MANCHESTER 500
ADVANCED MOTORCYCLISTS

ADVANCED RIDER COURSE

HANDBOOK 2026

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Contents

Important information please read! 7

Disclaimer 7

What Is Advanced Motorcycling? 8

IAM RoadSmart and Manchester 500 Group 9

MCR 500 Course “Guided Self-Development 10

Course Texts 10

Observed Modules 11

Pre-Test Briefing 11

Course Dates 11

Radios/Communications 11

Course Structure 12

Course Log Books 12

Weather Conditions 12

How Long Will the Process Take 12

Attendance 13

Keeping in Touch During the Course 13

Feedback 13

One the road 14

- Safety Requirements 14
- Rider Responsibility 14
- Must be Legal 14
- Drugs and Alcohol 14
- Health and Tiredness 14
- Eyesight 15
- Bike Condition and Clothing 15

Refusal Rights 15

Commitment from You 16

Attitude and Determination 16
Time 16
Practice and Study 16
About Your Observer 17
Observers give their time voluntarily 17
Riding with an Observer 18
Make You Own Decisions 18
Observers 19
Routes and Directions 19
Getting Lost or Separated 20
Taking a Breather 20
Safety 20
Ongoing Membership 21
The Test 21
Do I Have to Take the Test? 21
Determining Test Readiness 21
Applying for the Test 22
Test Format 22
After Passing the Test 23
Group Ride Outs 23
Gain a F1RST 23
Become a Master 23
Become an Observer 23
Recruitment 24
Group Social Nights 24
Motorcycle Compliance 24
Course Structure 25
Module 1 26

Introductory Presentation 26
Themes 26
Legality 26
Machine Control 26
Safety 26
Development plan for Module 2 26
Module 2 27
Themes 27
Information 27
Position 27
Development for Module 3 27
Module 3 28
Themes 28
Speed 28
Gear 28
Acceleration 28
Development for Module 4 28
Module 4 29
Themes 29
IPSGA 29
Machine Control 29
Riding Plan 29
Guidance from behind 29
Development for Module 5 29
Module 5 30
Themes 30
Refinement 30
Consolidation 30

Guidance from behind 30
Exposure to test format 30
PRE-TEST NOTES 31
The Golden Rules Still Apply 31
After you have passed your test 31
Glossary 32
Pre-Ride Checks 32
P.O.W.D.D.E.R.S.S.Y 32
Static and rolling brake checks 33
IPSGA The System of Motorcycle Control 33
On approach to hazards consider 33
Advanced Riding 33
Responsive Gears 33
Make Safe Progress 34
Limit Point 34
Overtaking & Filtering 34
Concentration 34
Observer contact details ..... **Error! Bookmark not defined.**

Important information please read!

All the Observers at Manchester 500 are Volunteers who give up their time freely to run the group and provide observed rides. We expect all associates to contribute to the observer's fuel costs. Currently we ask a payment of £75.00; this contributes to their running costs for your first 5 observed rides and a pre-test check. Most associates who dedicate time to revision and practice of the guidance given should be able to complete the course within this time. However, we appreciate this is not always possible, any associate still not test ready may have additional rides as an exception at the discretion of the Manchester 500 committee. For additional rides we expect associates to make further £20.00 fuel contributions prior any additional ride.

Disclaimer

You are deemed to be in full control of your motorcycle and are responsible for any or all consequences of your actions. You are going to demonstrate a full understanding of both Road Traffic law and HWC regulations. Please do not exceed the speed limit.

You must hold a current full license for the class of machine you are riding. and have insurance to cover you use of the machine on the UK Roads Your bike must have current Road Fund license MOT if applicable and be in a roadworthy condition.

We reserve the right to cancel an observed ride if we deem you or your bike to be unfit to complete the ride legally and safely.

What Is Advanced Motorcycling?

