



Borders Observer

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Office Bearers

Peter Sandison

Chairman

Tel: 01896 758634
chair@bordersiam.org.uk

Martyn Buckley

Vice-Chair &
Treasurer

Tel: 01750 21472
vicechair@bordersiam.org.uk

Bill Allison

Secretary

Tel: 01750 22550
Mob: 07702 739474
secretary@bordersiam.org.uk
membership@bordersiam.org.uk

Richard Scott

Newsletter Editor
Tel: 01750 62255

newsletter@bordersiam.org.uk

Matthew Bushell

Young Driver contact
Mob: 07598 933426
youngdriver@bordersiam.org.uk

Terry Hirst Passes Advanced Driving Test

Congratulations to Terry Hirst, who is possibly the only septuagenarian we've had sitting the Advanced Test in the Group, **and** passing first time! Terry is pictured receiving his membership certificate from Peter Sandison, Chairman of the Group, at the Group's most enjoyable Christmas Dinner at the Buccleuch Arms Hotel, St. Boswells.



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I am looking for some pictures of your pets for some funny pics for the next Newsletter!

Funny Pet Pictures



About Borders Group

Who we are

Borders Group of Advanced Motorists is a voluntary organisation with charitable status affiliated to the IAM (Institute of Advanced Motorists). We currently have over eighty members - of all ages, and from all walks of life.

"Full members" have all passed the IAM Advanced Test and are in continuing membership of the Institute and can support the work of the IAM locally through the Borders Group.

"Associate members" are preparing to sit the Advanced Test.

"Observers" are members of the Group who have already passed the Advanced Test and have taken part in a training course to enable them to coach new Associate members in the skills they have achieved.

The Group is run by a Committee of Full members, who give generously and willingly of their spare time to the cause of Advanced Driving in the Scottish Borders.

Our aims

- help members improve and enjoy their motoring more
- contribute to the safety of other road users through our members improved standards!
- hold events promoting safer driving
- encourage all drivers to become "lifelong learners", as the perfect driver has yet to be born!

What do we do?

Our activities focus on:

- the running of regular courses for new members preparing for the Advanced Test
- occasional meetings which normally have a motoring-related theme
- giving free "demonstration" * drives
- offering free "assessment" ** drives
- publicising the work of the IAM at events
- giving free presentations to local organisations, clubs, etc., on advanced driving and related issues

* In a "demonstration" drive one of our Observers will take you out (for up to half an hour), to let you see what's involved and give you an explanation of what Advanced Driving is about.

** In an "assessment" drive one of our Observers will accompany you in **your** car, offer practical advice on your performance, and suggest where improvements could be made. The Observer might even persuade you to join the Group!

Why become an Advanced Driver?

In the UK as a whole, the number of those killed and those seriously injured in road collisions have both reduced by 40% over the past ten years. In the Scottish Borders *that has not happened* - neither number has reduced at all in the same period. The only logical conclusion one can draw from this is that the Scottish Borders is an unusually hazardous area in which to drive, or Borders drivers are relatively unskilled...

However, statistics also indicate that on average your chance of having an accident is cut by two-thirds if you pass the Advanced Test. If you are a young driver (under 26) the improvement can be many times this. Your fuel and maintenance costs will reduce, and at the same time the skills you learn will get you from A to B more quickly than the untrained driver. You are likely to be eligible for significant insurance discounts.

Advanced Drivers set an example to others, are courteous, and enjoy their motoring more. If every road user passed the IAM Test and practised its standards at all times, there would be a dramatic fall in the number of road collisions in the Borders.

Young Drivers Initiative Passes

Pictured Below is Gary Haldane, receiving his Test Pass certificate from Observer Bill Allison. Gary was one of the first of the Clelands of Galashiels sponsored Young Drivers to pass the Test, and has agreed to continue his training to become our first ever young driver Observer.



Pictured below is David Boyes, receiving his Test Pass certificate from Secretary Bill Allison. Gary's Observer was Mike Dall and Gary has expressed an interest in going on to train as an Observer.



Event Reports

Meet the Examiner
By Martyn Buckley

In September we held a 'Meet the Examiner' night and a good turn out was guaranteed. We welcomed Andy McLean, whose CV boasts not only the coveted Police Advanced Class 1 Certificate, but also Advanced Driving Instructor, Royal Security Driving and Road Crash Investigator. Andy has been an IAM Examiner for over 10 years.

