



Borders Observer

www.bordersiam.org.uk

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Our keenly anticipated visit to the Dunedin Selkirk BMW dealership took place on August 2nd. Members were greeted by what seemed to be most of the staff of the dealership, who took time out to welcome us and give us an insight into every aspect of the company. The evening started liter-

wireless box of tricks, which he had connected up to the vehicle diagnostic system, the rollover bars shot out!

The visit included a tour of the Workshop, which was so clean you could have eaten off it, and where we saw the £90,000 tool kit required for servicing and repairs.

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ally with a "bang", when one of the engineers demonstrated a test of the rollover protection system on the 3 Series Convertible. This is normally hidden behind the rear seats, but deploys when the clever electronics sense the vehicle is starting to overturn. At the

New vehicles are delivered from the north, as overhanging tree branches prevalent on the more direct southern route can cause a lot of damage to expensive bodywork! Back at the Reception area, we were shown how every BMW ignition key contains a chip with details of the

vehicle to which it belongs, and its service history.

I am sure most members present would not have minded going away with a key to one of these highly prized vehicles, but they will just have to wait until they have spoken to their Bank Manager or won the Lottery! We are most grateful to Paul Sinclair and his staff for making us feel most welcome in every way, right down to the "cuppa" and biscuits offered at the end of an most interesting evening.

Peter Sandison



Events Programme

9 September 2005 - Alexander Bus

Factory and Falkirk Wheel

This trip around the famous Alexander bus factory promises to be an interesting day out.

After a tour of the factory, we intend to visit the Falkirk Wheel for refreshments.. At the time of printing, there were still a few places available. Please contact Peter Sandison on 01896 758634 if you wish to attend.

4 October 2005 - DSA Examiner

A presentation on 'Arrive Alive' from Eddie Ramsay, an Edinburgh based DSA Examiner. 7.30pm Buccleuch Arms Hotel, St Boswells

1 November 2005 - SEAT Dealership, Earlston

7.30pm J Rutherford SEAT dealer, Earlston



Kelso BikeFest

Glen Guthrie, Colin Ross and **Mike Dall** (pictured left) represented the Borders Group at the BMF Kelso BikeFest in July. On what turned out to be a scorching day, they managed to sign up two new members to the IAM and dealt with numerous other enquiries.

The event was well attended with nearly 12,500 motorcyclists from all over the UK attending. The crowds were entertained by the stunt riding team of Jake Semtex and Flyin Ryan and later with an aerobatic display by the Denny Dobson Air Display team

Congratulations !

Foul play !!

Bill Allison sent in the following pictures of a local hazard to watch out for in Dunsdale Road, Selkirk.

"The leader of the pack will attack (yes, really) any vehicle that gives it less than a few feet clearance." said Bill.

Of course, as advanced drivers, we would all have used our observation skills to anticipate the inevitable!!

If you have any interesting pictures of potential hazards in the Borders, please send them to me at iam@kevham.co.uk



"A few inches closer mate and..."



Gotcha!

To the following members who recently passed their Advanced Test:

ANDREW JOHNSTON (CAR)

DR NIGEL CARRICK (BIKE)

ANDREA POGSON (BIKE)

GRAEME POGSON (BIKE)

Welcome !

To the following new members of the Borders Group:

Motorcycle Section

PAUL PRENTICE

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

Your articles and contributions would be gratefully received - after all, it is YOUR newsletter. The copy deadline for the next issue is **Friday 21 October**.

Two 'horses', two 'donkeys', a few thousand bugs and a glowing tiger.....

Editors note: The following is allegedly a report on an assessed motorcycle ride which took place recently in the Borders. Those of a nervous disposition or who are easily offended should not read any further.....you have been warned !!! (some names have been changed to protect the innocent)

Everything had gone well at the pre-ride briefing. We had skipped the BETOPS, safe in the knowledge that by week 6 of the course an associate will know the routine inside and out, including the maxim "I have enough fuel for the journey ahead". The route had been mumbled through my helmet to the associate (who shall, from here on be referred to as 'TomTom' - after the famous GPS guidance system). Despite his earplugs and helmet he gave a thumbs up and I was happy that he understood that I wanted him to head out to Sherrifhall, then to the A1 exiting at the first junction for Whitecraig. I had planned a scenic and indirect route to Kelso. Now admittedly, I did tell 'TomTom' that the Whitecraig exit was signposted 'Whitecraig' but still there's no excuse for what transpired!

