



Trail Torque

The official Newsletter of the New Zealand Four Wheel Drive Association

June/July/August 2022

National 4x4 Trials 2022 Winners



**NZFWDA 2022 AGM • South of the South
Island • Winch Testing & 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

SEP OCT NOV 2022

Deadline: 19th August 2022

Out to Members: 4th September
2022

DEC 2022 JAN/FEB 2023

Deadline: 25 November 2022

Out to Members: 11 December
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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Cover Photo:

**Driver Phil Cameron and Navigator
Beau Taylor at Round 6 of the
2021/2022 National 4x4 Trials Series.
Photo by Willow Eayrs Photography.**

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.*

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

NZFWDA 2022 National AGM

ARTICLE BY SAM WHALLEY. PHOTOS BY PETER VAHRY

The 2022 AGM of the NZFWDA was held on Saturday the 28th of May at the Remuera Club in Auckland. There was a reasonable turnout with 41 delegates from 26 Clubs. Unfortunately some were not able to attend due to covid isolation requirements.

The written annual reports from the National and Zone officers were accepted as read, with Neville Dunton and John Hickey verbally delivering their reports to the room. An important thing to take away from these is that Neville was approached by WorkSafe following the Whangamata/Tect park incident and that if prosecution had gone ahead it would likely be the trip leader who was seen as responsible. Clubs and their members need to make sure they are aware of their obligations around health and safety, which are clearly set out in the NZFWDA H&S Guidelines (which WorkSafe examined and 100% agreed with). Also a reminder on this topic; All Health and Safety accidents, incidents and near misses need to be reported to the National Executive.

During the morning session we were presented with an in-depth break down of the financial situation of the Association, and the current and forecast deficits. During the AGM the following steps were decided on as the course of action.

- After some discussion and a vote regarding the amount of the increase, affiliation fees for the 2023-2024 year will be increased to \$45.
- The zone split will be reduced to \$4 for the 2022 year, based on current membership numbers; previously this was \$8.
- An objective was adopted to endeavour to achieve Income and Expenditure balance by the 2024 budget year.

Also during the morning session there was a presentation on the Vision/ Mission/Strategy that the Exec has been working on. This seemed well received as those present had no suggestions for anything to be added or changed.

At the AGM all constitutional remits were approved by due process. There were no points raised about the 2022 Regulations, apart from comments from the floor about how the Exec had listened to previous feedback, made improvements accordingly, and were to be thanked for providing this useful material.

Election of officers took place with most remaining in their positions. Kath Jaggard retired from the National Secretary role to be replaced by Sam Whalley. Tariq Wasim was elected to replace Craig Lilford as Membership officer.

Ken McAdam was not able to be present to deliver the LVVTA report, but a PowerPoint presentation that he prepared was presented. This was focused around the advanced safety systems fitted to many newer 4wd vehicles and how modifications e.g lift and larger tyres; may impact negatively on these safety systems.

Peter Vahry brought along a T-Shirt to showcase the new 'One Earth' logo. There are plans to have stickers available to clubs. Possibly through the TidyHQ web store.

Next year's AGM will be hosted by the Southern Zone in the Methven area with a full week of activities planned.

Yours in Four-wheeling,
Sam Whalley
NZFWDA Secretary

...Neville was approached by WorkSafe following the Whangamata/Tect park incident and that if prosecution had gone ahead it would likely be the trip leader who was seen as responsible.

New NZFWDA Secretary



My name is Sam Whalley, and at the recent AGM I was elected National Secretary.

I have always had a keen interest in four wheel driving, having grown up around 4wding, and attending club runs with my Dad in his SJ410 Suzuki. These days I have my own Suzuki, a Toyota Surf and various other toys/projects.

I have been a member of the Kauri Coast 4wd Club for a number of years, and have served as club Secretary since 2019. Having worked as an IT Field Engineer for 13.5 years I recently made the move into a totally different industry and am now working as a Parts Advisor for an Auto Electrical company. I am looking forward to the new challenges of the Secretary role and plenty more 4wding in the year to come.



Instructions for Club payments to NZFWDA 2022/2023 year

Updates have been sent to Club committees, Secretaries and Treasurers with instructions for Club payments to NZFWDA to process this year's membership payments.

Secretaries,

If you have had this year's club AGM, please send membership@nzfwda.org.nz your list of President, Secretary, Treasurer & Delegate with up to date mobiles and email addresses.

Club Treasurers,

The \$40 fees per member are due between 1 June - 31 July each year, providing membership from 1st July 2022 to 30th June 2023.

The Pro-rata fee is \$30 for NEW members after 1 January 2023, but before 30 June 2023.

Process

- Treasurers are required to make payment into the NZFWDA bank account as normal with club name in reference and send payment notification to: treasurer@nzfwda.org.nz
- A list of the members paid for including up to date mobile numbers and email addresses to membership@nzfwda.org.nz.
- If members do not have a mobile number or email address please provide a land line number and postal address.
- Payment is processed once the NZFWDA receives the funds and the membership list. If either is missing it won't be processed.
- Members will then be emailed with a confirmation of payment.
- Correct emails are essential for receiving Trail Torque and notifications from the NZFWDA.

Thank you for your time and thanks to those clubs who have already complied.

NZFWDA affiliated Clubs, here's a reminder of what's required of you as an affiliated member to the NZFWDA

- Keep us up-to-date with the names and contact details of your executive positions (President, Secretary, Treasurer & Delegate) after your AGM
- Provide a delegate/s to vote on your club's behalf at zone meetings and attend national AGM's.
- Be responsible for payment of your members' yearly subscriptions to the NZFWDA by 31st July each year,
- include in an email to membership@nzfwda.org.nz an updated members payment list. (including current email addresses and mobile numbers)
- Payment can be made directly to our BNZ bank account 02-0856-0023824-000 use your club name as reference
- Notify us of any incidents/accidents, near misses on club events within a timely matter
- Where possible become incorporated to protect the financial welfare of your members. <https://is-register.companiesoffice.govt.nz/#>

More comprehensive information can be found in the NZFWDA Constitution Chapter 25 Page 21.

Kind regards
Joanna Lilford
treasurer@nzfwda.org.nz

NOTE: As an incorporated society we are required by law to keep the correct details of all members, and it is also a requirement in the NZFWDA constitution.



Expressions of Interest

Own a Jeep and want to get it dirty with a group of like-minded people?

We are looking for expressions of interest for an upcoming Jeep Journey in the Mamaku Forest and surrounding area. Proposed date **10th-13th March 2023**

To register your interest let us know the make and model of your Jeep along with the type of off roading you would like to do (Shiny, Medium or Tuff). Email sam@nzjeepclub.co.nz by 30th January 2023.

THE LITTLE 4X4 TRUCK

Brett Whyte explains the little blue truck at the 2022 Conference. Qtip is a 21 year old Daihatsu Hijet 660cc Dual Range 4x4 with factory fitted rear diff lock and hydraulic tipper. Weighs 750Kgs and hauls the same in her tray. 40mm lift kit and 22" tyres.

Discovery 4 is 3.0 Litre Twin Turbo Diesel tuned for 680Nm of Torque, has 5" spring/tyre lift plus two more available on demand from the the airsprings, 33MTs on 18"s, alloy East Coast Bars bullbar with 12500lb discrete mount winch giving better than factory approach angle. Wot fun!



