

on the go



CarGuide

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OVERALL WINNER



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on Latest
Vehicle Tech

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Double Trouble



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Cover

Many drivers in the U.S. use alcohol or cannabis, including some who co-use both substances. Using data from a nationally representative survey, self-reported engagement in various risky driving behaviors is examined among drivers who co-use, those who use one but not the other, and those who use neither. More on page 6.

NOTICE - SPECIAL OFFICE HOURS:

Our office will be closed for the following observances - *Monday, July 4 Independence Day (observed); Monday, September 6 Labor Day*

On The Go

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President's Note

Peter J. Armstrong
President/CEO

“...our Commonwealth is a leading location for on-road testing of self-driving vehicles.”

Should Drivers Know When Self-Driving Vehicles Are Around?

You're driving down Route 422 and glance over at the tractor trailer in the next lane as you pass by. You look again to confirm what you thought you saw. It's true! There's no one sitting in the driver seat! What is your reaction?

The idea of self-driving vehicles is moving from the “some day far into the future” stage to being more of a reality. Is innovation outpacing public acceptance?

Information on PennDOT's web site (penndot.gov/ProjectAndPrograms/ResearchandTesting) credits the Commonwealth with being “at the forefront of innovation and industry” and being “at the very epicenter of the rise in Highly Automated Vehicle (HAV) technology.” Much advancement in this field has been done at Carnegie Mellon University, the “birthplace of self-driving vehicles”, and at the University of Pennsylvania in their robotics research program that has achieved world-wide recognition.

What you might not have realized is that our Commonwealth is a leading location for on-road testing of self-driving vehicles. While in Pittsburgh, you may see an Aptiv, Aurora or Ford/Argo AI autonomous vehicle roving about the Steel City.

Hand-in-hand with the emerging on-road testing activity is Pennsylvania's efforts to establish uniform standards and practices for HAVs with public safety as the top priority. The Autonomous Vehicle Policy Task Force continues to meet with other automated vehicle technology companies to keep a close eye on our rapidly expanding technological revolution.

How do you feel about operating your car in the midst of driver-less vehicles? Your personal level of comfort may be reflected in a recent survey done by AAA and the Technology and Public Purpose Project at Harvard Kennedy School's Belfer Center for Science and International Affairs. The survey revealed that most U.S. drivers do have some concerns.

Even though thirty-eight states and the District of

Columbia have active test-vehicle programs that allow them to operate on public roads, the survey revealed that only 35% of U.S. drivers were aware. Once they learned this information, 34% of drivers favored the programs, 36% opposed them, and 31% of those polled were unsure about how they felt about it.

Top concerns expressed by those who were opposed included: safety of sharing the road with self-driving vehicles (77%), who would be responsible for crashes with self-driving vehicles (62%), lack of clarity about who would oversee the test vehicles (56%), the need for educating the public about how to behave around these vehicles (51%), and drivers not knowing if a nearby vehicle is self-driving (50%).

The polled drivers were asked if it made any difference if the vehicle was large, small, on the freeway or on a neighborhood road. Regarding the size of the vehicle (self-driving semi-trucks vs small, self-driving delivery vehicles), 11%/12% felt safe sharing the road; 12%/19% were indifferent; 53%/43% felt unsafe, and 24%/26% labeled themselves “unsure”.

The poll participants were asked to offer suggestions that would ease their anxiety over sharing the road with highly automated vehicles. Clearly marking these vehicles made most of the poll participants a little less anxious (62%). Having designated lanes for self-driving vehicles only also rated highly (60%). Restricted times of day and/or days of the week for highly automated vehicles ranked lower at 31%.

If you feel strongly one way or the other, why not share your views with PennDOT? Take the 10 minute survey at penndot.gov. Type in “automated vehicle” in the search bar and click on “Take the Survey” when prompted.

AAA School Safety Awards

A proud tradition, the AAA School Safety Patrol program began in the U.S. in 1920 and now includes more than 654,000 Patrollers in 34,500 U.S. schools. Students and Patrol Advisors who give their time and energy to make the AAA School Safety Patrol a success are encouraged and supported by school officials, parent-teacher groups, police departments and AAA clubs.



Each year, schools are invited to nominate both Patrollers and Advisors who best exemplify leadership qualities and perform their duties with excellence. AAA is proud to recognize these participants for their achievements and commitment to the School Safety Patrol program. Congratulations to these 2020-2021 AAA School Safety Patrol award recipients!

The 2020-2021 AAA School Safety Patroller of the Year is Daisy Casey, from Martin Elementary School in South San Francisco, CA. This brave 5th grader credits her incredible growth journey toward her duties as a Safety Patrol member. In previous years, Daisy had selective mutism; she chose not to speak at school, neither to her teachers nor her fellow students. With the encouragement of her teacher and future Patrol Advisor, Daisy joined the Patrol squad at her

school and began to flourish. Not only did she develop confidence, but she also found her voice, a sense of purpose, and belonging. Today, Daisy is considered a leader among her Patrol peers and uses her newfound confidence to help other students at her school.

The 2020-2021 AAA School Safety Patrol Advisor of the Year is Michael Huss, from Lone Elementary in Lone,

CA. Mr. Huss is a deserving applicant with eight years of experience. After conducting a safety review of the school campus and surrounding town, he initiated developing a Patrol at Lone Elementary to improve students' safety. When the pandemic struck, Mike developed the COVID Safety Plan and Procedures for the school. He helped lead the virtual community meeting for parents with questions about students returning to in-person learning. In addition to leading the Patrol at Lone Elementary, Mr. Huss is the Yearbook Advisor, Grade Level Team Lead, Teacher in Charge, and liaison to local law enforcement with the Cops 4 Kids program. Off-campus, he is a youth coach, serves on the Little League Board, and is an active member at his church.