Now I know what's coming so I'll save 'TomTom's' blushes a little bit by not going into a lot of detail about how the ride got off to a bad start. All I'll say is that I can see a queue of traffic from 500 metres. 'TomTom' got a view from 5 metres. It was only 5 minutes into the ride so maybe he was just warming up, I thought! That was at Meadowbank. At Milton Road

West (about 30 seconds down the road) I was indicating to take a right towards Craigmillar (remember we're heading for Sherrifhall). But 'TomTom' had another route in mind!

Over we went, onto Milton Link and onto the A1. Now my directions we're null and void. 'TomTom' redeemed himself though, or so I thought. He didn't take the first junction, as I had instructed. It wasn't signposted for Whitecraig (Newcraighall). He didn't take the second junction - it wasn't signposted for Whitecraig (Old craighall). He didn't take the third junction ("Whitecraig, this is Whitecraig!!"), despite my indicator flashing like a stripper at Wimbledon- it wasn't signposted for Whitecraig (Wallyford / Dalkieth). Doh!

He didn't take the fourth junction ("This is Tranent, we could still salvage this"). My indicators were switched to super bright mode, but there must have been a low sun. Or maybe it was that dark visor. With the fifth junction rapidly approaching and not wanting to inflict any further damage on my carefully planned route I uttered that well rehearsed phrase - "Aw, stuff it!".

One overtake later and an early indication of my intention to leave the dual carriageway at the next exit and my associate was following me, like a misbehaved schoolboy, into Tranent. With the route salvaged we enjoyed the rest of the run from Tranent through Gifford, past Whiteadder, onto Duns and Greenlaw before arriving at Kelso. Unbeknown to me, the fuel light on a certain Honda Fireblade had been illuminated for some time.

A debriefing was conducted over dinner. Coffee was supped and all was well. The pilots were re-fuelled. Now to tend to our trusty

steeds. The bartender wasn't too optimistic - "There's only two feeding stations in them there parts - but they're not open at this hour! Try Newtown St. Boswells"

It was only ten miles - surely we could make it. Black Beauty was starting to complain of hunger now. Blade was starting to fade under the exertion, nursing along at 40 mph ("Hurry up! It's ten to ten. If it closes at ten!") All was good though. We made it to Newton St. Boswells. We joined the A68, trundled past the Buccleuch Arms and...."it's shut! @!***!@!!!! - I know. I'll phone Mike (aka Granpa Smurf). He'll know where we can get some petrol...."

<ringing phone answered by Mike Dall>

"HA, HA, HA, HO, HO, HA, HO, STOP IT.....YOU STUPID DONKEYSYOU'RE STUFFED! - Try Gala. I'm off to bed. Glen's phone number is...."

<click>

By this time 'TomTom' is frantic. "Do you have AA cover? I don't. I don't have AA cover. Do you? You could tell them you've run out of petrol and when he comes with some we can put it in mine! You do have AA cover, don't you?Gala? How far's Gala? I'll never make that. Aw, @**@!"

As the more experienced advanced rider I realised the importance of keeping my companion calm: "Shut up! We're going to Gala, get on yer bike. And none of this 40 mph rubbish - I want to get there tonight."

Well that must have been the longest six miles of my life....

"Oh, good, off the A68. 5 miles to go"

"Melrose, good, good,"

"BGH, where's the BGH? It can't be this far. There it is. 3 miles"

"3 MILES? Are we only half way there? Aw, naw!"

