

Chairman's Letter

2

Dear Readers,

Another year begins and we look forward to more success at West Pennine Group.

We held our Annual General Meeting on 9 February. I am delighted that new members were elected to the Committee and I look forward to your ideas and contributions. I also thank all those who were re-elected, giving another year of dedicated service to the Group.

The guest speaker at the AGM was Chris Givvons, one of the current IAM examiners, who gave a wide-ranging talk on his view of the advanced test. Thanks for your insights and for all the entertaining anecdotes.

The Associate Scheme has had an encouraging start to the year but many current associates passed the Advanced Test in January/February so we need more new recruits. If every member could recommend just one friend/colleague/family member to join, we could fill the Scheme for the rest of the year.

We recently learned that Dion Etheridge, Oldham Council's Principal Road Safety Officer, will be out of post in mid-March as a result of cutbacks by the Council. Many of you will know Dion from events he has attended, presenting prizes and certificates. The Group will miss Dion's close working relationship and contribution to the Group over many years and we wish him all the best for the future.

Safe driving to you all.



Steven Slater.

Membership Renewals

March 06

I am taking this opportunity to thank all of you for renewing your membership with the Group for a further year.

When I look down the list of renewals I often notice the names of members who I remember but haven't seen for some time. However, it is nevertheless gratifying to know that you value your continued membership. If members who have chosen not to become Observers ever want to call in to see us on Sunday mornings at the Bank Top they would be very welcome. Furthermore, if any member would like to have confirmation that the Advanced standard of driving achieved at the time of Test has been maintained then we would be very pleased to help.

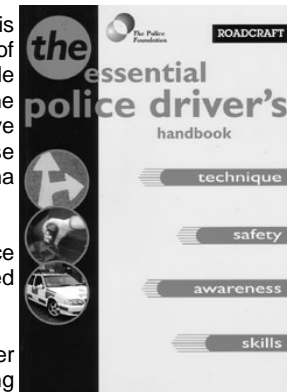
Thanks again,
Beryl Schofield, Treasurer

Save Yourself £2 !!

Now in it's sixth reprint, Roadcraft is available at a £2 saving on the RRP of £13.99. If you order this superb guide to "Advanced" Driving through the West Penning group you can have your own copy for only £12. Please contact either Steven Slater or Norma Scholes.

"Roadcraft is the handbook for police driver training and other advanced drivers concerned about safety. "

"Roadcraft is essential for any driver who wishes to improve their driving skills and safety record. It also provides a valuable resource for driving instructors who wish to raise driving standards. This new edition includes: a chapter on how attitudes affect driving and full colour illustrations and diagrams which help to explain complex ideas."



Pride in Oldham Award

4

"On retiring as an IAM Examiner, Geoff Minshull said about West Pennine Group, 'In relation to the West Pennine Group can I congratulate the efforts of your Group for providing the best prepared candidates I tested in my 2½ years as an examiner. Best wishes for the future.'




We might as well blow our own trumpet, it's good that someone else appreciates the work that we do too!

Look after the pennies...

March 06

Many thanks to everyone who passed on their loose change. Those one's and two's have added up to a generous donation, which I passed on in turn to a local charity "The Rainbow Family Trust".

Pete Smithies



Registered Office:
390 Parrswood Road
Didsbury
Manchester
M20 5NA
Telephone 0161-434 4118
Facsimile 0161-445 1927
Registered Charity No. 328659
www.franchishouse.org.uk

03 February 2005

Mr P Smithies
96 Turf Lane
Royton
Oldham
OL2 6JH

Dear Peter

Thank you so much for your donation of £33.00 received at Francis House recently via Bill Lovell. We are most grateful to you for collecting your change - it is quite amazing how much 1p and 2p's add up, isn't it? This gift is greatly appreciated and will be used to benefit the children and families to whom we offer care.

Every good wish for a New Year full of blessings, and again, thank you on behalf of the children and myself.

Kindest regards

Mary Aloysius
Sister Aloysius
Administrator

We need your feedback – Have you got something to say?
This newsletter is published for you by you, and we welcome any contributions from the readership. We cannot guarantee that submissions will appear in the next newsletter, .
But we will try! Thank you.

