


Date & Location: 8/10/13 @ St Leonards Ride No2	<div style="text-align: right;">  </div> IAM Masters Mentoring Debrief Report Member: Andy Anderson Mentor: Chris Smith
Safety	<p>Good road position and safety shown throughout the ride. Following your first ride you now position better when stopping at junction to turn right and had a better view to make the manoeuvre. Ensure we clear all potential hazards before we commit to any manoeuvre. There are occasions when we can still work on "Which hazard represent the greatest danger" such as junctions on bends (detailed below)</p>
System	<p>You system was solidly in place and well executed in most circumstances. As with Ride 1 I would allow more time to define the phases, which is linked to the speed of approach to hazards. You do need to start the speed phase a little earlier, so that you have a small window to allow the bike to settle, or abort the manoeuvre at the last minute.</p> <p>There is still the occasional gear change, that then affected your speed (going G-S-G) and you need to remove these minor gear changes as they are not systematic. This just mars what otherwise is a well planned system application</p>
Rear Obs / Mirror Use	<p>Your obs are good, they have improved since R1 and are more obvious on the minor roads. Make sure you always show you mirror checks when <u>appropriate</u> and that these are constant throughout the ride. These should be before any change of position or speed. <u>Note:</u> I have spoken with Jon and whilst he has no issue either way with you showing or not your observations, he does not want it to just be an automatic thing, but used intelligently. For me somewhere in between would be best, do them where they are needed and not where you think they might look good. It can show an examiner just how far down the road you are looking if you give a quick mirror check regards a hazard in the distance. We can discuss more on our next meeting.</p> <p>Also continue to take every opportunity to take cross views prior to arriving at a hazard as this shows a better awareness of your surroundings</p>
Anticipation/Planning	<p>Your following position was better this ride and you moved up when looking to overtake. Better planning to think where there maybe a chance to pass will allow you to vary this relative to the road. This will be important now that we have our speed pegged to test limits. Also this links with moving from one bend to the next.</p>
Speed and Distance judgement Progress /Restraint	<p>Your pace was better this ride and more akin to an IAM assessment. We still need to build on this so that you are comfortable working within the limits of a test ride and that we show restraint when we do catch traffic which, by the virtue of their speed we cannot overtake. I have clarified that the speed limits are as discussed and that where some minor variance is given for different bikes, we must work within what the limit is for the road.</p> <p>This will limit our overtaking opportunities on the bigger roads, where we will have to drop back and go with the flow. Be careful not to be drawn into a limit by the traffic your are following, as they may not be doing the legal speed.</p>
Use of Throttle Brakes / Gears / Clutch	<p>As discussed on R1 the benefit of taking a small amount off the top is starting to show and allowing more time to define and demonstrate the system. It also allows for the "What if" scenario as you ride down the tighter lanes.</p> <p>Try and make all phases <u>nicely defined and separated</u> where you can.</p>
Positioning	<p>Your general road position is good, for junctions keep a nice tight line to stop the chance of a moped/cycle to come up alongside you on the nearside. You are now a bit bolder on the smaller unclassified road where a more central line allows for a better view.</p>
Cornering	<p>Cornering position was good throughout with the right speed selected. We can work on your breakaway/transition from one bend to the next as at the moment there is a little lag between having all the benefits of our current position against the need to prepare for the next hazard.</p> <p>Where you have a warning of a junction on a bend work to clear this up so that, if clear and not a danger you can position in the ideal place for the bend. The bend does not change, the junction will depending if it is occupied or not.</p>
Signals	<p>As discussed if you see a potential situation cover the horn, this allows for a horn warning and is visible to an examiner following. It shows awareness and preparation. Also be mindful of signalling early and having your signals self cancel as this happened twice on the ride today.</p>

Overtaking	<p>You now ride within the test limits regards speed. This does make it harder to get those overtakes on the faster roads where all traffic is flowing at higher speeds. However this is what you can expect on any IAM test and we must work within this.</p> <p>The aim should be to catch and match and where traffic speeds allow overtake. However, where traffic is moving at or just below the limit for the road we must drop back to our following position and go with the flow. This will then let you demonstrate restraint and you won't be in danger of taking on an overtake where the speed required to safely complete this exceeds what is allowed on any IAM test. That said, never nod off and always keep vigilant for a drop in road speed that may allow for an overtake.</p> <p>Be careful not to be caught overtaking across the mouth of a junction/.entrance no matter how small it is, unless you can 100% justify that you had cleared it up.</p>
Manoeuvring / Low Speed / Control	<p>Showed some good slow riding skills and good control –no issues in this area.</p>
Overall assessment/Action Plan	<p>Andy, you have worked on the points raised in Ride 1 and this shows as we have a more consistent flow. Continue to develop your priorities from progress to polish. What we are aiming for is a ride where as the examiner expects you to do something you already are/have done it!</p> <p>As agreed the three points to work on are:</p> <ol style="list-style-type: none"> 1. Work on your bends – especially the breakaway/transition from one to the next. 2. Signals – think of using the horn or at least covering it, this can be seen and shows a higher level of awareness of your surroundings. Also take care when signalling early that you don't miss it when they self cancel. 3. Tweaks to your system to ensure that we don't have the odd stray early gear change that then has an effect on your speed, plus making sure that you start your system early, especially on major to minor turns to ensure that you can set your speed and allow that small gap before finally committing to confirm or abort your manoeuvre. <p>We are aiming for a brisk ride, making a well defined system application in good time, with progressive braking if needed and then a settling period before we commit and enter the acceleration phase.</p>