By this point Black Beauty's little LCD petrol pump is flashing like a beast possessed. For those unfamiliar with the Honda's warning system when the fuel starts to get low the dash displays a little picture of a petrol pump and four vertical bars. The bars start to flash and eventually extinguish, one by one, 4-3-2-1, as the fuel level progressively gets lower. In a final bid to get the rider's attention all four bars flash together. If I was a Honda designer I would add one final stage - a little red sign that flashes -

"You're stuffed!.....You're stuffed!....You're stuffed!".

I would embed a little stereo in the dash that would start playing "These boots were made for walking....and that's just what they'll do..."

Finally, into Gala, over the crest of the hill, into neutral, coasting - I know, I shouldn't doing this but stuff it.

"Please be open, please be open...through the roundabout, past the fire station... please, please.... Over the pelican crossing, the mini-roundabout and.... YES! There it was.

The Esso tiger illuminated brightly. Straight onto the forecourt, night attendant in place. Brilliant!! Mind you, I could have made it for a few more miles!!

So there you go: A tale of two horses, two donkeys, several thousand squashed bugs and a tiger. Not your average night in the Scottish Borders. Blatting up the A7, full tanks impeding our progress the sign read: "Thank you for visiting the Scottish Borders. Come again soon!"

Mark Capaldi

(with some minor editing to sanitise it for the non-bikers!)

An old dog learns new tricks

This season has been great for motorcycling and I've been lucky enough to be able to pile some decent miles under my wheels with our weekly training runs and the occasional longer distance "fun-run". I've also toured up to and around Wester Ross along with several of the Borders lads and lasses and some of the EDAM group too when we joined their annual Plockton Trip and I intend to take part in at least two more tours this year.

Riding with and training our Associates always reinforces to me the very reason for the courses we run. Improving skills. It also highlights the need for Observers to maintain and wherever possible improve and keep on improving their own skill-levels to the highest standard that they can achieve. For this reason I decided to book myself onto a MAC course with Bob Crawley the Scottish MAC Instructor.

Bob is well known to us already, as he is the local IAM Motorcycle Examiner as well as being the proprietor of Bike-Ecosse Tours, Scotland's premier Motorcycle Tour operator.

The Motorcycle Appreciation Course offers riders a different slant on Advanced Riding from that of the IAM and approaching our favourite subject from this slightly different perspective is, in my view, both refreshing and very beneficial.

Our day started off from Earlston at nine in the morning and we returned there at six in the evening, easily adding three hundred miles to my odometer as evidence of my efforts for the day.

The first half-hour of our ride, on fairly familiar roads, allowed Bob to watch me and assess my riding skills so that he could match his course to my ability.

We stopped for a debriefing session and then began to approach the real subject matter of the day.

The fundamental requirement for any driver or rider, which allows safe, good progress is excellent observation. Finding, utilising and maintaining the best view of the road ahead requires selecting the optimum position on the road for the circumstances. This in turn allows for early identification and assessment of risk and provides more time for us to react to potential hazards. Extreme

positions to the left and right of the carriageway are therefore an essential element to be built in to our riding plans.

I have never had a problem taking up an extreme off-side position on the carriageway. In fact, this seems an almost natural position to adopt. But riding so deeply to the near-side as was being expected of me, required a great deal of concentration and effort to firstly, build my confidence and then to trust myself to maintain my posi-



tion into and through any right-hand bend. The benefit of course is immediately apparent, with greatly increased depth of vision through any severity of bend providing that greater volume of visual information, which we Advanced Motorists always seek.

Our route took us through Penrith and Kendal then well down the West coast passing through Morecambe. We

swung back inland through Lancaster, the Kirby's Stephen and Lonsdale and North again to Carlisle. We experienced every type of road from local lane to Motorway and dealt with plenty of town-work with its associated slow riding and manoeuvring.

I found the day to be really instructive and very enjoyable. We were certainly lucky with the weather as it was warm and sunny all day long. Bob is a great host and an excellent Instructor.

I would without question recommend that any of our members consider completing a MAC course with Bob. This course can build on and reinforce the skills learned through a completed IAM Advanced Riding Course and is very enjoyable into the bargain.