"Advanced" motorcycling is the ability to control the position and speed of the machine safely, legally, systematically and smoothly, with regard for the road and traffic conditions to make reasonable progress unobtrusively, with skill and responsibility. This skill requires a positive but courteous attitude, and a high standard of riding competence based on concentration, effective all-round observation, anticipation and planning. All this must be coordinated with good handling skills. The motorcycle will always be at the right place on the road at the right time, travelling at the right speed with the correct gear engaged and can always be stopped safely in the distance that can be seen to be clear.

The above is rather long winded, a simpler view is to consider it **the ability to actively manage risk**. In this context “risk management” is a process that covers physical skill, knowledge, experience, beliefs, hazard identification and prioritisation, decision and action.

The modules of our course are designed to help walk you through the process of improving your risk management skill set.

IAM RoadSmart and Manchester 500 Group

Becoming part of the IAM in whatever capacity, is a great way to enhance your driving and riding skills in an enjoyable environment. Of course, safety is always our top concern, but it should be a fun and exciting experience too!

IAM *RoadSmart* is a road safety charity dedicated to providing leadership on road safety, reducing injuries and saving lives. Support for IAM associate members preparing for the Advanced Test is provided by a network of approximately 180 affiliated IAM groups across the UK. Collectively, these groups, all run by volunteers, represent a unique resource with unparalleled experience and expertise to share.

Manchester 500 Advanced Motorcyclists was formed in 1982 by experienced local motorcyclists with a keen interest in road safety and a determination to deliver high quality coaching. All the staff are **unpaid volunteers** who give up their time for free so please show them an appropriate level of respect and appreciation.

In addition to the Observed sessions, we meet socially once a month. We look forward to welcoming you into the group, hopefully for years to come!

MCR 500 Course “Guided Self-Development”

The group’s aim is to help you become a “thinking rider” who is prepared for the IAM *RoadSmart* Advanced Motorcycle test. We do not give instruction or learning by rote. **It is therefore essential that you accept responsibility for your own active development**. We in turn will provide mentorship, feedback and guidance.

Do not be afraid to challenge the advice we offer; this shows us that you have engaged with the course and is an opportunity to develop a deeper understanding.

An average Associate will receive around 20 to 25 hours of coaching from us. Forming new habits takes more than that so it should be obvious that you will need to dedicate many hours of practice between observed runs if you are to progress at a reasonable rate. Your Observer will give you a “development plan” at the end of each session so that your practice is focused on what will best help you to develop.

Course Texts

The Highway Code and IAM *RoadSmart* Logbook, are essential reading. These books are the foundation on which the IAM course is based. Please bring your copies to every session as they will be referred to. Feel free to ask us if there is something you don’t understand.

Observed Modules

The courses offered by Manchester 500 are run from March to November on the first and third Saturdays of each month (check www.mcr500.org for updates). All sessions meet at 08:45 for a 09:00 prompt start, unless otherwise notified. Please arrive with sufficient fuel for the day. During the observed runs you will ride your own bike and will be followed by one of our qualified Observers who will provide coaching and advice that may help you improve your riding. **Any of our Observers can give you a demonstration ride, just ask.**

Pre-Test Briefing

Towards the end of the course, we will explain what is expected of you on the Advanced Motorcycle Test.

Course Dates

Course dates are published at www.mcr500.org/members. Routes are published on https://www.myrouteapp.com you will receive an invitation to our private group (if you've not received it please ask one of the team). Observed sessions will vary in duration and distance covered, but you should expect that most will last a minimum of 3 hours and cover at least 60 miles so **make sure you start with a full tank**.

Radios/Communications

Currently we do not routinely use radios or comms on the runs, but we may use them to help resolve specific issues or for Observer training.

Course Structure

The course consists of five themed self-development modules punctuated by observer-guided review sessions. Each module builds on the foundation of the previous.

Course Log Books

Each section of your course log book contains a competency sheet, we encourage you to study these and chart your own progress honestly. You need to be able to critically review your ride and record your IAM *RoadSmart* course progress. At the end of each ride your Observer(s) will give you a clear debrief indicating the areas where you may need to practice or study. In addition, we will email you a more detailed report. These are kept electronically and you observer on the day will have copies of your previous electronic reports. Please remember to bring your log book with you.

