



# Trail Torque

The official Newsletter of the New Zealand Four Wheel Drive Association

December 2022/January/ February 2023



## Coastal Wattle Clean Up

**Plus...**

- Club Working Bees
- The Recreation Cycle
- Go Bush & much more...



SOUTH BEACH CLEAN UP



WAIARAPA 4X4 CLUB  
50<sup>TH</sup> ANNIVERSARY



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.



**Postal Address:**  
New Zealand Four Wheel Drive Association Inc.  
PO Box 90960,  
Victoria Street West,  
Auckland 1142

**NZFWDA ONLINE:**  
[www.nzfwda.org.nz](http://www.nzfwda.org.nz)  
<https://nzfwda.tidyhq.com>

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

## Deadlines for Trail Torque Submissions

**MAR/APR/MAY 2023**  
Deadline: 17 February 2023  
Out to Members: 5 March 2023

**JUN/JUL/AUG 2023**  
Deadline: 2 June 2023  
Out to Members: 18 June 2023

**SEP/OCT/NOV 2023**  
Deadline: 18 August 2023  
Out to Members: 3 September 2023

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

# ONLINE DOCUMENT LIBRARY (ODL)

## Are you reinventing the wheel??

NZFWDA has an Online Document Library (access was described in a recent Trial Torque) which has a heap of information about trip leading, safety procedures, recovery and many other documents of useful practical value.

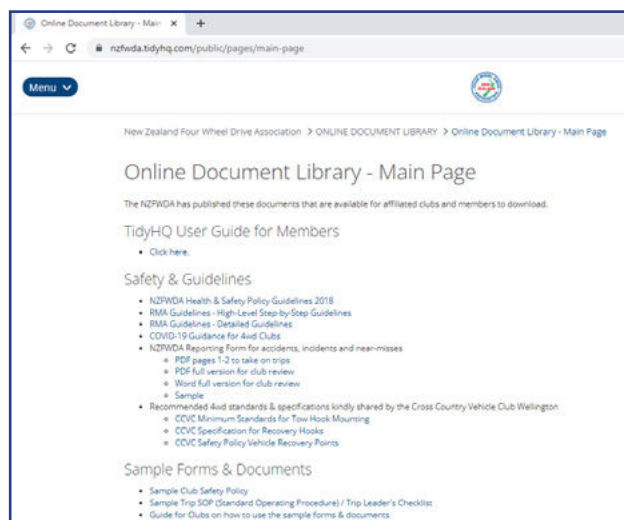
NZFWDA will continue to add to these and revise some of the existing documents as they fall out of date. Apart from encouraging you to tap into the extensive ODL resources the Association would also like to hear your feedback on the documents. Do they work for you, have you had an

experience you can share to give the documents and advice more integrity?

The ODL is not about a 4wding 'nanny state'. The documents support and encourage safe driving and behaviours and build learning and capacity of the members and clubs. They are a signal to our key stakeholders that we care about our sport and recreation, the people who participate in it and those who are associated with it be they passengers, landowners, territorial or crown authorities.

Individuals and clubs are part of that story. The Association would always like to hear your feedback either as positive responses to the documentation or to help strengthen the documents.

Send your feedback to [safety@nzfwda.org.nz](mailto:safety@nzfwda.org.nz)



Our database & members portal for the NZFWDA is <http://nzfwda.tidyhq.com>

## SAFETY INCIDENTS

If there is an incident during any 4wd club trip or event, the club now has an obligation to report it to the NZFWDA Executive. This applies to any significant accident or incident and/or death or serious injury.

Prompt initial advice is best, with further details at later dates once the club has investigated and formed any conclusions.

This new obligation for clubs was approved by a remit at the 2019 AGM.

## LAND ACCESS - 4WD "PARKS" and similar areas

There are a number of areas set up throughout the country that are set aside as areas that 4WD's can use, practice driving and do recovery techniques and the like. A quick thought process found half a dozen, and we are keen to identify the full extent of "Parks" and to use the data to promote more parks in areas that do not yet exist.

The information sought is a Name, location - just generally, the access type (open, managed by Club or other party) the cost to use the park and any other useful information which can be sent to [landaccess@nzfwda.org.nz](mailto:landaccess@nzfwda.org.nz)

**Many thanks in advance!**

## REMITTS TIMETABLE

	DUE DATE	CONSTITUTION CLAUSE
From Financial Members to National Secretary .....	31 January .....	35 b
From Remit Subcommittee to National Exec for confirmation .....	28 February .....	14 d
To Club Secretaries .....	31 March .....	17 m & 35 d

## NZFWDA YOUNG DRIVER OF THE YEAR CUP

2008-09	Mitch Seymour	2013-14	Renee Harrison	To nominate a Young Driver in your Club, contact the NZFWDA National Secretary <a href="mailto:secretary@nzfwda.org.nz">secretary@nzfwda.org.nz</a> Entries must be received by 31st January.
2009-10	Martin Rivers	2014-15	Rachel Buckthought	
2010-11	Ash Senior	2015-16	Daniel Howat	
2011-12	Shaun Robertson	2017-18	Aaron Tosland	
2012-13	William Sturme	2018-19	Caitlyn Thomsen	

# COMING EVENTS

22 JANUARY 2023

NZ 4X4 NATIONAL TRIALS SERIES  
Round 3: Rangiwhia.

See [nz4x4trials.co.nz](http://nz4x4trials.co.nz) for more details.

12 FEBRUARY 2023

NZ 4X4 NATIONAL TRIALS SERIES.  
Round 4: Bay of Plenty.

See [nz4x4trials.co.nz](http://nz4x4trials.co.nz) for more details.

25 - 26 FEBRUARY 2023

**KAURI COAST SAFARI**

Raising funds for the Northland Rescue Helicopter. This will be two full days of driving, covering the beautiful beaches and sand dunes of the Kauri coastline and Farm trails. Camping will be in the same location all weekend, so suitable for caravans etc with a limited number of cabins available. To register interest please email [kauricoast4wdclub@outlook.com](mailto:kauricoast4wdclub@outlook.com)

5 MARCH 2023

NZ 4X4 NATIONAL TRIALS SERIES.  
Round 5: Manawatu.

See [nz4x4trials.co.nz](http://nz4x4trials.co.nz) for more details.

