

Motorcycle Observer Qualification

A Guide



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IAM Advanced Motorcycling Programme

OBSERVER QUALIFICATION

The need for a national standard of Observer Qualification was raised at the All Groups Conference in 1992. There was an overwhelming desire expressed by delegates for some form of Observer Qualification being made available to Group by the National Groups Committee.

It is fundamental to the success of the Scheme that it was designed by Groups for Groups.

After extensive consultation, it has been decided that from January 1st 2002 all new Observers must train to obtain at least the IAM National Qualification ("Qualified Observer"). From January 2002 there will be four levels: Trainee Observer, Group Observer, Qualified Observer and Senior Observer (Existing IAM qualified Group Observers will have "Grandfather Rights" and may continue to observe as such).

It is stressed that these changes will allow the IAM to speak for the qualification of Observers throughout the Group Movement and are not designed to raise the standard of Observing which is already high. Groups should encourage all Observers to obtain the new Qualified Observer status even though they are entitled to Grandfather Rights.

IAM Head Office has supported the Scheme throughout its design stages. Examiners conduct the Senior Observer Test but the Institute has no commercial interest in making a profit from the Groups. Therefore the fee for the Senior Observer Test will cover only administration and running expenses.



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NOTES

**INSTITUTE OF ADVANCED MOTORISTS
510 CHISWICK HIGH ROAD
LONDON W4 5RG**

Dear Member

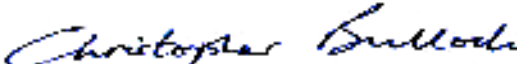
Congratulations on passing the Advanced Motorcycle Test and welcome to Full Membership of the IAM. I hope you enjoyed preparing for the Test and that you feel a sense of achievement in having passed.

As I am sure you are aware, the voluntary contribution made by our Observers to the IAM in particular and the advancement of road safety in general is of great importance. The IAM Test is approved by the Government's Driving Standards Agency, formally recognising that the IAM Test meets the nationally agreed standard for advanced driving.

The continued success of the IAM and your Group depends on our ability to attract the public to the benefits of better and safer driving and that aim, to a great extent, depends on the availability and quality of our Group Observers.

Your Group Committee would like to invite you to become an Observer, a course of action which I commend to you and which I hope you will consider favourably.

With every good wish for your future involvement in the IAM and as an Observer with your Group,



CHRISTOPHER T BULLOCK
CHIEF EXECUTIVE, INSTITUTE OF ADVANCED MOTORISTS

TRAINEE OBSERVERS CRITERIA (from 1st Jan 2002)

Prior to carrying out any Observing, an individual must:-

1. Have completed basic Observer Training within the Group.
2. Be undergoing training to achieve Qualified status.

QUALIFIED OBSERVER CRITERIA

To become a Qualified Observer an individual must:-

1. Have carried out a minimum of ten hours Observed Runs with Associates and had six months practical experience of Observing within a Group during the preceding twelve months.
2. Achieve 80% in each section of an IAM validated Qualified Observer Written Test administered by the Group.
3. Achieve a "Satisfactory" Grade in a Group validated IAM approved Qualified Observer Practical Test conducted by a Senior Observer.
4. Be recommended by the Chief/Senior Observer.
5. Be approved by the Group Committee.
6. Have their name held on Group records.

The Qualified Observer Written Test

Achieve at least 80% in each section of an IAM validated written test administered by the Group's Chief Observer or person nominated by the Committee, and consisting of:-

1. Ten Highway Code Questions,
2. Ten Advanced Driving Questions,
3. Ten Documentation/Administration Questions.

The Qualified Observer Practical Test

1. A briefing on the points that the candidate intends to demonstrate to the Senior Observer who is acting as an Associate.
2. A 45 minute demonstration ride at the appropriate standard by the candidate acting as an Observer, to the Senior Observer.
3. At suitable points during the demonstration ride, the candidate will indicate to the Senior Observer, who is acting as an Associate, that a stop is intended. When a safe, legal and convenient stopping place is found, the candidate will give a de-brief about the preceding part of the 'observed run', referring to the relevant parts of the system of motorcycle control.

And finally ... What makes a good Observer?

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 Riding.
- 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 Riding.
- 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 Rides, the assistance provided to you by the Group Senior Observers, and your own enthusiasm, those skills above will start to come naturally. Don't feel that you are expected to reach the above 'standard' on the first Observed Ride you do, it will take a little time and the learning process can be very rewarding.

Last of all, **remember to enjoy yourself** while doing it. By making the Observed Rides 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 not drop out because they are 'with friends'.