Andy explained that a police advanced candidate must obtain 75% in all written examinations and drives to qualify as a Class 2, and 85% to become a Class 1. Apparently it is rare for a candidate to get more than 87%.

Although he examines principally in the Borders area, Andy, on occasions, does examine in the Edinburgh area. He spoke highly of the standard of candidates being presented for test in the Borders, which was very satisfying for both Observers and candidates!

In a wide ranging and entertaining talk a key message was that if, when driving, you can justify what you are doing, **and**, it is safe, then it is usually OK. The point was made to reinforce the principle that the "System of Car Control" is flexible and there might be occasions, for example, where the stages are used in a different order; perhaps a change in position may be delayed for safety reasons.

One area where Andy is very hot is steering, and he mentioned that few if any candidates will not have had a little constructive criticism after their test. He stressed the importance of smoothness and starting the action with a pull and not a push. It is usually clear to him whether a candidate is left or right handed by which hand tends to drop down a bit!

Good steering is an important part of cornering, where Andy stressed the importance of maintaining a constant speed around the bend.

In terms of overtaking he stressed the importance of a safe, well executed and brisk approach. In terms of the debate about signalling he would usually signal before moving out, even if at that stage it was not clear if the overtake was 'on'. If further observations then suggested the overtake was not on then the signal would be cancelled, again showing the flexibility of the system.

In other situations he explained that taking an early position might negate the need for a signal. We signal by methods other than by indicators!

In town driving he reinforced the point that speed limits are just that, limits and not targets. In a 30 mph limit when passing a primary school at going home time the safe speed may be less than 15 mph, or even lower!

Overall this was a very enjoyable and educational evening, much enjoyed by all those present.

Chairman's Report

This the third year it has been my privilege to present the Chair's Report, and it is pleasing to report that much has been achieved this past year.

The focus of our activity has been the development of our "Young Driver Initiative", a scheme run with the generous support of John Cleland and his Volvo dealership.

Bill Allison, our Secretary for the past 6 years, has been instrumental - aided and abetted by our Treasurer, Martyn Buckley - in setting up the Scheme, so I will leave it to him to report on the aims of the Scheme and how it works. If anyone present would like to know more about it, or has a friend or relative who might fit the bill - pardon the pun! - we'd be happy to provide you with details.

As the focus of our activity has been on developing the Young Driver Initiative, we have not had our usual number of monthly meetings. In recent years the numbers attending these has been falling, and if anyone has any ideas for meetings of the Group in the coming year, we'd be pleased to hear about them. A suggestion last year was to do a skid-pan session, as we so enjoyably experienced many years ago, but the cost is unfortunately prohibitive.

We did, however, manage to arrange a very successful "Meet the Examiner" evening last September, at which one of our local Examiners, Andy McLean, gave a talk about preparing for the test and answered questions. There was something for everyone at the meeting, both for potential candidates, and for seasoned members, and we are grateful to Andy for his time and thoughts. [A full report on this meeting is reproduced on the previous page].

We also had better luck this past Christmas than the previous one disrupted by snow, when some dozen members turned up at the Buccleuch Arms Hotel for an enjoyable meal.

As in the past, we have taken a number of opportunities to promote the work of the Group. These have included:

- a display on a July weekend in the Tesco Galashiels Car Park, where we provided information about the Group and offered assessed drives with the kind assistance of Observers from the Forth Valley Group. We were successful in recruiting some new members following this event.
- TV, radio and press features on the Young Driver Initiative
- a presentation by our Secretary to the Selkirk Rotary Club

As usual, we have run some training courses for new Associate members over the past year, each at a different venue:

- on July 23rd 2011 at at the Scottish Borders Campus, Galashiels
- on November 13th 2011 at at the Buccleuch Arms Hotel, St. Boswells
- on April 28th 2012 at Old Parish & St. Paul's Church, Galashiels

Some of the participants are still in training, and many others have since passed their Advanced Test.

The Group continues to participate in IAM events at regional, Scottish and UK level.