15 APRIL 2023

NZ 4X4 NATIONAL TRIALS SERIES.  
Round 6: Thames Valley National 4x4 Trials Final. See [nz4x4trials.co.nz](http://nz4x4trials.co.nz) for more details.

15 - 21 MAY 2023

NZFWDA AGM. Monday through Saturday there will be a 4x4 trip each day. Come experience a selection of adventures in the Mid Canterbury region. Sunday AGM. Contact: John McDonald. Ph 021 464 639  
Email: [john.mcdonald@xtra.co.nz](mailto:john.mcdonald@xtra.co.nz)

20 - 23 OCTOBER 2023

**LABOUR WEEKEND**

At a recent Central Zone meeting, Twin City 4x4 and Hawkes Bay 4x4 were coaxed into hosting an event for NZFWDA members, at this stage details are scarce so check back next edition!!

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

# SAFE TO RELEASE KIWI

BRIEF BY JOHN VRUINK

After 4 years of work with members from Cross Country Vehicle Club and working with Capital Kiwi and other volunteer groups, Kiwi are being released back into Terawhiti Station and Te kopahou Reserve.

Cross Country Vehicle Club in 2018 installed traps throughout Te Kopahou Reserve which is in the hills on the south coast of Wellington. Over the last 4 years on a regular basis club members would check, clear and reset the traps.

The work has successfully reduced the level of rats, stoats, weasels, hedgehog, and wild cats in the area and it is now safe to release kiwi back into the area.

On Saturday the first group of 11 Kiwi were released with 250 to be released over the next 6 years.

**Capital Kiwi: Project to bring national icon back to nation's capital takes flight.**  
Brittany Keogh - 14:48, Nov 20 2022



Hangers attach trackers to the kiwi before they are released in Mākara, Wellington.

<https://www.stuff.co.nz/environment/300743552/capital-kiwi-project-to-bring-national-icon-back-to-nations-capital-takes-flight>



**VEHICLE CLUB  
Wellington**

CCVC run a variety of four wheel drive trips to locations around Wellington, the lower North Island and the South Island of New Zealand. Prospective members are welcome to attend the regular Club night on the Second Wednesday of each month (except January).  
Email: [Contact@ccvc.org.nz](mailto:Contact@ccvc.org.nz)



"Some of the most surprising groups throwing their weight behind the projects have been mountain bikers and a 4WD drive Club, who monitor roughly 200 traps along part of the coastline.....They are stereotyped as petrol heads but they are actually some of our most passionate and dedicated trappers."

<https://www.theguardian.com/environment/2022/nov/26/intrinsic-to-our-identity-kiwi-brought-back-to-wellingtons-wilds>

## KEY HEALTH AND SAFETY MESSAGE

### REMEMBER

**- IT IS EVERYBODY'S OBLIGATION TO ACT SAFELY -  
TAKE RESPONSIBILITY FOR WHAT YOU CAN CONTROL**



# SHARING THE LEARNING!

DAVID SOLE

Regardless of good intentions accidents and incidents do happen on the trail. Some of these may be minor, some more significant but within the scope of expectations of a tougher trip. Others may result in potential or actual injury and/or significant damage to a vehicle or third-party property.

Those on the 'but' side of the ledger are learning opportunities for the trip participants and for the wider four-wheel drive community. NZFWDA through its H&S subcommittee has developed an accident form template which can be printed off and included in trip leader packs or can be completed online. These can be found

in the TIDYHQ online portal on the NZFWDA website.

Following on from the Club review of an incident these can be forwarded to [safety@nzfwda.org.nz](mailto:safety@nzfwda.org.nz). The H&S subcommittee reviews the incident, liaises with the Club involved and makes recommendations to the NZFWDA Executive. This not to apportion blame but to look for trends and to understand what happened, why and what we as participants can collectively learn from the incident.

Competitions have their own reporting mechanisms and generally the H&S subcommittee would not expect to comment on these. Occasionally

safety recommendations from their findings will spill over into the wider four-wheel drive community especially when relating to former rally trucks or highly modified trucks which the owners want to use for recreational use rather than competitions. A recent example of this is the sealing of fuel cells (tanks) after a rally truck caught fire.

When we leave our loved ones and head out in the morning we expect to get back in the afternoon safe and sound, to tell outrageous stories of heroism and bravery behind the wheel and to enjoy a quite beer while reflecting on the day. Shared learning can make that a reality...every time.

## GCo Fuels offer of a fuel card

GCo have offered the option of a fuel card for NZFWDA members that provides an 11c discount per litre. They have also suggested that if members are willing to accept a 10c discount, then GCo Fuels will pay the remaining 1c per litre to the NZFWDA.

You may recall that the NZFWDA ran a short survey on that subject and there was positive acceptance of that 1c being passed to the NZFWDA, but it is up to you to advise that, when setting up your account with GCo Fuels.



### GCo Mobilcard Offer

*GCo have negotiated an exclusive fuel card discount*

- **Competitive Discount off the Mobil Pump Price**
- **Extensive Nationwide Network**
- **Up to 35 days Free Credit**
- **Monthly account paid by direct debit**

#### Fuel Discount:

- 11.0 cents per litre (cpl) incl. GST off the Pump Price on all grades of Petrol and Diesel

#### Network:

- 359 discounted Mobilcard acceptor sites nationwide
- Mobil also have a significant number of Truckstops & large vehicle access sites

#### Purchase options & Security:

- Multiple product options tailor made for each card
- "All Purchases" if required
- PIN numbers for security
- Transaction, daily & monthly limits on cards if required
- Vehicle reports available
- Mobilcard can be used at numerous Waitomo, Allied Petroleum stations

#### Fees:

- NO card fees, NO transaction fees and NO account opening fee

#### Payment:

- All accounts are to be paid by Direct Debit
- All invoice/statements are sent electronically

#### Next Steps:

- Complete an application and Direct Debit form and scan back to GCo by email to [info@gco.co.nz](mailto:info@gco.co.nz)
- Any questions please phone Rod on 021 923 424 or Amy on 021 148 5697 or contact us at the following email address [info@gco.co.nz](mailto:info@gco.co.nz)

Rod Gabb/Amy Jin  
Fuel Analysts  
GCo

<https://www.gabbcostreduction.co.nz/fuel-savings/>





What a wonderful weekend of celebration for the 50th Anniversary of the Wairarapa 4WD Club! We thought we would share a little with you...