Weather Conditions

Course rides take place between March and November however, we have no control over the weather and in extreme conditions Observed runs may be deemed unsafe or unproductive. In such circumstances we will try to give advanced notice of cancellation. We do however ride when it's raining so ensure that you have appropriate riding gear.

How Long Will the Process Take

This depends on your initial skill level and is also influenced by your commitment to learn and practice. Experience has shown that most riders will achieve the standard required within the five guided modules scheduled across three months.

Attendance

You will receive emails with a link to an online "register" where we ask you to confirm your intention to attend each run, or otherwise. This allows is to plan for one-to-one coaching and avoids our volunteers turning out for no purpose. **Prompt completion is required. If your circumstances change and you find you are unable to attend a session you have committed to please contact your mentor or the Chief Observer as soon as possible to avoid an Observer turning out when not required.**

Keeping in Touch During the Course

We want you to do well during your course (and become an active member of the group). It is therefore vital that you are happy with the way things are going and feel able to freely express any concerns. For this reason, you will be assigned a named Observer mentor, a senior member of the coaching team. It is their responsibility to ensure that you are dealt with appropriately at all times and that your specific needs are met. Your assigned Observer is there to help and may call you occasionally to check on your progress, ensure that your personal objectives are being met, and to offer general guidance and encouragement. Of course, if you have need to discuss anything related to the course don't hesitate to get in touch with them or any of the group's officials, we are here to help. Contact details for all committee members can be found at the end of this document.

Feedback

Observers thrive on feedback; this keeps us on our toes and ensures that we continue to learn and improve. It also gives us the opportunity to keep doing the things we do well and praise those that have worked hard, so please feel free to tell us how the experience was for you.

One the road

Safety Requirements

Your safety and that of your Observer is of paramount importance. It is essential therefore that you read, understand and strictly abide by these safety rules.

Rider Responsibility

You remain responsible for your own safety at all times. You must ride your own ride, making all decisions for yourself without exception. Should you be unclear or uncomfortable with any direction or advice given to you by your Observer, feel free to challenge it or decide when and where to apply it.

Must be Legal

You must fully comply with all applicable laws at all times including speed limits. Your Observer will never ask or recommend that you break any law, including breaking the speed limit whilst overtaking. There are no exceptions.

Drugs and Alcohol

You must never attend a session whilst under the influence of drugs or alcohol. This includes prescription and over-the-counter drugs that may affect your ability to ride safely.

Health and Tiredness

You should not attend a session if you feel unwell or tired. You won't get the best out of the session and it may become dangerous for you or your Observer. Please be especially careful if you work unusual hours or shifts. However **please inform us in advance if you will not be attending.**

Eyesight

Your eyesight must meet the legal requirements for riding as specified by rule 92 of the Highway Code during all sessions. If you need to wear prescription lenses to meet this requirement you must wear them for every session. If you forget your glasses or lose a contact lens please advise your Observer before riding.

Bike Condition and Clothing

Ensure that your bike is legal, safe and roadworthy before attending an observed run. Also wear suitable protective clothing, regardless of the weather. As a minimum, this must include a legal helmet and should include gloves, sturdy boots and suitable jacket and trousers.

Riders arriving with motorcycles that in our opinion do not conform to the requirements of the law may be refused an observed ride. The ride may take place at the discretion of the observer, but it will be logged and must be rectified before you attend any further sessions.

Refusal Rights

We reserve the right to refuse to ride with anyone we feel does not meet any of the above criteria.

Commitment from You

The following sections summarise the commitment needed to successfully prepare for and pass the IAM Advanced Motorcycle test.

Attitude and Determination

First and foremost, a determination to learn combined with an “open to change” attitude is essential to doing well.

Time

You should expect to spend between 3 and 4 hours riding during each Observer guided review session. An observer-guided review session is recommended every 2-3 weeks. This will ensure that you maintain focus and momentum whilst giving sufficient time to practice and study in between.

