



# Borders Observer

www.bordersiam.org.uk

December 2004

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## Borders Win Again

The two teams met in the village hall at Cornhill-on-Tweed on the afternoon of Sunday 21st November for the annual Borders/Alnwick Challenge. Up for grabs was the fine trophy which had been held by the Borders group since last year's event.



The Alnwick team players were John Wild, Stuart Wild and Kevin Whitehead. The Borders were represented by Morag Sterrick (Highway Code) Mike Dall (Roadcraft) and Bill Allison (Road Drive). Both teams played the Mystery element of the competition collectively. This

comprised identifying the make/model of different cars from photographs showing just a hint of the vehicle. As usual, the competition was to a high standard. The final scores were Alnwick 77 - Borders 91 from a total of 105. Refreshments concluded an enjoyable afternoon.

## Events Programme

### 11 January 2005 - Police Crash Investigation

A presentation from PC Noble on police crash investigation techniques. 7.30pm, Buccleuch Arms Hotel, St Boswells

### 1 February 2005 - BMW Dealer, Selkirk

A visit to Dunedin Motor Company, the BMW and Mini dealer at Riverside Park, Selkirk, on Tuesday 1st February, 2005, at 7.30pm.

### 1 March 2005 - Lifeboat Station, Berwick-upon-Tweed

Looking further ahead, Morag has managed to arrange a visit to the RNLI lifeboat station at Tweedmouth.

### 5 April 2005 - Galashiels Police Station Visit

### 3 May 2005 - AGM and talk on Police Driver Training

## Radio Borders

Most members will be familiar with the sound of our local radio station - Radio Borders. On the 2nd of November, members were welcomed at the radio station's headquarters in Tweedbank for a tour and talk about the broadcasting business.

Our tour guide, Bobby, was very knowledgeable and chatty and let us look around all departments including the main office, CD room and studios 1 and 2. We were amazed whilst in the CD room to find music dating back to the year dot!

We were allowed into studio one during a live broadcast and observed with great interest all the technical equipment needed to run the transmission (no sneezing please!).

From a driving point-of-view, we were particularly interested in the way road reports are put together. Bobby explained that co-operation between the police, council and road users keeps the radio station up to the minute with any occurrences eg. Icy roads, crashes etc.

Overall, it was a very interesting visit and made us realise how complicated and technical a radio programme is. Very enjoyable.

*Morag Sterrick*

## From the Chaiman

This month, I have to report that due to other commitments Charlie Dodds finds he is unable to continue with the position of treasurer and has formally resigned. The committee has therefore accepted an offer from Marjorie McKendrick to take over this task until the Annual General Meeting in May 2005. I am sure that the members will join me in thanking Charlie for his work and in welcoming Marjorie.

The appeal of Advanced Driving and in particular, the IAM appears to be on the increase and the Borders Group continues to attract new members. We now have sufficient numbers to hold an Advanced Driving Course sooner than planned. The course is theory based (but may also include a demo drive if time permits) and is a foundation on which associates build their skills during the observer runs. We would be grateful if those associate members that are waiting to start their Advanced Driver training please have a look at their diaries and see if the 22nd January or the 5th February 2005 would be suitable dates for a training course and let Raymond Black (course co-ordinator) know your preferences.

Some new Associates question the need to learn and put into practice a starting and stopping drill. Whilst self-discipline is a good quality to have as a motorist, there are several other benefits of learning and practising the drills. For example, how many of you have witnessed since the time change in October motorists driving out of supermarket car parks, petrol forecourts or driving away from the kerbside without their vehicle lights switched on and driving for some distance before they are reminded by opposing drivers flashing their headlights at them. They not only put themselves at risk but other road users also. This is just one example of where a methodical starting drill would avoid some road risk (as well as the attendant embarrassment!).

To all members a very happy Christmas and a Prosperous and healthy NEW YEAR!

*Raymond Black  
Chairman.*

## Membership cards

To confirm your membership of the group and at the request of members, we have included a group membership card with this month's newsletter. The card contains your name, membership grade and expiry date and can be used as proof of membership of the group. If you have not received your card, please contact the membership secretary, Bob McKendrick on 01896 752540.