The weekend started with a Celebration dinner at Copthorne Park, Solway on Saturday 22nd. Ninety two past and present members attended the evening, catching up with old friends, looking at photos and videos from the past and reminiscing together. Gail Smith was the MC for the evening and did an amazing job.

There was time for mingling with a drink or two before hand, a chance to take in the photo montage and slide show that had been carefully prepared showing footage over the last 50 years. A few of the key things that were noticeable in the photos from 50 years ago and the photos of today, was mud, vehicles stuck, vehicles being towed, comradery, friendship and a lot of smiling faces. After a few laughs and time to catch up with old friends, we were seated for the formalities of the evening and cutting the cake.

As MC - Gail Smith presented the following speech, full of interesting facts about our beginning..... "Thank you for coming to this event, our Clubs 50th and we hope you enjoy the evening catching up and reminiscing.

We will be going to have some input from Founding Members and watch some footage from one of the first Eketahuna rally's and a few nostalgic photos from the first year or so and

then a cutting of the cake.

We will play a montage of photos continually throughout the night, and there will be some books on the tables later for you to discuss over.

The first inaugural meeting was on the 29th Feb 1972 (due to covid we delayed our celebration to today). The meeting came about from an ad that Peter Priest put in the newspaper and was held at the Wairarapa Arts Centre - the then Secretary James (Butch) Martin, read the minutes from the 1st Official meeting.

The Club has had many facets to its life, with Trial Competitors at the start which continue on now, 50 years later. We thank the teams for representing us, also those that have competed in the winch challenges under our banner. Members have also had many trips away from the area, mainly every two years but these are great for bringing members closer together.

Our Club is now very active in the Central Zone Club Truck Challenge and we have Mark Watchorn to thank for this and his brother Brendan who is continuing to support this in his memory.

At the start, in 1973 the Club fees were \$4.00, then increasing to \$12.00 in 1974, and then a continual rise from 1983 to now where we are at \$75.00.

The meetings over the years have been held at a variety of venues, The Car Club Rooms in Bentley Street, Arts Centre, Ministry of Transport Building, Horse shoe, Cosmopolitan Club and now the RSA.





The Club became Incorporated in 1974 and we have supported the Life Flight Trust since set up and other organisations where we can, we have held a number of successful Trials which has given the Club good financial support to this day. We are also registered with Civil Defence and similar organisations and are a member of the NZFWDA.

We also would like to acknowledge those over the last 50 years who have stood and been President, Secretary and Treasurer as well as on the Committee. These are very valuable positions and the Club would not move forward without their input and guidance.

We would like the foundation members that are now deceased to be remembered, as well as those members that have left us since. There is a remembrance board and we are happy for you to add names of members to it that you know have gone.

I would like to thank Carmen Saba (Terry's daughter) for her interpretation of my rough suggestions for cake and how beautiful it looks and we shall ask Butch, Warren, Ian and Rod to do the honours".

James Martin (Butch) was then invited to respond to Gail's speech. Where the real stories came out! Butch shared several funny tales from many years ago and the club's humble beginnings, gave Gail a hard time (in jest), and had the audience highly entertained.

Buffet dinner was served, in what I might add was a very orderly fashion. More drinks and socialising were enjoyed for the rest of the evening.

Eighteen vehicles arrived for the Jubilee drive on Sunday - golf, dust games, hay bales, races, dry weetbix and a whole lot of good entertainment!

There was a final catch up for those that could make it at Chan's Restaurant on Sunday night.

The celebration went like clock work due to Gail and her teams very hard work, so a great big thank-you from us all.

See you at the 75th Jubilee!



Gail Smith



James "Butch" Martin



# NZFWDA Guidelines

*I want to produce guidelines that the Clubs can use to run their Clubs in a sustainable and user-friendly way. The first of these is the "Large Braided River Trips" Safety Guideline, that is going through the final stages of approval from the Executive. But I don't want to stop there. I think there are a lot of guidelines that we can produce to help the clubs. Safety is at the top of my list but there are a lot of others.*

- Safety Guidelines
- Environmental Guidelines
- Competition Guidelines
- Technical Guidelines
- Administration Guidelines
- The list goes on

*This is a big project, and I can't do it on my own and the National Executive is tapped out with work at the moment. **We need your help**, first up we need ideas for guidelines, then if you have expertise in a particular area, maybe you can help write one. What has worked with the "Large Braided River Trip" is someone takes the lead role he or she writes a draft copy we get on Zoom have a chat about it. Do a revised draft then have another chat, it takes quite a bit of time, but with help it can be done. So, if you have some ideas or would like to help us. Contact us at [safety@nzfwda.org.nz](mailto:safety@nzfwda.org.nz) and we will get the ball rolling.*

*"to find the "Large Braided River Trip" guideline once the Exec approves it, go to the members portal on the TidyHQ site, in the top left corner you will see "Menu", click on that, drop down and click ONLINE DOCUMENT LIBRARY, then click "Online Document Library - Main Page" and you'll see it on the page under the heading "Safety & Guidelines"*

**John McDonald**  
Southern Zone PRO



# Go Bush

ARTICLE & PHOTOS BY LAWRENCE FISHER

Always one to watch for, but not easy to commit to, Go Bush is a fantastic mix of cross country driving and some heavy duty 4wd driving. It's private land that's able to be booked for four wheeling.

I've probably been half a dozen times, and the terrain was very different to previous years. A few horrid climbs had been graded, but some of the greasy clay slides had given way to some nicer tracks.

A few good chaps managed to escape the clutches of Friday employment and set up early camp before a gentle surveillance of the immediate area. It was clear that the tracks were going to offer some reasonable traction, if not some bush stripes.

I think almost everybody rolled in that evening and found a place to call home. There's a BBQ free for the use of, as is a gas oven and a Calfont. Just enough creatures from home, but devoid of the bits that entrap us to city life.

I had a bit of maintenance to do on the 74 that I hadn't completed since Possum, so first step was "Gabbs mobile Auto Electric shop". With the compressor now running again, I believed we had lockers again. Time would tell.

Russell and Steve were busy swapping the good tyres on, Paul and Tony were presumably tossing a coin to decide who was top and who was tail in a tent far too small for them both- let alone Toto the dog. Rob was trying to wrangle Xavier and Fergus. Don and Jan were warming up the telly for the big game, Paul and Stefan set up Jeep camps by the pond, Dale and his partner were introducing their dog Bert to Jaxon, Lucy and Toto. Apparently wary of other fur babies.