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Finally! The in-person AAA RoadWise Driver classes are permitted to resume!

The 8-hour class for first-time participants and the 4-hour refresher class are now being scheduled. Please call Cheryl at 484-987-7025 to register or for more information.

For those who prefer to take the course from the comfort and safety of their own home desktop computer or tablet, the online, self-led course is still available at [//pennsylvania.aaadriverprogram.com/road-wise/](http://pennsylvania.aaadriverprogram.com/road-wise/).



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Patriot Buick GMC
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double double trouble

AAA survey finds users of both alcohol and marijuana admit variety of dangerous driving behaviors



People who use both alcohol and marijuana are some of the most dangerous drivers on the road – they are significantly more likely to speed, text, intentionally run red lights, and drive aggressively than those who don't, according to data from the AAA Foundation for Traffic Safety. They also are far more likely to report driving under the influence of alcohol than those who consume only alcohol and not marijuana.

"These data show the alarming impact of alcohol and marijuana use on the choices drivers make when they get behind the wheel," said Jake Nelson, AAA's director of traffic safety advocacy and research. "From choosing to drive while impaired, and speeding, to driving distracted or running red lights, using these two drugs leads to poor decision-making with potentially fatal consequences."

The AAA Foundation's annual Traffic Safety Culture Index found that drivers who use both marijuana and alcohol were significantly more prone to driving under the influence of alcohol versus those who only drink alcohol but do not use marijuana. These motorists identified as someone who consumed alcohol and used marijuana in the past 30 days, and in some cases, they may have used both at the same time. They also engage in various other dangerous driving behaviors far more than drivers who consume either just alcohol or abstain from either drinking alcohol or using marijuana. Compared to alcohol-only users, drivers who admitted to using both were more likely to report such behaviors as:

- Speeding on residential streets (55%) vs. alcohol-only (35%)
- Aggressive driving (52%) vs. alcohol-only (28%)
- Intentional red-light running (48%) vs alcohol-only (32%)
- Texting while driving (40%) vs. alcohol-only (21%)

Unsurprisingly, the study found drivers who neither drink alcohol nor use marijuana were considerably less likely to engage in the sorts of risky driving behaviors examined. This Foundation research was published in

The risky and impaired driving behaviors surveyed include the following:

- Driving when you have consumed enough alcohol that you thought you might be over the legal limit
- Driving shortly (within an hour) after using marijuana
- Driving while reading a text message or an e-mail on a cell phone
- Driving while manually typing or sending a text message or an e-mail
- Driving 15 miles per hour over the speed limit on a freeway
- Driving 10 miles per hour over the speed limit on a residential street
- Driving through a light that had just turned red when you could have stopped safely
- Driving aggressively by switching lanes quickly and/or very close behind another car
- Driving when you were so tired that you had a hard time keeping your eyes open
- Driving without wearing your seat belt
- Riding in a car driven by someone who has had too much alcohol
- Driving when using potentially impairing prescription drugs

January 2021 in the peer-reviewed journal Transportation Research Record. (Read the abstract at journals.sagepub.com/doi/abs/10.1177/0361198121989727)

According to government data, alcohol and marijuana are the most widely used drugs in the United States - 139.8 million people aged 12 or older reported drinking alcohol in the past month, and 43.5 million reported

using marijuana in the past year. Further normalizing this behavior, 16 states and Washington, D.C., have legalized marijuana for recreational use. And in 2021, 15 state legislatures are considering medical or adult-use marijuana legalization bills.

AAA opposes the legalization of recreational marijuana because of its inherent traffic safety risks and the difficulties in writing legislation that protects the public and treats drivers fairly. AAA is committed to educating the public about the dangers of substance-impaired driving. Through AAA Foundation research, AAA is working to improve understanding of the topic and work collaboratively with safety stakeholders to reduce the impact of substance-impaired driving-related crashes.

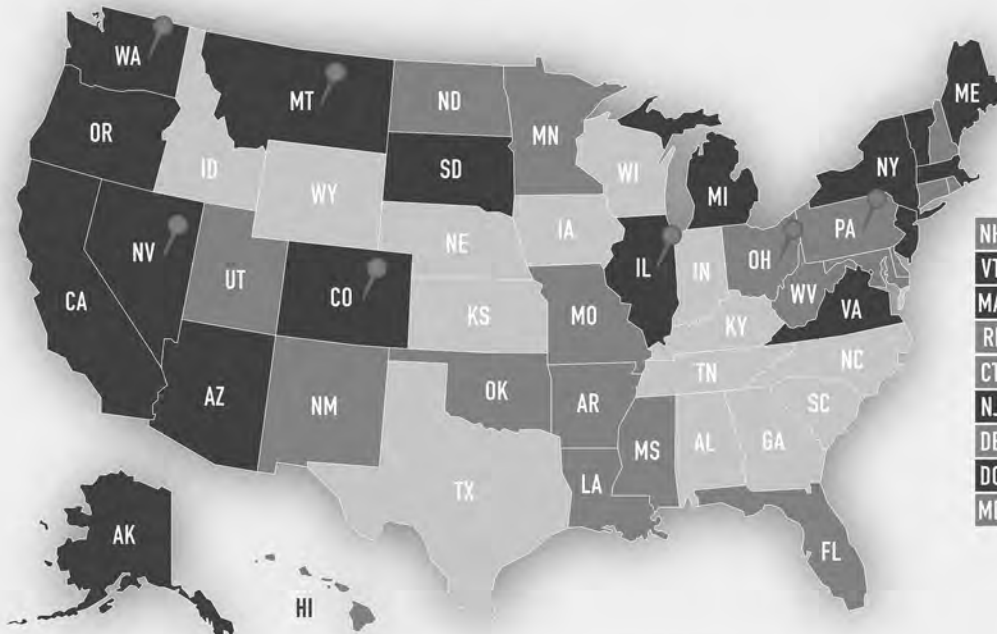
"It's worth noting that marijuana use can inhibit concentration, slow reaction times, and cloud judgment. Its effects vary by individual, but several studies, including one that AAA released in 2020, have concluded that marijuana use impairs the ability to drive safely," added Nelson.

