**National Observer Assessment - Motorcycle - Rural Riding**

For this National Observer assessment M was asked to deliver a coaching session to an associate who needed guidance and assistance with rural riding.

There was clear evidence of a planned session with an excellent start and end location with refreshments and welfare facilities. The route for the assessment was ideally suited to the subject matter with a variation of A, B and unclassified roads with different speed limits.

The session was conducted in line with Covid 19 guidance and the pre-ride protocols included eyesight test, verbal disclaimer and on road rules.

M made Q&A knowledge checks with the associate regarding IPSGA and POWDERY.

The pre-ride information related to how IPSGA fitted into cornering on rural roads and also limit point use.

The on-road session was split into two sections with a good location for the mid ride stop. At this point M offered advice on positioning, cornering techniques and brake use. During the second part of the session M was able to confirm development in these areas and complimented the associate on these improvements. M, in line with his Group processes completes an electronic run sheet after the session and then emails it to the associate.

The demonstration ride was at a nice brisk pace and to the standard expected of a National Observer. M could consider the following points to enhance his ride – use of indicators (don’t rely on self-cancelling) and system application into speed limits.

M has a sound knowledge of IAMRS policies and procedures – remember the Group Affiliated Handbook is a valuable aid to group officials.

Skill level demonstrated at National Observer level. For his own observing skills development M may wish to consider the following:

1. At the initial brief take a more investigative approach to the associate’s history and licence acquisition - it allows you to plan the session to meet their needs, concerns and expectations. You have your agenda for the session – the associate will have their own personal agenda. If you explore this it will give you a measuring tool to check learning at the end of the session and also keep you on track with the main subject matter.
2. Deal with the “legality” areas of the brief first – eyesight test and disclaimer / declaration. If this are unsatisfactory there is no point in an extensive pre-ride briefing.
3. Look at the associates’ riding against what you would be doing in certain circumstances. For example, if you are having to brake to reduced speed and the associate is not but still reducing speed ask yourself why this is happening. Are they riding in a singular low gear or using the gears to slow the machine?