Jacquie was smiling at the first sign of the dunes...

The Budget – What happened at the AGM

At the 2021 AGM, the Exec presented a budget to delegates so that there would be a basis for the AGM votes on setting the 2023-2024 affiliation fee (currently \$40) and 2022 zone split (previously \$8). That budget was for the overall organisation, based on the approved financial statements from the preceding several years.

This year the Exec prepared a much more detailed budget for 2022-2024. This has a consolidated budget, built up from budgets for all the cost centres, being a National Exec budget and budgets prepared by each of the three zones and Comps.

Just a reminder: Our financial year is now 1 January to 31 December each year, and the membership year is 1 July each year to 30 June the following year.

Presentation to the Pre-AGM Forum

The 2022-2024 budget was presented to the Pre-AGM Forum as part of the annual conference on 28 May. Again, the idea was to make sure delegates were fully informed about the Association's finances before making AGM decisions on the 2023-2024 affiliation fee and the 2022 zone split. In summary, the budget showed deficits for all cost centres except Comps and for NZFWDA as a whole. It also showed the reserves (bank balances including term deposits) of all cost centres except Comps reducing each year.

The main reasons for this were the increased insurance premium, largely resulting from the huge costs and fines relating to the Deadwood RMA court case, and from legal costs for the vetting of our H&S Guidelines that members had asked be produced. The affiliation fees had not been increased nearly enough in recent years to cover all that.

And as one worthy member reminded delegates, before that the affiliation fees had not been increased for about 20 years.

Discussion was invited and many views and ideas were expressed and debated by delegates. At length. Many delegates expressed a great reluctance to increase affiliation fees, even if only by the cost of a takeaway coffee, while there was a general feeling that it would be inevitable. Options discussed amongst the delegates included increasing revenue, reducing expenditure, using reserves to fund operations (inevitable for 2022), and a combination of all these.

Naturally the affiliation fee and zone split were also examined, and scenarios shown on the screen of what would be the effect of changing these.

Much of the discussion was around reducing expenses, however there wasn't much specific resulting from this. There was however a general impression that reserves would need to be used, at least in the short term.

The 28 May 2022 AGM

When it came to setting the affiliation fee and zone split, given that the delegates now had a good knowledge of the financials, there were several motions from the floor.

Increase 2023-2024 affiliation fee from \$40 to \$50 – rejected.

Increase 2023-2024 affiliation fee from \$40 to \$45 – approved.

Reduce 2022 zone split from \$8 per member to \$4 per member – approved.

All cost centres to manage their expenditure within their means – agreed.

All cost centres and the Association as a whole to aspire to achieve a nil deficit in 2024 – agreed.

Next Steps

The budget is being updated with the agreed affiliation fee and zone split. From discussion the budget will show the 2024-2025 affiliation fee as \$50, although that is a matter for the 2023 AGM, and the 2023 and 2024 zone splits as \$8, a matter for the 2023 and 2024 AGMs.

The end result is the deficits reducing year-by-year, and the decline of reserves slowing down.

If all cost centres are to achieve better financial performance, then the overall Association financial picture should improve and then continue satisfactorily.

NZ 4x4 NATIONAL TRIALS CALENDAR

12 NOVEMBER 2022
Round 1: Whangarei.

10 DECEMBER 2022
Round 2: Wairarapa.

22 JANUARY 2023
Round 3: Rangiwhia.

12 FEBRUARY 2023
Round 4: Bay of Plenty.

5 MARCH 2023
Round 5: Manawatu.

15 APRIL 2023
Round 6: Thames Valley
National 4x4 Trials Final.



See nz4x4trials.co.nz for more info

Lucas Oil - NZ 4x4 Trials 2022 Winners

POSTED ON 25/05/2022 - BY DANIEL HOWAT - www.nz4x4trials.co.nz

Prize Giving for the 2021-2022 Lucas Oil NZ 4x4 Trials Series took place at the conclusion of the season in Putaruru, after the South Waikato 4WD Club hosted the 6th round in the COVID-19 interrupted series.

By numbers, 63 teams over 7 classes lined up throughout the course of the season, which took place in Whakatane (E.B.T.D.C.), Turakina (Whanganui), Inglewood (Mt Egmont), Hamilton (Waikato), Ohinewai (Counties) & Putaruru (South Waikato).

Northern Zone this season consisted of Whakatane, Hamilton & Ohinewai with 26 teams within the zone.

C Class Northern Zone was taken out by the Zook-Sport Entry of Nathan Fogden & Mike Gibbons in the evo powered Cowper Truck, followed by last seasons winner Rhys O'Brien & Clarrie Vazey in 2nd followed by Rebekah & Jenni Templeton.

In D Class Neville Mather & Richard Verner in their Nitro Custom took out top honours and 1st outright for Northern Zone, taking home the Acker Bilt Cup. Phil Hobart & Shane Beech finished 2nd and claimed the Hardwick Metals Cup, followed by Scott Biggs & Jamie Taylor in 3rd.

Cody Fogden & Jacob Muir in the Zook-Sport Suzuki SJ413 took out E Class in front of Archie Griffin & Bradley Laird.

Best Presented Vehicle for Northern Zone went to Craig & Nicola Potter in



BEST PRESENTED VEHICLE NZ: CRAIG & NICOLE POTTER WITH MONEY-PIT



NATIONAL CHAMPION: NITRO #1 SAM THOMSEN & MITCHELL CALDOW

their Nitro Custom "Money-Pit".

Best Northern Zone Trial went to Counties 4 Wheelers.

Central Zone for 2022 consisted of Whanganui, Inglewood and a trip to the north with Putaruru, with 29 teams within the zone.

Central Zone

In C Class Daniel Morris & James de Cleene with "Coal Runnings" took out the top spot and the Malcolm McLeavey Memorial Trophy. Caleb Adlam & Jarrod finished runner up with John Hawken & Blair Harrison in 3rd.

Kevin Hermansen & Nick Hamilton with "The Gambler" won D Class and Central Zone outright for 2022, Rowan Huckstep & Hendrik Hofstee finished 2nd in class and overall for Central Zone followed by Stuart & Liam Earle.

Michael & Ben Black took out F Class for Central Zone in their Toyota FJ40. Sean Cushing & Geoff Butcher won J Class in their evo powered Homebuilt.

In K Class Brent & Michael Ward once again took out the top spot, followed by Daniel Whiting & Willow Eayrs.



LIZ LAWSON CUP FOR BEST CENTRAL ZONE TRIAL: MT EGMONT 4WD CLUB

The Best Presented Vehicle for Central Zone went to Stuart & Liam Earle with their Cowper Truck "Wolverine".

National

Tomalin Family Trophy: Glenn D'Ath.

The Tomalin Family Trophy awarded for "Excellence in Engineering Workmanship & Innovation" was given to Glenn D'Ath for his radical C Class Homebuilt, featuring a supercharged 1200cc Suzuki Wagon R motor, portal diffs & rear steer all under 700kgs making it one of lightest (and tricked out!) vehicles to compete. The award was accepted on his behalf by commentator Archie Griffin.

The Biggs Family Trophy awarded for the highest average class finish for each club was won for the first time by

the Manawatu 4WD Club, who were closely followed by the South Waikato 4WD Club & Counties.

