

Presidents Message



Hi folks

It's been a busy time post our last newsletter, and I remain heartened by our progress towards increasing our observer

numbers for both cars and bikes.

We recently held a Special General Meeting to sort out a couple of issues. The first was separating the secretary and treasurer roles, and this was done, with Gordon Peel now picking up the treasurer's role, and Tessa staying as secretary. The roles together were too much for one person and I am really conscious that those two roles can be big. They are critical, there's time bound actions, and the people doing them have other jobs and commitments. As President, I have the easy role – the secretary and treasurer are the powerhouse roles in our organisation and I want to publicly thank Tessa and Gordon for their support here.

The second thing we sorted was re-aligning the financial year end from 30 June to 31 December. This makes it easier to align our AGM and conference to warmer weather, which in turn will encourage greater participation.

At the Special General Meeting we put forward a proposed new constitution, which was written in more modern language, and provided more flexibility around roles and a greater separation between observing and examining. There were some legal and technical challenges raised by a member which have necessitated further review. We are working on this and hope to get this resolved as soon as possible.

Sadly, earlier in the year one of our associates, Peter Hodd, crashed during an observed ride. It's still a matter under investigation by Police but a health and safety investigation at this end did not reveal any particular flaws leading up to the crash. Peter was badly hurt and is now confined to a wheelchair, and my thoughts and best wishes go to him and his family. Road safety, and in particular, motorcycle safety, is foremost in our minds, but no activity is without risk. It's a timely reminder to have the best protective gear, and choose a bike or car with the best safety equipment we can afford.

While still on the safety topic, I have been concerned recently at a number of motorcycle crashes involving very experienced riders on wet roads. I know that often engineers see a motorcycle crash in the wet as a case of a rider travelling too quickly, but after around 4,000 km on wet NZ roads recently in the North and South Island, I am appalled at the number of shiny patches on the seal. We call this "tar bleed", and it's due to a range of factors: bitumen melting, seal flushing, seal plucking and a range of terms essentially meaning one thing: shiny and slippery. The challenge for riders in particular is that this shiny surface can vary markedly in its friction, ranging from an instant "drop" in the wet and on a fairly straight piece of road, to no trouble at all. I had the fortune to be able to present on this topic and the role of IAM as a keynote speaker at the International Safer Roads Conference in Auckland this month. The attendees were very interested in seeing video footage of a crash on a poor road surface and there were several conversations going on when I left.

As a safety organisation we have a positive obligation to act when we see issues. Police have a motto for Highway Patrol officers of "see something, do something" and it's equally applicable for us. No matter what vehicle you are in, if you see a safety hazard on the road, and particularly bad seal flushing, damage to the



road surface or other hazards, then please report it by calling 0800 4 HIGHWAYS. *[Editor's note: If the road isn't a State Highway the people who answer this number can pass on the details to the appropriate Territorial Local Authority]* If it's really bad, call *555. If you've had a slip or a crash as a result, then think about the next person coming down that road. If we don't report these things, nothing gets done.

Anyhow, winter is upon us, so make sure you check those tyres and lights. It's all too easy to get up in the dark and come home in the dark and not see the state of your tyres until it's too late, so go and check them before your next trip.

Carey Griffiths
National President

Land Transport (Road User) Amendment Rule 2016

This note is not part of the rule, but is intended to indicate its general effect. This rule, which comes into force on 1 December 2016, amends the Land Transport (Road User) Rule 2004 to—

- extend the definition of defence force emergency vehicle to include a counterterrorism response vehicle operated by the New Zealand Defence Force:
- permit drivers to encroach onto flush medians when overtaking cyclists:
- extend the give-way and stop sign rules that currently apply to intersections to places where a cycle path or shared path crosses a roadway, so that cyclists on a cycle path or separated path or drivers on a roadway must stop or give way where either group is controlled by a stop sign or give-way sign:
- clarify that a driver approaching an intersection or an area controlled by traffic signals must not

Newsletter June 2017

enter a cycle lane if the driver's intended passage or exit is blocked by stationary traffic:

- widen the range of circumstances indicated by a warning sign to which a 20 km per hour speed limit applies:
- allow a bus to enter and leave a cycle lane and stop at a bus stop for the purpose of picking up and dropping off passengers:
- extend the time during which cyclists must use headlamps, reflectors, and rearward-facing position lamps (to the time from sunset until sunrise).

