



September 2015

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## A word from IAM President

Welcome to another interesting newsletter, I hope that you enjoy reading it as much as we enjoy bringing it to you.

In this article, I thought that I would share with you a little bit about my journey from 'ordinary motorist' to 'advanced motorist'. I grew up in Sandhurst, Berkshire, which is about 50km south west of central London, and passed my driving test at the first attempt when I was 17 (the minimum legal age to obtain a licence in the UK). I was fortunate that my parents were willing (physically and emotionally) to teach me to drive, and I didn't actually have any formal driving lessons but always considered myself to be a careful and competent driver. I never considered myself to be anything special and I was also fairly careful behind the wheel, having respect for myself and others is something which I have inherited from my parents.

I joined Surrey Police in 1994, at the tender age of 20, and spent the first two years 'walking the beat'...literally! In 1997, I attended my first police driving course, a three-week course of intensive instruction...the first formal driving tuition I had ever received. In keeping with most drivers, I thought that I was better than average but, in reality, I was probably a very average driver, and the first week of the standard car course was spent 'unlearning' all of the bad habits which I had picked up during my first 6 years of driving. The next two weeks were spent driving progressively faster and smoother, as I endeavoured to learn and implement 'The system of car control'. Daily exams on the contents of Roadcraft meant that my evenings were as busy out of the car, as my days were behind the wheel. I was physically and mentally exhausted but the instructor had sown a

seed in me which is still growing 20 years later. He had introduced me to the possibility of becoming an advanced driver, and the realisation that I should never stop yearning to get better.

I returned to frontline police work with a determination that I will not lose the skills which had been taught to me, and I actively sought out further driving courses and opportunities in order to learn as much as I could about the art of advanced driving. I did a few more driving courses over the next couple of years, including an area car course, and an off-road Landrover course, which was lots of fun, and I became more determined than ever that my future in policing lay within the traffic department. In November 2000, I finally realised my dream of becoming a 'white cap', a 'blackrat', a traffic officer.

Before I could start with the traffic department I had to attend a two-week driving course (intermediate car course) which introduced me to more powerful vehicles and more stringent testing of the exacting standards expected of a traffic officer. If you don't reach the required standard during this course then your dream of joining the traffic department ends before it has even begun, so I was very relieved that I passed my final driving test (one-and-a-half hours of exacting, high-speed driving in an unmarked police car). I then received my white cap and was posted to the Guildford Traffic Department. I was assigned to a tutor / mentor and, even though I had been a police officer for more than 6 years, and driving patrol cars for 4 years, I wasn't allowed to drive a traffic car unsupervised for at least 6 months! That might give you some idea on how precious the traffic cops are about their cars...they treat them better than their own children!

During those six months, I was continually assessed by a tutor and, at the end of my probationary period, I was recommended for further training. If I hadn't been recommended for further training, then I would have been transferred off the traffic department and sent back to frontline duties, so this was another huge relief. In 2001, whilst my wife was 8 months pregnant with our twins, I attended a three-week driving course (advanced driving course). The course is the most intense training that I have ever undertaken, and the exacting standards expected at all times are so mentally draining that it was as much as I could do to stay awake each day; at the end of one day we arrived back at the police headquarters to hear that the Twin Towers had been attacked - my driving instructor's daughter was visiting New York at the time!

The fact that I was nursing my heavily-pregnant wife at home each night meant that I wasn't getting much sleep at home either. I had driven to a consistently high standard during the course and was looking to receive a high Class 1 pass on my final drive. The day of my final driving test arrived and I absolutely flunked it! I don't know whether it was the pressure, the fatigue or the sense of occasion which got to me, but I had a terrible drive, littered with uncharacteristic errors; I felt as though I was having an out-of-body experience, and couldn't snap out of it. I got back from the test and was called in to the boss's office to be told that I had failed! Fortunately, the head of the driving school took into account my personal situation and my impeccable record during the three-week course and permitted me to return in a few weeks to resit my test.