Drive Through Cash Dispensers

6

A "well known high street bank" is very pleased to inform you that we are installing new 'Drive-thru' cash point machines where our customers will be able to withdraw cash without leaving their vehicles. To enable our customers to make full use of these new facilities we have conducted intensive behavioural studies to devise appropriate procedures for their use. Please read the procedures which apply to you and remember them for when you use our new machines for the first time.

PROCEDURES FOR OUR MALE CUSTOMERS:

1. Drive up to the cash machine.
2. Wind down your car window.
3. Insert card and enter PIN.
4. Enter amount of cash required and withdraw.
5. Retrieve card, cash and receipt.
6. Wind up window.
7. Drive away.

PROCEDURES FOR OUR FEMALE CUSTOMERS:

1. Drive up to the cash machine.
2. Reverse back the required amount to align car window with cash machine.
3. Re-start the stalled engine.
4. Wind down the window.
5. Find handbag, remove all contents onto the passenger seat to locate card.
6. Turn the radio down.
7. Attempt to insert card into the cash machine.
8. Open car door to allow easier access to the cash machine due to the excessive distance from the car.
9. Insert card.
10. After "Invalid Card" is displayed ? Remove Marks & Spencer Charge Card and insert correct Cash Point Card.
11. Remove Cash Point Card.
12. Re-insert Cash Point Card the right way up.
13. Re-enter handbag to find diary with your PIN written on the inside back page.
14. Enter PIN.
15. Press 'Cancel' and re-enter correct PIN.
16. Enter amount of cash required.
17. Check make-up in rear view mirror.
18. Retrieve cash and receipt.
19. Empty handbag again to locate purse and place cash inside.
20. Place receipt in back of cheque book.
21. Re-check make-up.
22. Drive forward 2 metres.
23. Reverse back to cash machine.
24. Retrieve card.
25. Re-empty handbag, locate card holder and place card into the slot provided.
26. Restart stalled engine and pull off.
27. Drive for 2-3 miles.
28. Release hand brake.

Many thanks to: Susan O'Brien

West Pennine AGM

March 06

9th FEBRUARY 2005

Our Guest Speaker at this year's AGM was Christian Givvons, one of our IAM examiners and a GMP Motorway Unit Officer who is based at Birch Services. Chris was born in Oldham and lived in Derker, attended Counthill School and after a few jobs joined the Greater Manchester Police and was posted to the Salford Division, working at Eccles. He has done several postings within the Police and was attached to the Motorcycle Unit for just over 10 years based at Plant Hill and lastly at Leigh. During that time he was a member of the Special Escort Group and on leaving the motorbikes joined the Motorway unit at Birch. During the Commonwealth Games, he was seconded to form a small Special Escort Group, primarily of ex – motorcyclist, in order to utilise the special skills used in particular escorts concerning certain members of the Royal Family.

Chris was a motorcycle instructor with the Star Rider training organisation and used to run several centres and train the observers. He is very busy with the motorcyclists in the area and conducts advanced tests for all classes of vehicles.

His motorcycle is one of his great loves and he is looking forward to 2009 when he can retire from the Police and give his passion more attention.

As only a few of us had met Chris before we were not sure which of the people sitting in the Bank Top was our Guest Speaker. I had spoken to him on the phone when making arrangements and from his familiarity with Oldham pubs present and past (he is originally an Oldham lad from Derker) I had assumed him to be about my age, and had been scanning the audience during the first part of the evening, eventually convincing myself that the gentleman sitting in the corner near the door must be he – no, that turned out to be the associate whom Chris had tested that morning. Fortunately Alex passed, otherwise there may have been fisticuffs. It turned out that Chris was the rather youthful looking man sitting in the opposite corner – either he started drinking ten years before the legal age or he has a picture of Dorian Gray in his attic!

There was a certain amount of embarrassment among the Committee when it was announced that we were awaiting our Guest Speaker, upon which a hand pointed from the audience, announcing 'There he is!' – almost a case of 'Will the real Chris Givvons stand up please'.

Once our blushes had died down during the break, Chris took the floor and gave a very informed and entertaining talk, completely unscripted, no notes, just straight talking. We were fascinated by his tales of events happening during his daily working life, and the very useful information about the IAM test and the way he conducts this.