UK Introduces new penalties for Mobile Phone Use

New legislation that came into effect on 1st March 2017 in the UK increased penalties for gadget use at the wheel.

It includes any device capable of accessing the internet and as with NZ's mobile phone rules, includes use while stopped in traffic, for example at a red traffic light or in a traffic jam.

The new penalties have doubled from the previous ones. Now standing at GBP200 and a minimum of 6 penalty points. (In the UK a licence is suspended on reaching 12 points). Drivers issued with this penalty notice will not be able to take advantage of a scheme that allows an offending driver to attend a retraining course to not incur the penalty points.

New drivers who have passed their driving test in the past two years run the risk of having their licence revoked on first conviction for this offence.

Nearer to home using a mobile phone while driving in Victoria, Australia has significant consequences for the driver, aside from the risk

of crashing. The penalty for using a mobile phone or device while driving or stationary but not parked is 4 demerit points and a fine of up to \$1517, though according to VicRoads, it is usually \$455

Crazy Speeding Offender



24 year old Arana Shea
Clarke-O'Keefe

Mr. Clarke-O'Keefe was recently convicted of speeding at New Plymouth District Court.

He was clocked driving his 1999 Audi A4 at 186km/h in a 100 km/h zone.

Whilst driving at that speed in unbelievable enough, his excuse was beyond comprehension. From an ex police officer's point of view, I would say he was extremely lucky not to have been charged with reckless driving. His explanation to the Magistrate? "I wasn't looking."

In the face of such stupidity the Magistrate gave him some sound advice while handing him a \$1000 fine and 8-month disqualification. She advised that he sell his car a buy a pushbike.

Autonomous Braking Saves Costs

Mark Revill-Johnson

Recent overseas research by ENCAP (The European equivalent of ANCAP) has shown that cars fitted with Autonomous Emergency Braking

Systems can reduce the occurrence of rear end crashes by 38%.

Huge savings can be achieved in fleets fitted with AEB. The data from insurance companies showed that third party injury claims on the Golf VII (with AEB) were 45% lower than its equivalent in its analysis of UK insurance data.

Many vehicles have AEB fitted as standard, however, where available as an optional extra, it is often bundled together with other features meaning that the average cost for optional AEB is \$2500, but can be as low as \$500 for a simple City system.

Different manufacturers also use a range of different terms and specific trade names to describe their AEB systems including City Safety (Volvo), Smart City Brake Support (Mazda), Active City Stop (Ford) and City Emergency Braking (Volkswagen).

Confusing matters further, different AEB systems also have different capabilities in terms of the speed at which they are effective, from low speed city systems to higher speed Inter Urban and then on to pedestrian detection.

Canada Introduces Changes to Impaired Driving Laws

Ack: John Paul Tasker, [CBC News](#)

Justice Minister Jody Wilson-Raybould introduced major changes to the country's impaired driving laws, including provisions that will allow for mandatory roadside alcohol



screening and new criminal offences for driving while high.

The legislation, introduced concurrently with the government's cannabis legalization bill, will allow police to demand a driver provide an "oral fluid sample" — saliva — if they suspect a driver is drug impaired. A positive reading could lead to further testing, including a blood test, to determine whether a criminal offence has been committed.

Three new drug-related offences will be also be created for drivers who have consumed drugs within two hours of driving. A driver who is found to have two nanograms but less than five nanograms of THC per millilitre of blood could face a maximum fine of up to \$1,000 (THC is the primary psychoactive found in cannabis).

A driver who has a blood level of more than five nanograms of THC, or has been drinking alcohol and smoking pot at the same time, will face a fine and the possibility of jail time. In more serious cases, a drug-impaired driver could face up to 10 years if convicted.

