

Masters Mentors Updates 2025



VERSION CONTROL SLIDE

- **Presentation:** Masters Mentors Updates 2025
- **Version:** 1.0
- **Date:** 10/01/2025
- **Approved by:** Richard Gladman – Chief Examiner

Version	Date	Summary of Changes
1.0	10/01/2025	Initial content

Introductions

- Shaun Cronin - Regional Service Delivery Team Manager (Southern)
- Robbie Downing - Area Service Delivery Manager Region 4

What are we covering

- Apologies
- Mentors Personal Welfare
- The Mentors Role
- Requirements of the Masters test
- Knowledge required
- Constantly recurring themes and misunderstandings

Mentors Personal Welfare

- Please do not over commit yourself with multiple Masters candidates.
- If you are active in other IAMRS roles as well as Masters Mentor then do consider your own wellbeing.
- You can decline a candidate on DARTS.
- Your commitment to Masters candidates is to deliver 6 coaching drives or rides.
- It's a personal choice if you choose to deliver more, there is no requirement to do so – “Top Ups”.
- **Safeguarding and policy – the same as for a NO.**

The Mentors Role

- Make sure your Roadcraft and Motorcycle Roadcraft knowledge is good – you do not want to get caught out on an obvious candidate query!
- The Masters programme does not come with a guarantee of success and the candidate may not ever attain the Masters standard.
- If the candidate is not meeting your expectations review the options available – you may have to have a conversation with them.
- Be careful what you say – avoid those words “you should get a Distinction” – remember “it all depends” applies to both the test as well as their driving and riding.

What is expected on test

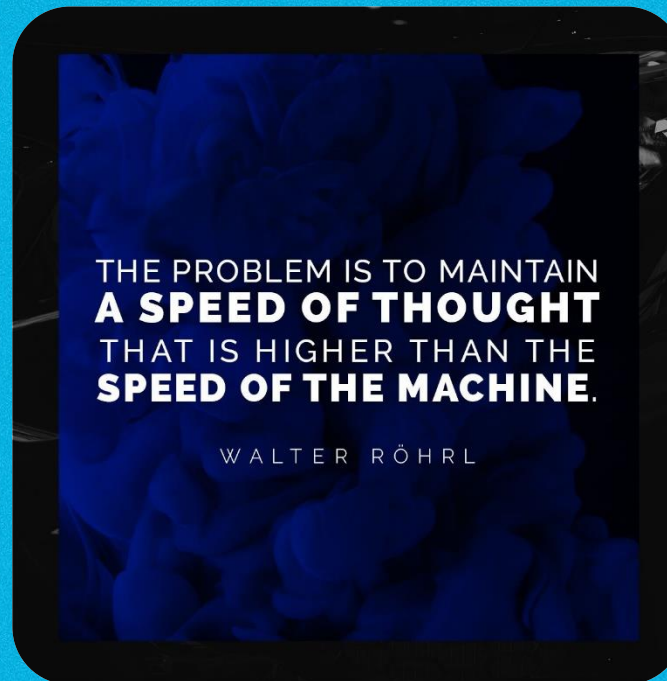
- A safe, legal, systematic drive or ride in accordance with Roadcraft (2020) & Motorcycle Roadcraft (2020).
- Smooth, systematic, polished and flowing – think quiet efficiency.
- Applying cornering principles.
- Assessing, planning and executing safe overtaking manoeuvres.
- Recognising opportunities to make safe progress – a balance of progress and restraint.
- Cars: Spoken thoughts. Avoid listing hazards, think OAR.

Knowledge

- Masters candidates must have a sound knowledge of Roadcraft 2020 or Motorcycle Roadcraft 2020 and The Highway Code.
- Not knowing the “must not” (legal) rules in the HC is simply not good enough .
- Candidates should have a theoretical knowledge of all the areas on the next slides – we know it may not be word perfect and do not expect that.
- Embarrassing for all concerned when the assessor asks about the key stages of planning or the three stages of overtaking and the response is an obvious fudge!

Key stages of planning

- O A P D A and the 4 C's.
- Observations, anticipation, planning and awareness are the key elements of any drive or ride.
- Remember – deliberation eliminates uncertainty.



Back to Basics

- IPSGA not IPGSA or “Double system” applications.
- Speed of approach problems leading to rushed gear changes and decisions.
- Auto boxes / EV / DCT – still on the brakes as they enter the hazard and / or steering.
- Motorcyclists: front brake, rear brake or both – MC Roadcraft page 120.
- Quick shifters.
- Block changing.
- Time to react.