A plan was made to form two separate groups for the Saturdays run. For want of a better word, we were in the tough trucks group. Russ leading, Jaxon and I were to play Charlie at the back.

First uphill section and Stefan found out why you shouldn't be pressured

by Robs kids into driving through the pond. The big red Jeep had a noticeable miss under load, but a quick session of under bonnet gazing and the problem disappeared itself.

Off we then did scoot and before long, upon a deceptive wee mud corner did we come. Russ managed to winch through without too much trouble, but Go Bush has a unique challenge in a decidedly shortage of healthy trees to winch off. It's a matter of finding the biggest clump of ponga to throw your tree protector around.

I think Paul was next in the green Jeep, and his 'add on' fender flutes fell victim to the inside bank. He's taken the Jeep all over various counties and had to come to Taumaranui to do some damage.







Lance winched through in the V8 Disco, I think that was when we discovered that without drive on the winch, its brake wouldn't hold and it would ease out. Not ideal. Stefan stepped up, and like the rest made it around in a 2-winch pull. His winch woes were yet to come.

Didn't see Robs attempt, as I was strapping in for my go. Presumably 40" tyres float!

I hit it with my usual caution, but the hole was now a good couple of feet deeper. We ran the PTO out but with Lockers uncertain, the Dyneema broke with the load, twice. I had a fresh 30m of the good stuff, so we wound it on, only to now break the PTO shear pin. With no drive and no winch, we were stranded, and no possibility to have anyone in front turn and winch us out. To make it worse, Paul had the track ahead blocked with a suspected alternator charging issue.

Lance chauffeured a now muddy, Jaxon and I back to camp for some tools and anything that even resembled a shear pin. On the way back, Russ missed a trick and found himself hastily attached to a tree, lest he tumbled down a typically

steep drop off. Rescued; he, Pb and Ross opted not to come down to me, but rather use comparatively easier access from whence we entered the track originally.

A simpler job than expected, the shear pin was fashioned out of an old screwdriver, and I opted to double line pull ourselves out of the hole. One more winch pull, and we were out of there, I think we got back for lunch, one track down around 1.30.

The afternoon, we didn't fare much better- Russ showed us all up again, (or was it lucky first through?) Lance's



winch had just enough life left to pull Stefan up (by now the Smitty built was having none of the heavy load required to move the Jeep out of the bog, and my makeshift shear pin lived up to its name and sheared again. Russ to the rescue, it was now beer o'clock.

Two tough tracks were all we could claim for the day, but the campfire that really makes Go Bush the draw card it is, was a great finish to the day. Next morning we lost Lance and Paul to an early home trip and both groups joined together for a more leisurely trip to the awesome hunting lodge. This trail has shown us some curly rides in previous years but other than some tight switchbacks and some 12 point turns for Rob, I think only PG was (unnecessarily) worried about some greasy spots.

Heading back to camp I had another case of lose bolts, my top kingpin bolts decided I hadn't used enough Loctite and started to unwind. Deposited one on the track somewhere -probably in sympathy of the shock bolt that did a disappearing trick on Rob earlier on the way up the hill.

Four and a half hours is all it took me to get back to home, north of Auckland, just in time to let the kids know they love me before dinner.

## 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.

## H&S RISK MANAGEMENT

Risks and hazards are part of the environment our members choose to be in. As such **IDENTIFYING AND THEN MINIMISING AND CONTROLLING** the hazards will be the most likely route to managing everyone's health and safety.



Freshwater pests, including the algae Didymo, could squeeze the life out of New Zealand's rivers and lakes. They can be spread in a single drop of water or by a plant fragment. If you're moving between waterways **CHECK, CLEAN, DRY** any gear that has come into contact with the water, every time.



#### DIDYMO

*Didymosphenia geminata*



- A If you restrict your activity to a single waterway there is no need to Check, Clean, Dry.
- B If there are a few days between driving in one waterway and another all you need to do is **CHECK** for and remove any visible plant material from your vehicle and ensure that it is completely dry to the touch and then left to **DRY** for at least 48 hours before you drive through another waterway.
- C If you move between waterways within 1 or 2 days you must follow the instructions below between every waterway:  
**CHECK:** Remove all visible plant material from your tyres and the body of the vehicle.  
**CLEAN:** Vehicles and tyres – Clean thoroughly with a cleaning mix (see below), including spraying the underside of the vehicle and any other parts of the vehicle that have had contact with river or lake water. Commercial carwashes with an underside spray are suitable.

#### CLEANING MIX

Use a mix of 10% dishwashing liquid or nappy cleaner with water and leave for 10 minutes before rinsing, or 2% household bleach with water and leave for 1 minute before rinsing. Dispose of all cleaning waste well away from the waterway.

SOURCE: [thisisus.nz/assets/Resources/New-Zealand-freshwater-weed-and-pest-visual-guide.pdf](https://thisisus.nz/assets/Resources/New-Zealand-freshwater-weed-and-pest-visual-guide.pdf)

# STILL THE TRACK YOU THOUGHT YOU KNEW??

With one of the wettest winters on record throughout the country four-wheel driving access as we knew it has changed significantly. Many of our familiar tracks have disappeared, have gone from family shiny to hard yakka, are lost completely or remain in an unknown condition till the summer season is upon us. Coincidentally as this article was being penned the unfortunate incident on Thompson's Track has come to light in the four-wheel drive community social media pages.

Whether you are on a club led trip or with a bunch of mates it is time to park most of what you knew about the tracks and start afresh. You may have been 4wding for a long time but it is time to take stock, treat the tracks as relatively unknown and proceed with caution.

Washouts and undercutting, deep scouring, changed river/stream accesses and crossings, land slips above and below the track, unstable trees or trees blocking the route or the route overgrown from lack of use - they all present challenges which need to be attended with thoughtfulness and appropriate trip planning and execution.

These are times to minimise risk to yourselves your passengers and the possibility of your actions placing others in peril should they have to recover you. Sure, these are always the challenges of 4wding in NZ but usually with some understanding ahead of what is involved from trip to trip.

Are you really that keen on drowning your truck because you didn't make some simple checks, do you really want to be recovering a truck on its roof late in the afternoon, or rushing into clearing vegetation with chainsaws, even with handsaws, and not making a good assessment of the situation or using the appropriate PPE?