My twins were born in mid-October and a few weeks later I returned to the driving school and

had another one-week driving course, culminating in a much improved final drive to ensure that I finally got my hands on a coveted Advanced Class 1 certificate. As a Class 1 driver, I then got to attend another one-week driving course in Tactical Pursuit and Containment (TPAC) which was the most fun I have ever had in a car, it was brilliant. All-in-all, I received 10 weeks of full-time driving tuition as a police driver in the UK, and I have always tried my best to uphold those standards at all times since.

My twins are turning 14 this year, and I am looking forward to paying forward the gift of driving which my parents shared with me. I hope that the past 14 years have taught my boys The System, without them even realising it and, if nothing else, I can do my bit towards road safety by passing on the skills which I have learnt during my own journey of driving enlightenment. I shall never stop learning, and endeavouring to improve as a driver and it is that mindset which sets us advanced drivers apart from the average motorist.

If you are prepared to accept that you can always do better, then you are already thinking like an advanced motorist.

Stay safe on the roads and wear your badge with pride, and I look forward to meeting up with you at the AGM in Wellington at the beginning of September.

Yours in motoring.

**Mark Fleming**

The Institute of Advanced Motorists (NZ) Inc.

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## Standards

I have held the post of Director of Tests within the NZ-IAM for a little while now and felt it was time that I should let you know what I consider this means. I was chosen for the post given my pre-existing UK qualifications - I achieved a UK Police Class 1 in both cars and motorcycles; I was also trained in HGVs. I am also required to requalify as a NZ Police motorcyclist annually and a response car driver every three years.

As I see it, I am the keeper of the standard, in concert with the Chief Examiners.

I have distilled the essential elements of Road Craft and applied it at a manageable level of competence for everyday road use. For me to maintain my standards, I ensure I am cross-checked by colleagues and by frequent testing. It has struck me that once a NZ-IAM member obtains an Observer level clearance, and then an Examiner position, that there is no further

Impetus; or encouragement to maintain that level. It is all too easy to have one's personal standards eroded; be it by lack of use or complacency. This is recognised by the retesting regime in the UK and NZ Police.

It is my expectation that all those wishing to remain Observers or Examiners will be retested every three years. This is not to say that anyone who does not wish to submit themselves for resting, or does not want to retain either of these categories, loses their membership status. However, it is recognition of the pivotal nature of these positions in maintaining standards and that those holding them remain at a certain level.

Also if you have held one of these within the last three years, you will not suddenly have a test imposed upon you. It is only once a position holder reaches the three year point that an expectation of submission for retesting will occur.

This will become policy from 01/01/2016.

**Pete Marriott, Director of Tests.**

## New National Treasurer

The National Treasurer of the NZ-IAM is not a popular, glamorous or easy role - after all it is a voluntary position which carries it with significant responsibilities to comply with the NZ legislation for a registered charity. So why did I volunteer to take over from Richard Turnbull in mid-2014? Answer: I have benefited from the enormous commitment of observers to help me ride safely. So, this is my way of giving back to NZ-IAM.

I have been a chartered accountant and auditor for 25 years working in various international financial institutions throughout the world. In this time, I have also been treasurer for a charity in

the UK, a property management group and a local residents association. So, I hope to bring all

**Tessa Christmas, National Treasurer.**

this experience to benefit NZ-IAM by developing an effective, sustainable financial model to enable growth.

In the meantime, I will continue to do my day job, which involves commuting into the CBD every day on my Bandit 1250. Rain or shine, I can be spotted riding early mornings and late evenings along Piha Road and SH16 wearing my yellow helmet. I feel blessed that I have heated handgrips, genuinely waterproof boots and a free, reserved, secure parking bay at work.



## Driving Riding on Rural Roads

Driving on rural roads can be a highly enjoyable experience. Here are our top tips to ensuring your journey is as safe as possible.