The government did not specify which drug testing device it would recommend police use for enforcement, but other jurisdictions use the DrugWipe system, which can detect traces of cannabis, opiates, cocaine, amphetamine, methamphetamines (MDMA, ecstasy), benzodiazepines and ketamine.

"Impaired driving is the leading cause of criminal death and injury in Canada," Liberal MP Bill Blair, the government's pot legalization czar, said in announcing the legislation. "In order to further protect Canadians, our government has

Newsletter June 2017

committed to creating new and stronger laws to punish more severely those who drive while impaired by cannabis, alcohol and other drugs."

"This bill, if its passes, will be one of strongest impaired-driving pieces of legislation in the world and I'm very proud of that," Wilson-Raybould added.

However, by comparison, the European Union has a limit of just one nanogram of THC, and the United Kingdom has a limit of two nanograms. Australia and many U.S. states have zero tolerance, which effectively criminalizes driving with any detectable level of prohibited drugs in one's body.

Police officers will also now be able to demand a Breathalyzer sample from any driver they lawfully stop. Previously, a test could only be administered if an officer had "reasonable suspicion" that a driver was impaired by alcohol. *[Ed's Note: Practically this has never been an issue. Where a driver is stopped just for a routine traffic stop an officer can form a suspicion that the driver has consumed alcohol by using the Mark I breathalyser device. This is usually situated on the officer's face between the eyes and the mouth!]*

The government is making this change because its research shows many impaired drivers are able to escape detection at check stops. It is also aimed at reducing legal action over whether an officer actually had "reasonable suspicion" to ask a driver to blow on a device for a blood alcohol content reading.



'I am confident of constitutionality of mandatory roadside testing.'- Justice Minister Jody Wilson-Raybould

The changes are part of the government's efforts to "repeal and replace" all transportation-related offences in the Criminal Code, with "a modern, simplified and coherent structure," according to literature provided by Health Canada.

"I will, as I do with all justice pieces of legislation, be tabling a charter statement. I am confident of constitutionality of mandatory roadside testing," Wilson-Raybould said. "This is not a device or a tool that doesn't exist in other places in the world. In fact, mandatory roadside testing in many countries has significantly reduced the number of deaths on highways. I think that is of paramount concern," she said.

New laws will also eliminate, or restrict, common defences used by drivers facing impaired-driving charges in court.

Currently, drivers can avoid fines or a criminal conviction by claiming they consumed alcohol just before or during driving, and thus were not over the legal limit at the time they were driving because the alcohol was not yet fully absorbed. They can claim it was only later, at the time of testing, that they reached an illegal blood alcohol concentration.

The government said, in a background document distributed to reporters, that it would close that loophole by changing the timeframe for blowing "over 80" from "at the time of driving" to within two hours of driving.

Newsletter June 2017

Over 80 refers to a blood alcohol limit of 80 milligrams of alcohol per 100 millilitre of blood, or as it is commonly known, .08 blood alcohol concentration. *[NZ limit for a person aged 20 or over is 50, or 0.05]*

The justice minister also announced changes to the provincial interlock programs, a system of in-car alcohol breath screening devices that prevent a vehicle from starting if alcohol is detected.

Currently, a first-time offender has to wait a year before being admitted to an ignition interlock program in order to be able to drive again.

The proposed legislation would reduce the time offenders must wait before they can return to driving; there would be no wait for a first offence, three months for a second offence and six months for a subsequent offence.

Formula 1 Technology

Ack IAM Roadsmart UK President, Nigel Mansell, CBE.

With the Formula 1 season having just started, all eyes were focussed on all the technological changes that have been brought in for the 2017 season. Many were worried in case the changes reduced the quality of the racing or made running a Formula 1 team too expensive.

The other concern people have had is whether driving a Formula 1 car has become too easy; has the technology made it as much of a challenge as it used to be? Some say if a teenager like Max



Verstappen can win a Formula 1 race age 18, how hard can it be?