Sportsperson of the Year Award went to Shayne Towers for setting out the "blueprints" on how to run National 4x4 Trials in the midst of uncertainty faced by the COVID-19 outbreak. With most expecting the season to be postponed or cancelled, Towers who helped host the first round in Whakatane, put in an extraordinary effort going back and forth between local councils, the Competitions Committee as well as the NZFWDA until all parties were happy with how the event would go head. His event organisation blueprint would be used for the remaining rounds of the season, which ultimately would not of happened without him showing others the way.

In C Class Nathan Fogden & Mike Gibbons won with a round to spare to take their 3rd C Class title, they also finished 9th overall. Daniel Morris & James de Cleene came home to finish 2nd in C Class and 19th overall, with Rebekah & Jenni Templeton finishing 3rd in class & 20th overall for the season.

Sam Thomsen & Mitchell Caldow in Nitro #1 took out D Class and the National Title with a round to spare in Counties, with Thomsen the first navigator to take back-to-back wins the following season as a driver.

Kevin Hermansen & Nick Hamilton's consistent efforts in their CowperTruck saw them take 2nd in D Class and outright, followed by the also ever consistent pairing of Stuart & Liam Earle in their CowperTruck.

Cody Fogden & Jacob Muir won E Class in their Zook-Sport Suzuki SJ413.

Sean Cushing & Geoff Butcher won J Class in their Dirty Evo Homebuilt.



SPORTSPERSON OF THE YEAR:
SHAYNE TOWERS

Brent & Michael Ward became only the second pairing in the sports history to take 5 back-to-back class titles, winning K Class once more. Daniel Whiting & Willow Eayrs finished 2nd in K Class.



NORTHERN ZONE C CLASS:
2ND CLARRIE VAZEY & RHYS O'BRIEN,
1ST NATHAN FOGDEN & MIKE
GIBBONS, 3RD JENNI & REBEKAH
TEMPLETON



NORTHERN ZONE D CLASS:
2ND SHANE BEECH & PHIL HOBART,
1ST NEVILLE MATHER & RICHARD
VERNER, 3RD SCOTT BIGGS & JAMIE
TAYLOR



CENTRAL ZONE C CLASS:
2ND CALEB ADLAM & JARROD MOSS,
1ST DANIEL MORRIS & JAMES DE
CLEENE, 3RD JOHN HAWKEN & BLAIR
HARRISON



CENTRAL ZONE D CLASS:
2ND HENDRIK HOFSTEE & ROWAN
HUCKSTEP; 1ST KEVIN HERMANSEN &
NICK HAMILTON; 3RD STUART & LIAM
EARLE



NATIONAL C CLASS: 2ND DANIEL
MORRIS & JAMES DE CLEENE, 1ST
NATHAN FOGDEN & MIKE GIBBONS,
3RD REBEKAH TEMPLETON & JENNI
TEMPLETON



NATIONAL D CLASS: 2ND KEVIN
HERMANSEN & NICK HAMILTON, 1ST
SAM THOMSEN & MITCHELL CALDOW,
3RD STUART EARLE & LIAM EARLE



NATIONAL E CLASS: 1ST CODY
FOGDEN & JACOB MUIR



NATIONAL J CLASS: GEOFF BUTCHER
& SEAN CUSHING



K CLASS: 2ND WILLOW EAYRS &
DANIEL WHITING; 1ST BRENT &
MICHAEL WARD

MANAWATU 4WD CLUB

South of the South Island

4WD TRIP



Over the past few years, a group of 4wders from the Manawatu club have headed out around either the north or South Island for a 2 or 3 week over landing trip.

This year Paul and Adrienne McIlroy put up their hand to lead a trip around the south of the South Island. They're no strangers to planning trips and their attention to detail with a planned itinerary is always impressive. For anyone who has planned an extended trip you will know how much work goes in.

We only had a small group of four trucks this year for one reason or another, but that's not a bad thing because it's easy to park anywhere or find accommodation easily.

Paul & Adrienne in their well-prepared Discovery powered with a rover v8
Matt Brill in his immaculate high roof GQ Safari.

Jordan Law and Anna in his original low roof LWB GQ Patrol
Philip Law and Megan in my 07 Prado. (First 4wd trip in the Prado and first time for me not in a Nissan!)

All the trucks were on mud tyres, had

a winch, all lifted suspension and all drivers with plenty of experience under their belt.

We were to meet up with Paul in Timaru on Monday 4th April.

Jordan and I had the ferry booked to go down a bit earlier on Friday 1st in the afternoon. Thanks to covid we started off early on Friday morning with a message from Bluebridge that the ferry would be delayed several hours. We got the ferry and a rough crossing which saw Anna playing cards on her own while the rest of us tried to find a safe spot for the rough crossing. We got into Picton in the evening and had our first night in a cabin at the camp site in Blenheim. Saturday morning for us was breakfast with some of Anna's family in Blenheim and by mid-morning after gassing up we were thinking, what now?

Both Jordan and I had done Molesworth before and I have also done Rainbow station in the past, which I prefer anyway. So, we hit the road west to enter Rainbow station. Lots of fords on the drive into the ski field before you get to the gate house to pay our dues. At this point we find a temporary repair on the Nissan

exhaust hasn't held and we are already on our backs tying it up with wire. No problem, we have enough spares to build a third truck between us!

Rainbow never disappoints, not difficult track but the scenery is stunning and plenty of variety. Today would be our first day with lunch out on the track. The weather was so good on our trip that we enjoyed lunch outside for the entire trip. We made it to Hammer Springs and found another cabin easily enough.

Sunday we were heading to Ashburton to meet up with a friend of Jordan's who had shifted down here a year or two back. He had been on a couple of fundraiser charity safaris in the past also. We also knew that Matt had sailed across the night before, so we made contact with him to join us. As luck would have it as we drove up to the intersection with the state highway, thinking that Matt shouldn't be far away, and there he was driving past. Perfect timing. We headed on down to Ashburton to meet up with Jordan's friend. The plan was to do a little river trip with a few other local 4wders from the area. We spent a few hours in the river and



...we have enough spares to build a third truck between us!

enjoyed good banter with the local lads. But we had to be in Timaru that night, so we said our farewells and hit the road again.

We made Timaru in good time but none of us felt like camp food, so we hit the local old hotel in the town centre (once we found the town centre) for a generous South Island size feed. Then we headed to the local freedom camping area close to the beach. Found a perfect spot and set up camp just as it was getting dark. Monday morning, we got packed up and headed for the rendezvous point with Paul. Usually, a supermarket carpark and a chance to top up with fresh food. Everyone has a fridge, some bigger than others, and between us we have enough chilled food to last a month.

We all made our greetings, like we hadn't seen one another for two years! Loaded up and ready to go.

Monday 4th, Hakataramea valley & old Kaiwaru road.
We headed west through Burkes pass. The end of the track is a bit tricky to find. Paul is leading today. We would

take turns leading each day during our two weeks. The countryside is very dry and most ford crossings are also dry. The scenery is typical South Island spectacular. The track is not difficult but enjoyable. We don't head down here to prove anything or break anything! The track eventually follows a forestry block and heads down hill to come out at the Forks Hotel. Perfect way to end the day with a cold beer in a historic hotel. This hotel is famous because a soldier went off to war but didn't have time to enjoy his beer, so they kept it for him and still have it in a glass case. Outside there is a memorial to the soldier who never returned for his beer. Monday night we found a house that all seven of us could share in the small seaside settlement of Kakanui, just south of Oamaru.

