Date & Location: 25/6/14 @ St Leonards Ride No 4	IAM Masters Mentoring Debrief Report Member: Andy Anderson Mentor: Chris Smith
Safety	This ride had a nice balance of safety over position and pace. On the open road when not looking to OT the following distance was spot on and only dropped shortly when in the 30 limits later in the ride. You made good use of the road space and moved where this as compromised by either wet or loose surfaces. You can improve safety at junctions where there is room to position further away from danger to the to the right.
System	Your system continues to be solidly in place and well defined, with good spacing between phases. Where you do show Eco riding on the long straights don't miss the chance to drop to a more responsive gear for the bend at the end!
Rear Obs / Mirror Use	Your obs have improved since R1 and are more obvious on the minor roads. There are chances to highlight you cross views when approaching a situation like a T junction when on the minor road and approaching the give way. Also make sure you continue to show you mirror checks when <u>appropriate</u> as a signal that you have seen a hazard off in the distance (2 cyclists) this will show how advanced your Obs are and what you are seeing. It helps to pick things up as the Examiner does and this will assist with that.
Anticipation/Planning	Some really good anticipation shown today with more restraint which saved us crossing junctions when passing traffic. I would allow more time for those slower tempting cars in the plated limits to speed up and then settle at their cursing speed before going for an OT and being stuck as they crawl up to the limit leaving you on the offside.
Speed and Distance judgement Progress /Restraint	Once settled in the ride progress was brisk and very good on the smaller roads, always look to pass those slower cars in the limits, but be guarded against them picking up speed as you do (see above). Also as you approach a junction just take a bit more off a little sooner to allow that look and chance of getting your view and not having to stop. You speed on approach to bends was well judged and any adjustments made in good time.
Use of Throttle Brakes / Gears / Clutch	No issues in this other than allowing to demonstrate Eco riding when on the straights and taking a lower gear for the bends. While it can be tempting to ride in one gear for a long time, there will often be a good reason to make a change given the situation. When you can it also allows the Eco to be ticked off, without it dragging out across the whole ride.
Positioning	As above, good position today for different surfaces and conditions, I would tuck slightly more in for the left turn at a Give Way as this allows an earlier view and more margins between you and the first danger from the right.
Cornering	Good positioning throughout and a nice pace with no real concerns. Consider a gear change after a long straight to give a more responsive gear.
Signals	Once you lose the flappy jacket we can see your hands again and notice when you cover the horn. Also think of an opportunity for at least one arm signal on a ride, the car waiting at a junction or signal going into a dip are two good examples, as is slowing for a pedestrian crossing (the picture in Chapter 6 RC) Otherwise signalling was good without clutter and well balanced.
Overtaking	Overtaking is conducted within test limits. You made sure that you cleared all entrances. When asked you were able to easily justify all movements (ie following the white car) Which showed you knew what you were doing and would clear up any ambiguities on test.
Manoeuvring / Low Speed / Control	No issues as we discussed. Try and develop a proper Starting & Stopping procedure to project your professionalism as a rider and get the test off to a good start!

	Andy, you continue to show improvements and tweaks to your ride which is now nearing the standard I would expect of a Masters rider. I would like to see you again within a month so that we can finalise matters for you to apply to take the test. Keep practicing on these points and maintain your ride.
	As agreed the four points to work on are:
Overall assessment/Action Plan	 Show observations when seeing hazards in the distance or looking for cross views. Stronger position at junctions for a left turn, if the surface allows. Make sure all OT's in the plated limits are achievable within those limits and reasonable boundaries Work on a more professional looking start/stop procedure.