Nature is dynamic, it is always changing and so too is our recreational environment. Whether you choose to believe in climate change or not weather extremes are becoming more common and more severe. At the time of writing around Wellington alone there were five popular public or private tracks which have become impassable or can't be completely traversed and slightly further afield tracks that were at most shiny 4x4 transformed into sections of club to hard yakka 4x4.

The old adage of 'not planning is planning to fail' applies as strongly as ever..... or perhaps that one of 'where fools rush to tread' is even more appropriate! Think ahead, get out there and enjoy the open country, the joy and challenges of driving and come home exhilarated, perhaps exhausted, and not too many marks on the truck!

## COMMUNITY ACTIVITIES

It is important that, as an Association, we can demonstrate to various land owners and managers that we support activities in the wider community as responsible 4WD owners.

We are keen to document our community activities and are seeking your input as to your Clubs recent or upcoming community activities.

Just drop an e-mail to [landaccess@nzfwda.org.nz](mailto:landaccess@nzfwda.org.nz) giving a name for your activity, the Club or Clubs involved, whether it is a one off, regular or ongoing, and maybe the numbers of your members involved.

We hope this will assist in differentiating NZFWDA Clubs from other 4WD users who may act in different ways!

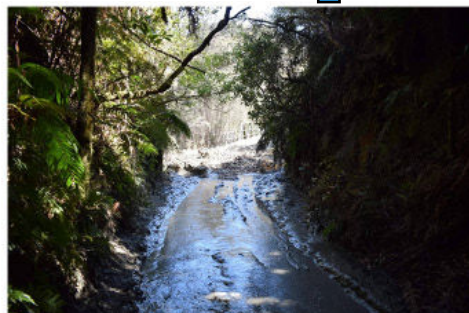




# CLUB PROJECT

## Annual Whangamōmona Road repair

ARTICLE & PHOTOS BY CALLUM MAHY



Over the winter months with the large deluges of rain we have had it has made the Whangamōmona Road (track) inaccessible due to rock falls, mud slides and deep holes. This track is only usually accessible with 4WD vehicles, quad bikes, motor bikes, horses and on foot in the summer months and, before our repair work this past labour weekend the track had become impassable by vehicle.

This year with the help of WRAG also known as the Whangamōmona Road Action Group, DOC and

the Stratford District Council, who collectively funded a bull dozer as well as supplying 4 truckloads of rock. This was used to line the track and help rebuild the entrance to the bridge, that had been washed out. There were also slips removed and 2 vehicles were removed from the Whangamomona River basin, as they had potential to cause environmental issues in the future.

With the collective effort of 15 trucks, 20 Club members and a 2-day working bee, the Taranaki Family 4x4 Club, with the help of family and friends,

restored the track to 80% its former glory with only one slip left to repair. The Club spent labour weekend doing the hard yakka in the muddied track's, shovelling rocks, loading diggers, tractors and trailers, and bringing gravel to the road.

Whangamōmona is the place to see and is located on the Forgotten Highway between Taumarunui and Stratford, they have a pub, campground and café.

It's a fantastic must do adventure for anyone that likes a bit of mud pie.



**Taranaki Family 4x4 Club would like to thank everyone far and wide for their help on this years' project.**



# Coastal Wattle Working Bee

ARTICLE AND PHOTOS BY JOHN VRUINK, GRANT PURDIE

We all know that 4wd clubs throughout the length and breadth of NZ do good work for their communities. Whether it's fund-raising for a worthy cause, planting, rubbish clearing, pest eradication, hosting people who can't get to less-accessible places, a great number of our members volunteer their time and effort, also cost of fuel and supplies.

This is where we are all putting something back into the communities where we are active, and it is seen by the wider community including local councils and DOC.

Some of these exercises are publicised, many are not. It would be great if clubs can contribute more articles about what they've done.

A recent example was the working bee on Saturday 26 November, where members of the Twin City 4wd Club in Hawkes Bay joined CCVC Wellington members at Foxton Beach to do a lot of hard work clearing Coastal Wattle, which is a pest that has been overtaking huge areas of dunes in the area, including blocking 4wd trails, and elsewhere around the country. More about Coastal Wattle in a later publication.

Horowhenua District Council were part of the effort, providing the BBQ and other welcome supplies. Three key conservation people from the local community joined in too, it was disappointing that more didn't turn up from the community.

The morning started with two of our vehicles, the mighty FJ40s, which were allowed to access the site. This



had looked to be quite challenging. What was worse, it was right next to a residential street. A neighbour (who it turned out, used to be in motorsport) kindly allowed us to go across his lawn, which made for an easier starting point. Much to the amazement of all the neighbours watching, both trucks easily got to the site, ready for hours of winching out trees and scrub that we felled.

Following the safety briefing, the team picked up several bags-full of rubbish, then trudged up the hill and got into the job. It was hard work! We cleared a large part of the outbreak, while there is still lots more to be done at a later date.

Following the morning of hard yakka, then the BBQ, off we went for a trip on the McKenzie Trail. After all, it's only fair to provide reward for hard work!

However: The McKenzie Trail is still significantly flooded, so we were only able to access some parts of it. Even so, there was some great 4wd experience with the odd bit of challenge thrown in.





# 42 TRAVERSE

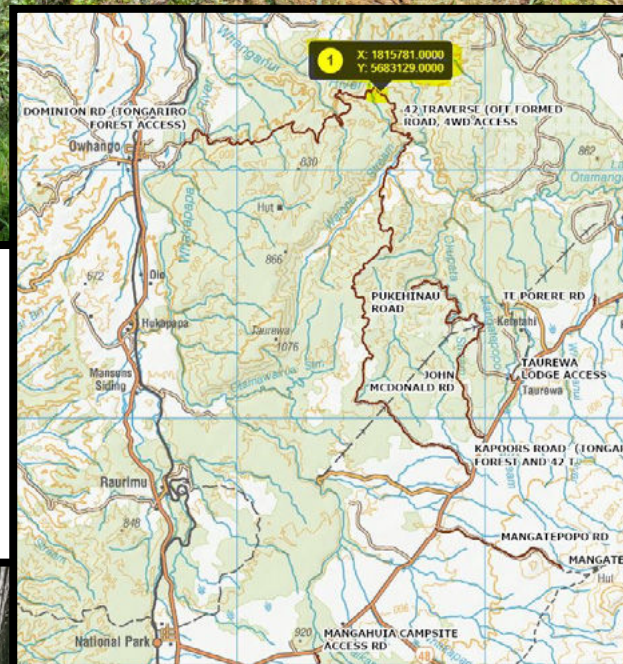
ARTICLE BY PETER VAHRY. PHOTOS BY DEPARTMENT OF CONSERVATION



## The 42 Traverse 'cut-back' didn't happen.

Despite months of organizing by the group Friends of 42 Traverse Inc. and getting Department of Conservation (DOC) agreement to have volunteers work in the 42 Traverse, cutting back vegetation before the route opened for 4WD use on 1 December, the Department ordered a halt on the Thursday afternoon on the premise of a bad weather forecast.