Tuesday 5th, Meyer's pass.
The plan today was a short trip in the morning and head back to Oamaru to explore the historic town. Meyer's pass was a little disappointing, well groomed gravel road, and took a lot less time than expected. So, before we headed back to Oamaru we

headed first to Waimate. We had read and heard about the white horse on the hill side at Waimate. From the town we could easily see the horse and it wasn't hard to follow the single lane road up the hill to the lookout. The lookout has recently had quite a bit of investment, new look out area, new carpark and new toilets. At this point, at the lookout, we couldn't actually see the white horse. Anna spotted a sign on a gate leading onto a walking track which briefly made mention of the white horse and something to do with a distance of 500mt. None of us read anything more than white horse and 500 mt. After walking a lot more than 500 mt and all downhill, which means only one thing, its up hill all the way back. We gave up. Headed back to the car park a bit disappointed that such a big landmark would be so hard to find. Back to the car park, grabbed our lunch bags and headed out to the platform to have lunch. A short track took us to a second look out platform and as if by miracle there it was, the damn white horse was next to the carpark. I guess the exercise didn't do us any harm and worked up an appetite.

Everyone did their own thing in the afternoon in Oamaru. Some wanted to visit the blue penguin colony, others drove down to the Moeraki boulders. We spent the afternoon in the historic area of Oamaru and then drove to a beach not far from town where we could watch the yellow eyed penguins walking off the beach. We spent the night in the same place as was always planned.

Wednesday 6th, Dunrobin Road. Paul had spoken with the station owner a couple of times about driving across, but it seemed he was less than enthusiastic. We decided on the day to head out regardless. I was in the front today with less than perfect weather as we drove higher; we came into patches of low cloud and rain. The station owner wasn't happy about us driving across both his station and the neighbours with poor visibility. He was happy enough for us to drive the first 15 km or so to his hut. Everyone surprised at the amount of cultivated farmland at this altitude. The station was well presented with good tracks and fencing. On the way out from the hut again the weather cleared, and we got a chance to enjoy the views. Since our plans had changed, we made a plan B. If I'm leading, when possible, I will always take the route less travelled and more scenic. I should admit that ending up on Dansey's pass was a fluke, but I didn't let on at the time, it was a nice surprise and everyone thought it a great idea. We stopped outside the Danseys hotel for lunch, by this time the weather was a perfect summer day. We headed off on some spectacular long straight gravel roads, we could have been in Australia, long straight and perfectly groomed. In the afternoon we headed toward Serpentine Road. (This was on the itinerary for the next day) It's a sidetrack on the Lake Onslow Road. Unfortunately, we drove past the end of the road by a few kms before we realized we had passed it. Also, Paul's hungry Disco was getting low on juice. So, he continued onto Roxburgh and the rest of us headed back to find Serpentine. We found it and headed into the track but now the weather was less than desirable, and the track appeared to head us back in the wrong direction. So, we pulled the pin on doing Serpentine and headed back out to Roxburgh where Paul was already trying to find accommodation for all of us again. Serpentine can



wait until the next time. Paul found a great place to stay again for all of us together. Lunch was enjoyed at the local pub again. We had only been in town a few hours, but as we left the pub, they offered to run us home as it was raining. "You lot are staying in the house down the road, eh?" They don't miss much in a small town. Also, earlier before dinner Jordan and I had been filling up at the local garage, we couldn't help but comment on the large photos on the wall and clearly lots of ford memorabilia. Turns out the owner, 4th generation garage owner, was a ford man through and through, with his own private collection. We arranged a visit for the group the next morning. The benefits of a small group in being able to be flexible with the itinerary.

Thursday 7th, after doing today's route yesterday we had to put Adrienne under a bit of pressure to find a plan C.

We spent the morning admiring the collection of Ford trucks, made a new friend, and heading into town for a splendid morning coffee. With a couple of hours lost we hoped we had time to get in a couple more tracks. Paul in the lead, we headed out of town towards Fruitland's and turned into to head up to the Obelisk

rock. First, we stopped and looked around the old Mitchells Cottage. With an altitude about 1700mt the Obelisk is a high point. We found a bit of snow to play in like children do. Then we headed back down on the sidetrack that takes you through the historic Carricktown with the water wheel and water canals criss crossing the landscape to feed the water wheel. Another cracker day and an easy drive back to Roxburgh for a second night at the same place.

Friday 8th, Potters Hut and Old Man Range.

Things were possibly jinxed today after talking on the phone with a friend back home and telling him we had no breakages apart from the exhaust on the first day.

Matt was in the lead today, we headed back out the same direction as yesterday and turned a sharp left onto Waikaia Bush road. The weather was a lot different from yesterday, cold, wet, low cloud and plenty of ice on the water. We took the sidetrack to Potters hut; those old miners earned every ounce of gold they ever found. Horror stories of miners freezing to death in the arctic conditions. We then headed up old mans range. No tyre marks so we were the first to push through the occasional snow drift. Freezing conditions. Matt's big Nissan probably smashed through the snow further than most would or could. Which meant a bit more of a challenge to pull him out. The first one he got

None of us read anything more than white horse and 500 mt. After walking a lot more than 500 mt and all downhill, which means only one thing, its up hill all the way back. We gave up.



WHITE HORSE WAIMATE

stuck in Jordan easily pulled him out, the second one, more stuck! Jordan could do nothing sitting on snow, so called me up to do a double snatch in reverse. Having driven a Nissan for years, doing a recovery in reverse doesn't usually break anything. But the Prado didn't like it and on the first pull I completely smashed the crown wheel in the rear diff. Still managed to get Matt out though. It sounded really bad; I knew we had done some serious damage. At first, I thought it was a broken drive shaft as it only seemed to be making really bad noises from the driver's side. We limped on up the track until the turn off to head down to Mitchell's hut. At this point after doing the turn I thought things had got worse, so we grouped the trucks together to try and get shelter. It was blowing a hundred miles an hour and trying to rain. Wind chill was bitterly cold. We pulled the wheel off but had difficulty getting through the inner handbrake mechanism to pull the axle out. We put the wheel back on and decided instead to take the prop shaft off and limp down the hill and possibly back to Roxburgh. We didn't seem to have any problem limping down the hill with just front wheel drive until we got to the last gate and the rear axle jammed up completely. At this point we decided that going out onto the road was a terrible idea. With a short reverse up the axle freed up enough to keep rolling and a short distance further near the end of the track I noticed that the farm next to

the track had a decent looking shed of sorts. That looked good to me. The weather at the top was arctic but here at the bottom it was just about tropical. Luckily the farmer was home, and we explained our problem. No problem he said, as long as it's gone by lunch time tomorrow. Didn't take long to realize that we didn't have an axle problem and pulled the diff head off to reveal the damage. By this time Anna had already found an axle in Christchurch but finding that we in fact needed a diff head she contacted them again. They had one still in a wreck but wouldn't make the effort to take it out on Friday afternoon and wouldn't let us take it out ourselves on Saturday morning. Luckily Anna found another source, they had the one we wanted sitting on the shelf. Megan's cousin in Christchurch picked it up from the wrecker and Jordan, Anna and I set off for Christchurch to get it. It was 2.30pm when we left and google advised us that we had a five and half hour drive each way. Paul and Matt headed back to Roxburgh and luckily got hold of the same house again for a third night. Jordan and I made the round trip in 12 hours, tucked in bed before 3am and completely buggered. By lunch time Saturday we had the Prado back on the road and lunch was on me in Roxburgh. Great team effort.