Previous research suggests that users who drive high are up to twice as likely to be involved in a crash.



Marijuana Legalization Laws

April 2021



- Legalized for Recreational and Medical Use**
 17 states and D.C.
- Legalized for Medical Use Only**
 19 states
- Not Legal**
 14 states

States with marijuana *per se* blood limits (7 states)

Colorado	5 ng/mL	Washington	5 ng/mL	Pennsylvania	1 ng/mL
Illinois	5 ng/mL	Nevada	2 ng/mL		
Montana	5 ng/mL	Ohio	2 ng/mL		

*In Colorado, 5 ng/mL = permissible inference a person was under the influence of drugs.

Planning A Road Trip?

Visit AAA's COVID-19 Travel Restrictions Map

TripTik.AAA.com

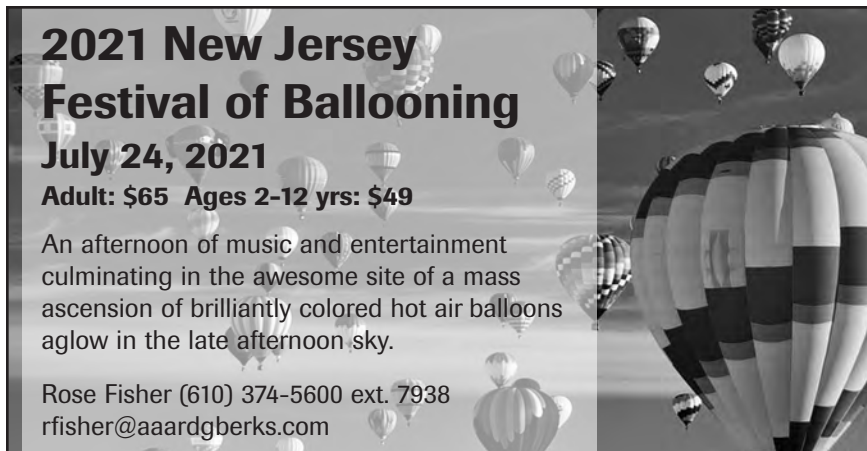



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All REAL ID applications must be processed at a PennDOT Driver's License Center. For more information, go to www.PennDOT.gov/REALID.

My Happy Place...

AAA Travel Agents share their favorite destinations



With thirty-seven years in the travel industry, the world is my happy place!

They say "travel is in your blood" - it began at an early age for me when I was immersed in other cultures. My career has reinforced my love of travel, exploring new destinations and cultures.

From the fascinating Galapagos to witness Darwin's theory, the intriguing Incan life of Machu Picchu, interesting Cuba, the Roman and Greek antiquities, beautiful Sicily and the warmth of the Mediterranean, mystical Metorea to cruising the wonderful Danube, each and every destination warms my heart.

The romantically imperial city of Vienna, the art and fashion of Paris, and the architectural wonders of Budapest and Prague bring a uniqueness to each place. Lucerne, Old Heidelberg, and Cesky Krumlove are

such charming towns to visit. The geological wonders of Iceland and Ireland's Antrim Coast are something to see. The majestic Canadian Rockies and Alaska's wilderness are spectacular! Relaxing on a Caribbean island is always a favorite.

The experiences, the people, the history, natural wonders and indigenous foods all contribute to memorable travels. I cannot pick just one favorite destination! Feel free to contact me at bchapin@aaardgberks.com or 484-878-2057 to discuss your next memorable travel experience.

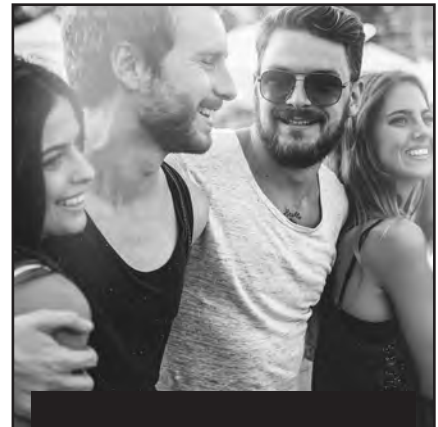
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Pro vs. DIY Auto Repairs

Dear Ask Ed:

I recently had my car repaired at a garage where they replaced a part. I later saw the same part at my local auto parts store and it was less expensive than what the garage charged me for it. I feel like I was overcharged. Is this something that is typical?

Sincerely,
George M.