- Look as far ahead as possible. If you can, look across bends and along the road – sometimes you can see the direction it is going to go in and spot any large vehicles coming towards you earlier.
- No matter how familiar you are with the road, you will always need to use your full concentration. Be extra cautious of oncoming vehicles, overgrown verges, trees and bends in the road – you will need to adjust your speed accordingly. You must always be able to stop on your own side of the road in the space you can see is empty.
- Drive at a steady speed so you have enough time to react and leave a wide enough berth to pass obstacles safely.
- Country roads are also attractive to vulnerable road users including cyclists and pedestrians. Make sure you pass them with a wide berth and slowly, even if this means holding back until you can do it safely. The same applies to horse riders.
- Check your mirrors regularly so you are aware of what is going on around you.
- Agricultural vehicles naturally travel at much slower speeds in comparison to cars / bikes. Avoid tailgating them, leave longer following distances, and only overtake them when it is safe to do so. Bear in mind some vehicles maybe longer and wider, don't rush to overtake them if there is not enough room to manoeuvre. Remember that something travelling slowly – like a tractor – can turn immediately into a gate or field entrance.
- Where there are farm vehicles about there is likely to be slippery mud on the road when it's wet. Don't drive quickly through it as you're more likely to skid and lose control of your car / bike. And patches of mud on the road can be a clue of a tractor, or a herd of cows just round the bend.
- The national speed limit on rural roads is 100kph for both cars and motorcycles. However, speed limits differ for drivers that are towing, and for commercial vehicles.

Country roads offer the best this country has in pleasurable driving routes. But drivers /bikers must watch their speed, and not fall into the trap of thinking that they are always empty of other road users or hazards. Oncoming traffic, pedestrians, horses or cyclists on a narrow road should never be a surprise to you – expect the unexpected and maintain your vigilance.

**Source:** Patrick Fergusson.



## Motorcar Division

New handheld devices will make the evidential breath-testing process much faster and more efficient, particularly in rural areas.

The new Draeger 7510 devices look and operate much like those currently used, but hundreds will have additional software enabling them to return an evidential breath test result in a matter of seconds.



This means the full breath-testing process can be carried out at the roadside, so staff don't need to take suspected drink-drivers to a booze bus or police station for an evidential breath test.

The first 200 devices will be rolled out this month to groups in Bay of Plenty, Eastern, Central, Wellington and Southern districts, and all one, two and three-person stations.

The full replacement programme will take three years. Rural staff will be prioritised, as they face the most challenges in accessing booze buses or stations.

In remote areas, this will save a lot of time for staff, the suspected offender and any passengers caught up in the process, says Inspector Mark Stables, who is overseeing the rollout.

“This device brings about a significant change to the way we deal with drinking drivers,” he says. “The benefits in terms of safety and efficiency will make what can be a complicated process a lot less stressful for all involved.”

New Zealand Police is the first police service in Australasia to use the Draeger 7510 as an evidential device. The devices have undergone extensive testing to attain the appropriate international standard and significant additional testing by Police.

**Source:** Police Ten One Community Edition, May 2015.

## Confusing Road Signs

A good road sign is well placed to be clearly visible, communicates its message clearly and is not confusing. It seems that more frequently, not only are there more occasions when there are so many signs close proximity to each other that they almost become invisible, but signs even contradict each other.

The example below can be found in Taupo town centre. The sign below the traffic light clearly states that turning traffic gives way to

pedestrians. Yet the sign on the left of the picture tells pedestrians to give way. The pedestrian signs have been erected throughout the town where there are several courtesy crossings which are not fully understood by overseas tourists, however

this area, is a normal traffic light controlled intersection with a pedestrian crossing facility and pedestrian signals. Obviously someone didn't check before the new sign locations were decided upon.



I'm also not entirely sure that the training course for the crews that actually put the signs up is as rigorous as it could be.

**Source:** Mark Revill-Johnson

## New Zealanders are Terrible Drivers

Champion motorsport ace Greg Murphy says New Zealanders are "terrible" drivers and the country has a culture where road safety isn't taken seriously.

The four-time Bathurst 1000 winner is calling for a law change to make professional driver training compulsory for anyone trying to get a licence - a move he says will save the lives of more New Zealanders.

"We are 100 per cent not taking it seriously enough. Knowing that we could have a lot more young Kiwis, and New Zealanders as a whole, still

with us if we just changed a few simple things - it's really quite ridiculous," Murphy told the *Herald*.

"This could change lives and I find it disturbing we haven't changed things earlier and saved people going through the pain and damage of losing someone they love on the road," he said.