Saturday 9th

After repairing the Prado, we had a cruisy afternoon, each to their own, making our way to Invercargill. We all met up at the camp site for dinner.

Sunday 10th Bill Richardson transport world, Oreti beach

Farmers market for coffee and breakfast, great food stalls with more variety than we needed, and we needed to taste everything! Everyone except Megan and I headed for the Bill Richardson Museum, Megan and I had visited it last year and we decided to take a bit of a ticky tour into the Caitlyn area. The Rendezvous point was Oreti Beach about 1pm. Everyone had filled up and already had lunch at the museum. Meg and I grabbed a pie on the run. Oreti beach is famous for the beach racing and in particular "the fastest Indian" Burt Monroe. We had checked the tide times so we would hit it at low tide. The plan if possible was to drive the entire length and drive off at Riverton. At first, we hit a couple of big soft areas of sand which had me in doubt of driving the entire length, but this was the only soft sand we hit. Apart from ruts made from water running across the beach, it was hard and good condition. It was no problem to cruise at 70 or 80 kph. Lots of fun. We stopped at the Aparima River

mouth and walked the last hundred metres; we were a bit worried about mud along the bank as this area was a bit narrow. But no problem, it was all good and we drove the last couple hundred metres and drove off the beach up the Riverton boat ramp. This was a highlight for me, I thought it cool that we had driven the whole way and finished up on the boat ramp almost in the town centre. Riverton has a great camp site and we set up camp for the evening. Great facilities.

Monday 10th Lake Manapouri south arm

Monday morning, I'm back in the lead position again. We are heading west with a few brief stops along the way. First off was a quick stop at McCracken's rest area. Great views of the coastline and the most southerly point on New Zealand's state highway. Further along we stopped into Gemstone Beach. The beach apparently has in the past had some precious stones washed up, but not on any visit that I have made. It's very pretty and the stones are all shapes, colours and sizes and look great in the surf. From this point we headed NW with morning coffee at Tuatapere. The town is famous for their sausages, so morning coffee wasn't complete without having a few. They didn't disappoint and we took a few with us for dinner. Further NW we stopped to walk over the historic bridge at Clifden. It's what happens when I get let in the front, I want to look at everything! Back on the road, cracker weather again, bit further along we turned off onto Borland Road and followed the transmission lines along. Another recommended sidetrack was off to the Power Station which has some interesting features. Back onto Borland Road. One of the interesting features along the road is a high point where you can look down into the valley at a large land slide. This land slide is the oldest recorded and one of the biggest in the world and can easily be seen even with the bush grown over the top. We make our way down to the lake side for lunch. Make sure you have bug spray, mozzies where in large numbers! On the way out we ventured off on a couple of sidetracks because we could. Back out of Borland Road which is an in out track and headed north to spend the night at Te Anau.

Tuesday 11th, Mavora Lakes.

We found a great place to stay last night, all together in a very comfortable warm home. Dinner last night was in town. Today Paul in the front again. Heading a short way out from Te Anau to turn off and do the



track tour along Mavora Lake. On the way out as we slowed down to make a left turn at an intersection and Paul radioed that he had lost all power. We had no idea, some kinda electrical problem, and the worst kind because after checking a few wires the truck fired up. Whatever, no idea but what the hell, back on the road on along to the turn off of Lakes Road onto the Mavora lakes road, bugger, same problem, engine cut out. Probably the most scenic spot anywhere to break down and fortunately for us the weather was good. But that didn't help us get it going. In the afternoon the decision was made to get the truck back to Te Anau and get on the internet to find a solution to the problem. Jordan and Paul spent a great deal of time researching and later in the evening they were confident they had the problem sorted.

Wednesday 12th, Mavora lake
First thing in the morning we went to find the Disco and ripped into it like a well-oiled team of technicians. Pretty sure we had it sorted and after some electrical tests put on a replacement part and started up. Sorted. Off we went again heading for Mavora lake only to get 5 mins out of town before lost power again. This time we were confident we were on the right path and got into it. Paul had a third replacement part, but it needed

a loom wired into the part to fit it to the engine. Jordan had a full toolbox of electrical bits and pieces and wired in the new loom. After fitting the new part, we fired up again. This time sorted. But our day wasn't completely plain sailing.

We headed in to Mavora lake, at the first glimpse of the lake it quickly became clear why it is considered one of the most picturesque lakes in New Zealand. We stopped for lunch at what we considered the best picnic spot ever, really was picturesque. We headed on in past the DOC camp sites, as far as regular folk can go until we get to a locked gate. Our understanding was that the gate was not locked but anyway it was. It had a message to say that the track had unrestricted use but we had to register with DOC on their web site to gain the access code. Only problem is that its 20ks out to get cell ph service. So off we went, all together, just in case there was a problem. As soon as we had service Anna was onto it. It was a painless registration with all truck registration recorded. The code in hand it was 3rd time lucky. Well worth the effort, it really was worth it. The track follows the lake shore for most of the way although there was an alternative track through some bush next to the lake. We followed the track all the way along the lake at which

point there is a DOC hut. After a photo opportunity Matt, Jordan and I headed off on another track which was a little gnarly in places but just really needed careful wheel placement. Paul was still a bit gun shy with the disco and waited at Careys hut until we returned. We followed the track on along until we got to the Boundary Hut. Had a bit of play and another photo before heading back to pick up Paul and head out. We headed NE to spend the night at Kingston. This was a great camp site, great facilities with an obvious amount of recent investment.

Thursday 13th. Macetown
It was always planned that Paul and Adrienne would leave us at this point with family to visit. They headed off early in the morning. Jordan, Matt and I loaded up our trucks. The new roof rails on the Prado had broken at some point the day before while on the Mavora lake track, so we moved my RTT onto Jordans truck before leaving.

A quick stop on the road to take photos of the devil's staircase and then onto Queenstown, at first glance, judging by the traffic on the road, it felt like we had stumbled on Auckland. We grabbed some supplies and fuel and headed to Arrowtown.

We were going to meet up with fellow club member Richie and Carol Bryant. They had just completed an overland station trip with another group.

After assembling in Arrowtown we headed in. Apart from me this was a

We pulled the wheel off but had difficulty getting through the inner handbrake mechanism to pull the axle out. We put the wheel back on and decided instead to take the prop shaft off and limp down the hill

first visit for Richie, Jordan and Matt. It's a great track and never boring with more river crossings than most can count, narrow track and huge drop offs.

Macetown is an historical gold mining settlement. These old towns around New Zealand always fascinate me with their history. One or two buildings have been restored. The old battery is sitting where it last was used.

It's an in out track, so after we had lunch and a look around, we headed back to Arrowtown.

Arrowtown always deserves a walk down the street and we all spotted the chocolate lovers shop, it was a bit of indulgence but what the hell, it was good.

We parted company with Richie and Carol again which just left Matt, Jordan and I again.