Dear George,

I've heard the same type of frustration before from folks who have had repairs done at a reputable repair facility but feel like they've been taken advantage of. I'm glad for the opportunity to help clear the air. Without knowing the facts, vehicle owners might assume these are profiteering business practices, but in reality there are several good reasons for the disparity.

Auto repair shops depend on developing a reputation for quality service and repairs that are done right. A good reputation attracts new business and brings satisfied customers back again. This requires that they: 1) employ highly-paid certified repair technicians; 2) have more than \$100,000 invested in advanced tools and equipment to diagnose and repair high-tech vehicles; 3) purchase expensive garage liability insurance to protect customer vehicles; and 4) spend 40-60 training hours per employee each year to keep them up-to-date with vehicle technical changes.

Lower overhead is the key reason why auto parts store prices are less than repair shop prices. As a result of lower overhead costs, parts stores are able to sell products at lower prices, and mostly to do-it-yourself customers.

For customers who prefer to have a professional do the work, repair facilities offer the added services and expertise to install and change parts. These auto shops depend on both labor charges and product price markups to cover their higher overhead costs and generate an operating profit. In exchange they provide consumers added value in the form of installer expertise and warranty coverage.

The Value of Professional Service

Auto repair shops have the expertise to diagnose car problems and the knowledge to identify and obtain the correct auto parts. Do-it-yourself consumers sometimes mis-diagnose problems and purchase parts that fail to fix the issue, or do not fit the vehicle. As I once explained to a DIY-er after I fixed what he had broken (again), he isn't



AskEd@aaardgberks.com

paying me to turn a screw. He is paying me to know which screw to turn and how much/in which direction to turn it.

A part of lower quality can look just like a better quality part to the untrained eye. And a parts store will only order for you the parts you ask for. It isn't their job to make sure that you are also ordering other parts that might be required to work with the one you ordered from them to effect a proper and complete repair.

Just like some brand-name medicines can be ordered as a generic and still work as effectively, sometimes an aftermarket auto part can be substituted for an OEM (Original Equipment Manufacturer) part - but not always. Do you know the difference?

Often when a customer buys a common part such as a battery, starter or alternator, the customer incurs "core" charges that are not refunded until the old part is returned to the store. The customer assumes the responsibility to find and purchase the correct quality parts and manage returns and refunds.

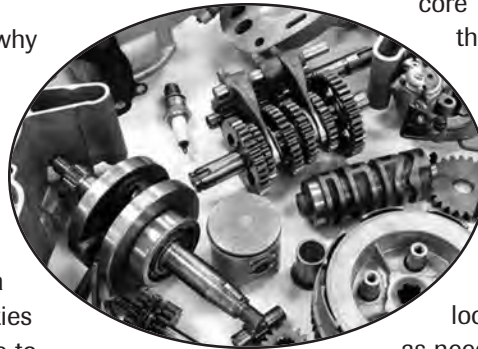
When repair shops provide the parts, the added value they provide includes the time required to identify, locate, obtain, exchange and return parts as needed until the job is completed properly.

Repair shops make sure they get the right parts and any needed related components, and they use only quality parts that will provide reliable service without premature failure. They also handle the core charges and/or component exchanges at no additional charge as a convenience to the customer.

Thanks for writing in. Happy motoring!

Ed

Contact Ed with your automotive question either by email at AskEd@aaardgberks.com or by writing to him at AAA Reading-Berks, 920 Van Reed Road, Wyomissing, PA 19610, Attn: Ask Ed.



inside track on latest vehicle tech

Tesla Model Y takes top honors - majority of winners are eco-friendly

According to AAA, driver interest in advanced safety technology is high. When asked which of these systems they want in their next vehicle, two-thirds (67%) of drivers say Automatic Emergency Braking, followed by Reverse Automatic Emergency Braking (63%) and Lane Keeping Assistance (61%). A majority of new vehicle models come equipped with at least one of these systems. To help consumers navigate the marketplace, AAA created its annual AAA Car Guide, which ranks and rates the latest in vehicle technology, including alternative fuel vehicles.

For the 2021 edition of the Car Guide, the 2020 Tesla Model Y Long Range EV SUV has earned the overall top



score. The Car Guide provides consumers with reviews highlighting how many advanced driver assistance systems (ADAS) are included in the vehicle as well as other criteria and information. The majority of the category winners for 2021 are either electric, plug-in electric hybrids or hybrids since manufacturers tend to load up these with the newest in safety technology.

The guide includes comprehensive, easy-to-read reviews of each vehicle, which are based on 13 criteria, including the number of ADAS safety features, emissions, braking, fuel economy, handling, ride comfort and acceleration. These vehicles are tested, scored and placed in one of five vehicle categories by the Automotive Research Center (ARC) of the Automobile Club of Southern California, a member of the AAA federation of motor clubs.

"We know that consumers are very interested in new



vehicle technology for the safety features,” said Megan McKernan, manager of the Automotive Research Center. “However, AAA research also shows that drivers don’t always understand the technical limits of these features and the AAA Car Guide is an easy-to-understand resource that can help improve their understanding.”

Industry analysts forecast that 2021 will be a more robust car-buying year than last year because of new models and pent-up demand with the growing number of vaccinated Americans. After about a year of learning to sell vehicles during a pandemic, dealers are experienced about keeping employees and customers safe, cleaning and disinfecting dealership facilities and vehicles and safely handling sales operations.

