



### Presidents Message

Hi folks

It's amazing how quickly this year seems to be passing! I have been reflecting on the changes coming in relation to vehicles and vehicle technology. Cars and bikes haven't changed markedly over the last few decades, but now with driverless cars on the horizon, the emergence of electrical power and interconnectedness between vehicles and infrastructure, as Bob Dylan sang in 1963, "the times they are a-changin'".

Each day I see more electric cars on the road (Nissan Leafs seem popular here). Not seeing too many electric motorcycles yet, but electric bicycles are whizzing past the conventional pedallers in ever increasing numbers. A friend recently rented a Tesla Model S for 3 days in the US and commented that the performance was so stunning and cars running on fossil fuels seem so dated in comparison that he had changed his outlook on vehicles.

I see also that 110 km/hr limits are coming in shortly on some well-engineered sections of highway: another change that we will see more of as the Roads of National Significance come on line. Again, more advancement, but I am watching the road toll with unease. At the time

of writing, there are 311 dead from 280 fatal crashes this calendar year, a big increase from last year's equivalent period of 259 from 229 fatal crashes. The Ministry of Transport run a rolling road toll against the previous 12 months, a figure that gives a fairly rough look at what the road toll is likely to be. It's sitting at 378 so far this year: over 50 extra Kiwis will not be going to be home at Christmas and it's a return to the poor road toll figures of around 2008.

The big increases this year have been, pedestrians and cyclists (up almost fourfold). And with more vehicles and a buoyant economy pushing more driving, the pressure continues. So now, more than ever, is the time to push for safer drivers as part of the wider safe system approach of safer drivers, safer roads, safer vehicles and safer speeds.

I've been reading a recent futures paper produced by the Transport and Industrial Relations Committee: "Inquiry into the future of New Zealand's Mobility". They have made recommendations to Government including:

- NZTA's assessment framework allows for new and disruptive technologies to be included and allows MOT and NZTA to actively engage with overseas transport technology companies (thus positioning NZ as a leader)
- Investigate and develop targeted pilot procurement programme of electric vehicles in the state sector, along with charging infrastructure (goal of 64,000 vehicles by 2021)
- Develop a public/private partnership around electric vehicles for "transport as a service" in a dense CBD environment

- Develop whole of life costing mechanisms to compare electric vehicles with internal combustion engine ones
- Improving Total Mobility Scheme and transport access to New Zealanders, young, old and disabled.

The report is worth a read, although I noted that there's no mention of the role of powered two and three wheelers and pedestrian controlled machines. I must admit that reports often see motor vehicles as a transport only mechanism, and really don't touch on the wider social, enjoyment and recreational aspects of vehicles, whether sports or vintage cars, motorcycles and other vehicle types. There's big social changes to come – for Kiwis a car is the second (or sometimes first) most significant purchase, and for many, far more than mere transport, whether a hobby, a status symbol, pleasure of driving and so forth. How a connected future with community owned electric vehicles fits into our social model of personal ownership will be an interesting challenge, although I imagine there were a few horse owners that viewed the emerging motor car and motor bus with dismay....

Recently I saw some outrage on line about someone being failed in a car driver licence test for failing to do a left head check "when they knew the way was clear". Having seen the speed and silence of electric bicycles shooting up the inside of lines of traffic (and the occasional motorcyclist), the left head check is going to be ever more important or we will see the growth of new categories of death and injuries.

This year has seen some changes for IAM, with a change of financial year and AGM to align better

to the summer months (because who wants to travel in rainy July). The Auckland team is planning this year for the National Conference and AGM on 24 and 25 February at the Lakeland Resort in Taupo. There's a full venue of events, fun activities and interesting speakers, plus a track day available for those who are keen to see what they and their machine can do on a track. There are more details to come, but it's going to be the best conference yet so please lock it into your diaries and put some pennies away to come along.

You all should have had a message from our Treasurer about subs and you will need to be fully paid up to come to the conference. As a charitable trust, we rely on membership subscriptions to operate and to make events like the conference as cheap as possible, so I'm going to repeat Gordon's email at the bottom of my introduction as a reminder to get paid up please.