From here we headed up Crown range and a compulsory stop at the Cardrona hotel for a cold beer. From here we had a big drive ahead of us with a planned overnight stop at Haast. We arrived late and quickly set up camp.

Friday 14th, Napoleon Hill

We had a fair bit of driving again today so up and on the road for 8.

Only stopping for fuel and food we are heading off north for Greymouth. From here we head NE towards Reefton and turn off in Ahaura. This takes you through private farmland. We stopped to pay the farmer for passing through and had a look at his one-of-a-kind power generation from his water wheel.

From here we pass through a couple more paddocks before joining the track. The track follows ridges and riverbed for most of the way with stunning and unique scenery with the river having cut a deep channel through the rock with sheer rock faces. There are occasional water falls along the way and you can only imagine that the walls would be glistening with glow worms.

But the highlight of the track about ¾

way along is the tunnels cut into the hill side by the old gold miners for a water supply.

Fortunately, the miners had more foresight than the current government and had cut two of the tunnels big enough to drive through. In the past I have driven these tunnels with quite a bit of water flowing but this year the river was low.

After leaving the tunnels you follow the river on along before popping out onto the road with a short drive to Reefton. This was good Friday and the camp site at Reefton was full to capacity. This was Matt's last night; he would head off the next day to catch his ferry.

Saturday 15th. Big river mine

After breakfast we made our farewells to Matt. Now there was just two, Jordan and me.

Big river mine is a short drive from Reefton and another piece of fascinating mining history. The track is narrow with few areas to pass oncoming traffic. We met a family on quads with one towing a car trailer. We got passed them without too much trouble and advised them that a bigger group was following us in.

Big river mine is unique in that most of the machinery for the mine shaft is still intact. A new shed was built over the machinery 20 odd years ago to preserve it for our benefit. Its fascinating and needs to be seen on any visit. We also tried to get up to the top of the mine shaft, but the track was closed I think due to vandalism. There is also a very good DOC hut at the mine site for anyone thinking of an over night trip. But we had places to be.

After reading all the info and looking around as much as you can we had our lunch and headed back out the track, like many of the tracks its an in out track.

Back at Reefton we took an hour to have a look around town before saddling up and heading back to the coast with accommodation at the tiny seaside town off Gracuity. We found

an old guest house owned by an old hippie, interesting but affordable lodgings.

Sunday 16th, Denniston to Iron bridge. After breakfast we had to have a walk on the beach which was 20 mts from the back door. Weather was a bit chilly. We only had a 5 min drive back down to Denniston and the Denniston incline. This is another must visit known as the eighth wonder of the world. The coal mine at Denniston was a cold miserable place to work back in the day, between 1879 and 1967 it was NZ's most productive coal mine, they harvested 13million tonnes of coal and lowered it down the incline which is an amazing piece of engineering. Powered with only gravity, the full wagons are lowered down the incline with two water driven brakes controlling the speed, full wagons pull the empty wagons back up to the top. When the mine was working a whole town was built up there, school, hospital etc.

We had a look around before following the old street through what was the town and eventually onto a well-groomed track following transmission lines again. Lots of side tracks but we just followed our nose and a good topo 50 map!. The work on the track would give you the impression that new mining work was in the pipeline. We stopped briefly at the burning mine (but couldn't see it!). Coal seams can be seen everywhere.

We stopped for lunch at Iron Bridge. From here we popped out onto SH6 and made a coffee stop in Murchison. We had a ferry to catch later in the afternoon, so a couple more hours on a sealed road had us in Picton waiting for the ferry home.

We had a full on two weeks packed full of iconic tracks. Thank you to Paul and Adrienne for putting their hand up to organize and lead the trip. Where are we going next year?

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

WINCH TESTING

After a recent trip to Barn Bay where my winch stalled and failed to get me up the hill, I decided to test it. I suspected it was a voltage problem either at battery or cable size issue.

To prove this, I needed to know what my winch was actually pulling. This required a means of measuring the pulling capacity of my winch, so I purchased a 10,000kg crane scale. As I was waiting for the scale to turn up, I checked my winch rope it was filthy, so I pulled it out and washed it in a bucket of soapy water.

When the scale turned up I got a couple of friends around and we hooked the truck to a tree and the winch to another tree with the scales in between. To my surprise the winch stalled out at 8,800lbs; as it is a 9,500lbs winch and I was on the top wind I didn't think it was too bad. We double purchased it and managed to get to 14,500lbs but I had to substantially increase the engine revs to get that result. Still, I was happy about that and confident that if I was in deep doggy do dar we would have most likely gotten out.

The fun started when we hooked up my friends' trucks; both winches were 12,000lbs plus. Jon was first up and as he pulled his rope out a mass of dry mud fell out with it and when he started to pull it only got to 5,500lbs before it broke in a great cloud of dust. Steve then lined up thinking his 13,000lbs winch was going to test my scale (10,000kg scale (22,000lb) against 13,000lb winch didn't have a chance). His also broke at 5,500lbs. Since his rope was bugged, we tried again this time knotting the rope with a clove hitch. The rope broke again at about the same load. The third time we used a simple double half-hitch, this was very disappointing it broke at 2,200lbs.

My problem is I am not a winch or rope expert, so we are not sure where our problems are, but I think most of us are in the same boat. We buy



ARTICLE BY
JOHN MCDONALD

Winch Test

9 views Mar 11, 2022 This is a winch test we did to see how much pull the winches had, we were very shocked at the rope break: ...more

0 Dislike Share Save ...

a winch that should do the job and expect it to work when we need it. This little test proved us very wrong. The rope breaking was one thing but when we inspected the winch mounts, we found a few more problems; my bracket had bent which suggests that as I made it myself I am probably a better electrician than engineer. Jon's had also bent and his was a bought bracket. Steve's held up ok and his was made by a local engineer.

To sum up.

We broke two ropes and bent two winch brackets. Personally, I think this was a great lesson.

When doing research on winches years ago I found that most winches will pull more than the rope they are fitted with (i.e. the winch will break the rope). This report was on wire ropes, however. I haven't found a report on synthetic ropes. So, some thoughts.....

1. winch mounts from a reputable manufacturer should have loading limits on them; you can't put a huge winch on mounts that cannot handle huge loads.
2. If you are getting a winch bracket from me, you are a fool; sparkies know shit about engineering.
3. We didn't test a wire rope, but I have seen a few tests on YouTube and I am not going there. But breaking a synthetic line wasn't too bad, when the rope broke everything went flying but it only flew a short distance before dropping to the ground between the trees, if you were silly enough to be in the line of pull you might be sore, but I don't think it would kill you.
4. I am not sure cleaning the rope helped but I suspect it didn't hurt

and, like all things, maintenance is a good practice if you want to have a drama free trip.

Lessons learned

1. Check the rope fitted to your winch is up to scratch and in good condition.
2. Check your winch bracket is also up to scratch. Just because your bull bar has a winch bracket, don't assume it will take a huge winch. Check with the manufacturer on the rating of the mount.
3. This is my opinion only, but keep your rope clean. It isn't hard to do, just pull it out and drop it in a bucket of soapy water.
4. If you chose to use a wire rope, they are even more important to maintain, keep your rope well lubricated. When a wire rope has been under tension it will shrink and twist; if it is lubricated it will reduce the wear and tear.
5. If your wire rope has snags in it, replace it. They are cheap and one of those wire strands in your hand isn't fun.
6. This is also a note to self; if you are relying on your winch to hold you on a cliff don't push it to the maximum. Winches are rated at breaking strain, lifting slings are rated at safe working load which can be 5 or 6 times the breaking strain of winch / wire / rope.
7. In extreme situations use a snatch block; a single block halves the load on everything other than the two end connection points.