Practice and Study

At the end of each observer-guided review session a development plan will be formed. This will include specific riding aspects to practice and further study of the Highway Code and the IAM *RoadSmart* book. It is essential that you dedicate time to these tasks prior to the next Observer-guided review session. We recommend that you ride the route for the next run at least twice. This has the benefit of making you familiar with the route and ensures that you ride on a mixture of roads not just the ones that you know well. We will know if you haven’t!

About Your Observer

Your Observer is an experienced motorcyclist who is committed to helping others improve their riding. They will hold an IAM advanced riding certificate and will have completed a rigorous IMI National Observer development programme. This includes being assessed on their ability to pass on their knowledge and skills and ride safely in proximity to an Associate. All Observers are required to undergo annual Observer assessments and also complete regular refresher courses and monitoring.

Observers give their time voluntarily. Please respect this by:

- Giving sufficient notice if you can't make an observed run
- Being on time for your sessions and carrying sufficient fuel
- Arriving for every session ready to learn
- Completing all agreed development plans, practice and reading
- Giving appropriate feedback.

Riding with an Observer

Your Observer will usually follow you although sometimes they will take the lead, where giving directions would be difficult, or if they wish to demonstrate something. When your Observer is following, they will seldom ride directly in your tyre tracks but will opt instead to ride in an offset position to increase view and overall safety. **Disregard the position of your Observer whilst riding**, as their position will seldom give any indication of the best position for you to be in. Depending on the situation and what your Observer is looking to see, it will also be normal for the distance between you and your Observer to vary during a ride. Generally, **do not interpret any change of distance between you to indicate that you should speed up or slow down**. However, if the Observer continues to fall away to the rear it may mean that they feel the safe speed or prevailing speed limit is less than your current rate of progress. **It is essential you ride at a pace where you maintain the ability to stop in the distance you can see to be clear on your own side of the road.**

Make You Own Decisions

When riding with your Observer make all decisions based on yourself only. For example, **if there is an opportunity for you to overtake safely, then take it** regardless of whether your Observer can overtake too. However, once you have made your overtake leave space for the Observer to follow, if you have to suddenly close the throttle or brake after an overtake it probably was not well planned. Also don't get too far ahead if your observer can't see you, they are not observing your ride.

Observers

On occasions you may be accompanied by two Observers. We regularly use peer reviews to check the Observer's performance. Once your end of ride debrief is completed the Observers will discuss the session from an Observers point of view. This is part of our normal development program. We may ask that you leave at this point so that the Observers can provide the feedback in private.

They may also provide further insight into your ride, although this would not be their primary objective, consider this as a two for one bonus.

As previously mentioned, you will be allocated an Observer Mentor who will review your progress and should be your first point of contact if you have any issues.

Routes and Directions

Route maps and sat-nav files are available for the first three modules you can download them from our private page on https://www.myrouteapp.com and should be used during your practice sessions. You will get much more out of each review session if you are familiar with the route to be used. The use of satellite navigation is permitted but should not be an excuse for not familiarising yourself with the route. The routes are planned to take in a mixture of road types. They will not merely be the fastest or shortest route to the final destination so ensure that you hit all the waypoints. Modules 4 onwards directions will be given by the Observer following you by means of their indicators, by this stage your rear observations should be more than adequate, and it will familiarise you with the practice before you take your test.

Getting Lost or Separated

Occasionally, traffic or junctions may cause you to become separated. If this happens, don't panic. Find a safe, legal and considerate place to stop and wait. If your Observer hasn't re-joined you after a reasonable period, consider retracing your route to the place where you got separated. If you are still unable to find your Observer, stop and call them (Phone numbers are at the back of this booklet).

As they may be riding at the time, wait for their return call. If contact cannot be made, make your own way to the final destination and contact an Observer at the Café . If you get lost **with** your Observer, don't worry. The object of the exercise is for them to observe and comment on your riding, the planned route is only a means to an end.

