

Presidents Message



Well, it looks like Winter is upon us after a very slow start, with some recent very heavy rain. One of the Wellington associates recently came to grief after low siding on some very slippery seal flushing on the Paekak Hill. Always a challenge on a dry day, the poor state of the road, lots of water and a well laden top box led to a tank slapper with the inevitable outcome. Fortunately, he wasn't hurt, but a reminder to all of us to winterise the bikes (and the cars), by checking tyre condition, making sure suspension is well adjusted and watching for those shiny patches on the road.

This month has been a very busy one for road safety. As I write this, the road toll sits at 167, which is 9 more than the same time last year, and driven a lot by increases in passenger deaths and motorcyclists. The motorcycle figure for this year is 23, which is 3 more than the same time last year. The figures are slowly climbing. It's a real concern.

Government has just released the latest Safer Journeys Action Plan 2016-2018. I had a part to play in this in the motorcycle safety strategy. You can read the whole strategy [here](#), and this plan will renew focus on areas of greatest risk and disproportionate harm, and present opportunities for the use of current and emerging technologies, including a focus to:

- enable smart and safe choices on the road
- make motorcycling safer
- ensure roads and roadsides support safer travel
- encourage safe vehicles.

Newsletter July 2016

There's also a link to a report on [Why People Die in Road Crashes](#). Makes interesting (and sobering) reading.

I've recently returned from Melbourne, where I have met with Transport Accident Commission (TAC), VicRoads and took part in the Motorcycle Protective Clothing Forum. The aim of that is to provide star ratings for motorcyclist protective gear much as we use ANCAP safety ratings for cars. Knowing how gear performs in terms of comfort and safety is important. What was interesting is that price is no indicator of quality. As many of us can attest to, sometimes you can do everything right, but can still end up on the deck. Having a good helmet, and abrasion resistant clothing that is double or triple stitched and won't burst on impact or fail after sliding on the road is essential.

And of course, for the car folk, having a 5 star ANCAP rated car helps improve your survivability out there considerably. What is interesting is that the focus is now moving from secondary safety ratings (airbags and crumple zones that protect you in a crash) to including a focus on primary safety (technology like stability control and Autonomous Emergency Braking, or AEB) to prevent the crash happening in the first place.

The Victorians, who are safe system leaders, feel that the biggest gains to be made are in the technology and roading space as human behaviours are extremely difficult to move. The environment is going to change rapidly!

Coming up rapidly is the AGM in Christchurch. The folks down there have worked hard on making this an event to remember, so please book early to help them with planning and also get cheaper flights. Please make sure your subs are paid and I really look forward to seeing you all down there.

Director of Tests



Mike Turner has been appointed Director of Tests.

Our new Director of Tests, Mike Turner was appointed at the Executive meeting on 1 May.

Mike was born in Edinburgh, Scotland and after obtaining a BSc at university, joined Lothian and Borders Police. He spent 7 years as a Traffic Officer during his 13-year service where he attained Class 1 qualifications in both Advanced Driving and Riding.

Mike emigrated to NZ 7 years ago, joining NZ Police and he works for Nelson Bays Highway Patrol and has also operated as a Police Motorcyclist.

Mike is engaged to Karen and enjoys spending time with their Clydesdale Horses on their farm south of Nelson.

2016/17 Subscriptions

Subscriptions for the 2016 - 2017 financial year are now due.

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 for the coming year.

Payment of the annual subscription of \$60.00 can be made by either:

Internet Banking (Preferred Option)

ASB Blockhouse Bay 12-3011-0759542-00

Please enter your surname and initials in the reference fields.

Or

Cheque

Please make payable to:

Institute of Advanced Motorists (NZ) Inc

Institute of Advanced Motorists (NZ) Inc

P O Box 26421

Epsom

Auckland 1244

Receipts will not be sent unless specifically requested. However, on receipt of your subscription your new membership badge will be ordered and sent to you by the National Secretary under a covering note which will include an acknowledgment of payment.

Please make sure that you keep the National Secretary informed if your address or contact details change.

2016 Conference and AGM

The 2016 Conference and AGM will be held in Christchurch from Friday 9th September to Sunday 11th September at:

Commodore Airport Hotel
449 Memorial Ave
Burnside
Christchurch

Conference

Registration for the Conference is now open

The conference programme and registration form are available on the web site:

<http://iam.org.nz/2016-agm-and-conference/>

AGM

The 2016 AGM will be held on Sunday 11th September at 1.30 p.m.