Chris explained that he first tries to put people at their ease because nerves spoil a good drive, telling them that there is no such thing as the perfect driver or rider and that we all make mistakes. That you can quickly assess, evaluate the mistake and get on with the drive or ride is a quality that the examiner is looking for and obviously that the same mistake is not committed again. He may make suggestions during the course of the drive – don't be put off or think you have failed if he suggests doing something a different way - he coaxes the associate and tries to place the books in the correct order just to ensure a smoother and systematic drive in a bid to try and to improve confidence. Chris explained it is much easier sometimes to bring something to an associates attention whilst during the test and then refer back to it during the de-brief. There is nothing worse than trying to explain something after the test and you either get a vacant look or a confident nod of the head, safe in the knowledge that the associate does remember that particular incident or hazard or they are just nodding to keep the examiner happy.

Sue Collin said that Chris was brilliant during her test, he gave very helpful pointers; Alex, tested that morning, said that he had thoroughly enjoyed the experience.

Chris said that the examiners are just looking for the bit of thinking from a driver, beyond the information and advice given in the textbooks. The IAM is now trying to get the 'Max Power' readers and event attendees and the similar generation of drivers to become Advanced Drivers, to get all drivers singing from the same hymn sheet and that we might have to re – think some of our values and thoughts in order to meet this particular challenge. This particularly when the driver or vehicle might not fit into that nice little niche or comfort zone usually associated with those who normally attend observed runs.

Many young drivers who would benefit greatly from Advanced Driving have a different frame of mind and by saying that there driving requires discussion is often a 'block to learning' but with the right frame of mind and the professionalism that all observers display every Sunday morning, then we can have a big impact on Road safety.

It is important that groups and observers all have the same attitude and give the same advice, otherwise associates may get confused. The idea being that an associate can start their advanced observed runs in Cornwall and on moving to Oldham, would be able to carry on with the same advice being offered with no idiosyncratic methods or traits. This was one of the main reasons that the Senior Observer was trained and assessed for and that it is their remit to ensure a standardised approach by all the observers David Mellor pointed out that in the West Pennine Group an associate has a different observer each week and so gets the benefit or different experiences and outlooks. We also have regular observers meetings to share knowledge and viewpoints. He felt that giving pointers during the test might infer that observers are not doing their job. Chris explained that some things may not have been explained to an associate before and that an examiner only assesses most observers when they take their own advanced test. If everything was fully explained by the observers to meet every hazard that might arise and the associate is therefore perfection in motion, why have examiners to test the associate?

In the Institute, to become a member, you only have to pass the advanced test once and then never take it again and what is to say that your own driving as deteriorated or that certain bad habits have crept in. All Examiners are quality assured checked every 2 years by Staff Examiners employed by the Institute and that in GMP, all advanced drivers and riders are assessed every three years in both their driving or riding skills but on their skill in pursuit situations. Chris acknowledges that even though he rode a motorcycle for sometimes over 8 hours a day, sometimes 7 days a week for over 10 years and now drives either a Mercedes ML320, Range Rover, Volvo T5 or a selection of other powerful cars for 10 hours a day every day at work, some habits do form and that by attending the Driving School to be re-assessed or even by having a colleague sit in the car with you can bring some home truths home and makes you more aware of the need for constant appraisal of you own driving and the need for more regular assessments.

In the GMP driving school, it is common practice amongst the instructors to take a car or motorcycle out for a day and assess one another. This because of the nature of their jobs, instructors are usually sat in the passengers seat instructing and that at times, they feel the need to keep their skills fine honed. Colin Watt asked if this is something that Chris is trying to set up? No, not at all, said Chris, but he is willing to assist any group in Observer training (time permitting) and because of the pressure in associates asking once they have passed the test, "what can I do now" the IAM now offers the driver or rider the Special Assessment. This is where a driver or rider is pitched against the 'perfect' driver/rider, and also includes a question paper. The test lasts for 90 mins and is conducted on roads that the associate might not know and the examiner marks the associate on their skill and application in dealing with all hazards, roadcraft and use of the system, includes the question paper and sends it all of the IAM House, London for marking in full and the associate is then informed of their percentage marks. The examiner has no idea of the final outcome but is ultra critical of the drive or ride. There is no formal training for this Special Assessment, but it is expected that the associate fully understands the system, its application in all cases, roadcraft and its full application and by constant practice and commitment can this be achieved. Beryl pointed out that a few people in the group have done it and that we have offered short training sessions to try to prepare them.