Taking a Breather

Your Observer will typically structure each session to include one or more stops to allow time to discuss the ride, have a breather, or take on some light refreshment. However, don't hesitate to stop if you are uncomfortable in any way, unclear about anything, or simply want to remove the wasp that's flying around inside your helmet! Unless it is an absolute emergency, please find somewhere **safe, legal and considerate** to stop with sufficient space for you and any accompanying Observers.

Safety

Finally, your Observer will continually assess the safety of the ride, and ultimately will stop the session if they consider it to be unsafe or if it does not meet the requirements described previously *(Safety Requirements)*.

Ongoing Membership

Once you've passed the Advanced Motorcycle test, we hope that you'll continue as a member of the IAM and Manchester 500 Advanced Motorcyclists. Your first year of IAM membership is included in the IAM *RoadSmart* course fee and begins on the day signed up. Thereafter, Membership of the IAM is renewable on the anniversary of joining and membership of Manchester 500 Advanced Motorcyclists group fees fall due for renewal annually on 01 March. **You cannot be a member of MCR500 without a current IAM membership.**

The Test

Although taking any test can be daunting, the IAM *RoadSmart* Advanced Rider test should be considered part of the learning process and a great opportunity for feedback that will help you to develop further.

Do I Have to Take the Test?

In short no, however as a group we have found that the test provides a useful target for Associates to work towards. It also provides a completely independent riding assessment from a highly trained rider and examiner. Ultimately however, our aim as a group is to improve road safety and we will help anyone who simply wants to improve their riding. If you have any concerns about taking the test please do not hesitate to discuss them with us at any time.

Determining Test Readiness

The course aims to help equip you with all the knowledge and practical skills needed to do well on test. A thorough knowledge of the Highway Code is entirely your responsibility, we recommend the official App which includes quizzes so that you can test yourself. Your Observers will regularly discuss your progress towards test standard with you and pre-test notes are included in this handbook. Rest assured that we will inform you when we believe you are at the appropriate standard.

Applying for the Test

When you are ready for the test we will first discuss it with you and then advise IAM HQ to appoint an examiner for you. The examiner will make contact directly and arrange a mutually convenient time and place to meet and conduct the test.

Test Format

Your Observer can give you a detailed description of what to expect during your test but in brief, your test will last for about 90 minutes and will include:

- A chat to put you at ease and enable you to get to know your examiner who is independent of the group
- A document declaration check
- Completion of standard pre-ride checks, including eyesight
- A pre-ride briefing
- A test ride covering a variety of roads and lasting about 60 minutes
- Highway Code and advanced riding theory questions (asked either at the beginning or end, or a combination of both)

At the end of the test your examiner will give you a thorough de-brief and then let you know how you've done. Pass or fail this is an excellent opportunity to learn so try to keep the emotions in check, listen carefully and ask as many questions as you can think of. The Examiner will appreciate your interest and be happy to share their knowledge.

After Passing the Test

We very much hope that you will stay around once you've completed your test as there are lots of other things you can get involved in, here are some examples.

Group Ride Outs

We do not conduct any formal group rides under the MCR500 banner. However, some members do meet for occasional "mates' rides", as these tend to be run by and for skilled riders please do not attend if you are not prepared or able to maintain a progressive pace. This is for your own enjoyment and safety and that of others. If you wish to know more enquire with one of the committee.

Gain a F1RST

F1RST membership is attained by taking the advanced test for car, motorcycle or commercial vehicle and achieving a score of 1 in every* category.

* Our Examiners have the discretion to recommend a candidate even if they score a '2' in no more than three categories (however Legality and Slow Manoeuvring must score a '1')

Become a Master

Building on your skills as an existing advanced road user, the Masters programme will help to enhance and develop your ability even further. Masters is a challenging standard that is only available to current full IAM members. A Masters qualification lasts for five years before a re-qualification is required

Become an Observer

Whilst we know it's not for everyone, why not consider passing on your skills, knowledge and experience to others by learning to be an Observer? Helping others also helps you to continue learning and is the best way of maintaining your own standards. You never really know a subject until you can explain it to someone else.

