



AROUND THE BRANCHES

Manawatu Wanganui Branch visits

Pointon Motor Museum

On Saturday 31 May 2008 members gathered at Masterton's Pointon Motor Museum to view vehicle restoration work of IAME member Francis Pointon and his wife Gay.

Members viewed vehicles in various states of restoration as well as peering under the bonnets of various cars, trucks and motorcycles ranging from a 1907 Citroen with a boat tail body built in Dannevirke, to a modern Morgan Plus 8, and the latest paralink BMW motorcycle. Also on display were a range of Fords, Model T, A, Y, flat head V8's plus English makes like DX Vauxhalls, Morris Cowley, Austin 12/4, Velocette LE, a two speeder Scott, and flat tank Norton motorcycles.

The vehicles had largely been sourced from local families and parts from around the world; some have been left in natural condition whilst others had been fully restored.

The Museum is located in several buildings along with an "awaiting restoration" yard which brought to light old Hillmans, Austin A30s, Fargo trucks, Austin's and ex taxi cabs.

Gay's fantastic collection of period costumes was also a highlight, the costumes during our visit reflecting the wedding gowns of the period vehicles on display. This extraordinary costume display changes each month.

Branch President Merv Steele presented Francis with the IAME Certificate of Appreciation. In reply Francis advised he was happy to show members the work and appreciated being able to talk about and explain the restorations to "like minded" people.

Report by: - Robert Heath, Manawatu Wanganui Branch Secretary

TRANSPORT NEWS

NZ Transport Agency Established

Established on 1 August 2008 under the amended Land Transport Management Act 2003 this new Crown entity brings together the functions of Land Transport New Zealand and Transit New Zealand to provide an integrated approach to transport planning, funding and delivery.

NZ Transport Agency's role is to contribute to an integrated, safe, responsive and sustainable land transport system, in support of the updated New Zealand Transport Strategy and in partnership with regional and local authorities, the transport industry and NZ communities. The NZ Transport Agency is focused on delivering four key outcomes:

- integration
- safety
- sustainability
- value for money.

The NZTA is responsible for Crown

ADMINISTRATION

Public Holidays

Labour Day – Monday 27 October 2008

Daylight Savings starts Sunday 28 September 2008

Do not forget to put your clocks forward by one hour before you go to bed on Saturday 27 September 2008.

revenue totalling \$2.8 billion and allocations of \$2.0 billion, with an operating budget of approximately \$240 million. The new entity provides a vital link between government policy making and the operation of the transport sector.

Its Ministers remain unchanged

- Minister of Transport, Hon Annette King
- Associate Minister of Transport, Hon Judith Tizard
- Minister for Transport Safety, Hon Harry Duynhoven

Road User Charges (RUC)

On Friday 4 July 2008 New Zealand's truckies were out in force across the country demonstrating their anger at the Government's sudden rise in RUC rates. The public appeared supportive of this action on the back of rising living cost, especially fuel and food.

This action and the resultant publicity initiated further discussions between the Road Transport Forum and Transport Minister Annette King who asked acting Transport Secretary Wayne Donnelly to convene and chair a working party including industry members to examine the formula around setting fair and accurate Road User Charges for heavy vehicles and other user vehicles.

She has also asked Mr Donnelly to speed up policy work to enable legislation to be taken to Cabinet for introduction this year, which would amend the RUC Act.

You can view the updated RUC book and Factsheet with information on RUC charges for 1-6 tonne vehicles on the Land Transport NZ website at www.landtransport.govt.nz.

Noisy vehicles under scrutiny

Noisy vehicles came under closer scrutiny from 1st June via Amendments to the Vehicle Equipment Rule, and target excessively noisy vehicles both on New Zealand roads and vehicles entering the fleet.

Vehicles with modified exhaust systems will now be subject to more stringent testing criteria at Warrant or Certificate of Fitness inspections.

Minister for Transport Safety Harry Duynhoven said "noisy vehicles will come under closer scrutiny. Vehicle inspectors now only have to consider whether a modified car exhaust produces noise which is less than or similar to the original exhaust system installed at the time of the vehicle's manufacture."

"If the inspector considers the exhaust does not meet this criteria; the vehicle will not be issued with a Warrant of Fitness. The vehicle owner will then have to fix their exhaust system to reduce the noise it creates."

Alternatively, a vehicle owner can choose, at their own expense, to take a metered test where the exhaust system noise must be no more than the 95 decibel limit.