*Mike Dall
Motorcycle Observer*

Subscription Renewals

Subscriptions for the Borders Group are due for renewal on 30 September. Unless you pay by standing order, you should receive a letter towards the end of September to remind you that your subscription is due. Paying by standing order helps the group reduce its administration costs and saves time and effort on your part too. For these reasons, the committee wishes to encourage as many members as possi-

ble to pay by standing order. Therefore, the subscription fee for this year has been increased to £11 but for those members paying by standing order, there is a £1 discount - so it costs no more than last year. If you haven't already done so, you can download a standing order mandate from the group website at: www.bordersiam.org.uk/SOM.doc or you can contact the treasurer.

Events Co-ordinator

The Group has enjoyed some excellent events in the past year or so and in order for this to continue, we need someone to take over the job of Events Co-ordinator.

Without someone in this post, the events programme for the coming year may suffer.

If you might be interested in helping, please contact Peter Sandison on 01896 758634 who will be able to tell you what is involved.

PLEASE HELP IF YOU CAN !!!

Glorious Goodwood

I love motorsport. Not so much your modern day Formula 1 procession - more your glory days of the 50s and 60s when Fangio, Moss and Surtees plied their trade. Not to mention the Borders' own Jim Clarke, possibly Britain's greatest ever motor racing driver. When I heard that the Mazda MX-5 Owners' Club was organising a trackday at the famous Goodwood Motor Racing Circuit in Sussex, I re-arranged my holiday plans and started planning the trip of the year.

For the uninitiated, Goodwood is the only classic circuit to remain as it was in the heyday of the 1960s. It was restored in the mid-1990s and every year the best historic motor-racing weekend in the world takes place during the Goodwood Revival Meeting.

Now, I'll be honest, I've

140bhp doesn't sound much by today's standards but when the car only weighs 600kg - it can really shift. After half an hour blatting round the West Midlands, we were smitten - just need to find £16,000 to pay for one now!

To keep the costs of the trip down, we had decided to camp. The weather had been great all day. Then we arrived at our campsite near Stratford-upon-Avon. The old camping gods were not on our side - just as I had built the inner part of the tent, the heavens opened and it was a race against time to get the outer part of the tent pitched. Of course, as soon as that was done, it stopped raining and in fact we had to try and sleep through a thunder storm. It should be noted at this point that getting a tent, mattresses,

sleeping bags, pillows and clothes for a long weekend into a Mazda MX-5 is not easy. It is particularly difficult when half the boot is taken up

with 2 crash helmets (required for the trackday) - but somehow we had managed. After our camping experience, we had decided to visit friends in Berk-



driven at Goodwood before! In fact, I used to live 15 miles away and I visited the place on a regular basis. But it is such a special place that it definitely warranted a 1000mile round trip for the chance to drive there again. Of course, I had to fit in a few other motoring activities to fill a long weekend....

Our trip (I was accompanied by my long suffering wife, Jools) began early morning - straight down to Birmingham where I had organised a visit to the Westfield Factory. Westfield produce a small, lightweight 2-seat sportscar inspired by the classic Lotus Seven which you can either build yourself or have built by the factory (www.westfield-sportscars.co.uk). We were met by Chad, who showed us

round the factory and took us out to the demo cars where we were presented with the keys to a 140bhp pocket rocket.

shire and stay with them for the rest of the weekend!

The big day arrived with another early start - we had to be



Picture: www.picman.co.uk

at Goodwood by 7.30am for driver briefing and sign-on. Mazda had kindly arranged for a number of instructors who were available if you wanted some help. Having done a few trackdays before, I know the value of expert guidance so I grabbed the first available instructor and strapped him into

pumping hard. I've driven at several UK motorcircuits but Goodwood is one of the scariest because of the very high speeds and the lack of any significant run-off. The circuit is perhaps most famous for ending the career of Stirling Moss who had a near fatal crash at St. Mary's Corner in 1962. So respect is required and nerves are to be expected!

Finally, my turn came and my instructor (I think his name was Geoff) guided me round fairly gingerly to start, showing me the fastest line. We built up speed and by the end of 5 laps, he was happy to let me out on my own. By the end of the day, I was reaching speeds in excess of 110mph on the Lavant straight and over 100mph through the famous Fordwater corner.

