Masters Mentor Q&A

**How common is it for mentors to find that candidates who start their program but clearly have low skill levels and / or fail to grasp mentor guidance as readily as others might?**

This is not very common but to try and mitigate this we encourage potential Masters candidates to purchase a Taster session (information on the IAMRS Masters page) to have their current skills assessed versus our Masters standard before committing to the full course. Do discuss any problems with your ASDM at an early stage.

**When a candidate decides not to continue with their Masters, do mentors still get a payment for the runs that have previously been completed?**

The expenses payment is automatically triggered once you show your mentee as "test ready" on DARTS. There will be occasions when the mentee has had 6 runs and will not reach the required Masters standard. The mentor is still entitled to their expenses. Place an alert (requires attention) on the mentees DARTS entry that you have to the effect that “the mentee has not reached the Master standard and the training is complete. Please therefore trigger my expenses payment”.

**When will the Mentors' fees be reviewed? Currently there are no plans to increase the expenses paid to mentors.**

Any increase in mentors’ fees would require an increase in the Masters course price. We do understand and very much appreciate the amount of time and effort that mentors devote to the Masters programme.

**How are mentors assigned, as despite becoming a Mentor before many of my colleagues, I'm yet to be assigned any mentees?**

Mentors are appointed by the ASDMs on a geographical and logistical need. Mentees are allocated to mentors via IAMRS Support by postcode to the nearest mentor or at the request of the mentee to a preferred mentor.

**I have not had a mentee in 12 months - does this mean the price is too high?**

Price has not been in a factor and the majority of Masters candidates see the Masters programme as exceedingly good value for money. The sales of the Masters programme have been variable in respect of groups and regions and also car and motorcycle categories.

**What is the IAM doing in 2025 to promote Masters?**

There will be specific campaigns throughout the year promoting Masters to current members. The Masters programme regularly features in the IAM RoadSmart Advanced Driving magazine.

**If a Masters mentored candidate sends an email to head office regarding feedback of their experience is the information disseminated to the mentor?**

Yes, feedback is passed on to the mentor usually via the mentors ASDM.

**Please confirm the duration of each mentored session and options for session variations - examples: 3 x 4 hour sessions or 6 sessions (assuming the total time is 12 hours). Mentees expectancy is 6 sessions based on the run sheets in the Masters Log Book.**

An individual session is tailored by the mentor to the mentee and their development so it is not possible to be prescriptive in timings. However, do remember that the retention of knowledge and skill is related to the time spent on a particular task. Quite simply too long in the saddle or driver’s seat will gain less results than well timed sessions.

**What is the best advice you would give a new mentor.**

* Always ensure that your personal theory knowledge and practical driving / riding skills are at their highest level.
* Be confident and give honest and balanced feedback.
* If you do get something wrong do not try and hide it.

**How do you measure the consistency of coaching standard for Mentors?**

There is a 3 yearly Masters Mentors QA session which includes both a driving / riding assessment to Masters standard plus an observed session. As Masters candidates are assessed by ASDMs any obvious quality issue that’s identified would be discussed with the mentor.

**The IAM is not issuing Masters certificates at three year Mentor's renewal, which means the old one runs out mid-qualification. How will this be addressed, if at all?**

The three-year Masters Mentor Quality Assurance session does not produce a certificate. It is IAM RoadSmart’s internal Quality Assurance check and only the results are emailed onto the delegate. Your record on DARTS is updated and your Masters status maintained. There are no plans to change this.

**Please clarify brake/gear overlap! Is still necessary for today's vehicles?**

Car and Motorcycle Roadcraft page 35: "its preferable to separate braking and gear changing but it may be necessary to overlap them towards the end of the speed loss in some circumstances - for example on a downhill slope". Is it part of a planned approach or just an excuse for bad planning?

**Braking and linked braking systems. Does the examiner still want to see both brakes being used, other than in slow manoeuvring and coming to a stop. Is knowing the theory with Motorcycle Roadcraft enough e.g. the 70/30 front/rear balance.**

Page 120 of Motorcycle Roadcraft is the guidance on braking and the use of both brakes. Previous versions of Motorcycle Roadcraft did discuss 70/30 and 50/50 splits. How you would ever measure that is a mystery. How ever good a linked braking system is, you will never produce the same stopping power from the rear brake as you would if you applied 100% pressure. So, the answer to your question is YES.

**Would seek reaffirmation that off-siding is not permitted.**

We do not advocate offsiding – that is, moving across the paint on the approach to a left-hand bend – in order to obtain vision. However, this is distinctly different to cases where, on the approach to an open aspect curve, we may move across the paint in order to take a stable course. There are numerous other reasons why a driver or rider might consider moving across the centre line. In all cases, what's important is that all the relevant factors are taken into account. This article offers a summary which you may find helpful: IAM RoadSmart Magazine – Spring 2018.<https://issuu.com/advanced_driving/docs/iam_spring18/46>