### Welcome

To the following new members of the Borders Group:

**Wilma Turnbull  
Michaëlle Burns-Greig**

### Anyone for off-road ?

Following several suggestions from members, the Group is considering organising an 'off-road-ing' driving event in the coming year. There will be a charge for the event the average being around £70 per person for a multiple vehicle experience (land rovers, quad bikes, ATVs and 'novelty driving'). The event will obviously depend on the level of interest shown by members. If you would be interested in taking part, we would like you to register with Morag Sterrick on 01896 848921 (daytime).

### Congratulations

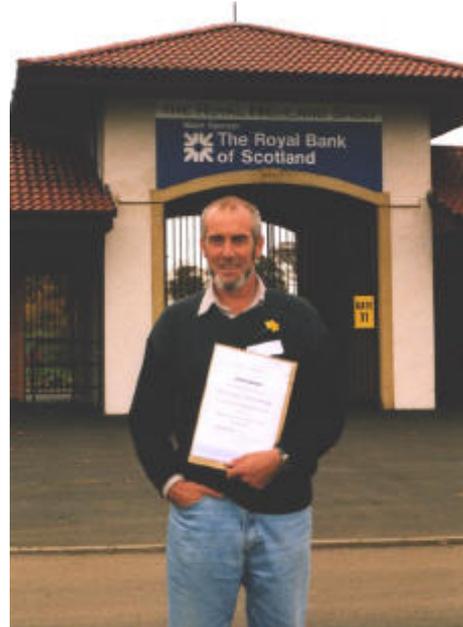
**David Osbourn**

who passed his Advanced Driving Test in November.

Well done !

## John Brown's Charity Challenge - Photos

You may remember that the last issue of the newsletter had an item on John Brown's participation in the Marie Curie Driving Challenge at Ingliston in October. He managed to raise over £275 for the charity through driving a range of vehicles. Anyway, the newsletter went to press before John had got his photos developed but we now have a couple (just to prove he did really do it!) Well done John!



## December Monthly Meeting

Due to unavoidable circumstances, the advertised visit to the Selkirk mountain rescue centre had to be postponed in mid-November. Fortunately, this gave Morag enough time to implement her back-up plan and we were not disappointed.

Ron Elliot, Development Control Co-ordinator at Scottish Borders Council agreed to give a talk on the workings of the Roads department and in particular road planning for new developments. He was assisted on the night by three colleagues from the development control team.

Ron's talk covered the responsibilities of his team, road design standards and considerations, drainage, parking, construction and lighting.

After coffee, Ron and his colleagues took to the floor to answer questions and a lively and interesting debate followed. Thanks to Ron and his team for standing in at relatively short notice.

For those that are interested, some of the documents Ron referred to in his talk are available on the web as follows:



### Design manual for roads and bridges

<http://www.official-documents.co.uk/document/deps/ha/dmrb/index.htm>

### Traffic Signs Regulations

<http://www.hmso.gov.uk/si/si2002/20023113.htm>

## Government Road Safety Bill

Britain has one of the best road safety records in the world and the Government is committed to reducing the numbers of people killed and seriously injured on our roads by 40 per cent by 2010. In 2003 the number of people killed and seriously injured in accidents fell to 37,215 - which is 22% below the 1994-98 average. The number of children killed or seriously injured fell to 4,100 and was 40% below. However, in 2003, 3508 people were killed on the roads and reducing death and injury remains a priority.

The new Road Safety Bill builds on progress made to date and continues the Government's commitment to drive down casualties on the roads. Measures outlined in the Bill include:

- \* New police powers to take drink-drive evidence at the roadside and closing a loophole allowing offenders at highest risk of re-offending to only drive after medical enquiries.

- \* Powers to allow mandatory re-testing of drivers disqualified for 24 months or more - toughening up the penalties for the worst offending drink drivers and other irresponsible drivers.

- \* Provide powers for a more flexible system of fixed penalties for speeding to match the punishment to the severity of the offence.

- \* Improving driver compliance through tougher penalties for using a hand held mobile phone while driving, careless driving and using a vehicle in a dangerous condition.

- \* Clamping down on uninsured drivers by allowing the police to make better use of motor insurance data to detect illegal drivers - supporting the use of Automatic Number Plate Recogni-

tion technology and new powers in the Serious Organised Crime and Police Powers Bill to seize and dispose of uninsured vehicles.