Our National Secretary has been working to sort our sometimes erratic membership queries process. IT issues have meant some emails enquiring about membership ended up being treated as spam. We don't want to lose people from their first contact with us. We have a new National Membership Secretary email address for receiving all new email enquiries from the website ([crm.iamnz@gmail.com](mailto:crm.iamnz@gmail.com)). Enquirers get an automated reply, and then the enquiry is forwarded to the local region membership email box for a local response.

We are conscious that the National Secretary role is getting a bit too large for one person to manage as a volunteer alongside a busy career, and we are going to discuss having a separate National Membership Secretary position to



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assist. On that note, if you have skills and want to help out the exec who do all of this in what little spare time they have, please drop me an email to [president.iamnz@gmail.com](mailto:president.iamnz@gmail.com) . Help is always appreciated!

In closing, we continue to go from strength to strength, with big growth in the number of advanced passes, observers and huge growth in Wellington's car division. I want to thank you all for your ongoing support and commitment to making our roads safer.

Yours in motoring

Carey Griffiths  
National President IAM NZ

### Subscription Reminder

Your support for making New Zealand roads safer by being part of and supporting IAM is appreciated and we hope that you will renew your membership.

Due to the change in our year-end from end of June, to the end of December, a "half-year" payment is due to bring memberships into line with this change in year-end. This Subscription Notice is offering 2 payment options (and for administration efficiency we would prefer that you took Option 2 – but that is entirely up to you):

Options:

1. Payment of \$30.00 being half the current annual rate, and taking your membership to the 31st of December 2017.

2. Payment of \$90.00 being 1.5x the current annual rate, taking your membership to the 31st of December 2018.

It is much preferred if payment is made by Internet Banking:

Internet Banking

ASB Blockhouse Bay 12-3011- 0759542-00

Please enter your surname and initials, and Region in the reference fields.

If Internet Banking is not available to you, cheque payments can be made:

Please make payable to:

Institute of Advanced Motorists (NZ) Inc and post together with remittance advice to:

Institute of Advanced Motorists (NZ) Inc

P O Box 26421

Epsom

Auckland 1244

Attn: National Treasurer Gordon Peel

### Conference and Annual General Meeting

The theme of the next IAM NZ conference is *The Journey of Change*. In short, the driving forces of technology have changed the way we ride and drive. Electric cars, automated braking systems, reversing cameras are just a few things that are influencing road safety and skills.

One might question the relevance of enhanced skills from following the disciplines of Roadcraft. Whether behind a steering wheel or handlebars, your attitude to others on the road



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will be your strength. Come join us for a fun weekend of discussion and debate around these themes, and be part of influencing IAM NZ's future.

The conference is from 8 am on Saturday 24 February 2018 to 12 noon Sunday 25 February 2018. It will be based in the Lakeview Room, Lakeland Resort, 282 Lake Terrace, Taupo. Some aspects of the conference programme, speakers and prize draw are to be finalised but more details will be forthcoming when the conference registration forms are distributed after 1 November 2017.

Early registrations will benefit from an early bird discount of \$10 so the cost will be \$125 if you register and pay before 31 December 2017. Thereafter the cost will be \$135. Registrations close 5pm Friday 26 January 2018 to enable catering arrangements to be finalised. After this date, no refunds of the Conference Registration will be given. However, you can transfer your reservation to another IAM NZ fully paid up member.

The Registration cost includes

- attendance at all sessions on Saturday & Sunday morning, including the first aid training;
- three rides on the Skyline Luge, Rotorua on Saturday; and
- Lunch and a buffet dinner on Saturday.

To allow flexibility to manage your own budget and requirements, arrangements for accommodation, all breakfasts, insurance and transport costs are your own responsibility and cost. Any alcohol purchases are at your own cost.

The IAM NZ Annual General Meeting is scheduled on Sunday 25 February 2018 at 10am, prior to the prize draw winners' announcements.

In addition, IAM NZ has teamed up with MotoTT to provide members with access to Taupo's Bruce McLaren Motorsport Park, on Friday 23 February 2018, the day before the conference.