The Secretary represents our Group at meetings of the (Scottish) South-East Forum, I attended the IAM National Car Conference on October 8th last year at Warwick University, and the Secretary and Treasurer attended this year's Scottish Group's Conference at Tulliallan on March 31st.

The Secretary and I also attended a "Scottish Borders Driving Day" meeting organised by Advanced Driving UK on April 21st 2012. The numbers attending were very small, but we had an enjoyable day's driving and exchange of experience over lunch at the Buccleuch Arms Hotel, St. Boswells.

The Secretary has also been at events relating to his role as Senior Observer for the Group, including a meeting about a very significant development in the way in which we will be organising and accrediting our training for new members.

It goes without saying that the Group could not function without the effort put in behind the scene by Committee members, and in particular by two very committed members, Bill Allison, who has taken on the role of both Secretary and Membership Secretary, and Martyn Buckley, who is both Vice-Chairman and Treasurer. In addition to these administrative roles, both are also very committed to their duties as Observers. In addition, Bill has even found time, wearing his IT hat, to work on new "admin" software and create a website for the "[Young Driver Initiative](#)".

I'd also like to thank Richard Scott for stepping in to do our Group Newsletter, the next issue of which is in preparation.

I am also grateful to the other Committee members and Observers, without whom the Group could not function.

And lastly or not quite lastly - thanks to you our members, for continuing to support us through difficult times.

I'd like to finish by repeating my plea from last year's report to everyone to provide whatever help you can give the Group:

"You will have gathered that although much has been achieved this past year, especially with the hard work of one individual in particular, this is unsustainable in the longer term. Some Scottish Groups have had to call it a day in recent times - some of them much bigger than us - and I would like to see our Group progress, especially on the strong foundations that have just been laid. But we can only do this if you come forward and volunteer. As the saying goes, many hands make light work!"

Peter Sandison, Chairman

Fuel saving tips from the IAM Motoring Trust

Speed reduction – from over 80 to 70 mph on a motorway will save almost half a litre of petrol every 10 miles.

Avoid congestion if possible – stop/start driving in heavy traffic increases fuel consumption.

Vehicles regularly serviced will reduce running costs.

Ease off on your use of air conditioning – it can increase fuel consumption by 10 per cent.

Flow with the traffic – avoid hard acceleration and braking.

Under- inflated tyres increase fuel consumption – check your tyre pressures regularly.

Engines when idling waste fuel – switch off when stationary for any length of time (eg at level crossings).

Lighten the load – remove things you don't need in the boot and take off the roof rack.

Speed reduction	Drivers who exceed the legal limit can reduce their speed from 85 mph to 70 mph and save nearly half a litre of petrol every 10 miles.
Avoid Congestion	Try to avoid the rush hour if possible. Cars that can travel at suburban speeds instead of an inner-city crawl save half a litre of petrol every 10 miles, saving drivers 43 pence. Information is a fuel saving: small cars stuck in traffic jams use up a litre of petrol every 60 minutes, costing drivers nearly 1.5 pence every minute. Medium-sized and larger cars lose petrol and money at double the rate. Before you leave, check your route on TV, radio or the Internet for hold-ups along the way and plan an alternative route. Avoid notorious bottlenecks at busy times.
Service Vehicles	Keep your vehicle regularly serviced. Dirty air filters, worn spark plugs and binding brakes can increase fuel consumption significantly.
Air conditioning	Using the air conditioning constantly at 30 mph adds 12 pence to fuel costs every 10 miles, and eight pence every 10 miles at 70 mph. Cut fuel consumption and costs by moderating use of the air con. In the early morning and late evening, the air vents may do the job just as well. Park in the shade if possible.
Flow with the traffic	Read the road ahead and try to anticipate the traffic around you (e.g. at traffic lights, roundabouts, junctions) and try to avoid hard acceleration and braking. Cruise control is useful and economic for smooth driving on long journeys.
Under-inflated tyres	Can add 2.5 per cent to fuel consumption. Check your tyre pressures at least once a month, preferably when they are cold.
Idling engines	Switch off the engine if you are going to be stationary for some time (e.g. waiting to collect someone, at level crossings). Small cars use 1.5p of petrol every minute and medium-sized cars lose petrol and money at double that rate.
Lighten the load	Excess baggage can add 2.5 per cent to fuel consumption. Check that the contents of your boot are actually necessary to your trip. A roof rack storage box can also add another 2.5 per cent to fuel consumption. Remove it when not needed.