We hope to see many members from all divisions at the Conference and AGM. However, if you cannot make it to Christchurch you will still be able to make your views known by appointing a proxy and using a postal vote for the election of members of the Council.

Please note that only up to date (2016) financial members are eligible to participate in the business of the AGM

Further information about the AGM is available on the web site:

<http://iam.org.nz/2016-agm-information/>

Chinese Bus Solution



Could this be the answer to all of Auckland's congestion problems?

Chinese engineer Song Youzhou has come up with an innovative way of keeping traffic moving by designing a bus that straddles two lanes of traffic and passes overhead like a moving tunnel.

A demonstration of the Transit Explore Bus (TEB) was unveiled at a technology convention in Beijing back May, and it is hoped that a trial in the coastal town of Qinhuangdao this summer will prove its credentials.

Youzhou claimed that a single TEB would be able to transport 1,400 people, and that five

of them could be built for the price of an underground train.

Of course if you were underneath a bus at an intersection you would have to be sure you intend to travel in the same direction as the bus!

Image credit: [New China TV](#)

Winter Driving



Sun-strike and icy roads are two things that drivers should be wary of through the colder months of the year.

The low winter sun can make sun-strike a real problem at either end of the day and the clear conditions mean frosts and icy roads in places.

Sun-strike is when the angle of sunlight hitting a windscreen creates glare that makes it very hard to see. From May through to August is the worst time of the year for sun-strike crashes which normally involve a driver pulling out in front of a vehicle they didn't see or rear-ending a vehicle stopped in front of them.

Slowing down, increasing your following distance, driving with your lights on and making sure your windscreen is clean both inside and out are the best ways to reduce the risks from sun-strike or icy roads.

An old trick is to clean your windows using different directional movements on the inside and outside. When cleaning outside windows wipe side to side and when cleaning the inside wipe top to bottom. That way when you see streaks on the glass you will know if they are on the inside or the outside.

Popular Sports Car gets 5 star ANCAP Safety Rating

Popular sports car and 2015 New Zealand Car of the Year finalist, the Mazda MX-5, has been awarded a 5 star safety rating by the Australasian New Car Assessment Programme (ANCAP).

The 2015 model is an improvement on its 4 star predecessor and has one of the highest pedestrian protection scores ANCAP has recorded for any vehicle to date.

The MX-5 has an active, or 'pop-up', bonnet which is designed to provide extra clearance between a pedestrian's head and the vehicle's stiff components beneath.

AA Motoring Services General Manager Stella Stocks says it's great to see Mazda punching above its weight in safety, particularly for the MX-5.

"It's often hard for roadsters to achieve 5 stars because structurally they don't provide the same level of protection to occupants, so manufacturers need to apply additional engineering elements to get it to the same level of safety as a conventional car," says Ms Stocks.

She adds that the model still lacks some key crash prevention technologies including Autonomous Emergency Braking (AEB), active lane support and speed assistance systems, which are becoming increasingly standard in vehicles at every price point.

The full list of ANCAP's vehicle safety ratings, other vehicle safety information and the specifications of the rated vehicles are available online at ancap.co.nz or rightcar.govt.nz.

ANCAP is supported by all Australian motoring clubs, the New Zealand Automobile Association, the Australian Government, the New Zealand Government, Australian state and territory governments, the Victorian Transport Accident Commission, NRMA Insurance and the FIA Foundation.

Turning into 2 lane roads

Wendy Betteridge (Wellington)



It was when I read an article from the Herald on Sunday by Donna McIntyre that I felt compelled to add my two-penny-worth.

There's one thing in particular that a large number of drivers do so consistently that I can only put it down to a lack of knowledge.

And that's driving in, and staying in, lanes.

I've seen many drivers change lanes on dual carriageways and motorways without indicating and without checking their rear view mirrors first. It's so fundamental to so many manoeuvres on the road and many drivers are downright sloppy about it.

But when it comes to turning, it's too often a free for all. And then there are roundabouts – but that's a story for another day!

When people turn right or left from a single lane road into a single lane road, there's usually not too much of a problem. Having said that, many drivers drive too close to the edge on a left hand turn – and 'ride the kerb' - and too close to the centre of the road on a right hand turn – and 'cut the corner'.

My biggest bugbear is about people who turn from a single lane road (or a double lane road) onto a double lane road.