This Motorsport Park is New Zealand's Premier Motorsport and driver training facility and there will be laps for cars and motorbikes. The cost of the track day is \$150 and will be payable directly to MotoTT, once your IAM NZ subscription is confirmed as paid.

MotoTT trackdays are designed to be a fun, non-competitive environment for you to enjoy riding your bike or driving your car in a safe environment and to practice your riding/driving skills. Go as fast or as slow as you like within the rules of the track day.

## Apple announces "Do Not Disturb While Driving" Mode

Ack: Roadsafes

Apple has announced that its next iPhone software update will feature a 'Do not disturb while driving' mode.

Due later this year, the iOS 11 update will provide all iPhones with the function, which is designed to address the dangers associated with smartphones and distraction.

The software will sense when a person is driving, and when activated will block

notifications from calls, texts and social media. The user won't even be able to access the phone's homescreen to open apps.

The driver will be able to set an automatic text response to notify anyone attempting to make contact that they're currently behind the wheel.

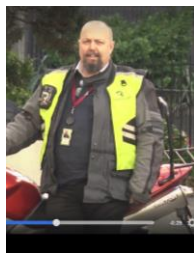
The new feature will assume a person is driving if their phone is connected to the car via Bluetooth. Alternatively, it will use a phone's WiFi antenna to sense when it's moving at car speeds.

Passengers will be able to override the feature by turning on the screen with the iPhone power button and then clicking on a button marked 'I'm not driving'.

Once the update has taken place, Apple will prompt drivers to use the new feature on the first occasion that they drive with an iOS 11-powered iPhone.

### Ride Forever Facebook Page

From "Ride On" ACC Ride Forever Newsletter August 2017



*Dave Keilty – ACC  
Programme Manager for  
Motorcycle Safety*

Have you caught up with Dave Keilty's video series on Facebook? Dave tackles head-on many of the misunderstandings that are out there about everything from crash causes to where your registration levies go.

Each episode starts with a short video, where Dave outlines the basic information related to the topic. Then, bravely, he attempts to answer people's questions or points of view in the comments section. Worth a visit:

[www.facebook.com/RideForeverNZ/](http://www.facebook.com/RideForeverNZ/)

### Motorcycle Awareness Month

September's motorcycle awareness month was a great move towards improving other road user awareness of riders. Great to see the increased interest in this important area.

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

### Dealing Safely with Floodwaters

Ack: Drivetech

#### The Facts:

Flowing water just one-foot deep could be enough to move the average family car. In water three feet deep, a current running at just 4mph is enough to sweep you off your feet.

A mere egg cupful of water ingested by an engine is sufficient to wreck it.

#### The Advice:

If flooding is extensive, is that journey really necessary at all? If the journey is vital, can you complete it by public transport instead?

If you have to travel by car, listen to traffic reports and choose a route which avoids flooded sections of road.

Never attempt to enter a flooded section of road unless you know its depth. If you have no option but to take that route, go into the water with a stick or pole to check the depth first. Check for kerb stones, as they might help identify the depth.

Avoid any water level over about 6-9 inches, as it's likely to enter through the car door seals and you risk extensive damage to carpets. Catalytic converters and clutch components are also vulnerable.

Never attempt to enter water that is fast flowing. The power of a current is deceptive. Once the vehicle is moved by a fast flowing current, it may be impossible to stop and you will have no control over where you end up.

If you decide to enter static water, keep the speed down to avoid creating a bow wave and water entering the engine.

Avoid entering the water if another vehicle is coming towards you. Its wash, or bow wave, could damage your vehicle.

If you get swept into deeper water and the vehicle starts to sink, take deep breaths and keep calm. It's critical not to panic. Remove your seat belt before you enter the water flow. Lower the door window a little before you enter the water to allow water IN if necessary. If you can, use the window to exit the vehicle. If it's too small, allow the vehicle to fill more to equalise the water pressure, at which point you should be able to force the door open and make your escape. Take a deep breath at the last minute while there is still an air pocket.