“Compared to even five years ago, today’s vehicles have



many more features and systems that a driver must learn, including new vehicle technology and how the vehicle is powered - either gasoline, an alternative fuel, hybrid, plug-in hybrid or electric,” added McKernan. “The learning curve and decisions to be made can be daunting, and our evaluations in the AAA Car Guide are designed to help drivers select a safe and com-

fortable vehicle that meets their needs.”

The AAA Car Guide also contains a compendium of AAA’s recent research of current automotive technologies and topics, such as advanced driver assistance systems (ADAS), gasoline quality, headlight effectiveness and safely transporting a pet in the vehicle.

Winners, detailed evaluation criteria, vehicle reviews and an in-depth analysis of the ADAS technology can be found at aaa.com/carguide.

Each of the 2021 AAA Car Guide winners have numerous ADAS safety features which generates a higher score. Highest ranked by category are:

CATEGORY	VEHICLE
Overall	2020 Tesla Model Y Long Range (electric)
Small	2020 Chevrolet Bolt EV Premier (electric)
Midsize	2020 Hyundai Sonata Hybrid
Large	2020 Volvo S90 T8 (plug-in hybrid)
Pickup	2020 GMC Sierra 1500 2WD Crew Cab SLT (diesel)
SUV/Minivan	2020 Tesla Model Y Long Range (electric)
Best Under \$35,000	2020 Subaru Outback premium (gasoline)
Best \$35,000-\$50,000	2020 Chevrolet Bolt EV Premier (electric)
Best Over \$50,000	2020 Tesla Model Y Long Range (electric)

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Automotive, Travel, and Traffic Safety Information

My Happy Place...

AAA Travel Agents share their favorite destinations



My name is Amy Kepner and I am the Travel Sales Supervisor. I began my career with AAA Reading-Berks thirty-nine years ago.

There have been many destinations that my husband and I have enjoyed with our family. The state of Oregon stands out and was one we experienced in June of 2018. We flew into Portland and had a couple of nights in the city and indulged in good food, Voodoo doughnuts and a couple of day trips to the West Coast, Tillamook Dairy Farm and the beautiful Rose Garden outside of downtown.

We then ventured along the northern state line, following the picturesque Snake River, Multnomah Falls and the Columbia Gorge region.

Our path took us south to Bend, where the landscape continued to amaze us. We drove to Mt. Hood (Oregon's highest mountain) and enjoyed a hike around the area. We experienced the Historic Timberline Lodge where "The Shining" with Jack

Nicholson was filmed. Next on the agenda we went to Crater Lake for an overnight at the historic Crater Lake Lodge. This was one of the highlights because of the many vantage points and trails that allowed views of the pristine blue water and amazing mountains.

Since we were heading toward the West Coast, we dropped into "The Redwoods" in the northern tip of California. We stood next to the monster-size trees and felt very small in comparison to those giants.

Our final piece to the Oregon puzzle was to stay along the coastline in a beachfront home. That was another unforgettable opportunity. We could see the humongous rock formations in the ocean along with the aquatic life that was represented daily.

Our circle tour of Oregon offered something for everyone to enjoy. Contact me at akepner@aaardgberks or 484-878-2062 to talk about making your own travel memories.



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New Automated Enforcement Checklist

Red light and speed cameras are powerful enforcement tools that have been shown to reduce crashes, but programs must be carefully implemented to maintain community support. A new checklist released by AAA, Advocates for Highway and Auto Safety, the Governors Highway Safety Association (GHSA), the Insurance Institute for Highway Safety (IIHS) and the National Safety Council (NSC) can serve as a roadmap for communities that are establishing or expanding automated enforcement programs.

Speed is one of the biggest dangers on the road. In 2019, 9,478 deaths - more than a quarter of all traffic fatalities - occurred in speed-related crashes. Higher speeds make crashes more likely and make the crashes that happen more severe. Even as states have raised speed limits in recent years, drivers have continued to exceed those limits.

Red light running, meanwhile, kills hundreds of people and injures tens of thousands every year. In 2019, 846 people were killed and an estimated 143,000 were injured in red light running crashes. Most of those killed were pedestrians, bicyclists and people in other vehicles and not the red light runners or passengers riding with them.

"Red light running and speeding are known killers on our roads," says Advocates President Cathy Chase. "Well-designed and implemented automated enforcement programs can deter these hazardous driving behaviors and reduce crash deaths and injuries. They can also provide an equitable, neutral option for upgrading safety. We urge states and localities to use this checklist together with road safety infrastructure improvements to help protect motorists, bicyclists, pedestrians and other vulnerable road users."

Despite the large body of research showing the effectiveness of camera enforcement, the devices are not as widely used as they could be. Some 340 U.S. communities currently operate red light cameras, down from more than 500 during 2011-14. Speed cameras are less widespread, but their use has been going up slowly. Currently, 159 communities have automated speed enforcement programs.

The new checklist builds on one for red light cameras that was introduced in 2018 by AAA, Advocates, IIHS and NSC.

"We know from the AAA Foundation for Traffic Safety's research that more than two people are killed every day on U.S. roads by impatient and reckless drivers blowing through red lights," says Jill Ingrassia, AAA's executive

director of advocacy and communications. "Automated enforcement can play a role in a comprehensive strategy to address dangerous driving behaviors and improve traffic safety for all road users. This new set of best practice guidelines is an excellent starting point in helping jurisdictions ensure these programs are well-designed, data-driven, transparent and equitably implemented."