***I must thank all those volunteers whose plans and accommodation bookings were stymied by the DOC decision.***



## However,

...it seems that DOC were subsequently prompted to review the condition of the 42 Traverse and the news is not good. There are several small slips and at least one large one that DOC have advised... "Due to a major slip, the 42 Traverse Track is closed to all users. A large slip approx 150m wide has destroyed the track." It may be several months or more before this route reopens for vehicle use.

Peter Vahry  
NZFWDA national public relations  
Friends of 42Traverse Inc. chairman



CROSS COUNTRY VEHICLE CLUB

# South Coast beach Clean up

12 NOVEMBER 2022

ARTICLE & PHOTOS BY ANDREW GEE



The day dawned with thunder and hail that made a wet and miserable start to a Saturday on Wellington's South Coast but for the 22nd year Cross Country Vehicle Club (CCVC) carried out a beach cleanup.

Some 30 people joined new CCVC Life member Barry Insull (as always backed up by wife Bev and son Tony) to head out around Wellington's popular Red Rocks and clean away the signs of other peoples' presence there. It is a lovely spot to drive, walk, dive with easy and free access near to Wellington City and is used by people with many different interests. CCVC has a good relationship with the City Council through the Club's efforts with voluntary work on the coast, mostly managed by Barry.

Twenty-two years of beach clean-up, dune replanting and trap line maintenance is a good effort for the benefit of the community. CCVC also carry out beach clean-ups at Eastbourne and Makara beaches.

Thanks to CCVC Life member Ross Perkins who hosted the barby after the beach cleanup.





# The Recreation Cycle

WRITTEN BY JOHN STEWART - [www.4x4wire.com](http://www.4x4wire.com)

Much is said today about recreation and the changing lifestyle of people that allows more freedom for leisure time activities. During their leisure time, people have the freedom to engage in a variety of activities and outdoor recreation is very popular. Some recreationists are informed and experienced; others are uninformed and inexperienced.

When I use the term "uninformed recreationist", I am referring to the guy that is gung-ho on going anywhere at any time without a care in the world for what he is doing. Someone that has the attitude that they "own" the land and their rights come first, above all. An "enlightened recreationist" realizes that the land and its resources are the wealth of the nation and belong to the people of the nation. He accepts that it is not about going anywhere at any time without a care in the world for what he is doing.

He also realizes that routes are the key to access and natural resources are the reason for access. Routes were constructed to access the forests for the lumber to build homes. Routes were constructed to mines where minerals and ore were extracted to provide raw materials to manufacture the goods used in our daily lives. Routes were constructed to access lands used for grazing of livestock that helps feed the people.

When you look at history, there was a period in the late 1800s that was a low point in caring for the land and resources. Logging, mining and grazing practices of that era were not a shining example of efficiency. There was plenty of waste. Extraction was king. Preservation was not an issue. Recreation was not a part of the equation. Survival was the primary concern.

As the years past, times changed. Preservation pressures increased. Logging, mining and grazing on public lands gave way to preservation of public lands. Recreation pressures increased. People changed their views about public lands. The routes still provide access to the natural

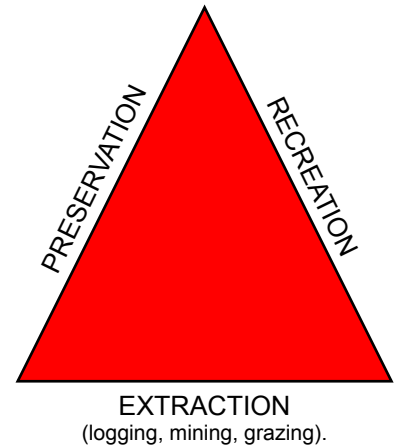
resources for a changing purpose. We are at a point today when the original goal of maintaining public lands for the public has been lost. Preservation is king. Recreation is growing. Extraction of resources is on the decline. Using public land for the good of the public (generating and sustaining wealth) is looked on as the evil incarnate. Routes constructed for support of extraction are key to recreation. Those routes are a bane to preservation.

For public lands and the recreation cycle, you have a triangle. One point is preservation. Another point is recreation. The third point is extraction (logging, mining, grazing). For aesthetics and symmetry, the triangle needs the balance of equal sides and angles. Preservation is fighting both recreation and extraction for control. Recreation is fighting preservation AND extraction. The extraction is losing.

There are a few recreationists that realize the importance of extraction. The U.S. Congress established laws that govern the extraction industries. Under those laws, routes were constructed to support the industries. Those routes exist because of mining, logging and grazing. With the loss of mining, logging, and grazing, removes the legal basis for the routes. Extraction needs the routes for access. Preservation wants the routes closed. Recreation wants the routes for access. Interests are in conflict. In the beginning was extraction.

Preservation began to correct the abuses of extraction. Preservation is in conflict with growing recreation. Preservation is placing the wealth of the public lands out of reach, off limits to extraction and to recreation. The crux of the problem is getting extraction, recreation, and preservation working for the same goal, access. The issue is ACCESS and the goal is conservation.

Conservation to provide for sustainable extraction of raw materials for economic needs. Conservation to provide for the social needs of recreating public. Conservation to



provide for the preservation of natural wonders. Extraction, recreation, and preservation are of equal importance. It would be unwise for recreation or extraction or preservation to be the sole policy at the expense of the conservation.

The bell is tolling for extraction and recreation. The "enlightened recreationists" understand the link between extraction and recreation. Preservation is at odds with extraction and recreation. Preservation wants more lands for wilderness. Extraction and recreation want more access to public lands. The triangle is out of balance.