Never attempt to retrieve anything else except yourself.

### New Member Benefit

Financial members of IAM NZ can now avail themselves of an offer from Far North Fuels Ltd, Kerikeri (FNF) who operate a fuel card service. If you apply for an account, you can opt to get fuel cards for Caltex, BP and Mobil. You can choose to have one, two or all three types of card.

Discounts will be applied to fuel purchases at the following rates:

Caltex - 4.5c/l off petrol and diesel purchases at manned stations. 7c/l off petrol and diesel purchases at truck stops. 10% off LPG purchases at selected stations.

BP - 8c/l off the national BP price on petrol and diesel purchases transactions. If the pump price is less than the national price, no further discount will be applied to the pump price.

Mobil - 11c/l off the pump price on all fuel transactions. 10% off LPG purchases at selected stations.

### Additional information

There is no minimum spend required by FNF to obtain these discounts. (NB, most fuel stations will require a minimum delivery of 2l of fuel).

The discounts run for the life of the account unless otherwise notified by FNF.

BP cards are accepted at most G.A.S. stations and many of the ALLIED stations will accept Mobil cards.

FNF normally charge \$6 per card issued but will waive that fee for IAM members.



A small transaction fee applies for fuel transactions.

Any non-fuel (food, drinks etc) purchases made on the fuel cards will incur 50c per transaction.

Applications for accounts are subject to a credit check and therefore will incur a \$10 establishment fee. This is regardless of how many cards are issued for that account.

### **Managing your account**

A monthly statement is issued around 3rd/4th of each month and payment by DD happens usually in week 3 of the month. Effectively you have interest free credit to manage your fuel bill on a monthly basis. Bills must be paid in full each month or additional charges will be applied and may result in the closure of your account.

Cards are PIN protected. You choose the PIN. Account holders can request cards for partners/family members which are linked to the same account.

Statements will detail which card was used, where it was used, when it was used, how much and what type of fuel and the price charged.

The statement also doubles as a GST invoice which is convenient for book keeping.

Odometer readings can be made at each transaction but not for individual vehicles.

Members wishing to avail of this offer must make an application directly with Far North Fuels.

An application can be completed online, by downloading and completing an application manually or by contacting FNF by phone.

<http://www.fnffuels.co.nz/>

If applying online go to

<http://www.fnffuels.co.nz/ApplicationFnF>

Depending on your needs you may wish to phone FNF directly to help select the best account type option for you.

Complete the application as required.

On the first page of the application there is a box which says "Group membership name".

You need to insert "IAM" in that box to avail of this offer. If you do not, different fuel discounts may apply and you will be charged card fees.

Please note that while this offer is a membership benefit for IAM NZ financial members, you are entering into a direct contract with Far North Fuels Ltd.

IAM NZ cannot be held responsible for any costs, charges or liabilities incurred in the operation of a fuel card account by any individual member.

**Please familiarise yourself with all terms and conditions before entering into any contractual agreement.**

## **WOW and Automotive Museum, Nelson.**

Geoff James



Every year, we meet up with friends Mike and Georgina and go exploring, mainly road trips. It has been a few years since any of us has spent any time at the top of the South Island and in the case of Jennie and me, it was 2001 since we last visited the Golden Bay area! We flew to Nelson from Auckland, picked up a rental SUV and collected our friends from Wellington when they flew in a few hours later.

Before heading north west to Golden Bay, we all wanted to visit the world-class World of Wearable Arts (WOW) and automotive museum in Nelson. WOW is a spectacular annual fashion show of wearable arts held in Wellington, but which has its roots in Nelson where some of the past entries from around the world are on show. The weight of some of the costumes must challenge the models on the catwalk! It certainly didn't disappoint. The level of detail on all the costumes was unbelievable.

The automotive side of the museum was just as spectacular with great care taken over the presentation of a lot of exhibits. There was a huge mix of vehicles from everyday family cars to absolute exotica. Take the Cord roadster shown below as an example of being superbly displayed:



There was only a small display of bikes but a couple of them were quite rare (and ill-fated!). The first was the Ducati-powered Bimota Tesi from the early 1990's. It had centre hub steering and from memory, only 150-odd were ever built.