"We need to make some changes sooner rather than later."

Changes in 2011 that raised the minimum driving age from 15 to 16 and applied a zero-alcohol tolerance to all drivers under 20 had started addressing some issues, but more were needed.

When testing was restructured in 2012 to make it harder to obtain a restricted licence, the concept of professional driver training was left off the safety checklist, he said.

Transport Authority figures for that year showed 61 Kiwis aged from 15 to 24 were killed on roads here, and a further 3378 were seriously injured.

"The issue here is driver training," Murphy said.

"Drivers these days, and their parents, came up in generations where there was no compulsory training and there still isn't."

Murphy, who is also the face of the Motor Trade Association's in-school safety programme, wants new drivers to have the skills to cope with New Zealand's unique roading conditions.

"The training side of things is absolutely critical. I can guarantee that if people had the skills and training to start with, we would be in a much better situation, where a lot of these crashes that happen would have a chance of not even happening."

He said safety features of cars compensated for human error and increased the chance of survival, but nothing compensated for a lack of knowledge and skills.

"The level of skills in New Zealand is just terrible, the culture that we have got, and as long as there is no skills training we are going to stay very bad drivers.

"If people had a little bit more understanding of what they were doing and the risks associated

with what they were doing and had the training, they wouldn't make those errors."

Waikato University transport psychologist Dr Robert Isler said, raising the driver age to 18 could also have a positive impact on road safety.

"We have done lots of research on young people and I think 16 is still too young.

"We have proof that the licensing should be made harder and more challenging so that people train more and have more supervised driving from their parents and can take up professional training as well - there should be more focus on coaching," Dr Isler said, "New Zealand was one of the worst-performing countries in the developed world when it came to young people dying on the roads".

Associate Transport Minister Michael Woodhouse said the government's changes, part of its Safer Journeys 10-year road safety strategy, were working and he did not see a need to raise the minimum driving age or implement compulsory training.

"Four years in, and we're seeing some positive results," he said. "2013 was the lowest road toll in 60 years. The number of 16- to 24-year-olds seriously injured on our roads in 2013 was 37 per cent lower than four years ago. "This downward trend is pleasing to see, but there are still too many young people - particularly young men - involved in serious crashes, and this age group will continue to be a focus for the Government."

**Source:** The New Zealand Herald



## Motorcycle Division

### Formation of the Auckland Regional Group on 29th March 2015

Bikers from the centre of North Island and northwards have been meeting for years under the expertise of Chief Examiner for Motorbikes (Philip McDaid). With the accelerating growth of IAM NZ, the official formation of an Auckland Regional group with responsibilities distinct from

- The Chair (Tessa Christmas)
- Membership secretary (Stephen McCormick)
- Social Secretary (Richard Turnbull)
- Chief Observer of Motorcycles (Roger Fleming).

Although the four members above are keen bikers, the Group is to represent all three divisions - motorcycle, car and heavy vehicles. To help the Group represent the Car division better, John Heebink agreed on 23 May to join the Auckland Regional Group. John is away on overseas leave but when he returns on 27 September, the group will be defining his role and responsibilities.

the National body has become a necessity. With Philip's encouragement, four members volunteered to form the Group to represent all three divisions. Following the successful example of the Wellington structure, this Auckland team was set up on 29 March as follows:

Any member of the group can be contacted at [auckland.iamnz@gmail.com](mailto:auckland.iamnz@gmail.com). We are all open to ideas so do not hesitate to send an email.

### Progress of the Auckland Regional Group from April to May 2015

The group met for the first time on 1 April to agree the roles and responsibilities of each team member. We also collaborated with the National Council and the Wellington Regional Group to ensure consistency. It was agreed that, although the roles were defined, the four of us should be offering support in performing some responsibilities which can be shared e.g. meet/greet on Sunday rides, soliciting feedback from members. The roles will be reviewed over time to ensure they remain relevant. When the member's only area of the IAM website has been established, these roles and responsibilities will be published for everyone to see. Specific

deliverables were agreed for each role so that action would get underway immediately.