Change is needed. Recreation is growing. Options for recreation access to public lands are decreasing. Changes to laws governing wilderness and endangered species are needed; changes that support a balanced conservation goal. There are no quick and easy answers. It is going to take time, effort and pain.

And that is part of the issue, responsibility and sustainability. Recreation is at risk. The manufacturers are part of the problem in portraying go anywhere abilities to sell vehicles. Marketing sells vehicles. A large percentage of those vehicles never leave paved roads. You can point a finger at Honda, and Jeep, and Ford, and General Motors.... That is not an inclusive list.





# President Report

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



A few years ago, during a National Trials event, a trials truck fire caused severe to moderate burns to both driver and co-driver necessitating burns unit hospitalisation / skin grafts and slow but successful rehabilitation. The fire was fed by fuel from the truck's fuel cell being ignited by short circuit in a nearby electrical connection (the truck was rolling down a hill at the time).

Subsequent investigation by the Comps Committee Design Safety Team resulted in recommendations to ban remote filler tubes as part of the fuel system and to eliminate close proximity between electrical connections and any possible fuel system opening. There was a further recommendation that crews consider wearing fire (flame) protective garments.

A couple of years later another fire occurred whilst a truck was traversing a slope whilst setting out a course for a future event. There was no personal injury but the truck was destroyed despite application of massive amounts of fire extinguisher foam (multiple units were on hand in readiness for the event). Subsequent investigation established the fire was fed by fuel escaping from the fuel cell breather tube whilst the truck was on an extreme angle. In this instance the Comps Committee investigated how to keep fluids where they should be whilst still maintaining necessary "breather" functionality. The answer is remarkably simple but kinda counter-intuitive.

This year the Competition Committee members have resolved to require the wearing of Fire Resistant clothing (undergarments) by all competitors during competition.

The above are examples of H&S policy and procedures in action; deliberative investigation resulting in sound and relatively simple design recommendations and culminating in the sensible resolution to wear fire retardant clothing.

New design recommendations / rules are designed to eliminate the source problem but if those fail, the wearing of fire retardant clothing should minimise personal harm.

To see the simple recommendations around "Vehicle Fluid Retention" I encourage all readers to have a gander at the comps committee website "[nz4x4trials.co.nz](http://nz4x4trials.co.nz)", from the main menu select "competitors & vehicles" and then "safety".....

Health & Safety remains front and centre especially given the freedoms from recently enforced social isolation. I am aware of a very significant number of 4x4 Safari type trips which have been announced throughout NZ many being promoted in support of deserving charities. A number of our Clubs have been asked to provide trip leader / trip support functions. These requests are obviously appealing not only from the perspective the Club is providing support to a charity event but also club members get to tag

along in a support role and get to enjoy territory and trails they do not ordinarily have access to.

My concern is that the enthusiasm to participate in these community charity events often times comes with contingent legislative risks. The big pieces of legislation that impact our sport and recreational 4wheeling are obviously Health and Safety at Work and Resource Management Act; NZFWDA, and a Club, have already been subjected to prosecution for RMA breaches and we have also had a WorkSafe Investigation into a vehicle winching incident that resulted in severe personal injury. These have necessitated Remits for Constitutional changes, and introduction of NZFWDA Regulations, all supported by the publication of NZFWDA Guidelines. The Constitutional changes have been widely broadcast as have Regulations, and Guidelines. All of these can be read or downloaded from "[nzfwda.tidyhq.com](http://nzfwda.tidyhq.com)"; log-in to TidyHQ, select blue "Menu", then "ONLINE DOCUMENT LIBRARY", then "Online Document Library – Main Page".

That's my piece for December 2022; I trust one and all will have an enjoyable and exceedingly happy Summer / Holiday season!!

Best wishes.  
Neville Dunton  
President, NZFWDA Inc

## 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** - Steve Adam

**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



# Southern Zone President Report

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

Hi folks, first I would like to take the opportunity to thank Brent Wilson for his time and 100% commitment to the Southern Zone and the NZFWDA over the last few years. Following the passing of Russell Quin ( Zone president ), Brent took up the challenge, filled the void that Russell left and kept the Zone alive as clubs questioned the relevance for being associated with the NZFWDA and what it had to offer clubs going forward.

Simply put, Brent gave his all to get the Zone and the Association back to a favourable place with affiliated clubs, this at a time when the zone executive had virtually disbanded and the NZFWDA executive had no idea of how bad things had become.

The amount of work Brent put into bringing the insurance policy to fruition, making it relevant to the NZFWDA environment along with the hours of sorting out the claim from the Deadwood Safari debacle highlights the measure of Brent's belief in our sport

and a positive outcome.

Though Brent has stepped back from the zone executive he has offered his support in navigating thru the insurance policy and other areas he can share his knowledge.

The last Zone zoom meeting had a 50% turn out of club delegates with one more scheduled prior to Christmas. We received an application from the Mid Canterbury 4WD Club for financial support for signage at their 4WD Park. A discussion was held, a vote taken, resulting in accepting the clubs application for funding of their signage.

I will be working on a 100% turn out for the final Zoom meeting of the year, the 2023 Zone AGM will be here before we know it and we want to ensure clubs are positive about this event and encourage their members to register.

The NZFWDA received an application from the Southern Mayhem 4WD Club

from Dunedin who have since been accepted as an affiliated club. The Southern Zone would like to welcome them onboard under the Association banner.

The 4x4 Event Club approached the zone to help get their Enduro Event sanctioned under NZFWDA. This highlighted the importance of clubs having the i's dotted, t's crossed and all required documentation available to put in front of the NZFWDA Events Officer – Brian Howat for review and approval. With help from Brian, we got it sorted in the short time frame available and the event was all go.

That's my last update for the year, I hope you all have a great Xmas / New Year and manage to get out onto your favourite tracks or new ones and enjoy some great four wheel driving with family and friends.

Bob Holmes  
Southern Zone President



# National Public Relations Officer Report

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

With summer now upon us we should be looking forward to a variety of 4WD adventure options and that may be the case in some parts of the country. However, the wet winter and spring have had a significant impact on several popular routes in the North Island.

Maintenance work needed at Maratoto, to comply with the NZFWDA management agreement with the Department of Conservation (DOC), has had several delays caused by stretches of wet weather. That work requires a digger and a compact 'dumper' to negotiate around 6 km of track, just to get to the area needing repair. It's a large hole that formed last summer in an area of peat swamp and a significant amount of hard fill will have to be transported several hundred metres.