Yes Formula 1 has changed a great deal since I raced in the 80's and 90's. But Formula 1 always demands the very best from a driver; you have to find the skill, stamina, concentration and commitment – and realise the best is never enough. It is something technology can never replace.

And the same goes for road cars and the drivers out there each day. We see terrific technological advances designed to help us: parking sensors, reversing cameras, lane avoidance warnings, autonomous emergency breaking, and even more to come in the future.

Some are worried it's making drivers lazy; that they don't have to be as skilled as before. I would say that technology can work hand-in-hand with driver skill and dovetail very nicely.

As IAM RoadSmart President for 10 years, I have seen first-hand just how much becoming an advanced driver cannot only just make driving more enjoyable, but could potentially save lives.

Technology will take us part of the way – and improving driving skills will complete the jigsaw.

Why not take advantage of everything technology can offer to assist us? But also realise that the human eye, brain and perception is the best supercomputer money can't buy! Put the two together, and we have a real force to be reckoned with.

So embrace the change, but realise the man or woman behind the wheel can also become improved for a modern era.

Safety Features Explained

Ack - NZAA

ALS. ACC. BSM. ESC. Adaptive lighting. Attention Assist. Lane Support. If you're scratching your head at what these acronyms might stand for, you're likely not alone. These are all vehicle safety systems, designed and developed by manufacturers with drivers and passengers at front of mind.

The only problem is many of these drivers and passengers don't actually know what any of it means.

UK automotive research and crash testing facility Thatcham Institute recently said that safety technology information must be better explained to car buyers so that they can make informed choices when purchasing a new vehicle.

With that in mind, here's a glossary of ten of the key terms that you're likely to encounter when buying a car, translated into plain English.

Safety system	How does it make you safer?
Autonomous Emergency Braking (AEB)	AEB uses sensor technology to detect presence of objects in the vehicle's path, and

	automatically brakes if there is no response from the driver.	Lane Support/Lane Assist	Lane Support and Lane Keep assistance packages recognise markings on the road and alert the driver via audio and illuminated warnings or vibrations of the wheel, should they leave their lane without indicating. You may also hear about Active Lane Assist or Active Lane Support programmes (ALA or ALS). As the name suggests, these actively steer the vehicle back within the correct lane if the driver does not.	
Adaptive Cruise Control (ACC)	Using similar sensor technology to AEB, Adaptive Cruise Control detects vehicles travelling ahead, and controls the vehicle’s speed to maintain a suitable travelling distance.			
Electronic Stability Control (ESC)	ESC ensures that the vehicle you’re travelling in maintains stability, when braking and taking corners.			
Blind Spot Monitoring (BSM)	Keeping an eye on the notorious blind spot is easier if your vehicle is armed with BSM, as it tracks cars travelling alongside and warns the driver via audible or visual alarms or vibrations of the wheel.		Intelligent Speed Alert (ISA)	Passive Intelligent Speed Alerts take the form of audible warnings that alert the driver to the fact that they’re exceeding the speed limit. Active speed alert systems are able to automatically reduce the speed of the vehicle, when a driver exceeds the limit.
Attention Assist	Attention Assist packages help to detect fatigue, using sensors to monitor driver attention – i.e. steering reaction - and flashes warnings in the dash display.			
		Automatic Headlights	As its name implies, automatic headlight systems	

	automatically activate headlights when the technology detects low levels of light.
Adaptive Front Lighting	If you're often taking on winding roads or hilly landscapes in poorly lit or dark conditions, Adaptive Front Lighting – headlights that adjust direction when turning corners or on hills to provide improved vision – will be of use.
Seat Belt Reminders	Seat belt reminders alert the driver to passengers who aren't wearing their seat belts

This isn't a complete list of the safety technology that's available. Visit the **ANCAP website** at <http://www.ancap.com.au> for a comprehensive overview of the systems and technologies that are available.

Parents as Driver Educators

Most parents have a hand in teaching their kids to drive, and frequent supervised practice is an essential part of gaining the recommended 120 hours of supervised practice currently recommended by NZTA before a young driver

should consider presenting themselves for a Restricted Licence Practical Test.