The group met again on 4th May to share progress:

- The social runs in April and May were successes and valuable feedback was received about what members wanted which Richard will seek to incorporate into future runs. The social run plan was agreed to be one mid-month (2<sup>nd</sup> week) ride, preferably departing from the same place and time, to build consistency and certainty for members. Over time, we would expand but making this plan successful, simple and

sustainable for members was priority. Richard is currently developing a briefing sheet for run leaders. Anyone interested in leading a social run should contact Richard.

- The motorcycles observers' meeting held on 29th April provided clarity on grey areas of various Road Code and Roadcraft topics. Roger has planned another meeting in June to discuss existing Associates and their progress. In addition, he anticipates running an Observers course towards the end of June. As this workload is large, Roger will understandably be focusing on progressing observers through to their Observer Test, rather than taking on new associates himself. With more Observers, we can help clear the existing waiting list of new associates which Stephen is now managing.

- Stephen has been making great strides in assuming some of the responsibilities handling new members with Geoff James. There is a lot

that goes on behind the scenes but we hope to showcase Stephen's role and progress in the future. Stephen's desire is to make the process easier for new members.

- Tessa proposed and the group agreed the future format of the monthly report to the National Council. The report is designed to show what we have done and what we plan to do for members on one page for easy reading. It will be posted on the member's only area of IAM website, once that is available. The Auckland Regional Group webpage was created so that new enquiries would be directed appropriately. Tessa is now drafting a plan to direct the efforts of the Auckland Regional Group over the next 12 months. As everyone is a volunteer and busy, the aim is to make that progress steady and sustainable.

The group will meet again in June. If you want to contact any member of the group, write to [auckland.iamnz@gmail.com](mailto:auckland.iamnz@gmail.com)

## **US military to develop Star Wars-style hoverbikes with British company**

The Malloy Aeronautics prototype, powered by four bladed fans, is intended to do many of the jobs of a helicopter but will be safer and cheaper

Science fiction-obsessed children of the 1960s might have been disappointed to know that half a century later they would neither live in space nor get their meals in the form of pills. One thing that would have impressed them about 2015, though, is the ability to order your own personal hoverbike.

You can now do just that, even if it is currently a request for an order with the delivery date uncertain. Malloy Aeronautics, the UK-based firm developing the machine, has already had Malloy then set up his eponymous company in Berkshire, in part funded by money from the seed-funding website Kickstarter. The firm first

on sale for as little as £595 excluding VAT. They are also building the four-fan hoverbike with

understandable interest in their creation from the US military.

The hoverbike, remote-controlled versions of which are already flying, is heavily based on drone technology, powered by four bladed fans in protective casings. The design is intended to provide stability, speed and, the company hopes, the same range as a small helicopter.

The initial version, using two fans, was built in 2011 by Chris Malloy, a New Zealander then based in Australia. Powered by a 1200cc BMW motorbike engine, it was flown using motorbike-style controls.

developed a drone in the new four-fan design, now

investment from the US Army Research Laboratory.

Grant Stapleton, the co-director of the company with Malloy, said no one had yet flown on the new version of the hoverbike: "At the moment, it's

radio controlled, it's flown as an unmanned vehicle. We haven't put someone on it yet and



*A prototype of Malloy's hoverbike.*

Stapleton refused to be drawn on how fast the eventual bike could travel, or at what height: "We're still designing it, so we don't know its full speed or altitude. We've got estimates, but it's not really appropriate to say yet. When you build a prototype, it's going to be slow and clunky at first, but we'll find out things that will improve its performance by significant percentages."

Bigger versions could come later, too, he said. "At the moment, we're just looking at it being able to carry one person, but we'll see where we go from there. It's not unreasonable to expect it to carry more people, but we haven't developed that as yet."

The company is to set up a base in Maryland so it can develop the hoverbike closer to the US military, and it is working on the design with the US firm Survice.

### **Motomail Discounts**

I've spoken with Motomail (high quality motorbike accessories shop on College Hill) MD Chris Hyland today about them offering IAM members a discount.

Chris has indicated he's quite amenable to Motomail offering a discount to all IAM members

won't do for a little bit, while we're working on its flight performance, things like that." Part of the testing involves a scaled-down prototype on which perches Buster, a 3D-printed mannequin fitted with a video camera.

