

WHAM - Observers Briefing Notes for Associates

Background Notes for Observers

This is too detailed for you to use on the road; it is intended for you to read and to familiarise yourself with the content. There is a Summary note at the end for you to use as a prompt on Observed Rides together with a Disclaimer.

What's described below is not something needed on every ride, but all of it is needed on an Initial Assessment.

Your Associate has made a decision – he/she wants to do this, don't forget that; you have their permission. It's up to you to make it a pleasure and keep their interest; so be nice! There are a lot of things you need to know, some of which are a bit intrusive, so be sensitive.

- For the Initial Assessment only, make sure the Associate completes a self-declaration of legality. Also complete an eyesight test (see HC Rule 92). Explain that we cannot take anyone out without knowing they're "street legal".
- You have just completed the first bit of communication with the document and eyesight checks, hopefully it went smoothly; if not why not? Could there be some form of communication barrier or learning difficulty?
- On the Initial Assessment the Disclaimer (see Summary below) must be read to the Associate. You need to ensure that the Associate is reminded and acknowledges the Disclaimer on each ride.
- Engage the Associate in conversation about their bike whilst you discreetly assess the roadworthiness and the Associate's knowledge of a pre-ride safety check. You can tell them about bike checks, chain/suspension maintenance, etc., but not too much technical stuff at this stage. Also assess their protective kit, is it safe? Not something for heavy comment at this stage but consider how you will introduce the topic when debriefing.
- Explain the objective of the ride. The Initial Assessment is "ride as you normally do" with the caveat that we ride up to the speed limits where it's safe to do so. For subsequent rides you will have a specific training objective and plan in mind. Tell the Associate of the plan; it goes much better if they know what you expect.
- If you are doing a demonstration ride let the Associate know they control the speed: if they drop back, you slow down. Never give a demonstration ride to show how clever you are or so far in front of the Associate that they might as well not be there; if you do so, don't expect them to want to continue with you.
- Explain that when you're Observing you will be in different positions on the road and that you don't want the Associate to mirror your positioning. To start with keep a respectful follow distance; it's safer for you as you don't know how they ride; it's also less intrusive for a new Associate.

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- Explain that you will coach and advise on “how to” ride but that the Associate is in sole charge of their motorcycle and so always responsible for their actions on the road. This is a good time to discreetly ask if they are “fit to ride”; medication, alcohol (or other recreational drugs), tiredness or illness are all good reasons not to be on a motorcycle.
- Agree the route. Most people like to have some idea of where they’re going. Explain how you will give signals for direction and any stops. Agree a “follow me” signal (tapping the back of your helmet with your left hand is widely accepted).
- Agree a procedure for separation if, for example, you’re stopped by traffic lights. Make sure the Associate knows to stop somewhere safe – next layby, etc. If you really lose each other agree the procedure; “back to last roadside stop”; “wait in a safe place beside the road”; etc. Consider your Associate’s ability to comply with each of these options!
- If you are considering using radios on the ride refer to the WHAM Radio Manual for specific briefing requirements.

Associate De-briefing

The intention of this session is to give a full, honest and encouraging critique of the ride and the opportunities for improvement. Take care to give the feedback in a positive way – try thinking how you would like someone to advise you of your skills and expertise!

Make sure you:

- Pitch the conversation at the Associate’s level. Don’t give a fully detailed critique of every fault you’ve observed to someone on a first Check ride.
- Start with a “Positive/Good” feature of the ride.
- Encourage a two-way dialogue on the “improvement opportunities”. “Tell me about that overtake? What’s your view on your positioning at that junction now we’re sitting here? etc., etc.”
- Check the Associate’s understanding – frequently! “Am I making sense? Does that seem right to you? etc.” Don’t ever allow yourself to go “on transmit” and lecture the Associate.
- Relate your observations to The Advanced Rider manual, Roadcraft principles and the Highway Code. **Remember that their reference text is the Advanced Rider Manual.**
- From the discussion develop one, two, or at maximum three learning themes for the Associate to practise.
- If you used radios, ask for feedback on clarity/usefulness from the Associate

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- Round off the discussion with another Positive/Good feature to leave the Associate with some confidence! Never leave an Associate feeling “everything’s rubbish” or that they have no hope of making the grade.

Your objective is that the Associate should go away from a de-brief fired up with the material he/she needs to raise their game. This should include their “homework” – aspects to study/practise before the next session. You of course must plan that session using roads appropriate to your objective.

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Brief to Associates – Main Headings

Introduce yourself	Find out about the Associate's bike experience (Initial Assessment only)
Documents declaration as road legal (Initial Assessment only)	Eyesight test (Initial Assessment only)
Clothing appropriate	Explain the ride objective, check time is OK
Agree a route, discuss how you will give directions (consider radio usage).	Consider introducing IPSGA & Pre-ride checks (M-POWDDERSS)
Moving brake check	When appropriate explain a demonstration ride. (If using radios refer to WHAM radio manual).
Explain your positioning	Explain we coach not teach
Is the Associate "fit to ride"?	Separation procedure, mobile no?
Stopping procedure	Speed limits
Disclaimer (must be read on Initial Assessment; and verbally repeated to, and understood by, Associate thereafter)	(If required, Radio check) Ready signal
(On subsequent rides - ask questions about homework)	Understanding/ communication check

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De-brief to Associates – Main Headings

- Ask the Associate's view of the ride
- What did he/she learn
- What did he/she feel improved
- What did he/she find difficult or did not understand
- Discuss and score the Associate's run-sheet record (relate to Advanced Rider manual and HC)
- Summarise main points
- Seek feedback on any radio usage
- Set homework
- Look forward – objective and plan for next session

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WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS

DISCLAIMER

- You are in control of your motorbike at all times.
- You have signed a declaration that you hold a current full driving licence; your motorcycle is insured, has a valid Road Fund Licence, is fully roadworthy and has a current MOT test record (if applicable).
- I will give directions in good time. In the absence of directions from me follow the road ahead unless traffic signs direct otherwise.
- **Use as required:**
- Any radio information provided cannot override your own responsibility for your own safety. Radio advice is not 'instruction' but is to be used as considerations in your riding plan