



Date & Location: 25/4/14 @ St Leonards Ride No3	IAM Masters Mentoring Debrief Report Member: Andy Anderson Mentor: Chris Smith
Safety	<p>Good road position and safety shown throughout the ride. Following your earlier rides 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. Your ride was well proportioned given the wet conditions.</p>
System	<p>You system was solidly in place and well defined, with clear movement through the phases. Continue to allow more time to define the phases, which is linked to the speed of approach to hazards.</p>
Rear Obs / Mirror Use	<p>Your obs are good, they have improved since R2 and are more obvious on the minor roads. Make sure you continue to 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.</p>
Anticipation/Planning	<p>Ride to the road ahead and try not to second guess the Examiner and his route. This allows for a nice flow on the route and saves you being caught out by something that may have been missed.</p>
Speed and Distance judgement Progress /Restraint	<p>Your pace was better this ride and more akin to an IAM assessment. We can continue to build on this so that you are comfortable working within the limits of a test ride and that you can show restraint when we do catch traffic which, by the virtue of their speed we cannot overtake</p>
Use of Throttle Brakes / Gears / Clutch	<p>As discussed on R1&2 the benefit of taking a small amount off the top is showing across the rides. This allows more time to define and demonstrate the system. It also allows for the "What if" scenario as you ride down the tighter lanes. Let your observations dictate the gear selection, consider holding a gear a bit longer before changing up, only to change down again quickly. When making your turns try to avoid dragging a brake light into a corner or junction, speed set early to avoid this.</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 given the conditions. When wet look for a dry line and use the tracks left by traffic ahead if an option. Once set in your bend try and hold the position for a smooth transition in and out.</p>
Signals	<p>As discussed if you see a sign then wait until you can see the exit/hazard you are going to signal for and then signal before your manoeuvre. This will prevent signal clutter or signalling too early. This ties in with the observations above.</p>
Overtaking	<p>Overtaking has improved and works well within the test limits. You need to ensure that all and any entrances are cleared up and all overtakes are well planned, safe and executed. We can work to firm this up and I have some info from the regional training team re overtakes out of bends, making sure we don't run in too close the traffic ahead, if they suddenly stop for a hazard unseen on the exit.</p>
Manoeuvring / Low Speed / Control	<p>Continued to show some good slow riding skills and good control –no issues in this area.</p>

**Overall
assessment/Action
Plan**

Andy, you have worked on the points raised in Ride 2 and this shows as we have a more consistent ride. Despite a shaky start we settled down and the ride has improved and is closer to what I would consider to be a Masters Test Pass. We want to aim for a relaxed professional ride that shows the skills you have and your ability on the bike.

As agreed the three points to work on are:

1. First you see then you signal
2. Gears – Match your gear choice to your observations, this will allow more intelligent use of the gears and let the bike do some of the work for you.

Don't second guess the route set by the Examiner and ride the road as you see it, more then you might think it will be ahead!.