Short video of our tests:
<https://www.youtube.com/watch?v=tWHiy7KIVF0&t=59s>

MAINLAND WINCH CHALLENGE CALENDAR



4x4 Events

ROUND 1

Results for Mud & Steel 2022.

Clubman class - 1st - Ben Thompson

Challenge class - 1st - David Grey

Open class - 1st - Steve Bruerton 855 points, 2nd - Lockie Coskerie - 852 points, 3rd Shane Coskerie - 829 points, 4th - Stewart McLellan - 330 points.

Outlaw class - 1st - Brent Holden - 940 points, 2nd - Stan Goodman - 920 points, 3rd - Robin Scaife - 915 points, 4th - Andrew Barratt - 87 points.

Thanks to the teams that entered, the marshals, media, land owner, organisers and a big thanks to our sponsor Ironman. The Ironman teams were both so dedicated that they rolled their trucks to demonstrate how good Ironman recovery gear is!

No spectators at these events, but if you want to see the action, put your hand up to marshall.

E-mail mainlandwinching@gmail.com

<https://www.facebook.com/4x4eventschch/>



SEASON ENTRIES OPEN

ROUND 2 - JULY 8-9

Wellington - Rallywoods

ROUND 3 - SEPTEMBER 9-10 -

Alexandra - Run by Shotover Club on Central Otago grounds.

ROUND 4 - OCTOBER 8-9

Dunedin - (AGM to be held here)

All Rounds can be entered online at 4x4Events.co.nz

There are a few major changes to the rule book this year including a new class.



President Report

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



AGM 2022 has just been held in Auckland and reasonably well attended by members from many North Island Clubs plus delegates from Central Otago and Dunedin....

NZFWDA has been hit by a series of "storms" over the past several years; the Deadwood RMA prosecutions and the consequential increases in insurance premiums which have more than doubled over the past 4 years. We have been confronted by physical and legal "gates" to what have previously been free to roam spaces, and we have experienced our first HSWA WorkSafe Investigation of a 4WD injury incident.

The National Executive have been forward facing and proactive during these times, firstly in response to the immediate challenges and then to settle into policy and procedure changes, Constitutional changes, and organisational changes, all designed to provide guidance and protections so our members can continue to enjoy 4WD sport and recreation.

NZFWDA is not a complex enterprise but we play and recreate in what has become a complex world. We need to adapt to work within any new constraints but we won't find a way forward if we don't recognise where we have come from or decide where we are heading; this is true also for

finances, policies and procedures, and governance.

At the Conference preceding the AGM members were presented with:

- SWOT analysis
- Vision / Mission Statement
- Consolidated and sub-Committee Budgets

The purpose of these presentations was to gather feedback from members and receive what we hoped would be helpful, supportive, responses (which we received in spades!).

Our new Membership year is about to start; we have a new Membership Officer, Tariq Wasim and our former National Treasurer, Jenny Jordan has kindly volunteered to act as a TidyHQ Members' Help Desk which we believe will smooth some of the access problems that have been reported.

There has been lots going on and lots of individual and team efforts; over the past year lots of time has been spent in meetings discussing and devising responses and direction on the many governance matters needing attention. The Executive Committee have been well informed of members needs and wants from the many responses received from our regular member surveys. This is how it should be; open exchanges with members,

identify issues, find solutions, make appropriate changes, and all within a scope defined by an overarching Vision and Mission Statement. It has been a privilege to continue to act as NZFWDA President and I have been re-elected for what I declare to be my last term; succession planning should start now.....

Our National Secretary, Kath Jaggard is leaving the National Executive (and NZ) to get away from the maddening crowd, with Russell, in Australia. Kath is a Life Member of NZFWDA and has provided amazing service to all parts of NZFWDA; Kath's ability to see the big picture, capture details and translate the babble in our Exec meetings into an accurate record of decisions / resolution has been indispensable, truly remarkable, exemplary! I, and all the Executive, and dare I say, all the Association thank her for her wisdom, stability, calmness, maturity, and for being one of the best team players I have ever had the benefit of knowing. Kath, you leave with our best wishes and much love. Thank you for being just as you are....

Best wishes
Neville Dunton
President, NZFWDA Inc.



National Projects Officer Report

Grant Purdie - E: projects@nzfwda.org.nz



EDITED VERSION - read the full Project Officers Report for the 2022 AGM here: <https://nzfwda.tidyhq.com/public/pages/agm-2022> (you will need to login to TidyHQ).

"A Projects Officer may be elected or appointed when there is a need. The position may sometimes not be required.

The Projects Officer shall:

- a) Facilitate such projects as may be commissioned by the Executive, each project being established and managed as a sub-committee in accordance with the sub-committee clauses of the Constitution.
- b) Present an Annual Report to the AGM."

The work by the Projects Officer over the 2021-2022 year, assisted by other officers and co-opted Club members, included:

National Executive

Prepare for, participate in, and contribute to every meeting of the National Exec. There were 12 meetings, 11 on Zoom, 1 in person.

The SWOT Subcommittee (Strengths, Weaknesses, Opportunities, Threats)

Prepared the Terms of Reference,

1. **Analysis of needs.**
2. **Identify desired outcomes.**
3. **Identify actions and a plan to achieve the outcomes.**

- Land access
 - Expand TONI (was RONI) to all tracks
 - Guidelines and uptake
 - Sample documents & forms and uptake
 - Ensure membership database complies with the Privacy Act
 - Membership database improvements or replacement
 - New website
 - Comms strategy
 - Review purpose, vision, mission of the Association, Strategic plan
 - National Officers visit Zones and Clubs
 - Zoom for Zones and Clubs to use
 - Familiarisation programme for Secretaries (National, Zones, Clubs)
 - Succession planning
 - Update Secretary's desk file
 - Monthly comms to Clubs
 - Zone splits as a percentage
 - Duties of Officers
 - Code of conduct for Officers
4. **Hold workshops with the Exec and the Zones**
 5. **Encourage the progress of actions and the producing of deliverables**

The H&S Subcommittee

There were 9 meetings, all on Zoom.

Prepared the Terms of Reference.

This included a significant extension to scope covering accidents, incidents and near misses.

Developed a remit to include in the NZFWDA Constitution responsibilities for reporting, reviewing and investigating accidents, incidents and

near misses.

Developed a log and a procedure for the above. The log is reviewed at every meeting of the subcommittee and reported to the monthly Exec meetings.

Worked on the topic of guidelines and sample forms/documents.

The Remit Subcommittee

Acted as facilitator. There were 5 meetings, all on Zoom, not counting the special-purpose Remits meeting of the Exec on 10 March.

Developed 6 remits (none were received from Clubs or members), had these confirmed by the Exec, published them to Club officers, all within the constitutional deadlines.

The Budget Subcommittee

Support the National President to facilitate the Subcommittee. There were 4 meetings, all on Zoom.

Prepared the Terms of Reference, which the Exec approved.

Developed a set of principles, which the Exec approved.

