zone Clubs, plus National Competitions (4x4 Trials).

In the (almost) 40 years I have been a NZFWDA Member I have seen many challenges to our "4WD access freedoms". There are myriad land access arrangements but all have one very important element; land owner's prior agreement. Land sales oftentimes means historical access agreement(s) are lost.

Historical access to "Public" land is frequently now being limited by changes in land management policies (DOC estate included). Add to this the more recent added complexities of local authority rules around land use, restrictions to vehicles on land and/or beaches for environmental / flora and fauna protection, the broader restrictions of the RMA, and the added statutory obligations of things like Health and Safety at Work Act (HSWA 2015) and we all should understand that our historical "free" access is no more. This is not something that is unique to New Zealand; 4WD access is under pressure across the globe...

When you join your local NZFWDA affiliated Club you become a Member of NZFWDA. All of the Executive members of Clubs, Zones, Comps Committees and National Executive are volunteers elected from our Membership. These folk become part of the "machinery" of NZFWDA and their primary concern is **the furtherance and improvement of Four Wheel Drive activities in New Zealand.**

The last couple of years have been complicated by turbulence of COVID and, whilst our 4WD activities may have been restricted

because of lockdowns or public health advisories, NZFWDA and it's affiliated Club network have continued to respond to the abovementioned core objective. I want to thank the volunteers who step up and continue to promote our reason for being; it's oftentimes a thankless task.....

All of you as Members, have a need to identify and elect those within your Club who have best skills of cooperation, communication, integrity, and commitment to move our Association forward.

Choose wisely, see who can best represent your Club and who you can support and stand behind for leadership. These folk are your window into NZFWDA and our collective aspirations. One of every 20 of your Club members will become delegates; these Members are your Club's direct voice at Zone and National level and should be capable of following NZFWDA Rules and Regulations and operating procedures and also be your voice on matters that affect our 4WD sport and recreation activities.

All of this piece is predicated on my belief and promise as National President to uphold the Constitution of the Association and at all times to provide leadership and guidance to the Association (that's all Members) with truth, integrity, and devotion to our core objectives. It is so much easier to deliver when we operate with fellow Members who are co-operative, communicative, activists, with a similar commitment.....

Best wishes  
Neville Dunton  
President, NZFWDA Inc.

**Remember at your AGM to elect those within your Club who have the best skills of cooperation, communication, integrity, and commitment to move our Association forward.**



# National Public Relations Officer Report

Peter Vahry - Email: [natlpro.nzfwda@gmail.com](mailto:natlpro.nzfwda@gmail.com)



The summer has been a rather dry one for the North Island which is probably a good thing for our recreation, as there has been an absolute onslaught on almost anywhere that a 4WD can get to, legal or not.

As national public relations, my main focus has been the development of material that promotes the NZFWDA as an advocate of socially acceptable four wheeling behaviour. There is the "There is Only One Earth – Respect It" logo and some initial renditions of short YouTube videos promoting that same message of 'respect'. The aim is to have those messages spread around social media linked to four wheeling. <https://youtu.be/LuV8uoMnhTI> and <https://youtu.be/BSfWkM33dOU>

The aim is to continue generating similar material.

Hopefully the increased 'communication' via email is proving useful to members.

I've only drafted one submission so far this year and that was to Auckland Council Regional Parks where their draft policy is written to prohibit all 4WD use of all the regional parks. Instead, my submission requested that "The NZFWDA would like the Management plan to replace 'Prohibited' with 'Restricted' and recognise a 'permit' process to allow organised 4WD access to identified Regional Parks."

I'm only one set of eyes and ears to try and keep up with issues around

the country, so I need to have you the members providing a wider oversight of issues that the NZFWDA might be able to help resolve in the favour of our recreation. It is getting harder, as the popular venues get more and more visitors, but we must keep trying to convince public land managers that 'more is less' with less impact on land being a result of more venues, thus spreading the load, which continues to increase.

Peter Vahry  
NZFWDA national public relations  
NZFWDA Life Member

## Southern Zone President Report

Bob Holmes - Email: [szpresident@nzfwda.org.nz](mailto:szpresident@nzfwda.org.nz)



Hi folks, the general meeting of the Southern Zone affiliated Clubs was held on 31st January via Zoom with a good turnout of 50% of Clubs represented by Club delegates and, or their Presidents.