Most of us know that the turning law has changed in New Zealand. Until recently, drivers turning left had to give way to drivers coming towards them who wanted to turn right.

With the new law in place, drivers turning left now have the right of way over those coming towards them and turning right.



Have you noticed how many drivers turning left onto a two-lane road, drive straight into the right hand lane?

Depending upon the knowledge of the driver turning right towards them, that driver will either wait until there are no more cars turning left or have to pull up when the car turning left drives straight into their lane.

The other day a friend offered me a lift. At the bottom of our road leading onto the double-lane highway, the lights were red. She waited with her left indicator flashing. Facing us at the intersection was a car with its right indicator flashing.

The lights changed and she began her left turn – heading straight for the right hand lane. The car coming towards her began its turn as well, quite rightly aiming for the right hand lane. She immediately stood on the brakes while the car turning right drove carefully into the right lane. ‘Oh’, she said, ‘I thought it was my right of way’.

I assured my friend that she *did* have the right of way – but only into the left hand lane - and that if she then chose to move into the right hand lane, she would need to make sure that the lane was clear, indicate, and move across. She was astonished. ‘Oh’, she said, ‘I never knew that!’

She didn’t seem to realise that both cars can make their turns simultaneously, with great care of course. (If, by any chance, the car turning left *does* stray into the right hand lane immediately, then the car turning right *must* give way). And if the car turning right completes the manoeuvre faster and pulls ahead of the car turning left, then the car turning left *must* indicate to move into the right hand lane *behind* the car that turned

Newsletter July 2016

right. And of course it goes without saying that manoeuvres like this should always be undertaken with great care. (Eye contact between the two drivers is often useful).

New Rural Highway Safety Programme Will Save Lives - AA

The Government’s significant new investment in improving New Zealand’s highest risk rural highways is a great day for road safety, says the Automobile Association.

“This safety investment will save lives – it’s that simple. Our 1.5 million AA Members and all road users will be extremely happy to see these improvements,” says AA Motoring Affairs General Manager Mike Noon.

“We know that upgrading roads with things like barriers, wide centrelines, rumble strip and better road markings makes a huge difference in reducing crashes but this programme will see them used on a much greater scale.

“The AA is a leading advocate for balanced road safety and people commonly complain that New Zealand’s roads, particularly our rural highways, aren’t as safe as other countries. This investment by the Government is going to help improve that.”

The just announced programme has identified 90 high-risk sites on rural State Highways in 14 regions around the country where a range of safety improvements will be made.

It will see \$600m invested into road safety over the next six years and is forecast to prevent 900 deaths and serious injuries over the next decade.

An example of the massive improvements that safety upgrades like those proposed can deliver has been on State Highway 1 north of Wellington between Pukerua Bay and Paekakariki.

There were 16 fatalities on that stretch of road in the 10 years prior to a media barrier being installed in 2004. In the 10 years since the barrier's installation it has been hit more than one hundred times without a single death.

"The AA has been extremely concerned to see New Zealand's road toll increase from its record low over the last two years and it is great to see the Government taking strong action that will greatly improve road safety on our highest risk rural State Highways."

The Man With 40 Phones



Research published this week has indicated that people are less likely to buy cars that don't seamlessly connect to their smartphones.

According to consultants McKinsey and Company, 28% of buyers prioritise connectivity over features like fuel efficiency, and as many as 20% would switch brands entirely to get a vehicle that was better equipped for syncing up to a mobile device.

As such, Nissan employ Patrick Keenan – known as 'the man with 40 phones' – to ensure that their latest models are keeping pace with modern technology.

"Today's new cars have a lifecycle of five or six years before a new version is launched,

but a mobile phone will only be on the market for less than two years before it's replaced," he explained. "Keeping cars and phones talking to each other is the crux of my job.

"My job is to make sure anyone who walks into a Nissan showroom anywhere in Europe doesn't walk out again because a car they want to buy won't pair with their phone."

Test Passes

Jim Barrett Nelson (Motorcycle)

Derek O'Beirne Nelson (Motorcycle)

Bob Griffith Nelson (Motorcycle)

Kevin Hewitt Nelson (Motorcycle)

Paul Kane Wellington (Motorcycle)

Anton Panteleev (Motorcycle)

Catrina Shepherd (Motorcycle)

Hayden Everatt (Motorcycle)

Editorial

You can send me things via email to mrevj@hotmail.com (Check the "read Receipt" box so you'll know when I have opened it – and be sure you haven't been classified as Junk!)