Safe Motorcycling

Observer's Introductory Briefing - (IDEALISM)

I = Introductions	Tell the Associate your name and ask how they would like to be addressed.
D = Declaration	Ensure that the Associate is aware they are in charge of the vehicle but do not let them sign anything to that effect.
E = Explanation	Explain what is going to happen during the Run and what type of Run it is, e.g. normal, Check Run, etc.
A = Ahead Only	Tell the Associate to, 'FOLLOW THE ROAD AHEAD UNLESS SIGNS DIRECT OTHERWISE OR I ASK YOU TO TURN, WHICH I WILL DO IN PLENTY OF TIME'.
L = Look For	Look out for and, if necessary, ask if the Associate has got copies of PYAMT and Highway Code.
I = In For Test	Establish if the Associate is in for Test as this will affect the style of Run. If the Test is imminent then now is the time for the final polish and to bolster confidence, not find new minor faults.
S = System	Ask the Associate to name and explain the phases of the System. Two minutes now could be worth twenty out on the road with its many distractions.
M = Machine	Consider asking the Associate how to carry out machine familiarisation when riding a machine for the first time.

4. At the end of the 'observed run' the Senior Observer will present the candidate with two problem situations and ask how he/she would resolve them to a candidate preparing for the Advanced Motorcycling Test.

To retain Qualified Observer Status, they must:-

1. Continue to fulfil the Observed Run requirement (i.e. a minimum of 10 hours of Observed Runs per year)
2. Re-qualify every three years with the approved Qualified Observer Practical Test conducted by a Senior Observer.

SENIOR OBSERVER CRITERIA

To become a Senior Observer an individual must:-

1. Fulfil the requirements of a Qualified Observer.
2. Have carried out an additional ten hours of Observed Runs with Associates or other Qualified Observers making a total of 20 hours of Observed Runs during the preceding twelve months.
3. Achieve a "Satisfactory" Grade in a practical test with an IAM Examiner
4. Be recommended as a Senior Observer by the Examiner.
5. Name to be held on IAM HO and Group records.

To retain the Senior Observer Status, they must:-

1. Continue to fulfil the Observed Run requirement (i.e. a minimum of 20 hours of Observed Runs per year).
2. After three years, pass a practical re-test carried out by another Senior Observer.
3. After a further three years pass a practical re-test with an IAM Examiner.

Key Steps to achieving critical self awareness - the key to riding skill

- *acknowledge that attitudes affect riding performance*
- *be aware of your attitudes and recognise that they affect your risk of having an accident*
- *recognise that you are vulnerable*
- *make safety your primary concern in all your driving decisions*
- *consider your own experience of near misses or accidents and what you can learn from them*
- *carry through changes in attitude to your driving performance by applying them in every driving situation*

MOTORCYCLE ROADCRAFT - CHAPTER 1 - 'Becoming a Better Rider'

Senior Observer Practical Test

IAM Examiners will test one candidate at a time for the Senior Observer Qualification and Senior Observer Re-qualification tests.

Both the Senior Observer Test and Re-qualifying test will be in two parts:-

- 45 minutes giving a demonstration drive (without the Associate) at the appropriate standard specified.
- 45 minutes observing a Group Associate driving/riding towards the standard specified in PYAMT.

The Senior Observer candidate will be required to provide a Group Associate for the Observed Run. The starting time and place should be mutually agreed by the Candidate, Associate, and Examiner.

The Examiner may, at any time during the test, ask for up to two advanced driving situations to be explained to the Associate.

Senior Observer Test Fee

The fee for the Senior Observer Test, conducted by an IAM Examiner, will continue to be the same as the current IAM Test Fee but only one candidate (with a Group Associate) will be tested at a time.

It is expected that Groups would fund the Test Fee (rather than expect the individual to pay) since the benefit is to the Group.

What makes a good rider ?
Good riders have a quiet efficiency in their actions and this derives from:

- *a good level of attention*
- *accurate observation*
- *matching the vehicle's speed and direction to the situation*
- *awareness of the risks inherent in particular road and traffic situations*
- *acting to keep identified risks to a minimum*
- *awareness of their own limitations and those of the machine and the roads*
- *skilful use of machine controls*

ROADCRAFT - CHAPTER 1 - 'Becoming a Better Rider'

REQUIREMENTS FOR OBSERVER QUALIFICATION

This table indicates the attributes required of each type of Observer. It may also be used to plot the progress of an Observer by entering dates below.

REQUIREMENTS FOR OBSERVER QUALIFICATION	QUALIFIED OBSERVER	SENIOR OBSERVER
CURRENT GROUP MEMBER		
CURRENT IAM MEMBER		
PREPARED BY A GROUP		
CARRIED OUT 10 OBSERVED HOURS		
CARRIED OUR 20 OBSERVED HOURS		
6 MONTHS EXPERIENCE		
12 MONTHS EXPERIENCE		
PASSED GROUP'S WRITTEN TEST		
PASSED GROUP'S PRACTICAL TEST		
PASSED IAM PRACTICAL TEST		
RECOMMENDED BY CHIEF OBSERVER		
RECOMMENDED BY STAFF EXAMINER		
APPROVED BY COMMITTEE		
NAME HELD ON GROUP'S RECORDS		
NAME HELD ON IAM RECORDS		
RE-ASSESSED AFTER 3 YEARS BY A SENIOR OBSERVER		
RE-ASSESSED EVERY 6 YEARS BY AN IAM STAFF EXAMINER		

OBSERVER RECORD DETAILS

(A copy of Senior Observer Records is also kept at IAM HO)
The following records should be kept by the Group for each Observer.