The national executive had asked the three zones to help fund a vehicle monitoring counting system. This was put to the Southern Zone Clubs and the decision taken the Southern Zone would not contribute the \$1000.00 towards the Trafex System Proposal ( Vehicle counting system ) as we may not have seen the units in the South Island for our use.

It was decided the \$1000.00 contribution would be better invested in promoting 4WD access to DOC and local / regional councils by way of undertaking track maintenance. The Macetown and Serpentine

church area would be a good example of track upkeep and working alongside DOC. This seems to work in the north island as Clubs / zones work with DOC maintaining tracks.

The Southern Zone AGM previously scheduled for 11 – 13 March face to face in Twizel, has now been changed to a Zoom meeting to be held on Sunday evening 13th March due to the changing COVID / OMOCRON situation.

There was a long discussion about the TidyHQ portal and ongoing problems on trying to access all of its features. I will be talking to Grant from the National Executive regarding the Club's feedback. He has the knowledge on the portal and can possibly provide an information sheet to help members successfully navigate their way round.

All reports from the attending Club's would indicate that they are running at least one trip and a social event a month, including combined and tag along trips. The Club's who own or lease their landsite are having at least one open day a month with good public turn outs.

The mood is positive within zone Clubs as Club executives work to keep moving forward with Club events with the minimum of disruption during these changing times.

Regards  
Bob Holmes  
Southern Zone President

## Letters to the Editor

Letters to the Editor should be sent to [editor@nzfwda.org.nz](mailto: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 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](mailto:editor@nzfwda.org.nz) please.

As Clubs have AGMs please send the NZFWDA National Treasurer ([treasurer@nzfwda.org.nz](mailto: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](http://auckland4wd.org.nz)

Bay of Islands 4x4 Club



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[hunt2@windowslive.com](mailto:hunt2@windowslive.com)



[www.geyserland4wd.co.nz](http://www.geyserland4wd.co.nz)

Kaitia 4WD Club Inc.

[Kaitia4x4club@hotmail.com](mailto:Kaitia4x4club@hotmail.com)



Kaimai 4x4 Club



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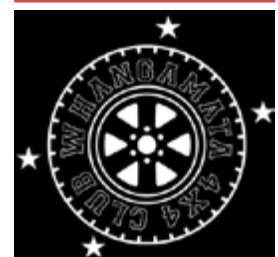
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Wilderness Ridge Riders 4WD Club

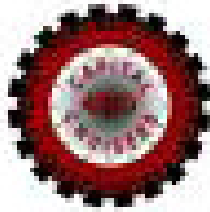


# Central Zone Clubs

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[www.ccvc.org.nz](http://www.ccvc.org.nz)

Featherston Family 4x4 Club



[www.hb4wd.co.nz](http://www.hb4wd.co.nz)

Kapiti Family 4Wheel Drive Club

[kapitifamily4wd@outlook.com](mailto:kapitifamily4wd@outlook.com)



[www.kiwi4x4.org.nz](http://www.kiwi4x4.org.nz)

Levin 4WD Club



[www.m4wdc.org.nz](http://www.m4wdc.org.nz)



[www.naki4wd.org](http://www.naki4wd.org)



[www.twincity4x4.co.nz](http://www.twincity4x4.co.nz)



<http://wf4x4c.org.nz>



[wellintonjeepclub.co.nz](http://wellintonjeepclub.co.nz)  
[wjeepc@gmail.com](mailto:wjeepc@gmail.com)



# Southern Zone Clubs



[www.4x4events.co.nz](http://www.4x4events.co.nz)

Central Otago 4WD Club

[co4wdc@gmail.com](mailto:co4wdc@gmail.com)

Clutha 4WD Club



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



[marlborough4x4club.weebly.com](http://marlborough4x4club.weebly.com)



[nel4x4@gmail.com](mailto:nel4x4@gmail.com)



[www.or4g.org.nz](http://www.or4g.org.nz)



[shotover4wdclub.co.nz](http://shotover4wdclub.co.nz)

South Island Deaf 4x4 Club

[s.i.deaf4x4club@hotmail.com](mailto:s.i.deaf4x4club@hotmail.com)



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

