Date & Location: 10/7/13 @ St Leonards	
10/1/13 @ St Leonards	IAM Masters Mentoring Debrief Report Member: Andy Anderson
	Mentor: Chris Smith
Safety	A good level of awareness and safety shown throughout the ride. You made good decisions regard your road position when moving. My main concern which we discussed was you position when stopping at junction to turn right and had a limited view to the left by angling to the right. P.43 of HTBABR shows a slight angle but not to the detriment of your view. No view = No decision. This will vary on the run into the junction and the view available.
System	You system was solidly in place and well executed in most circumstances. I would allow more time to define the phases, which is linked to the speed of approach to hazards. There was the odd 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. But the overall change in speed may bring this to the ride.
Rear Obs / Mirror Use	You obs are good, but drop slightly when you raise the pace of the ride, especially on the more minor roads. Make sure you always show you mirror checks and that these are constant throughout the ride. These should before any change of position or speed. Also take every opportunity to take cross views prior to arriving at a hazard as this shows a better awareness of your surroundings. Look for the gaps.
Anticipation/Planning	Occasionally you follow too close when looking for the overtake. Better planning to think where there maybe a chance to pass will allow you to vary this relative to the road.
Speed and Distance judgement Progress /Restraint	You made very brisk progress, but this was on occasions too high for any IAM assessment. You will have to work to ride within the normal test range as discussed and this will let you build your ride around this aspect. Once on the open road the slightly lower speed, should give you more time to plan your ride and ride your plan. This change will also remove some of the excessive brake dabs we saw on the ride and better use of acceleration sense.
Use of Throttle Brakes / Gears / Clutch	As discussed there will be a benefit to taking a small amount off the top which will allow you more time to define and demonstrate the system. It also allows for the "What if" scenario as you ride down the tighter lanes. # Try and make all phases nicely defined and separated where you can. Your actual gear changes were nicely carried out, but occasionally you are too quick to change up, when holding the gear a bit longer will result in the opportunity to show some good acceleration sense.
Positioning	Your general road position is good, but at junctions you need to change that for a right turn as above. For junctions keep a nice tight line to stop the chance of a moped/cycle to come up alongside you on the nearside. You can be a bit bolder on the smaller unclassified road where a more central line allows for a better view.
Cornering	Cornering position was good throughout with the right speed selected. The issue regard system as above are linked to your odd out of sync gear change.
Signals	As discussed you need to build back into your ride signalling, as on more then one occasion we missed indicating our intention, when we clearly should have been. Especially after overtaking the car now behind or going major to minor road. Also 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.
Overtaking	You performed some very good and brisk overtakes, but need to vary your position to allow for traffic and changes in situations. This will then let you demonstrate both types of overtakes. As above they also now need to be built within the limits of an IAM assessment.
Manoeuvring / Low Speed / Control	Showed some good slow riding skills and good control – so no issues this ride

Overall assessment/Action Plan

Andy, you are a solid rider with a lot of experience. You know where and how to ride and apply the system. My main area of development would be a change of priorities from progress to polish. This redressing of the balance between the two will allow a more polished ride at a good pace allowing you to show your very best ride on test.

As agreed the three points to work on are:

- 1. Change of pace as above
- 2. More rear observations especially on the minor roads. This I would tie into your use of acceleration sense, as one follows the other.
- 3. Re visit of signalling to increase the use of indicators where appropriate.