Stapleton said the eventual design would have many possible roles. "We would certainly have a lot more interest in the civilian and humanitarian uses. That's the part that excites me, personally. It's a product that's very versatile, small and inexpensive.

"It can get into places that a regular helicopter wouldn't, and costs a lot less to use. And it's considerably safer, with these ducted fans. If you bump into something, it's not going to cause an accident or cause any damage."

As yet, the creation, officially called the Hoverbike Helicopter, does not have a price or a target date for the first deliveries. "Now taking requests for orders," the company's website says tantalisingly.

who show their membership card (exact % to be finalised but probably 10-20%). I've provisionally agreed with him that Motomail may have a regular ad in IAM Newsletter to promote the discount to members.

**Source:** Bruce Everett

## NZTA Draw Winner

This came as a big surprise when I received the email telling me I had one the main prize. Also, good to hear of another IAM member; who

received one of the packs, for their input into the questioner.

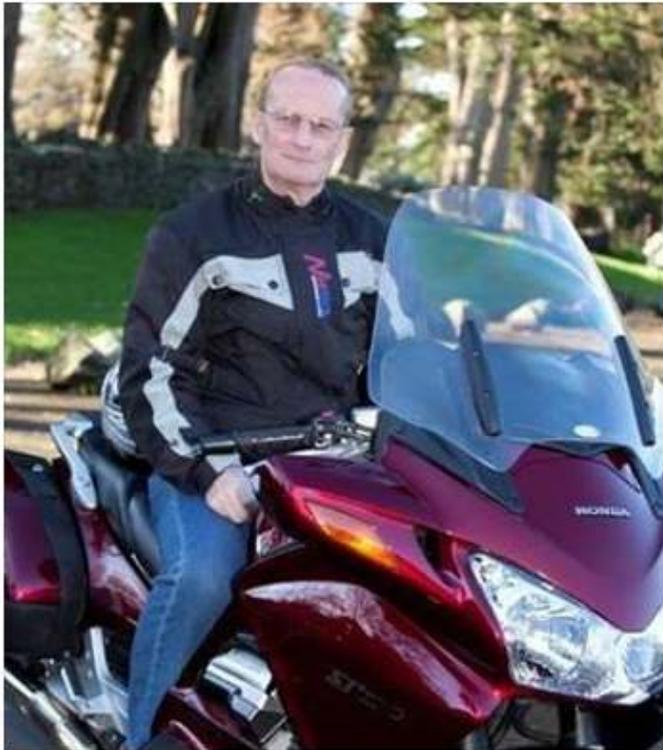


**NZ Transport Agency Waikato BoP**

Published by Tracy Buckland [?] · 8 mins · Edited ·

Thanks to everyone who gave us feedback on the safety improvements for motorcyclists along the Southern Coromandel Loop. And congratulations to Peter Henson of Auckland who won the major prize of a helmet or tyres as well as a Safer Rides prize kit with hi-viz vest, visor polishing cloth, automatic tyre pressure caps and a key-ring. Congratulations also to the following people who won a Safer Rides prize kit: K Hooper, G Duncan, C Dougherty, F Hume, S Cornwall, S MacGregor, P Quilter, J Haines, D Backshall, E Lewis, C Hilditch, J Read and M Pearson and M Usowicz.

To find out more about the project visit: <http://goo.gl/2SHR3P>



47 people reached

Boost Post

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Source: Peter Henson

## Online articles

UK road statistics can be viewed via link:

<http://www.cwam.org.uk/news/News2014/news791%202014roadcasualties.html>

Fatigue on New Zealand Roads can be viewed via link: <http://www.nzta.govt.nz/resources/factsheets/24/fatigue.html>

And for Commercial driver fatigue view via link: <http://www.nzta.govt.nz/resources/alternative-fatigue-management-scheme/docs/afms-good-practice.pdf>

Past copies of the IAM newsletter can be found at:

<https://www.dropbox.com/sh/k5xds6lg5jejaju/AADmWzSaWfWdsT93dyfDfKHEa?dl=0>