Recruitment

As a voluntary group and registered charity, it is essential that we recruit new members, and nothing works better than a word-of-mouth recommendation, your help in recruiting others will be much appreciated.

Group Social Nights

On the second Thursday of every month we hold a group social meeting in the evening. This offers a great opportunity to learn, discuss progress and contribute to the advancement of others. Or just set the world to rights. Ask a member of the team for details.

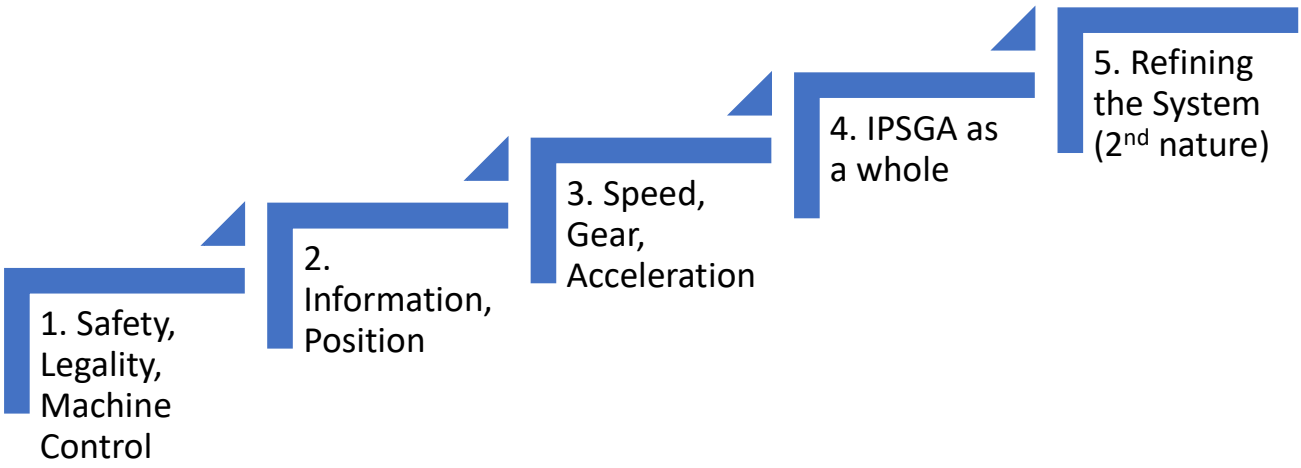
Motorcycle Compliance

As we are a road-safety group, affiliated to IAM RoadSmart, we are under an obligation to ensure that all members are riding bikes that are both safe and legal, as far as we are able. Under that obligation we will not offer observed rides to anyone who attends on a non compliant or un-road worthy motorcycle. Please be aware that turning up for the test with a non-compliant motorcycle may result in immediate termination of the test without refund.

Course Structure

The Manchester 500 Advanced Rider Course (ARC) is based on the "System of Motorcycle Control" also known as IPSGA. This system can be applied to any road feature or hazard at any speed or in any conditions. The ARC is modular with each module building from the previous. While it is expected that you will complete a module per session, if you not yet mastered the required competencies then before progressing to the next you will be asked to complete further development focused on the area(s) that still require attention.
In these cases the Observer will give you a development plan to work on and may propose a dedicated route for the next observed ride.

Each observed ride is a coaching and review session which assesses the study and practice agreed in your last development plan. If it becomes apparent that you have not practiced or studied we reserve the right to terminate and reschedule the session.



Module 1

Introductory Presentation

The course format will be explained. Administrative aspects will be covered off and any questions you may have will be addressed.

Themes

Legality

Demonstrate a sound understanding of the Highway Code and how it can contribute to your own safety and that of other road users. Also to demonstrate a knowledge of basic vehicle safety checks.

Machine Control

Demonstrate competence in machine control at all speeds including slow manoeuvring. Machine Control includes but is not limited to throttle control, gear selection, counter steering and three phase braking.

Safety

Demonstrate an awareness of risks, the ability to prioritise risks and what actions to take to mitigate risks.