Overall, I had a fantastic day (I think Jools enjoyed it too!) and it was well worth the long journey, the camping and the petrol cost for the buzz of driving at Goodwood.

Kevin Hamilton



my car. I have to say I was a bit nervous waiting in the pitlane before going out for the first time. The old adrenaline was

Like father like sons, says racing legend Mansell

Nineteen years after scoring his first Formula One victory at Brands Hatch, racing legend Nigel Mansell has passed his Advanced Driving Test with the IAM - and for good measure, so have his two sons. Leo Mansell, now 20, was just a year old when dad Nigel first shot to fame - and Greg Mansell (17) wasn't even born. But all three of them showed IAM examiners that driving expertise isn't just for the race track when they passed their IAM car test using a route around the Woodbury Park Hotel and Golf Course near Exeter in Devon last



month (July 2005).

Ted Clements, IAM's Road Safety Adviser, had been encouraging Nigel to take the test for many years. "It was worth the wait - especially for the hat trick!" said Ted.

"I knew that Nigel would pass with flying colours - but it was great that his two sons were able to take their advanced driving test as well at the same time. Young Greg only took his L-test last year, so he did very well indeed. It must run in the family!" said Ted.

"My grandfather always told me that it is no good lying on a hospital bed saying I had the right of way. That's one of the reasons I was so pleased that the boys could do the IAM test as well," said Nigel.

Source: IAM Press Office

Drivers demand more warning about cameras

Britain's drivers want more warning signs about speed cameras and speed limits on roads where cameras are sited, according to a new survey for the IAM (Institute of Advanced Motorists). Nearly nine out of ten drivers (88%) say every roadside speed camera should carry a sign on it, advising motorists of the speed limit. And more than eight out of ten (82%) also want vehicle-activated signs placed ahead of cameras to provide an early reminder of the speed limit. Overwhelming support for a range of changes in the rules governing cameras are revealed in a nationally representative NOP survey of 550 drivers carried out for the IAM. More than seven out of ten drivers (76%) want all roadside cameras painted yellow, including traffic light and yellow box cameras. And more than six out of ten (62%) would like to see the money left over after covering the cost of speed camera enforcement used to pay for hundreds more traffic police.

John Maxwell, IAM Chairman, said: "Speed cameras should be about compliance, not capture. Posting speed limits on cameras and

putting up early warning signs would leave drivers in no doubt about what maximum speed they should be doing.

"If the government wants to make speeding as socially unacceptable as drinking and driving, it has to raise public support for cameras. It should make all cameras conspicuous, not just some. And it should consider using the money from fines on what most people are calling for - more traffic police - instead of giving it to Gordon Brown.

"More than £20 million a year from fixed penalties is going to the Treasury. That money could buy more than 600 extra traffic constables, who can exercise more of the discretion that motorists want."

The survey also reveals that an overwhelming majority - more than eight out of ten drivers (84%) - think speed limits should be varied according to weather and traffic conditions.

"The thinking behind the speed limits on many roads simply isn't clear to many drivers, causing widespread frustration and disobedience. We need a national review so that speed limits are set at levels which are sensi-

ble, understandable and acceptable."

The survey shows that drivers are equally split over whether speed cameras are mostly or all about saving lives (48%), or about raising money (45%). And one in ten drivers (11%) are dishonest enough to say that, if they knew someone who was caught by a speed camera, it would be acceptable to cover for them by accepting the fine and taking the points on their own licence. At the same time, the survey shows that most drivers are unaware of the dangers of speeding, especially in built-up areas. Drivers were first told that an adult pedestrian hit by a car at 30 mph had a 20% of chance of being killed, and were then asked what they thought the chance of death was at 40 mph. Only a third (35%) gave the correct answer of 90%.

NOTE: There is a new IAM Factsheet all about safety cameras. You can get a copy from www.iam.org.uk/Pressroom/Fact_Sheets/pdf/fac21001.pdf

Source: IAM Press Office

Are you up to motorway driving?