Motorway services – show them no merci

Drivers continue to part with more cash for everyday items at motorway service areas, shelling out up to 40 per cent more for everyday items than they would on the high street.

A large Snickers bar costs 90 pence from a motorway service area compared to 68 pence from a high street branch - 32 per cent more - while a regular coffee costs 16 per cent more on the motorway. A packet of McCoys crisps was almost 45 per cent more expensive than a shop on the high street, and a packet of Walkers crisps was marked up by 36 per cent.

With petrol prices averaging about ten pence per litre more than at off-motorway forecourts the IAM is calling for a complete review of motorway prices, together with filling stations being forced to advertise their and their competitors' fuel prices, as is the case in France.

IAM chief executive Simon Best said: "We must end this motorway madness. Everything from sweets to petrol have an outrageous mark up.

"Our advice for tired motorists is always to take your rest break and have a coffee to help you freshen up. The danger is that rip-off prices will discourage people from getting the rest they need. Parking fines for drivers who sleep for longer than two hours put people off taking rest breaks."

Roads fit for a Queen

25 May 2012

To celebrate the Queen's Diamond Jubilee next weekend, the IAM looks back over how roads and road safety have changed since the Queen came to the throne sixty years ago.

- Since 1952, over 313,000 people have died on UK roads*.
- The good news is that the number of road victims is on the decrease. In 1952, 13 people a day died on our roads, compared to five a day now*. When you take increased vehicle numbers into account, roads are actually six times safer.
- Today's roads would be beyond recognition to drivers in 1952. Vehicle numbers have steadily increased from four million to 34 million in the last 60 years.
- The first motorway was introduced in 1958, with the current motorway speed limit of 70mph set in 1967.
- Many important road safety laws have been brought in during the Queen's reign, including the MOT test, drink drive limit, and compulsory seatbelt and motorcycle helmet wearing.
- The UK's leading road safety charity, the IAM, was set up in 1956. Since '56 more than 400,000 drivers and riders have passed the advanced test.

IAM chief executive Simon Best said: "Road safety gets better by the year, and the technology of roads and cars improves all the time.

"And I'm delighted to say that road safety still receives royal support, in the form of the IAM's patron, the Duke of Kent, and the Prince Michael International Road Safety Awards.

"Last year there were 1850 fatalities on our roads. All of them were preventable. Spending on road safety and roads must remain a priority, to keep the UK at the top of the world road safety league table."

Both articles Courtesy of IAM News

Quantum Rebuild Part 2

First a pic before we start for those who haven't seen it...