Police will be enforcing the new criteria and will have the power to 'green-sticker' vehicles which will then need to be rectified or have a noise test.

These Rule amendments also impose stricter requirements on vehicles entering the fleet. Vehicles with modified exhausts imported into the country from 1 June 2008 will be required to be no more than 90 decibels. In a supporting measure, penalties for operating a vehicle in a noisy manner, including the use of loud stereos, will soon be changed from a \$250 fine and 10 demerit points to a \$500 fine and 25 demerit points - reinforcing the message that constant noise infringement will not be tolerated.

Hand-held phone ban for vehicle drivers considered

Transport Safety Minister Harry Duynhoven announced in June 2008 the government will consider amending the Land Transport (Road User) Rule 2004 to ban the use of hand-held mobile phones while driving a vehicle. This would also include banning the use of Blackberry devices and Personal Digital Assistants (PDSs).

Drivers would still be able to use hands-free devices under this proposed ban.

Such a ban on hand-held mobiles phone use for vehicle drivers will bring New Zealand into line with international road safety standards. At least 45 countries including most in the European Union, the United King and Australia have already introduced legislation to ban the use of mobile phones while driving.

The full news report and Questions & Answers can found at www.beehive.govt.nz/release/hand-held+phone+ban+vehicle+drivers+considered+4.

Compulsory Third Party Vehicle Insurance comment being sought

New Zealanders are being urged to have their say on the introduction of compulsory third party vehicle insurance for all motorists.

Transport Safety Minister Harry Duynhoven released a discussion document in June 2008 seeking information on vehicle

insurance in New Zealand with the intention to gauge public opinion on a compulsory third party scheme. Such a proposal would require all motor vehicles to be covered with at least third party insurance. Many motorists choose to do so already, as it is a low cost protection.

"About a quarter of vehicles in New Zealand are not insured. The insurance industry estimates the cost of uninsured motorists is between \$53 million and \$85 million each year. At present, those who have vehicle insurance are paying for the costs of all motorists through their insurance premiums," said Mr Duynhoven.

Unlike in other countries where compulsory schemes exist, the New Zealand system would only cover property damage, as ACC already provides cover for personal injury sustained in a motor vehicle crash. Motorists will still be able to choose to have comprehensive insurance to cover damage caused to their own vehicle and property in a crash.

"A compulsory third party regime would address issues of equity and road safety. At-fault insured motorists would be protected against potentially hefty costs in the event of a crash and responsible drivers wouldn't be left out of pocket.

"Compulsory third party insurance would also be a major incentive in getting people to take greater responsibility for their driving behaviour, especially younger drivers.

The discussion document on compulsory third party vehicle insurance along with the submission forms are available at www.transport.govt.nz. Submissions close on Friday 8 August 2008.

Motorcycle safety package aims to cut high crash rate

The Government also recently announced a range of measures to reduce the high number of motorcycle casualties on New Zealand roads.

Transport Safety Minister, Harry Duynhoven, says far too many novice motorcyclists, particularly in the over-30 age group, are involved in crashes.

"Since 2001, there has been a 28 percent increase in licensed motorcycles, and this figure is expected to grow with predicted rising fuel costs. However over the same period, there has been a staggering 80 percent increase in motorcycle casualties.

The motorcycle safety proposals are part of the implementation of the Road Safety to 2010 Strategy. The proposal includes restrictions on the use of powerful motorcycles by novice riders, changes to the Graduated Driver Licensing System to encourage riders to take up more motorcycle-specific training and the introduction of safer motorcycling practices such as improving the visibility of motorcycle and moped riders to other road users.

One of the key issues arising from the public consultation concerned the Graduated Driver Licensing System. The package aimed at novice riders proposes restricting learner and restricted motorcycle licence holders to less powerful motorcycles. It also offers further training incentives to novice riders to progress through their licence and puts a cap on the time riders can spend on a learner licence.

In keeping with government proposals to shift the focus away from fines to increased demerit points for lawbreaking motorists, motorcyclists will run the risk of 25 demerit points for not wearing a helmet.

The public will have the opportunity to comment on the proposed changes towards the middle of this year as part of the Land Transport Rules consultation process.

Key motorcycle stakeholders have been consulted through the Motorcycle Safety Reference Group, which is convened by the Accident Compensation Corporation (ACC). The reference group involves the motorcycling industry, manufacturers, retailers, trainers and motorcycle interest groups. The group broadly supports the proposals.