- \* Ensure that foreign drivers cannot escape punishment in Great Britain through powers to issue fixed penalties and require deposits.

- \* Clarify the provisions that allow certain vehicles to exceed listed speed limits in emergency situations and what driver training would be required.

- \* Deal with poor driving standards by allowing the courts to make increased use of retraining courses for serious bad drivers and through improvements to driving instruction and testing procedures.

- \* Tackle fatigue related accidents by piloting motorway rest areas and providing for better enforcement of Drivers' Hours rules.

- \* Ensure better security and accuracy of the Driving and Vehicle Licence records to tackle licence fraud and help prevent "clocking" in vehicles as well as making various administrative changes to the licensing regime.

Alistair Darling, Transport Secretary said:

"The UK has a good road safety record and the Government remains committed to reducing the numbers of people killed and seriously injured on our roads. The number of road casualties is at its lowest for nearly fifty years - but even so, much more needs to be done.

"Ten people die on the roads every day and there are still some problem areas like drink driving which need to be tackled. The measures in the Road Safety Bill will improve safety, making penalties tougher but fairer, cracking down on antisocial driving and further reduce the unnecessary death and injury on the roads."

## Clock Change Safety Fears

Children dying in the road crashes that follow the clocks going back every October are at the centre of a new move by road safety campaigners to change the daylight regime.

Concerns of IAM Council member and broadcaster Nick Ross have prompted a letter from safety campaigners seeking a commitment to review the policy. Ross argues that tourism, leisure and sporting organisations generally support a move to Single/Double Summer time, but the main benefit will be fewer child casualties on dark roads.

Now campaigners are calling on politicians in all the main UK parties to change the current regime, because there are more accidents in the afternoon rush hour than in the morning.

"Motorists are tired after a day's work and concentration levels are lower," said Mr Ross.

"We expect politicians to take responsibility for the current needless loss of young lives. Doing nothing is not an option."

"Given the hysteria over false health scares like MMR it is little less than sensational humbug that we deliberately kill roughly 100 children every year. Let's hope that this year is the last that we put the clocks back in this way."

The move would also put the UK into the central European Time Zone. Although there may be more casualties in the morning during the winter, these would be outweighed by the reduction in casualties due to an extra hour of daylight in the evening, so producing a net reduction.

Estimates vary, but numerous reports have looked at the extent of the casualties. In 2002, pedestrian deaths and serious injuries rose from 759 in October to 851 in November.

A letter from IAM Chief Executive Christopher Bullock to politicians calling for a change was supported by Brake, PACTS, RAC Foundation, RoSPA, and Transport for London.

Tell us what you think - e-mail your views to the Editor at [iam@kevham.co.uk](mailto:iam@kevham.co.uk) and we'll include them in the next newsletter.

## Winter Driving Tips

With winter well and truly here, we thought we'd remind you of a few simple tips to make your journeys safer this winter:

### GENERAL TIPS

*Ask yourself – is your journey necessary?*

*Check the local and national weather forecasts.*

*Listen to local and national radio for travel info.*

*Tell someone at your destination what time you expect to arrive.*

*Check your vehicle tyre pressures and tread, lights, wipers, washer bottle, antifreeze and battery.*

*Carry warm clothes, food, boots and a torch. In snow, take a shovel.*

*Clear your windows and mirrors*

*Carry a screen scraper and de-icer*

*Adjust your driving to the conditions – use dipped headlights and reduce your speed.*

### FREEZING CONDITIONS

*Beware of shady areas where ice may not have melted.*

*Allow extra time for your journey.*

*Make sure you can see clearly and be seen.*

*Use main roads wherever possible.*

*Drive with care and allow greater stopping distances – it can take ten times longer to stop in icy conditions than on a dry road.*

*Drive slowly, allowing extra room to slow down and stop.*

*Use the highest gear possible to avoid wheel spin.*

*Manoeuvre gently, avoiding rapid acceleration, harsh braking or sharp turns of the steering wheel.*

*To brake on ice or snow without locking your wheels, get into a low gear earlier than normal, allow your speed to fall and use the brake pedal gently.*

*If you start to skid, ease off the accelerator but do not brake suddenly.*



### HEAVY SNOW

*Only drive if it is necessary.*

*Dress warmly and be prepared to get stuck.*

*If it is snowing and windy, avoid travelling if you can.*

### OTHER PROBLEMS

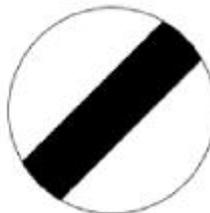
**Black Ice** - which is very difficult to see on road surfaces.