The 42 Traverse in the Tongariro Forest, as noted elsewhere in Trail

Torque, has suffered many slips and is unlikely to open for quite some time.

There's been a lot of damage to access in the area at the top of the South Island and it's likely that river flows and the water table generally will be higher than in recent years.

The issue of vehicles and beaches remains, with a steady flow of news articles from around the country suggesting that vehicles are destroying beach dunes and almost everything else. There is certainly plenty of debate in the Auckland region about proposals to 'manage' vehicle access to Muriwai in an effort to deal with the behavior of some users.

An ideal would be a frequent Police presence, however given the many other social challenges, it is unlikely that such an ideal will occur any time soon. There are similar scenarios worldwide, including in Australia.

Prior to the local body elections, I had a short meeting with Wayne Brown at his suggestion (he's been a NZFWDA member) and hopefully as he settles into his role as Auckland's Mayor, another meeting may be able to be organised to talk about our recreation in and around Auckland.

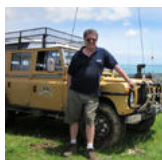
I hope that most members have taken part in the NZFWDA survey about 'demographics' which will provide some general data about who the NZFWDA represents, as we look to reach out to potential sponsors and advertisers. Again, that survey is on a totally anonymous basis.

Remember to 4WD safely and compliments of the season to all.

Peter Vahry  
National Public Relations







# Northern Zone President Report



John Hickey - E: [ntzhpresident@nzfwda.org.nz](mailto:ntzhpresident@nzfwda.org.nz) - Mobile: 0274 531 247 - Home: 09 630 4904

Hi all. Apologies that I have missed some of the Trail Torque deadlines this year. I suspect I'm not alone in finding it a difficult year. My wife and I caught Covid in the beginning of June so I was not able to attend the July meeting. Then in early August I had rotator cuff surgery on my shoulder which meant that for six weeks I was not able to drive at all and then I have had two months after that when I can only drive an automatic and working was difficult. (My car is a 2006 Alfa Romeo manual and Penny's a Fiat Grande Punto both manuals. (So we do have Chrysler jeeps in the family) and my three Land Rovers were all manuals.) So life has been interesting...

## Maratoto

Steve Morley and his team are due to carry out work on Maratoto. Hopefully by the time you read this the work will be completed and the track open for the summer.

## Thompsons Track

You may have heard about the Nissan Safari that went off the side of the track and the woman who was injured. From the information that I have obtained it appears that those involved were not members of the Association and that what occurred was an accident rather than being caused by any wrongdoing. I am sure you will join with me in wishing her a speedy recovery.

## Zone Meetings

There has been a push by some people for Zone meetings by Zoom.

I convened a special Zoom meeting that was not well attended and there was a poor attendance at the October face to face meeting. An extra Zone meeting scheduled for Zoom on 29 November 2022 again failed for lack of quorum. The next meeting will be, unless things change, face to face in February 2023. I realise that people have to travel some distance to attend the meetings and there is a cost in doing so, however I consider the benefits of meeting fellow four-wheel drivers and discussing matters face-to-face are far greater than trying to do things on Zoom which becomes much more impersonal.

## Passing Friends

You should know that Dave Brown died recently. He was found dead in his garage - after working on his Nissan Safari. Dave was a long-time member of the Manukau Four Wheel Drive Club. Dave became involved in the Manukau Winch Challenge, I understand he held the position of President of 4x4 Challenge Inc. Dave became the Vice President of the Northern Zone and served in that capacity for a number of years. (Unfortunately I was not able to attend his funeral because my shoulder surgery meant I was not able to drive.) I have offered our condolences on behalf of the Association to his wife Prue.

Following on we should remember Her Majesty the Queen for services to four-wheel driving. According to the New Zealand Herald Driven magazine

she trained in 1945 as a Military Driver. She may have had to pass a driving test for the Women's Auxiliary Training Service (ATS) but never held a licence because licences were issued in the UK in her name. Often seen in Land Rovers, both as official vehicles and personal transport (she sometimes drove off road a Defender and a Range Rover).

At the Zone Meeting in October we observed a minute's silence in honour of the passing of these two four-wheel drivers.

## Other things

Great result for the Black Ferns in the Woman's Rugby World Cup. With the help of Max Wheatley (Central Zone), I purchased a Discovery 2 V8 petrol from Pahiatua - thanks Max. It has been a farm truck so it is rough. It is quite different from my traditional Land Rovers. It was purchased so I have an auto while I am recovering from the shoulder op. I am enjoying it while I can and while Penny allows me to do so.

Anyway whatever you are driving Hope you have a great Christmas and get to do some four wheel driving.

Regards  
John Hickey

## 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

## Advertising in Trail Torque

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

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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.
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# 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



[bop4x4club@gmail.com](mailto:bop4x4club@gmail.com)



[cozzie4x4@gmail.com](mailto:cozzie4x4@gmail.com)



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



[www.geysersland4wd.co.nz](http://www.geysersland4wd.co.nz)

Kaitia 4WD Club Inc.

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



Kaimai 4x4 Club



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[secretary@norwestohv.org](mailto:secretary@norwestohv.org)



[admin@nzjeepclub.co.nz](mailto:admin@nzjeepclub.co.nz)



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



[Sulphurcity4wheelers@outlook.com](mailto:Sulphurcity4wheelers@outlook.com)



United 4WD supporters  
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[secretary.waik4wdclub@gmail.com](mailto:secretary.waik4wdclub@gmail.com)



[Whangamata4x4@gmail.com](mailto:Whangamata4x4@gmail.com)



[whangarei4x4club@gmail.com](mailto:whangarei4x4club@gmail.com)

Wilderness Ridge Riders 4WD Club

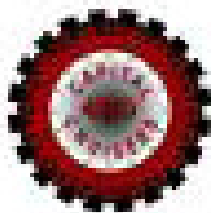


# Central Zone Clubs

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[cruiser4wdclub@gmail.com](mailto:cruiser4wdclub@gmail.com)



VEHICLE CLUB  
Wellington  
[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>



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



# Southern Zone Clubs



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Central Otago 4WD  
Club  
[co4wdc@gmail.com](mailto:co4wdc@gmail.com)

Clutha 4WD Club



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