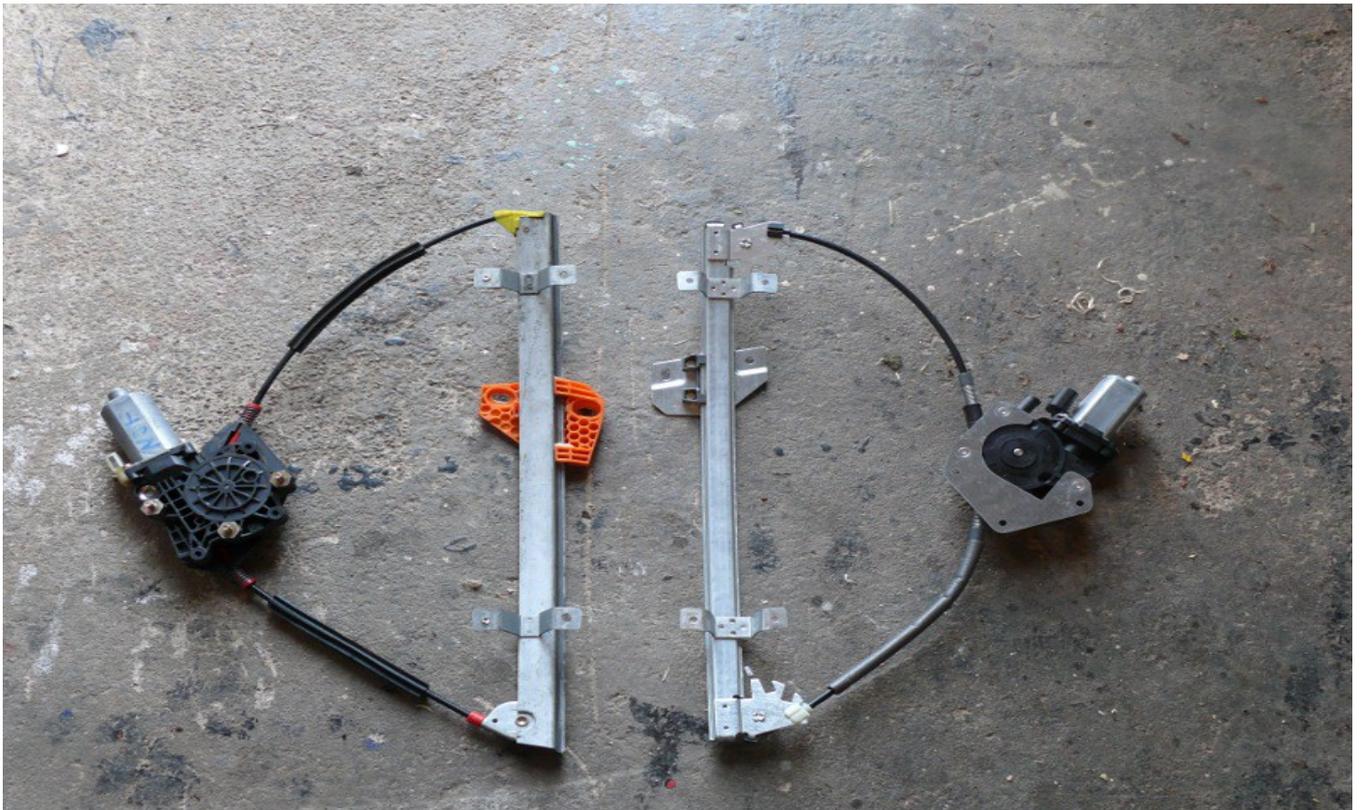




Ok - dismantling begins - bonnet off first will make things easier...

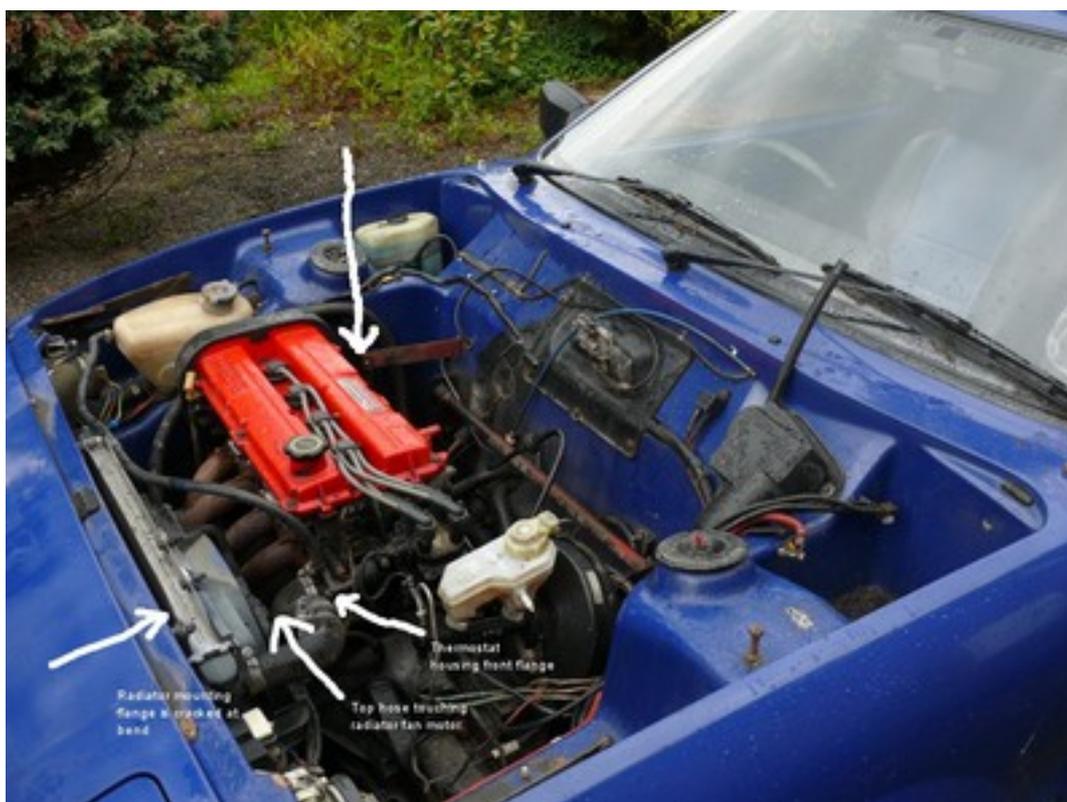
Pity about the weather, but still, lots of room around the engine now. When I built the car I lowered the shell onto the engine but I think I can do it the other way, take the engine out rather than lift the shell off the engine and subframe - it looks an easy lift. Just got to pop the driveshafts, disconnect the gearshift linkage and steady bar, undo the exhaust manifold and pull it clear and undo the mounts... tomorrow if it's dry. I'll need to reassemble the lifting frame I made when I built the car.