The addition of speed cameras to the checklist comes amid a growing awareness of the role speed plays in traffic deaths. As U.S. roads emptied out during the first part of the COVID-19 pandemic, those who remained on the road began speeding more frequently, resulting in more fatalities even amid a decrease in driving.

"After a year in which excessive speeding became commonplace nationwide and in the midst of a historic surge in pedestrian fatalities, we need to be considering all options to get drivers to slow down," says GHSA Executive Director Jonathan Adkins. "States and communities should use this resource to integrate automated enforcement into a comprehensive strategy to combat dangerous speeding."

The checklist aims to address some common concerns about cameras. Public support for the programs can erode when they are poorly run or when people believe their purpose is to generate revenue rather than to prevent crashes.

"Automated enforcement is proven to reduce speeds and save lives as one tool in the safe system approach," says Lorraine Martin, president and CEO of the National Safety Council and chair of the Road to Zero Coalition. "With inclusion of equity, transparency and community participation as critical planning and implementation components, the new automated enforcement checklist will enable stakeholders to focus on safety rather than financial gain and to address speed, reduce red light running and improve mobility."



As the checklist makes clear, safety and transparency should guide all decisions about camera programs. If the cameras are doing their jobs, communities should expect revenue to decline over time as fewer drivers violate speed limits or run red lights. Any obvious problems with sightlines, signage or signal timing that are keeping drivers from obeying the law should be corrected before cameras are installed.

Public input is key. The checklist recommends convening an advisory committee made up of stakeholders such as law enforcement, victim advocates, civil rights advocates, school officials and residents to help make decisions about guiding principals and other aspects of the program.

Destinations & Diversions

Skyline Drive Corvettes of Reading: Still Roaring into the 20s!

SDC's In-Vette-Tational was held for 40 consecutive years, overcoming such obstacles as torrential rain and record-breaking heat. However, the Covid-19 pandemic has been something even the most experienced event-planners could not have foreseen. The decision to cancel the 2020 show was difficult, but necessary, in light of the risk that gathering in large groups posed to everyone's health and well-being.

The 2020 In-Vette-Tational was to have been SDC's first attempt at having a car show with a theme. General Motors had just rolled out the newest generation of Corvettes...the mid-engine 2020 C8 that was built to compete with European exotic cars. The C8 Stingray boasts more horsepower than any previous entry level Corvette and the Z51 package makes this the fastest Corvette ever, sprinting to 60 miles per hour in less than 3 seconds. Other cool features include things like a "nose lift" that can jack the car's nose up 1.6



inches to increase ground clearance in 2.8 seconds at up to 24 mph. And with an interior inspired by modern jet fighters, a theme of 'Roaring into the 20s' seemed to be the perfect way to showcase the new "roaring" C8.

Unfortunately, Covid-19 stopped the In-Vette-Tational in its tracks...temporarily.

There now appears to be a light at the end of the pandemic tunnel that just could be all the headlights of car enthusiasts waiting for the "start your engines!" command. The "twenties" are not over, and neither is SDC's determination to have a terrific car show in 2021!

The 41st 'almost' Annual In-Vette-Tational will be held, rain or shine, at the Oley Fire Company Fairgrounds in Oley, PA on Saturday, July 17, 2021. The

primary goal of the In-Vette-Tational continues to be to raise money for the SDC Scholarship Fund, which provides a \$1,000 scholarship to each graduate, selected from Berks County's three



Vocational Technical Schools, who wishes to further his/her education in the automotive field.

While there will certainly be lots of Corvettes on display, including several new C8s, the In-Vette-Tational welcomes all makes and models of cars and trucks, Antiques, Customs, Classics and Street Rods. So, take your car out of quarantine and join us for a day of fun.

Entertainment and activities will include an opening ceremony to honor our veterans, live music, a K-9 demonstration by the Berks County Sheriff's

Department, and a 'Roaring 20's Exhaust Competition' (Corvettes vs. Street Rods). Throughout the day there will great food available, 50/50 raffles, a Wheelbarrow of Cheer, a Tricky Tray Auction and numerous vendor stands to peruse.

Skyline Drive Corvettes of Reading has been in existence since the early 1960s when a fun-loving group of young car enthusiasts discovered their common passion for Corvettes. Over the past 57 years, the club has maintained a focus on friendship and developed a tradition of helping others and giving back to the community. Having fun is also a high priority and includes activities such as participating in local parades, traveling near and far to participate in car shows, going to races, day trips to enjoy the scenery and drive those Corvettes, longer "mystery" trips (one never knows where we will end up!), and visiting local establishments for ice cream. More information about SDC can be found on the club's Facebook page or <http://www.skylinedrivecorvettes.org>.

For more information about the In-Vette-Tational, or to register your vehicle for the show, email: INVETTE@SKYLINEDRIVECORVETTES.ORG.



GM: Eliminate Tailpipe Emissions by 2035

General Motors, maker of beloved vehicles of all types, is upping its game in the effort to prevent harmful tailpipe emissions. In just 14 years, it aims to be manufacturing only vehicles that have zero tailpipe emissions.

One area of production that GM plans to expand on to meet this goal is electric vehicles (EVs). Powered by batteries instead of an internal com-



bustion engine, EVs do not emit any tailpipe emissions, because they don't have...tailpipes. Not only can EVs accelerate very quickly, they are constructed with fewer parts. For example, EVs do not have transmissions, and thus the level of maintenance required of an EV is quite different than that required of a traditionally-powered vehicle.