One of the hangovers from simpler times is that it's almost a rite of passage that mum and/or dad will teach their children how to drive. In fact, most learner drivers are given tuition by their parents or another family member.

Yet many parents are secretly concerned that they have a lack of knowledge about basic driving skills and practice and the current rules of the road. A high percentage of them aren't even sure they'd be able to pass the driving test if they were required to take it again.

Unfortunately, these parents, often with the best will in the world, are giving their children misleading advice and perpetuating their own bad habits to a new generation of drivers. Driving instructors often report that the scariest thing they hear when trying to educate young drivers is "...but my dad says..."

According to research the most common mistakes made by parents teaching their children to drive are:

- - **Mirror, signal, manoeuvre:** More than a third of parents (39%) have forgotten this basic rule, despite it being the cornerstone of good driving for a novice. One in two (47%) forget to teach their children about



the importance of checking dangerous blind spots. In fact, the Road Code now advocates

- **Information** (Mirrors, signal, blind spot checks); **Position, Speed, Gear**. Some of you may have heard that somewhere before! I'm not quite sure why Accelerate was missed out but I can see the logic when it comes to novice drivers.
- - **Hand position:** Despite many of us being taught that hands should be kept on the steering wheel at the 10 to 2 position, that advice has been revised over recent years. It is now recommended that hands are in the quarter to three position, to maintain control and to prevent a serious injury should a steering wheel airbag deploy. 46 per cent of parents admitted to insisting their youngsters used the original 10 and 2 placement they'd been taught in the pre-airbag era.
- - **Gear changes:** 38 per cent would insist the learner moved up and down the gears sequentially (e.g. 1-2-3-4-5-6). However, block gear changing is now considered to be better in many situations.
- - **Braking:** One in two parents (45%) would insist the handbrake was applied

Newsletter June 2017

whenever the car stopped. However, the purpose of the 'parking brake' is to secure the car when it's stationary on a hill, or stopping on the flat for more than a few seconds. Stopping at a junction on the flat, the handbrake may not always be needed.

- - **Manoeuvres:** One in five (19%) would be adamant that a turn in the road was a failure unless it was completed in three manoeuvres. In fact, the modern test allows for up to five turns. Hence, it is no longer referred to as 'the three point turn' but a 'Turn in the Road' or 'Turning Back' in the CBTA motorcycle assessments.

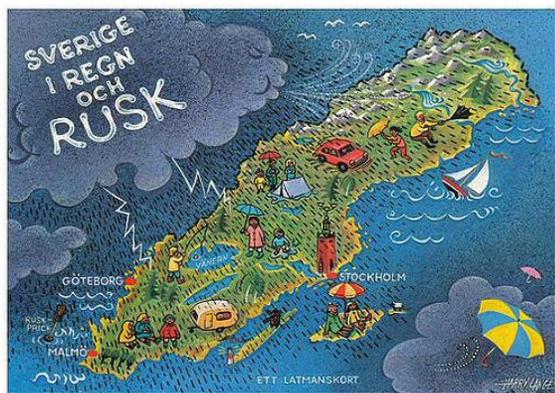
Dads are twice as likely as mums to take their offspring out for practice, with the majority offering additional experience time alongside professional tuition.

Parents are an integral part of the team that helps a new driver to become a safe independent driver. But of course, the instructors are the experts, and know what the current best practice is. Any good instructor would be happy to see a parent come along and sit in the back of the car to see what is being taught and to ask questions themselves. However, those same good instructors will also insist that the decision for a parent to come along is a decision for the young

driver themselves, and some simply don't want the folks in the back when they have a lesson.

Final Thought

I recently read that, by law, when it's raining in Sweden you must turn on your dipped beam headlights.



I considered this for a moment and wondered... "How on earth do I know if it's raining in Sweden?"

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, Bearepairs and Exide Batteries. Ask the Chair of your local group if you have not got a n3 Trade Card.

Contacts

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

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.

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