On the busiest weekend of the year on motorways, the RAC Foundation has revealed that one third of drivers admit to regular feelings of anxiety when driving or considering driving on them.

The vast majority of motorists, however, would support compulsory post-test motorway training - even though almost 80 per cent of them rarely, if ever, look at the Highway Code, according to an NOP Automotive poll for National Motorway Month.

National Motorway Month is a joint initiative by RAC Foundation, Auto Express Magazine, IAM and BSM to encourage safer driving on our motorways. The campaign has been running through the busy holiday month of August.

The NOP survey carried out for the National Motorway Month campaign also revealed a lack of basic safety knowledge amongst motorists. Only 19 per cent of motorists know about the two second rule - the safe, recommended gap between a car and the one in front. In average traffic and fine weather conditions that gap should be two seconds. Fifty

eight per cent of people think the gap should be six seconds.

The Motorway Month group is worried that motorists may be putting their lives and the lives of others at risk because they fail to understand the basic rules of the road, and fail to keep themselves updated by regularly reading the Highway Code.

The partners are particularly concerned about the potential problems this causes for those driving on motorways, because of the large number of motorists who have never received any professional motorway training.

The National Motorway Month group survey actually found that 86 per cent of motorists support compulsory post-test motorway driving training for every newly qualified driver. This suggests that many motorists feel that they would benefit from extra tuition on the motorways.

Practicing driving on a motorway with a qualified instructor could in many cases help nervous motorway drivers. The National Motorway Group are calling for the Government to conduct a consultation exercise on the

possibility of compulsory post-test driver training for all newly qualified drivers.

There have always been some practical problems with this idea. For newly qualified drivers in remote rural areas of the country with no access to motorways this could mean a lengthy journey before they even catch a glimpse of a motorway.

However the survey actually shows that support for the proposal is just as high from drivers in regions without motorways (85% support) as elsewhere.

Currently about 17 per cent of drivers take a Pass Plus course after passing their test. This course includes driving in town, in all weathers, on rural roads, at night, on dual carriageways and includes a motorway driving session.

Some insurance companies offer discounts on car insurance to inexperienced drivers who have undertaken the Pass Plus course. The National Motorway Month group would advocate that more drivers should take the Pass Plus course and bigger incentives should be introduced in terms of insurance

discounts for motorists who do so.

Edmund King, Executive Director of the RAC Foundation said:

“It is worrying, but perhaps not surprising, that only four per cent of drivers regularly look at their Highway Code. It is vital that motorists do not become complacent when it comes to driving. Perhaps we need more direct ways to remind motorists of the rules of the road including more use of variable signs and leaflets at motorway service areas.

“Drivers of any age have a responsibility to ensure that they are up to the job. If in doubt a driver should take up voluntary retraining. As motorway driving involves manoeuvring at speed, it is not surprising that 86 per cent of motorists would like to see compulsory post-test motorway driving training for all newly qualified drivers. We would urge the Government to consider the training needs of motorists on motorways carefully.”

Source: RAC Foundation

What makes a good Observer?

In the last newsletter, we started a series of articles on becoming an IAM Observer. This time, we continue the theme with a short article on the type of qualities which go to making a good Observer. The Group is always on the lookout for members who wish to become Observers. If you are interested in becoming an Observer, contact any of the committee members who will be pleased to point you in the right direction.

So, what makes a good Observer? Well, the IAM's

guide on the Observer qualification has the following to say:

Good Observers have a quiet efficiency in their actions and this derives from:

- Being a good communicator for imparting knowledge.
- Having a thorough knowledge of the whole subject of Advanced Driving.
- Approaching the task confidently, but quietly, with firmness and patience.
- Being a good listener with an ability to answer questions directly.

- Maintaining a personal high standard of Advanced Driving.
- Demonstrating an enthusiasm for, and commitment to, the IAM.