Most other vehicle manufacturers also appear to be expanding their EV offerings as well. As more and more EVs become available, it is likely that the costs of such vehicles will decrease, making them even more attractive to buyers of both new and used EVs. The possibility of tax incentives to purchase an EV may also play into the speed at which the national

vehicle fleet transitions to electric power.

And if you think electric vehicles are duds in the performance area, think again. Due to their maximum torque developed at the lowest speeds, their acceleration can be explosive and downright exhilarating. In fact, EVs have competed at the Pike's Peak Hill Climb and have even won a national championship in time trial competitions.

So more EVs are coming, and with them will come less harmful emissions and potentially even greater performance. Time will tell if GM makes its 2035 goal, but we can all expect to be affected by these changes in the automotive industry.

In The Rearview Mirror: 1971



What was going on in the AAA world 50 years ago? Here's a look at what was featured in archived issues of our member publication in 1971...

- The Reading Automobile Club officially became the Reading-Berks Automobile Club in March 1971. The changing of the name to include "Berks" came about after the club moved from Reading to Wyomissing. At the time, the club was serving 43,000 members in Berks County.

- An article in the Jan/Feb 1971 issue bemoaned a delay in passport application processing by the U.S. Passport Office. The expected turnaround time to receive an applied-for passport went from a seven-year average of just three days to an average of three weeks.

- Tourists with cameras were cautioned about the X-ray machines used at U.S. airports to detect potential airjacker devices. The x-rays destroyed photographic film, so the advice was to hand your camera to a friend when being scanned.

- An editorial mentioned that Russia had promised to produce one million cars a year by 1972. The population of Moscow in 1971 reached 6.7 million people, but only had 10 service stations! In 1971, the Soviet Union manufactured about 280,000 cars per year - about one for every 854 Russians. At the same time, the U.S. was producing almost 9 million cars per year - or about one for every 22 Americans.

- The concept of an Autotrain was

coming closer to fruition in this year. The concept was to be tested between Washington, D.C. and Disney World in Orlando, FL. One-way passage was estimated to be \$180, including transportation of "your car or station wagon" plus all of the passengers "within the legal capacity of the particular vehicle".

- AAA's suggested daily budget for two people planning a vacation was \$46, an increase of \$6.50 over the previous year's recommendation.

These figures were based on 300 miles of daily travel in a car averaging 14 miles per gallon of gasoline. Included in the recommended budget were allowances for meals and snacks, lodging, gas and oil, tips and miscellaneous expenses.

Mobility On-Demand: Try It, You'll Like It

On-demand transportation options, such as Lyft, Uber, GIG Car Share, Zipcar, electric scooter sharing, and bike-sharing, are growing fixtures in American cities, though approximately six in 10 people admit they have tried them only once, or not at all. According to a national survey co-sponsored by ITS America's Mobility on Demand Alliance, AAA, and Cubic, those who have used one or more of these Mobility on Demand (MOD) services had a positive experience. Americans show strong interest in MOD across urban, suburban, and even rural communities where these services are available. Specifically, while only 38% of Americans report having used on-demand mobility, 80% of users reported satisfaction with the options available to them.

MOD adoption and satisfaction rates varied based on age to some degree. For instance, people ages 55 and older, while less likely than those younger to use on-demand mobility services (27% vs. 44%, respectively), tend to be somewhat more satisfied with their mobility options (86% vs. 78%, respectively) – though satisfaction rates were consistently high across generations.

Users of on-demand transportation generally think their community is better off (66%) with access to these services than without, citing fewer DUI episodes, easier trip planning, and faster trip times as some of the most common benefits.

"On-demand mobility options are reshaping how people get to where they need to go," said Shailen Bhatt,

President & CEO of ITS America. "MOD is breaking down silos around how we deliver transportation. Private sector mobility companies are teaming up with cities, transit agencies, and states to provide a broader range of mobility options."

For MOD users, shared rental bikes and scooters often replace walkable trips, whereas the use of rideshare and carshare services typically replaces rides from friends, public transit, or trips in the traveler's car. However, only 13% of respondents would consider giving up their cars in favor of on-demand options if MOD were to become available in their community in the next two years. Respondents who are younger, non-white, or lower income levels, however, are relatively more open to giving up their vehicles under these circum-



stances compared to their counterparts.

"Knowing what people think about on-demand transportation helps to build and expand a range of mobility options that better meet Americans' mobility needs," said Jake Nelson, AAA's Director of Traffic Safety Advocacy & Research. "Keep in mind that seven in 10 Americans have safe-

ty concerns about trying these modes. These include using them alongside vehicle traffic and pedestrians, liability concerns when crashes occur, and concerns about whether hired drivers have been properly vetted."

Americans would be more likely to take full advantage of available mobility options if consistent laws and regulations were in place to address evolving mobility needs and consumer concerns.

While on-demand mobility services have become more prevalent in urban areas over the last 10 years, they also continue to expand and develop across suburban and rural communities. ITS America and AAA want to inform and encourage industry, media, and policymakers to find ways to help consumers better leverage advanced transportation services for improved mobility.

Methodology

This survey was conducted from December 22, 2020 – January 5, 2021, using a probability-based panel designed to represent the U.S. household population overall. The panel provided sample coverage of approximately 97% of the U.S. household

population. Most surveys were completed online; consumers without internet access were surveyed over the phone. A total of 4,038 interviews were conducted among U.S. adults 18 years of age or older. The margin of error for the study overall is 2.2% at a 95% confidence level. Smaller sub-groups have larger error margins.