Another Bimota on display was the Bimota V-Due V4 500 cc 2 stroke.



Released in 1997, rare as hen's teeth and it was also the bike which sunk Bimota. A brilliant concept but a combination of both mechanical and electrical problems, selling price and EPA emission laws largely reduced them to static exhibits. However, aftermarket upgrades are available which have apparently fixed the





problems for the handful of loyal owners who didn't pass them on at the first opportunity to some wealthy sucker!

After a few well-spent hours of drooling down our shirts, it was time to get on the road and travel the 2 hours over the Takaka Hill to Golden Bay for the next part of our adventure.

You can see some of Geoff's Photos at:

<https://www.dropbox.com/sh/bo1y64c0f3soi6w/AACzuuQ7GsLCTncMm1JhLjfha?dl=0>

## Project EDWARD

Ack: Roadsafte

Project EDWARD – the European Day without a Road Death will take place on 21st September 2017 during the European Mobility Week.

The objective of this initiative, launched by the [European Traffic Police Network](#) (TISPOL) and supported by the European Commission, is that no one should die on the roads of Europe on 21st September. In the days leading up to EDWARD, all road users are being asked to think – even for just a few minutes – about the risks they face, the risks they may pose to others and how they can go about reducing those risks.

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It will certainly be interesting to see if this ambitious Project meets its goal!

### Considering other road users

As we get towards the better weather roads tend to get busier and we encounter more users of the road on more “traditional” types of transport.

It is perhaps a good time to walk a mile in the other guy's shoes.

#### Horses

(With thanks to Vivien Dostine, NZ Horse Network and a local rider in Cambridge).

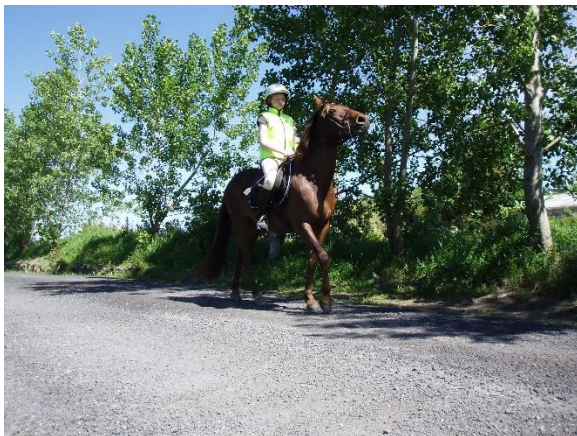
New Zealand has a large number horse owners, around 2-3% of the population. While motorists may think of horses as being confined to remote, rural areas, horse riding on roads is more common on the rural fringes of urban centres, where lifestyle blocks make horse ownership feasible.

The statistics for horse related road incidents are small, but it is almost impossible to get vehicle details while dealing with a frightened horse. Riders and horses being injured are usually recorded as ‘horse injuries’, not ‘road injury’. Many riders now clog the roads in their trucks rather than risk a short local journey on horseback, so better driver courtesy will have many benefits.

By far the biggest issue for riders is the instruction to “slow, and pass carefully”. Some drivers interpret this as ‘take your foot off the accelerator for a few seconds - slowing from 100 to 80, or from 80 to 70, but these speeds are still far too high, especially when passing close by.

A close second is not to give horses enough room. The road code specifically says drivers must be very careful, and even stop when a horse is on a bridge or narrow road, and it further states that two cars should avoid passing one another near a horse.

Riders would far rather be on the public verge, completely out of vehicles’ way, where they are safe, and out of the way. But adjacent fences or hedges outside the property boundary, and deep drains or the design of the road can make them inaccessible or dangerous in some parts.



The very best drivers slow right down until they make eye contact with the rider, and receive a signal about proceeding, or at least that the rider knows they are there.

How slow will depend largely on how close you are. If you are passing directly beside a horse on the road, you should drop right down to 30 km/h, and be prepared to fully stop several metres from the horse. Only pass if you can give the horse at least 1.5 metres room. If you have a trailer, or something flapping or noisy, you may have to be even more cautious.