First of the new bits have arrived. I've been keeping an eye on ebay for the harder to get bits, so here's a start — new and nearly new electric window regulators to replace the wind-up ones...



Also got a nearly new n/s/f window from S & I T. The existing one got marked a few years back. oday's dismantling was done, as will all the rest, with a mindset of "what can be improved?"

I've identified two things today that are less than satisfactory.



Firstly, the engine steady at the top of the photo. It's attached to the engine by a rubber "buffer" (originally an exhaust hanger). It works fine under acceleration, i.e. in compression, to limit the engine's rotation towards the bulkhead, preventing the carburettor air box touching the bulkhead. Under deceleration though, it is in tension, which eventually results in the bond failing between its outer two steel parts and the rubber centre. It also doesn't look "nice", basically it's a bit of 25 x 4mm steel with a rt angle bend at each end. The new one will be machined from aluminium alloy and have rubber bushed ends, with engine and bulkhead connector brackets in stainless steel.

Secondly, you can see in the photo that the radiator top hose is very close to the cooling fan motor. In fact it just touches the motor under deceleration in a low gear, more so when the engine steady rubber has begun to fail. This has been flexing the aluminium top mounting flange on the radiator which has begun to crack at the right-angle bend between the bottom of the flange and the vertical part of the flange. To cure this I plan to fabricate for the thermostat housing a new outlet plate which has the outlet pipe pointing towards the nearside instead of towards the front. The top hose will then have just a single 90 degree bend and will be well clear of the fan housing and motor. I haven't decided yet how to make this part. Options are a) glass fibre epoxy-resin moulding (I'd need to make a wooden "plug" and from that a female mould), b) fabricate from aluminium plate and tube (I'd need to get the local engineering shop to do the welding - I don't have a Tig welder) or c) fabricate in steel or stainless steel or copper. Watch this space...

Member Profile - Richard Scott

Age:48 for a few more days!!

Occupation: Farmer (GRUMPY!)

Married to Irene for nearly nine years!

Joined IAM in 2002.

Passed test and became full member in 2003.

I enjoy driving. I drive all sorts of vehicles in the course of my work. Quad Bike (Kawasaki KLF 300) Landrover Defender 200Tdi. New Holland Tractor (T5060)

When I started driving in 1990 I bought a new Peugeot 205 XLD. This was traded in 18 months later for another 205. This time the D Turbo Much better! More power and still economical. I have also had a Vauxhall Astra Sport Td. Various Fords over the years. I passed my Advanced Drivers test in 2003 in a Rover400 1.6 Petrol. My only petrol car in all my years of mototing. I could never take away from traffic light with it. Had restarting the engine down to a fine art. Diesels are much easier to drive. At least that's my opinion!

I have had my ugly mug in the Southern Reporter a couple of times this year being grumpy about our lack of power due to some trees not being cuts down. Scottish power not doing their bit to assist the forestry company by not taking down the power lines in time. Result: Many Power cuts!



Sophie thinks she can drive the New Holland!