GROUP NAME _____

GROUP NUMBER _____

OBSERVER SURNAME _____

FIRST NAME/S _____

GROUP MEMBERSHIP
RENEWAL DATE _____

IAM MEMBERSHIP
NUMBER _____

IAM MEMBERSHIP
EXPIRY DATE _____

DATE OF PASSING QUALIFIED
OBSERVER TEST _____

DATE OF RE-QUALIFYING
WITH SENIOR OBSERVER _____

DATE OF RE-QUALIFYING
WITH SENIOR OBSERVER _____

DATE OF PASSING
SENIOR OBSERVER TEST _____

DATE OF RE-QUALIFYING
WITH SENIOR OBSERVER _____

DATE OF RE-QUALIFYING
WITH IAM STAFF EXAMINER _____

SENIOR OBSERVER PRACTICAL TEST

What the Examiner will expect on the Observed Run

The Observer should demonstrate the ability to:-

- **Put the Associate at ease.**
- **Ascertain the Associates current degree of progress** - *Introduce each topic by giving any necessary explanations or descriptions of the procedures to be covered.*
- **Choose and explain the route** - *Consider your route carefully ensuring you choose roads appropriate to the subjects to be introduced. Ensure the Associate understands exactly what you expect of him/her during the Run.*
- **Give the Declaration** - *Ensure the Rider understands they are in control of the machine at all times.*
- **Explain direction giving** - *Give directions clearly, unambiguously and in good time.*
- **Ensure a starting and stopping drill are given**
- **Clearly explain faults** - *Be friendly but firm. Couple constructive criticism with encouragement.*
- **Rectify faults** – *Explain methods to rectify those faults identified – tackle the most serious first!*

At the end of the Run, the Observer should:-

- **Review the ride with feed back and encouragement** - *Summarise what has been covered and ask if the Associate has any questions.*
- **Recommended reading and practice for next Ride.** - *Remind the Associate what to practice before the next Ride giving some idea of what standard you expect by then. Also inform the Associate of what reading would be appropriate.*
- **Fill in a Ride Report** - *Complete it before leaving the Associate. (Guidance on completing such a Report Form is in the IAM Observer Training Manual).*

Observed Runs – The Declaration

The Rider MUST be verbally reminded at the start of each ride that they are deemed to be in control of the machine at all times during an Observed Run and that the machine must be roadworthy and properly insured and comply with all appropriate legal requirements. It is the responsibility of the rider to ensure that they hold a current Driving Licence for the type of machine being ridden.

What the Examiner will expect on the Demonstration Ride

It is essential that each candidate is capable of producing a good quality Demonstration Run. This Run is not to be confused with a police Class One Run or even an Advanced Test Run. The candidate's competence as an Advanced Driver has already been established when they passed the IAM Test. What is required to be shown by the candidate is the ability to describe and explain Advanced Driving techniques.

The candidate will be expected to display demonstration skills in the areas shown below:-

Town - A safe, systematic, smooth progressive run within the speed limits.


Country - As Town (above) but note that a reasonably progressive run will suffice, maintaining unrealistic speeds is not required and could intimidate a prospective Associate.

Motorway (or other high speed road) - As Town (above) but including joining and leaving from slip roads.

Marking

In marking the skill factor an Examiner has to decide if an Observer has passed or to advise the candidate to re-take the Test after a minimum of three months. To be satisfactory at this level an Observer will be deemed to have a skill level above 80%. This negates the need for individual marks for each error.

THE SYSTEM OF MOTORCYCLE CONTROL
The System of Motorcycle Control is a way of approaching and negotiating hazards that is methodical, safe and leaves nothing to chance
The five phases of The System of Motorcycle Control are :



MOTORCYCLE ROADCRAFT - CHAPTER 2 - 'The System of Motorcycle Control'

IMPORTANT IAM ADMINISTRATION DETAILS

President of the IAM	Nigel Mansell OBE
Chairman of the IAM	David Kenworthy QPM DL LLB(Hons) AKC
Your D.C.M	_____
Role within IAM	<i>Represents IAM Members on National Groups Committee</i>
Chief Executive	
Chief Examiner	Peter Rodger
Assistant Chief Examiner	Steve Mead
Your RMA	_____
Role within IAM	Representative of IAM HO in the Region
Name of IAM Magazine	ADVANCED DRIVING
IAM HO Telephone No	020 8996 9600
Current Skill for Life Fee	_____
Current IAM Membership Fee	_____
Group Number	_____
Group Membership Fee	_____