Chris told us that the Police Class 1 training is five weeks for bikes and four weeks for the car. Both courses are extremely intensive in that full concentration is required at all times and that even when you have finished driving and sat in the rear seats, questions are still asked and by observing the driver at all times and listening to the advice of the instructor, it is a constant learning curve. The bikes was a very enjoyable course but the concentration level was very high in that once you have finished being assessed you would drop to the rear which often lead to playing catch up. At all times you had to concentrate fully on your own riding and not be drawn into any situation that you couldn't deal with or felt uncomfortable with. Both course are very intense and ask you to concentrate fully for 8 hours a day for the duration of the course. Trainees have to drive/ride to the full capability of the machine or vehicle and they are also set an exam paper, which they have to pass.

This level of training and book work at home can lead to a very stressful time within the family and it's not very surprising that many either ask off the course, are asked if its their true vocation or fail the course. Because of the bad publicity that Police Pursuits often bring, often because of the wrong reasons or because the wrong type of police vehicle or personal was involved, GMP now includes a week of the training to this specialised area and the officer also has to pass that particular test, along with the normal advanced driving test and written exam.

Chris's favourite saying and one he displays on his mobile phone is " A Mans` just got to know his own limitations."

Derrick Tyson said that there are also bad HGV drivers, he now trains them up to the Advanced Test, but shouldn't car drivers also be educated regarding trucks? Truck drivers cannot always see the car lurking just behind them. Derrick told of his activities with training with school children in association with Oldham Road Safety Unit. Why not ask Derrick to bring a 44 tonner, 3 x 3 axles articulated unit to the group and ask the members to sit in the drivers seat and see and feel what the driver can and cannot see? Spray some water on the mirrors to make it interesting?

Chris said that a lot of people are not used to being overtaken – it is important to use all three mirrors, making sure that they are correctly adjusted and that regular use and anticipation of vehicles catching you up is essential.

Alex asked if driver improvement courses should be part of punishment for driving offences. Chris replied that GMP, in conjunction with all other Police forces, now offer two-day driver improvement courses through approved DSA instructors and recognised driving schools, who may then refer people to their local IAM Group. This was offered as an alternative to certain driving offences where by further driver education and awareness, the roads would become a safer place for all. David asked 'Why not direct to the Group?' – Chris replied that the regulations say that they have to go through the driving school first where they would be assessed and offered tuition by DSA approved driving instructors. Drivers tend to be selfish and need educating.

In summing up, Chris said that everyone in Groups is doing their best, and that we don't tend to get any good press. Because of the nature of the organisation we are open to public criticism and rebuke by those who are ignorant or ill informed of our aims and that publicity, is the hardest job. By passing the test and displaying the IAM badge of any colour makes you, the driver or rider, an Ambassador for what the IAM stands for and that what you do can either encourage or put respective members off. We are all trying to make the roads safer for all, and that the examiners are making sure that the principles of safe driving are there. After all, everyone thinks that they are a good driver.

Although we all felt that we could have gone on for a much longer time listening to Chris and asking questions, Steven called 'Time' and thanked Chris for coming along to speak to us this evening.

(I would like to say at this point that there were a lot of members there, but only a few associates, to whom the information given by Chris, particularly in relation to the test, would have been very relevant. In the past we have arranged 'Meet the Examiner' evenings for the benefit of associates, then found that there were more observers than associates attending. Let us know if you would like us to organise such an event.)

Congratulations

CONGRATULATIONS to Ihsan Niazi and Shahnaz Khalida for their forthcoming wedding on Saturday 16th April.

All the best for the future from everyone at

The West Pennine Group.

13 Forthcoming Events 2005

March 06

Shaw Market Easter Charity Event
Sunday 10th April

Morrisons Supermarket (Chadderton)
Saturday 30th April and Sunday 1st May

Saddleworth Show
Sunday 10th July

Failsworth Carnival
Saturday 16th July

**Oldham Lions Fun Day
At Clayton Playing Fields**
Sunday 14th August

Volunteers are required to recruit new associates for ALL events.

Please contact the Publicity team on 0161 681 8650
e-mail publicity@wpg-iam.com
or any member of the Committee.

As always, your help is greatly appreciated

Thank you for your continued support of West Pennine

Please remember: Commercial Advertising space is available at £50 for half a page and £80 for a full page per year. Personal adds to subscribing members are free. Contact the Newsletter Co-ordinators for information. Thank you.