ROAD TO DISCOVERY



Discover Route 66

\$3,329* October 2-9, 2021

Highlights: Route 66 Museum, Abraham Lincoln Home National Historic Site, St. Louis Gateway Arch, Meramec Caverns, Will Rogers Memorial, Pioneer Woman Mercantile, POPS, Bricktown Entertainment District, Oklahoma City Memorial, National Weather Center, Chickasaw Cultural Center, Oklahoma City National Museum, American Banjo Museum, Cooking Demonstration & Culinary Experience with local Oklahoma City Chef, National Cowboy & Western Heritage Museum.

Arizona Warm Weather Getaway

\$3,799* March 6-13, 2022

Highlights: Phoenix, Montezuma Castle National Monument, Bell Rock, Verde Canyon Railroad, Grand Canyon National Park, Prescott, Heard Museum, Old Town Scottsdale, Desert Botanical Gardens, Sloan Field.

Charleston, Savannah & The Golden Isles of Georgia

\$2,059* March 26-April 1, 2022

Highlights: Charleston Historic District Tour, Magnolia Plantation & Gardens, Fort Sumter Cruise and Tour, Carriage Tour of Charleston,



Trolley Tour of Savannah, St. Simons Island Tour, Tram Tour of Jekyll Island, Carriage Tour of Beaufort, SC.

Coastal California with Big Sur

\$3,929* May 7-17, 2022

Highlights: San Francisco, Monterey, Pacific Coast Highway Drive, Big Sur, Paso Robles, Be My Guest Lunch at the Groves on 41 Olive Oil Ranch, Hollywood, Rodeo Drive, San Diego



*Includes free parking and roundtrip motorcoach transportation to local airport, roundtrip transfers airport/hotel, hotel accommodations, sightseeing, tours and admissions as stated in itinerary, some meals, all local taxes, hotel service charges and portage for one suitcase per person, services of a Discoveries Journey Manager.

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Are you aware?

As of April 27, 2021, Pennsylvania's Move Over Law has been reinforced to save more lives. Do you know what your responsibilities are as a driver?

When approaching or passing an emergency response area or a disabled vehicle, drivers must change lanes away from the emergency scene if possible to do so. If not possible, the driver should carefully pass the emergency scene at a prudent, reduced speed of no more than 20 miles per hour less than the posted speed limit. Each violation adds two points to the offender's driving record, with penalties as high as \$10,000 plus suspension of the driving privilege.

The most recent local awareness campaign, conducted in Exeter Township this past April, revealed the continued high level of blatant disregard for the Move Over Law exhibited among drivers in our area. Of the 61 citations handed out, 28 of them were for not obeying the Move Over Law. Sadly, during the hours of this awareness effort, a PSP trooper was struck by a vehicle in the Fogelsville area, and a volunteer firefighter was struck while working a crash scene along I-80.



Pennsylvania Traffic Incident Management Enhancement (PennTIME)



MOVE OVER FOR PENNSYLVANIA EMERGENCY RESPONDERS AND ROADWAY WORKERS

Each day, tow truck operators, firefighters, EMS workers, police officers, fire police and others respond on Pennsylvania roadways to assist others. These emergency responders face danger while working at emergency scenes from what are known as "D" drivers... drivers that are **D**runk, **D**rugged, **D**rowsy, **D**istracted or **D**angerous.

On Average in Pennsylvania:

- Each day 352 reportable traffic crashes occur (about 15 crashes every hour).
 - Each day 3 persons are fatally injured in reportable traffic crashes (one fatality every 7 hours).
 - Each day 214 persons are injured in reportable crashes (about 9 injuries every hour).
- In addition to traffic crashes, emergency responders are exposed to traffic while assisting with disabled vehicles, removing roadway obstructions, and enforcing traffic violations which puts thousands of them at risk each day.

151 Pennsylvania emergency responders have been struck and killed while assisting others on Pennsylvania roadways. This number does not include the 110 PennDOT and Turnpike workers who have also been struck and killed while on duty.

On average in the U.S., 2 emergency responders are struck daily while working along the roadway. These responder struck-by incidents cause property damage, injuries and in some cases fatalities.

In 2019, 44 emergency responders were struck and killed in the U.S. (18 law enforcement officers, 14 tow truck operators, and 9 fire/EMS personnel). This includes two Pennsylvania emergency responders.

In 2020, 46 emergency responders were struck and killed in the U.S. (17 law enforcement officers, 20 tow truck operators, 1 mobile mechanic, 5 fire/EMS personnel and 3 Safety Service Patrol officers).

As of May 30, 2021, 25 emergency responders have been struck and killed in the U.S. (13 law enforcement officers, 10 tow truck operators, 1 DOT/Safety Service Patrol operator and 1 fire police officer).



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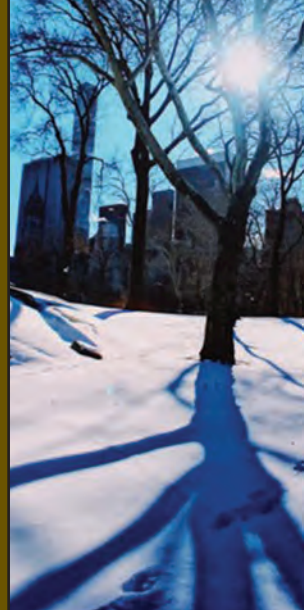
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