**Hoar frost** - where ice crystals form on the surface of the road and make it very slippery.

**Freezing rain** - which occurs when rain falls on very cold surfaces and freezes. It is very rare but extremely difficult to deal with as any salt spread prior to the rain starting is usually washed away.

## Speed Limit Consultation

Ever wondered how speed limits are set and who sets them? Well, now is your chance to have some influence over the policies governing the setting of speed limits in Scotland. The Scottish Executive is currently consulting on new guidance for setting speed limits on rural roads. Previous guidance was issued in 1993 and since then, there has been a number of changes regarding speed limits and measures to control vehicle speeds. The proposed guidance aims



to set more consistent speed limits which drivers will more readily understand. View the full consultation documents at: [www.scotland.gov.uk/consultations/transport/talspeedlimits.pdf](http://www.scotland.gov.uk/consultations/transport/talspeedlimits.pdf)

## Competition

We thought we'd set you a wee challenge this month. To get you into the spirit of competing, Raymond has set a simple multiple-choice Roadcraft quiz and invites you to send the answers on a postcard (or by e-mail) to Raymond Black, 8 Station Cottages, Cornhill-on-Tweed, TD12 4SB e-mail: raymond@bordersiam.org.uk. Entries to be received by **30th January**. The winner will be the entrant with the most correct answers (in the event of a tie, the winner will be selected at random). Raymond has promised to provide a small, unspecified prize for the winner ! The correct answers will appear in the next newsletter.

**Q1. According to Roadcraft most drivers think they are both safer and more skilful than the average driver. What is the cause in more than 90% of traffic accidents?**

- A. Human error.
- B. The actions of other drivers.
- C. Poor road surfaces.

**Q2. Roadcraft talks about Red Mist what does it suggest the key is to prevent it occurring:-**

- A. Report the matter to the Police.
- B. Take a hold back position until the cause has gone.
- C. Concentrate on the driving task in hand rather than the incident.

**Q3. Positive attitudes that help reduce risk are:-**

- 1. A tolerance and consideration for other road users.
- 2. A realistic appraisal of your own abilities.
- 3. A high degree of care for your own safety and that of your passengers and other road users.

*Is the answer*

- (a) 1,2 and 3
- (b) 1 and 3
- (c) 2 and 3

**Q4. The average person's rest break necessary to restore alertness from the onset of fatigue is:-**

- A. 20 minutes
- B. 30 minutes
- C. 25 minutes.

**Q5. The System of Car Control gives you that essential aspect of safe driving, that is:-**

- A. A free passage through any situation.
- B. Time to react.
- C. A wide safety margin on the nearside.

**Q6. A 'hazard' is defined as:-**

- A. Anything where common sense or road sense requires a certain course of action.
- B. Where the rule of the road requires a certain course of action.
- C. Anything which is potentially dangerous.

**Q7. Roadcraft defines the SYSTEM as:-**

- A. A drill considered by the driver on the approach to road junctions.
- B. A way of approaching and negotiating hazards that is methodical, safe and leaves nothing to chance.
- C. A circumstance or set of circumstances which causes the driver to alter course of speed.

## Go Karting?

The Perth and District IAM group is considering organising an inter-group go-karting challenge next summer. Teams of four would compete in an 'endurance' race lasting an hour and a half with driver changes and pit-stops included. The plan is to hold the event at the Raceland facility in Edinburgh in early summer - thus giving teams enough time to raise sponsorship if required. The cost per team would be £140. If anyone is interested in taking part, you'd need to come up with your share of the £140 (£35) and contact Morag Sterrick, Events Co-ordinator on 01896 848921.

## Contributions

If you have any comments on the newsletter or if you feel like contributing, please contact the newsletter editor, Kevin Hamilton on 01506 412386 or e-mail:

**iam@kevham.co.uk**

The next newsletter will be published in late February and the copy deadline is Friday 18 February.