For members' reference, ACC plays a significant role in terms of promoting motorcycle safety for continuing and returning riders through the provision of education material (e.g. <http://www.rideforever.co.nz/>) and the funding of research.

The announced proposals will require changes to the Land Transport Driver Licensing and Road User rules and Land Transport Offences and Penalties Regulations. Amendments to these are included in the 07/08 Rules programme and there will be a chance to comment on the proposals as part of the rules consultation process.

Where can you get further information?

The Regulatory Impact Statement is published on the Ministry of Transport's website: <http://www.transport.govt.nz/ris-bccs/>

In terms of the current licensing requirements for motorcyclists, go to: <http://www.landtransport.govt.nz/licensing/motorcycle/index.html>

WORLD AUTOMOTIVE NEWS

Toyota overtakes GM!!

Toyota overtook GM in first-half world sales. This gain means Toyota is poised to end GM's 77-year run as top carmaker.

Toyota sold 4,817,941 vehicles globally during the first six months of 2008, which is 277,532 more vehicles than GM. Toyotas global sales rose 2% from the period in 2007 while GMs sales fell 3%.

This is Toyotas second time to sell more than GM in the first half of the year, in 2007 they outsold GM by approximately 50,000 vehicles, however GM managed to overtake them and win over the full year.

The weakened US market appeared to be the biggest battleground. With its reputation for small, fuel-efficient cars and less exposure to the plummeting truck and SUV market, Toyotas US sales fell 6% compared with GMs 16% drop. Industrywide sales fell 10%.

What went wrong at Jaguar?

That's the big question. Ford has sold Jaguar and Land Rover to India's Tata Motors in a deal that will make the struggling U.S. automaker about \$1.7 billion — roughly a third of the price it paid for the two luxury brands.

TATA looking to revive Daimler?

Tata, having recently bought Jaguar and Land Rover, is looking to revive Daimler, having earmarked £1 billion for development of new models at its British-based manufacturers. It is suggested Tata wants to transform Daimler into a super-luxury marque to compete directly with Bentley and Rolls-Royce.

Jaguar shares Daimler naming rights with Daimler AG, the German car manufacturer created last year when DaimlerChrysler was split up.

Last year Jaguar agreed to terms that allowed the German company use of the Daimler brand as the title of a trading company, a trade name or a corporate name - rights that it did not hold previously. However, the renegotiated terms do not affect either company's existing right to use the Daimler name for a product."

At present the Daimler badge is restricted to the most expensive Jaguar model - the Daimler Super Eight, which has an £80,000 list price.

ENVIRONMENT

Mobil Introduces Biofuel

Mobil became the first of New Zealands big oil companies to introduce biofuels with a small but ambitious trial, via a sugarcane-derived ethanol additive to both 91-octane and 98-octane petrol in Johnsonville in June. Four more outlets in Wellington and the Manawatu will also provide this service very shortly.

Mobil is the first of the companies to introduce ethanol to 91-octane, although it is only at a three per cent blend (Gull has been selling 98-octane petrol since August 2007 with 10 per cent biofuel from Fonterra's dairy factory whey).

Mobil is using bioethanol sourced from environmentally sustainable Brazilian sugarcane. It does not affect world food prices and the sugarcane is grown 2,000km from the Amazon rainforest. Even when taking shipping of the ethanol into consideration, it offers almost a 75 per cent reduction in greenhouse gas emissions over ordinary petrol.

For those who are interested, EECA commissioned a report on Brazilian sugarcane biofuel which can viewed on their website at www.eeca.govt.nz.

Diesels more economical that hybrids

Hybrid vehicles – promoted as the planet's eco-saviours – are not as economical as common diesel models!!

Results of tests by British green motoring website Clean Green Cars show many common diesel vehicles are more economical than their hybrid counterparts, which may surprise many people.

The publisher of Clean Green Cars, Jay Nagley advises" hybrid technology offers the prospect of real benefits, but only with the next generation of plug-in hybrids using more advanced lithium-ion batteries which are expected from 2010."

The reason behind the lower economy of hybrids is to be due to the fact that most of the cars spend little time running on just the battery.

Clean Green Cars also reveals the main advantage of hybrids is the fact that engine doesn't idle at traffic lights and has no more benefit than a modern diesel with stop-start technology.

For more information on this item, visit Clean Green Cars website www.cleangreencars.co.uk.