Stuck for a present?

Not sure what to buy?

Can't think of anything unusual?



**Why not buy a course of
Advanced Driving
from your local
Group of Advanced Motorists.**



For more information call
Pete on 01706 843127

New Associates

March 06

Welcome to the following visitors who have recently joined the group as Associate Members. We look forward to seeing you on Sunday mornings for advisory runs, in preparation for the Advanced Driving Test. Good Luck to you all.

Clare Joyce

Mary Howard

Sylvia Firth

Pauline Walton

Brian Walton

OBSERVER TRAINING

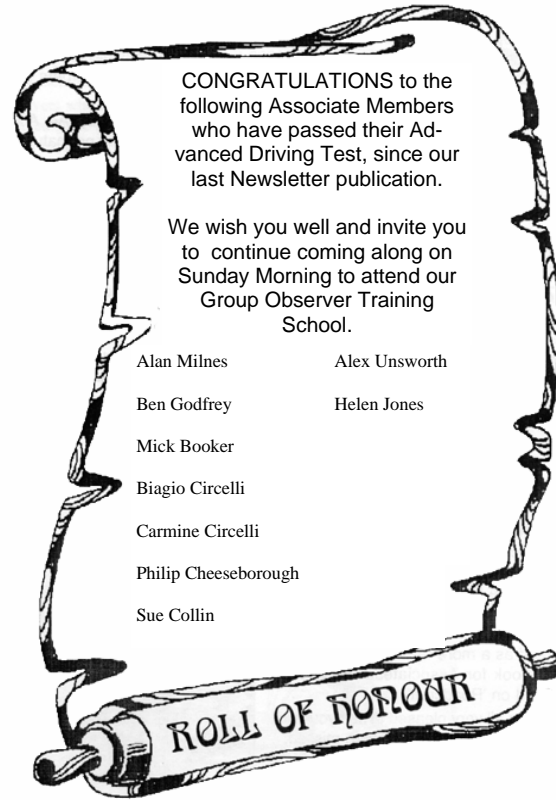
Welcome to the following recently qualified
members who are preparing to become Group
Observers

Mick Booker

Sue Collin

Test Passes

16



We are always at the Bank Top Tavern both before and after the morning's activities. Please come and talk to us if you are experiencing any difficulties and wish to discuss any problems relating to your driving.

Beryl Schofield – Peter Smithies
Associate Scheme Co-Ordinators

17

March 06

REGALIA

The following items are in stock and available for sale to members:-

Circular radiator badges	@ £6.50
Square radiator badges	@ £6.50
Lapel badges	@ £2.00
Tax disc holders	@ £0.50
Key rings	@ £2.50
Rear window stickers	@ £1.00
T' shirts	@ £5.00
Ties	@ £5.80
Stick pins	@ £2.00
Ball pens	@ £2.00
Sew-on-badges	@ £2.00



The following items, each bearing the West Pennine logo, are available on order:-

Sweatshirt	@ £21.00
Polo shirt	@ £17.00
T' shirt	@ £14.00
Baseball cap	@ £9.00
Woolly hat	@ £9.00
Embroidery on own item	@ £8.50
Additional words to IAM logo	@ £3.00
Surcharge for XXL sweatshirt	@ £2.50

Sweatshirt colours:- black, bottle green, bright red, burgundy, light grey, navy blue, royal blue.

Woolly hat colours are as above except that light grey is replaced by marled grey.

BOOKS IN STOCK FOR SALE TO MEMBERS AND ASSOCIATES:-

Road Craft	@ £12.00
Motorway Driving Explained	@ £0.95
Know Your Traffic Signs	@ £2.50
A Guide To Advanced Motoring	@ £2.50

All of these items are either on sale or can be ordered from Norma Scholes on Sunday mornings.

GROUP VIDEO/CD ROM LIBRARY

You may borrow any of the following videos for one week from Peter Smithies.

A returnable deposit of £5 is payable.

Video's are limited to one per person per week.

HMSO The Driving Video	Roadcraft IAM
HMSO Highway Code	Safe Motorway Driving IAM
IAM Maybe Too Late	Advanced Driving IAM
FORD Aggressive Driving	Test Drive IAM
FORD Driving Without Fear	"Crash" Channel 4 Video
Steps to Safe Minibus Driving	CD ROM Advanced Driving