Developed a full consolidated spreadsheet model incorporating all Zones, Comps and National Exec budgets.

Workshopped several scenarios with the Exec.

Agreed a final budget to be presented at the AGM, to inform the delegate discussion of affiliation fees and Zone splits.

2022/2023 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 - Sam Whalley

Treasurer - Joanna Lilford

National PRO - Peter Vahry

Membership Officer - Tariq Wasim

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 - vacant

Central Zone (CZ) President -

Brian Howat

CZ PRO - John Vruink

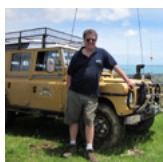
CZ Vice-President - Max Charman

Northern Zone (NZ) President -

John Hickey

NZ PRO - Peter Vahry

NZ Vice-President - Dan Barnett



Northern Zone President Report



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

EDITED VERSION - read the full Northern Zone Presidents 2022 AGM Report here: <https://nzfwda.tidyhq.com/public/pages/agm-2022> (you will need to login to TidyHQ).

Muriwai Beach

Recently Auckland Council decided that given the behaviour in the last 12 months, it was going to proceed with gating off the beach. Basically the behaviour of a small group of people made Auckland Council respond with what is likely to be a very expensive operation.

Maratoto

Steve Morley and Ces Horan and their team carried out work in November 2021. Our thanks go to them for all their work.

Hull Road

There have been complaints about four wheel drives dropping mud on the road so we need to be careful about this.

90 Mile Beach

Kaitia 4 x 4 Club approached the Zone about the 90 Mile Beach

Marathon. Advice was obtained from a number of sources and a number of members of zone clubs experienced in health and safety matters were good enough to share that information with Kaitia 4 x 4. I understand that Kaitia's conclusion was that it could not support the event this year. Again, one of the problems caused by the Health and Safety at Work Act.

Attendance at Zone Meetings

We need to try and get more involvement by younger members. In an effort to broaden the Zone's reach, we have had 2 Quarterly Zone Meetings by Zoom on 17 November 2021 and 6 April 2022. Numbers attending both were disappointing and Zoom meetings were not a success.

Thank You

Thank you to the Northern Zone Executive particularly Eileen who worked tirelessly; Peter Vahry as PRO and Dan Barnett as Vice President provide a solid backup. Eileen has stood down after many years of faithful service. There was a unanimous vote of thanks for all her work. She has been replaced by 2 men - Ian Grant has been elected as Zone Secretary

and Sam Whalley as Zone Treasurer. Sam has subsequently become National Secretary – well done Sam.

I also wish to acknowledge the help of the National Executive particularly Kath Jaggard as National Secretary (Kath has also retired), Jo Lilford as National Treasurer and Craig Lilford as Central Zone PRO and membership officer – Craig has also stood down. Their contributions have been significant - thanks to all of you.

Thank you to everybody in Zone who has helped in the last year. As I have said before the Association can only operate because of the time spent by many volunteers, in particular the Zone Delegates for their support of me as Zone President. It has been an honour to serve you.

Regards
John Hickey
Northern Zone President

Southern Zone President Report



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

I attended the NZFWDA AGM in Auckland, along with representatives from the Central Otago 4WD club. Representatives from the Mid Canterbury 4WD Club and LandRover Owners Club Otago joined via Zoom for the AGM. The topical conversation of the AGM was all about the financial report that highlighted the Association was financially sound but expenditure over income over the last couple of years was greater, showing a loss. After a lot of discussion / debate about cutting expenditure or, taking the annual subscription up to a \$15.00 increase, the vote came in for a \$5.00 increase for the 23/24 year followed by the possibility of incremental increases.

John McDonald (Southern Zone PRO) on behalf of the Mid Canterbury 4WD Club put forward the request to host the 2023 NZFWDA AGM in the South Island and turn it into a week long event for those interested. John's presentation outlined the AGM event would be based in Methven with the Mid Canterbury 4WD Club running trips in the surrounding area prior to the AGM and showcasing local tourist hot spots and activities for those attendees to take advantage of, as well as the option for pickup from Christchurch airport for attendees from the North Island not crossing the water on a road trip. What is not to like about this opportunity, to get together in an amazing part of the country and

enjoy what is on offer ?

The Zone is still in recovery mode, the zone executive is fully aware the 12 clubs under its umbrella want to be listened to and requests / recommendations taken on board at both Zone and Association level. Going forward, the zone executive will continue its work to ensure this does happen and the clubs can see positive results.

Bob Holmes
President Southern Zone

Read the full Southern Zone Presidents 2022 AGM Report here: <https://nzfwda.tidyhq.com/public/pages/agm-2022> (you will need to login to TidyHQ).

National Public Relations Officer Report

Peter Vahry - Email: natlpro.nzfwda@gmail.com



The deadline for this edition was less than a week after our AGM for 2022, so I'm going to point you to that report, but before that, I'll comment on that AGM, which was hosted by Auckland Four Wheel Drive Club at the Remuera Club on Saturday 28 May. Since I'm with the Auckland club and I suggested it, it fell to me to come up with a plan. This year we did a morning of presentations about finances and using the membership database etc. while the afternoon was the actual Annual Meeting, followed by a dinner at the same location. The concept of a Saturday AGM meant we didn't have members needing to leave early to catch flights home ahead of their working week. For those interested in a bit of four wheeling, we offered a few hours on Sunday morning on a bit of private sand dune on the west coast.

Overall, it seemed to go well. Kudos to Grant Purdie for the effort he put into working on identifying nominations for the various officer roles that needed filling and thank you to those who stepped up.

For the AGM, various reports were presented and my National PRO one for the year can be found at <https://nzfwda.tidyhq.com/public/pages/agm-2022>

(You will need to login).

In the week following the AGM there were a flurry of announcements about proposed road stoppings and Department of Conservation (DOC) invited submissions on the fate of over 500 pieces of land on the West Coast. That stewardship land process is highly likely to eventually impact four wheeling, so we are going to need a lot of people putting forward your views on the identified lands. You can find information at <https://www.doc.govt.nz/get-involved/have-your-say/all-consultations/2022-consultations/help-us-reclassify-stewardship-land-on-the-west-coast/>

As with many organisations, there can be overlaps in various roles and while the topic was about land access, this example was also a public relations question... what is the DOC position on vehicle access to a Tongariro Taupō Conservancy area, that for years that they've said was not permitted, but recently their website suggested otherwise. The land is the Rangataiki Conservation area and in an email conversation with a DOC community manager he indicated that there are tracks for vehicles, but the access

is through private lands that DOC could not authorise, and permission needed to be sought from the owners. However, ideally DOC really don't want four wheeling on those lands as they have some very significant biological / conservation values – the area has the last habitat of Native Frost-flat Vegetation on the Kaingaroa Plateau and also contains a significant wetland area in the Te Papa Mire, which is a habitat for native bird and plant species. Maybe we just continue to stay out and encourage others to do the same!

Which leads me to the latest video clip reminding four wheelers to know where they are and have permission to be there. <https://youtu.be/DJdYPPvtEkA>

Peter Vahry
NZFWDA national public relations
NZFWDA Life Member



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Bobbie Kincaid: editor@nzfwda.org.nz



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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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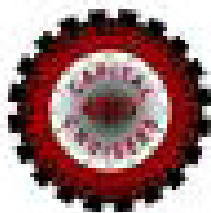
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