

West Sussex Advanced Motorcyclists.

Guidance Notes for Potential & Trainee National Observers

This document seeks to introduce the initial considerations relating to becoming an Observer, including the process and timescale of the training.

Definitions:

IAM RS	IAM RoadSmart
IMI	Institute of the Motor Industry – sets standards and “audits” IAM RS.
Mentor	A National Observer approved by the TT
NOB	National Observer. Subject to 5 yearly re-assessment by IAM RS examiner.
NOPS	National Observer Progress Summary. Records training and development of TNObs.
PNOb	PotentialLocal Observer.
TNOB	Trainee National Observer
TT	WSAM’s Training Team, responsible for training standards.

TNOB JOURNEY

1. Do you have:

Time to commit? – A minimum of ½ day observing per fortnight, plus time spent preparing observing sessions and routes and writing ride reports. Observer training sessions.

Riding skill - equivalent to IAM F1rst standard.

Interpersonal skills- such that you can explain advanced riding to associates.

Patience?

2. What to do:

Read the IAMRS website Guide to becoming an Observer.

Once registered with the IMI as a TNOB you will be given access to the Observer Resources section of the IAM website.

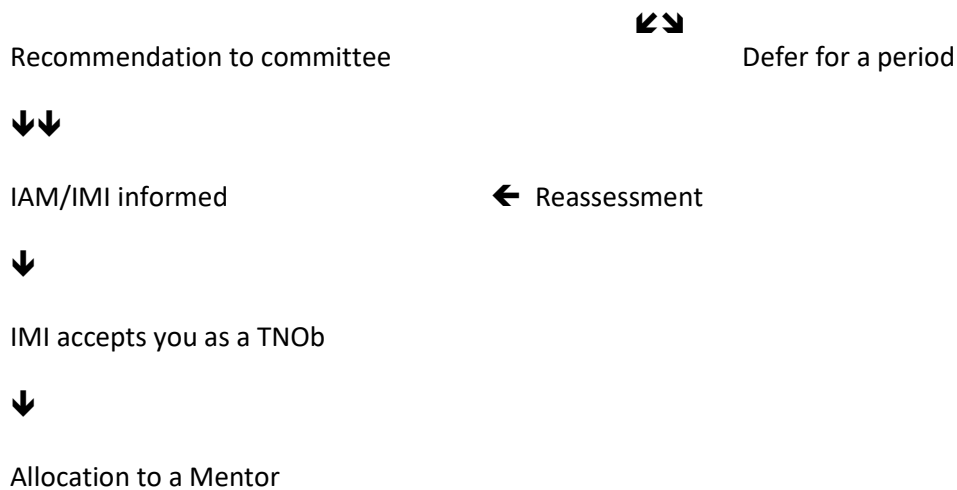
To take the next step, send an email to the Training Team tt@wsam.org.uk

3. What happens next?

You will be contacted by a TT member to:

- a) Discuss / outline the training process (as described in this document).
- b) Arrange a session with an appointed National Observer to assess your riding standard/ knowledge/ ability to explain the system /interpersonal skills. (See below*)
- c) The results will be recorded in a PNOB assessment form, passed to the TT and copied to you.
- d) TT commends you to the Committee to consider the current and likely demand from new Associates

The Process



4. Expected time scale:

- Target to complete training 6 months.
- Maximum allowed by IMI 12 months

5. Role of the Mentor

- To oversee your training and act as your mentor.
- To facilitate your riding with other Observers in order to see their approach to different Associates and gain experience of observing.
- A NOPS form may be used by your Mentor and copied to you as a record of your progress.

6. Typical training route:

- Mentor will introduce you to briefing and debriefing by role-play and with an Associate in training.
- You will accompany the Mentor / other designated National Observer on observed rides.
- You will learn to give constructive feedback and to identify and rectify faults using books/ diagrams and demo rides.
- You will learn to write ride reports in a fashion which refers to the course material and encourages the Associate to continue in training.
- As your confidence grows you will take more responsibility for associate training, always accompanied by your Mentor.
- An Associate will be appointed for you to provide all the training, still under the supervision of your Mentor
- During this period, you will be expected to gain a good working knowledge of:
 - The Initial Briefing required for new Associates
 - The Advanced Rider Course Observer's handbook.
 - The Highway Code
 - Roadcraft
 - Full Control
- When you and your Mentor agree that you are competent in all areas (*as per the NOPS form*) they will arrange a final assessment with another National Observer. Provided that is successful you can apply to take the National Observer test.
- Whilst waiting for the test you will be allowed to observe your Associate unaccompanied, but you will keep in close contact with your Mentor
- You can claim expenses from WSAM funds for all rides.

7. After passing the National Observer test

- Your Mentor will still be available to you for advice and may accompany you occasionally at first.
 - Your Nob status will be subject to 5 yearly re-tests by an IAM appointed National Observer Assessor, albeit the TT is responsible for continual maintenance of training standards locally.
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*The Initial Assessment Ride

The Assessor will have no expectations.

You have not been trained yet, but the aim is to allow to you show your potential as an Observer.

Rides:

Assessor explains the ride's purpose.

"You are going to act as an observer so you might want to give a safety briefing of some sort and then we'll get on the road".

Ride part 1–PNOB's observing skills:

- PNOB plans a route of c20-25 minutes on mixed roads to an appropriate debrief spot.
- Assessor leads, acting as an Associate in training
- PNOB follows & gives directions by indicators (if happy & so to do).
- PNOB bullet points all topics noted that could be discussed (ie. strengths & weaknesses).
- PNOB unpacks one item, uses IPSGA to explain how topic / hazard should be handled.
- Assessor will test PNOB's knowledge of the Highway Code and Riders Handbook.

Ride part 2–PNOB's riding skills:

- PNOB gives demo ride with Assessor following.
- Riding should be at least IAM test standard (ideally F1rst standard) as if being given to a test ready Associate
- PNOB's choice of route.
- Ride of c20-25 minutes - to appropriate debrief spot.
- Assessor gives feedback on trainee's ride.

Objectives for PNOB

- Assessor should be the focus of attention.
 - Do you listen?
 - Can you coach?
 - Can you ride?
 - Has the Assessor (in their role of Associate) learned something from you?.
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