Development plan for Module 2

Now is the time to study the System of Motorcycle Control in its widest sense. Your task is to use the time between now and the next Observer-guided review to understand the 5 pillars of the System of motorcycle control and begin applying them to your riding. Your focus at this stage will be the first two phases, namely **Information** and **Position**. To begin to understand how they are linked and how they contribute to your risk management.

Module 2

Themes

Information

You will exhibit an understanding of what it means to ride 'systematically' using good all-round observations, including blind-spot checks (BSC), leading to early positioning.

Position

You will exhibit an understanding of what it means to ride 'systematically' using early positioning to enhance your all-round observations and to improve your safety, stability and view of and by other road users

Your Observer will be searching for evidence that systematic riding is in use. This will be seen through the use of good forward observations and timely rear observations resulting in appropriate and timely positional choices.

Positioning for **safety, stability and view**, in that order, should be demonstrated.

Development for Module 3

You should now study and practice the **speed, gear, acceleration** phases of the system. Understanding of the limit point of vision and use of Limit Point Analysis (LPA) will contribute to the bike being a stable platform, which you are in control of.

Module 3

Themes

Speed

You will exhibit an understanding of appropriate speed. This must be legal but also show consideration of prevailing condition and hazards. Well timed and executed use of brakes is expected throughout your ride.

Gear

You will exhibit an understanding of the dynamics of your machine and smoothly select a gear which is appropriate for your current speed and the prevailing conditions.

Acceleration

You will exhibit an understanding of “acceleration sense”. This is the ability to modulate the throttle with finesse to manage your position relative to other road users or to adjust your line in a bend.

You will demonstrate a thorough understanding of the System by always being in the right place, at the right speed, in the right gear to deal with any hazard. You will also demonstrate an intimate knowledge of the capabilities of your machine through precise handling.

Development for Module 4

Module 4 is all about the application of **IPSGA as a whole**. Remember that Advanced Riding is “doing things in advance”. You should be demonstrating a “thinking” proactive ride showing that you are managing the risks not being managed by them.

Module 4

Themes

IPSGA

You will demonstrate an ability to apply the whole of the system to any situation

Machine Control

You will exhibit improved machine control resulting from being in the right place on the road, at the right speed, in the right gear, with the right throttle application. You will also demonstrate fine control over both brakes in the appropriate ratio.

Riding Plan

You will exhibit anticipation of "what might reasonably be expected to happen" through application of a dynamic and flexible riding plan.

You will be asked to explain riding plans in various scenarios and further evidence will be sought that the finer points of advanced riding are understood and being applied naturally.

Guidance from behind

You will not be provided with a route; you will instead be guided from behind using the Observer's turn signals as this is the method employed on the test

Development for Module 5

Module 5 will add the final polish, you will therefore be asked to practice and refine your newly acquired understanding and skills. Time should also be spent revising theory and the HWC. Take this opportunity to clarify anything that you are struggling with.

Module 5

Themes

Refinement

You will demonstrate an ability to apply the whole of the system to any situation naturally, to a high standard and with little conscious effort

Consolidation

This is an opportunity to cement your learning of previous weeks. Ask as many questions as you can so that you are fully prepared and confident come the test.

Guidance from behind

You will not be provided with a route; you will instead be guided from behind using the Observer's turn signals as this is the method employed on the test.

Exposure to test format

As far as possible the Module will be conducted under simulated test conditions. Primarily this is an opportunity for you to showcase your new advanced riding capabilities. Sparkle as much as possible.

PRE-TEST NOTES

The following is designed to help you prepare for the IAM Advanced Motorcycle test

The Golden Rules Still Apply

- You are expected to concentrate at all times
- You are expected to obey traffic law
- You should ride at a speed such that you can stop safely on your side of the road in the distance you can see to be clear
- You are responsible for your own actions and safety
- Your machine must be legal and roadworthy

After you have passed your test

Are you now an advanced rider???