Watch for hand signals from the rider. The slow down arm signal, is exactly the same from a rider, a road worker, or a police officer - arm straight out to the side, palm down, waving ‘down’. We hope all riders will acknowledge your courtesy with a smile, a wave, or a thumbs up. Please don’t be offended if they don’t have a spare hand. A boisterous, or nervous horse, a young or nervous rider may need both hands on the reins! One hand off the reins can pretty much mean that a rider has lost most steering and braking control!

If you see that a rider has dismounted and is leading their horse this is often a sign that something is wrong and the rider considers their horse to be spooked.

Horses are ‘Flight animals’. They do not have sharp teeth or claws to defend themselves so they run to preserve their safety.

They can be unpredictable with regard to what causes them to take flight. For example, the sun glinting off a Give Way sign in a different way to what they are used to can cause the horse to panic. Even if they have been past that same sign every day.

We can all share the roads safely; it just takes a little courtesy, and patience on both sides.

### **Cyclists**

Now cyclists at least don’t have to contend with a mount that has a mind of its own, though I know some riders who have come to grief who might disagree with that.



Amy Taylor from Cycling New Zealand offers the following tips:

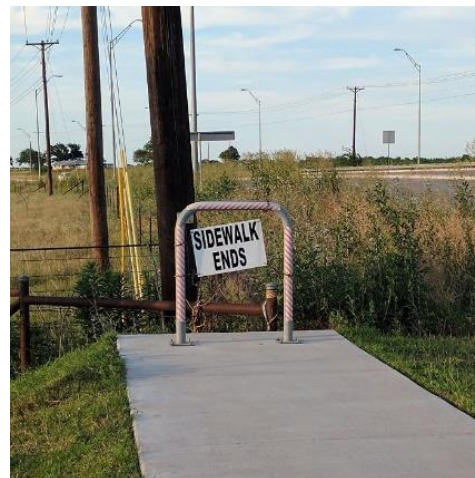
- Cyclists ride in bunches in pairs – this is legal and helps reduce the distance (line of riders) a car needs to pass.

- Always ensure you can see 200m past the group before trying to pass.
- If you cannot see ahead of the bunch because of terrain, cyclists will wave you through when it is safe to pass.
- Waiting a few seconds can save lives, be patient.
- For more information see [www.cyclingnewzealand.nz](http://www.cyclingnewzealand.nz)

### **Road Signs**

It must be said that some road signs are pointless, some make you wonder how the human race managed to survive at all and some are truly excellent and tell you exactly what to expect.

A couple of examples for you.



Pointless sign

### Member Benefits

**Interislander Rates:** The IAM discount on the ferry has been reactivated for two years. Members who are up-to-date with their membership subscription qualify for generous discounts. The discount rates and how to apply are on the website. The IAM membership card in the name of person travelling must be shown at check in or full retail fares are charged.

**N3 Team Rates:** IAM members are entitled to receive a **n3 Trade Card**. This can be used to get in-store or online discounts on business purchases from some of our most popular suppliers without the need to open a trade account. Simply show the card ID on the back at the time of purchase to get the discount applied. Participating suppliers are listed on the reverse of the card and include useful suppliers for cars and motorbikes related products like Novus AutoGlass, Beaurepairs and Exide Batteries. Ask the Chair of your local group if you have not got a n3 Trade Card.

### Far North Fuels Fuel Cards

See article above.

### Contacts

Any articles or letters you would like to have included in your newsletter, please send these to

[Newsletter.iamnz@gmail.com](mailto:Newsletter.iamnz@gmail.com)

All other contact information can be found at the Institute's website on the appropriate Region's page, or via Facebook.

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



Don't bother with the expense of this sign. Just let Darwinian theory take its natural course



A Useful sign – Yes there's definitely a car parked under that tree. Not quite sure why I needed a sign to warn me of that but it says exactly what is ahead of me!

### Final Thought

Intentionally losing a game of rock, paper, scissors is just as hard as trying to win one.