These qualities may appear onerous and difficult to achieve if you are just starting on the Observer Qualification process. However, with the experience you gain as you take more and more Associates out for observed runs, the assistance provided by the Group Senior Observers, and with enthusiasm, those skills above will start to come naturally. The guide points out that

that you are not expected to reach the above 'standard' on the first observed run you do - it will take a little time. The learning process can be very rewarding and stimulating.

Finally, the guide says you should remember to have fun and enjoy the process. By making the observed runs enjoyable for the Associate through friendly encouragement, you both get a sense of fun and a job well done from the process. That sense of fun and a job well done should encourage the Associate to continue with Advanced Driving because they are 'with friends'.

Mystery Car Competition

The following pictures show parts of various cars. Not just any old cars - all the pictures are of cars which I have owned except for one. Name the make and model of each car and guess which car I have not (yet) owned. Answers on a postcard to **Kevin Hamilton, 89 Ballantyne Place, Livingston, EH54 6TH** or by e-mail to **iam@kevham.co.uk**. There is no prize for winners other than the kudos of having your name printed in the next newsletter along with the correct answers. The closing date for entries is **14 October 2005**. Go on - have a bit of fun.



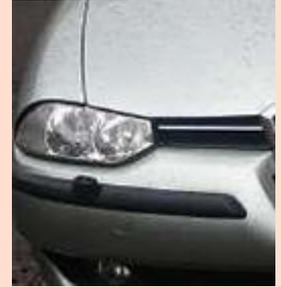
Car No. 1



Car No. 2



Car No. 3



Car No. 4



Car No. 5



Car No. 6



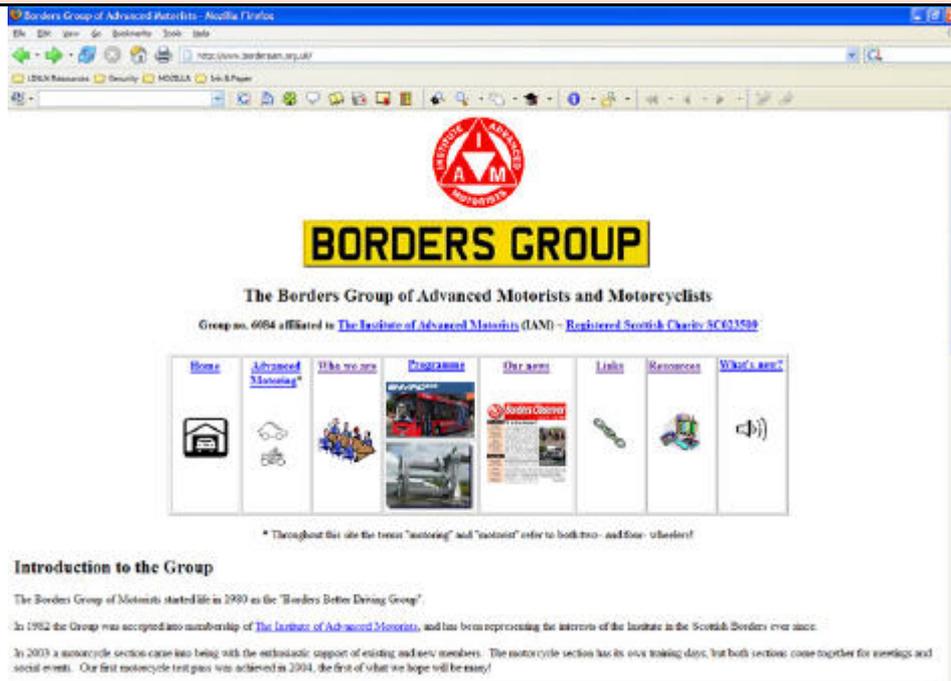
Car No. 7



Car No. 8

Borders Group Website

For those of you who are 'web enabled', why not visit the Borders Group website (pictured right) for the up-to-date information on group events and news. The site has useful information on the workings of the group and advanced motoring in general. There is also an archive of old newsletters and a range of useful motoring links. The site address is www.bordersiam.org.uk



Borders Group of Advanced Motorists

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Views expressed in Borders Observer are not necessarily those of the Editor, the Borders Group or the IAM.