An Advanced rider is not how you ride when you are being watched, it is how you ride all the time. An advanced rider continuously assesses their own riding behaviour and performance. Develops their own internal feedback, an ability to question, to honestly self assess and modify your actions whenever you ride.

Glossary

Pre-Ride Checks

Demonstrating a quick pre-ride machine check will put everyone in the right frame of mind. Also consider your “attitude”; Are you physically and mentally fit to ride?

P.O.W.D.D.E.R.S.S.Y

Petrol - Is there enough for the journey?
Oil - Check the oil to make sure it’s at the correct level (also check the other fluids brake/clutch etc)

Water - Check the level if you have a water-cooled bike.

Damage/Drive –Do a visual check of the whole bike for any damage, loose screw or bolts.
Check the chain is properly adjusted and lubricated, or
Shaft drive – check for leaks

Electrics – Check all the lights. This includes instrument lights, head and tail lights, brake light function from both controls, indicators, and hazards (if fitted)

Rubber - Check the tyres for damage or debris, correct inflation, wheels, throttle grip, footrest rubbers etc are all in good working order, hoses for braking system or coolant.

Steering/ Suspension - Make sure everything is working smoothly, check the dampers are working are free from debris and leaks

You - Check that you are fit to ride (Human Factors in the course handbook)

Static and rolling brake checks

The static brake test is just a matter of squeezing the brake lever/pedal when you get onto the bike. There should be resistance from the lever/pedal; if there isn't and the control feels soft you have probably got a fluid leak and should not ride. Once pressure is removed the brakes should release allowing the bike to roll freely.

Complete your 'rolling brake test' by squeezing the brake lever/pedal in turn progressively as soon as practicable after moving off and while riding slowly. This will confirm that your brakes are working before you need them. Note: this is not an emergency stop! Simply 'feel' the brakes at around ten miles per hour.

IPSGA The System of Motorcycle Control

Information (Take, Use, Give); Position; Speed; Gear; Acceleration - This is the foundation of advanced riding and riding to the System gives you “time to react”. Demonstrate your understanding to the examiner.

On approach to hazards consider:

Good observations; appropriate mirror/blind-spot checks in good time
Appropriate position having prioritised the hazards
Appropriate speed on approach
Appropriate gear selection

Appropriate acceleration away from the hazard

Advanced Riding

This means doing things in advance: **O**bserve – **A**nticipate – **P**lan.

Responsive Gears

Select the correct gear for the speed you are going. This way your bike will be more responsive. A responsive gear will place you in the middle third of the available rev range e.g. if your “red line” is 9000 revs aim to select a gear that places you in the 3000 to 6000 range. In low grip situations aim for the bottom third to avoid breaking traction. If cruising a higher, less responsive gear may be selected for economy.

Make Safe Progress

Ensure that your progress is always legal, considerate, and adequate for the prevailing conditions. Acceleration should be brisk and business like. You must always be able to stop safely on your own side of the road in the distance you can see to be clear.
At roundabouts “plan to go but prepare to stop”.

Also, remember that you MUST STOP at a STOP sign.

Limit Point

Always restrict your speed to the limit point of vision. In other words, never ride faster than a speed at which you can stop safely on your own side of the road within the distance you can see to be clear. As the view opens up you may open the throttle but only if all other safety considerations allow.

Overtaking & Filtering

Like everything else, your overtaking and filtering manoeuvres should be systematic. Start to look for the opportunities from the “Following Position” and move into the “Overtaking Position” before exploring any opportunities with more intent. Always know that you have a safe landing spot before you commit. It is acceptable on test to miss some overtakes. However, it is important that you are seen to be seeking out opportunities. Simple, safe, and obvious overtakes should be taken, little credit will be given to the rider who makes no attempt in order to avoid making mistakes.

Concentration

Defined as the complete application of mind and body to a particular endeavour and to the exclusion of everything not connected with that endeavour. Focus fully on the task in hand – your riding. A lapse in concentration resulting in an infringement of a posted speed limit, STOP sign or solid white line system may result in a test failure!

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