Progress & Restraint

- O A P, cornering and overtaking all impact on progress (or lack of it).
- When safe we should be travelling at the posted or national speed limit.
- Ask the question – can I stop in the distance I can see to be clear? Knowing overall stopping distances helps!
- It is not an economy drive or ride – no prize for selecting a high gear too quickly.
- The 3 'UPS.'

Cornering

- Safety, stability, getting the best view & reducing the tightness of the bend.
- Technique – deceleration through the bend or a limit point analysis problem.
- Not matching speed to the speed at which the limit point is moving away.
- Cornering impacts on overtaking and progress – Five key principles for safe cornering.
- Always allow a margin for error when assessing the entry speed for a bend.

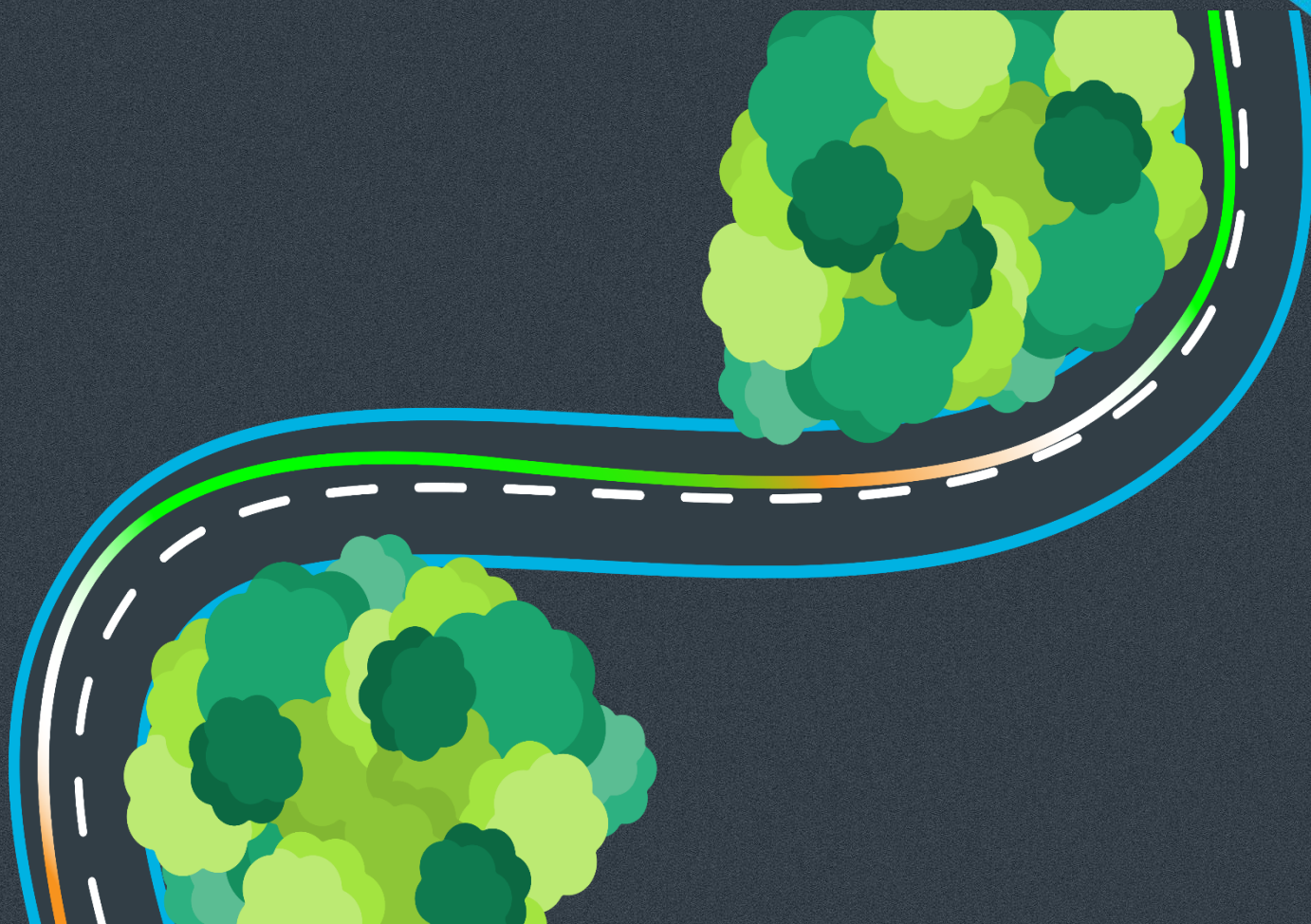
Overtaking (1)

- Missed overtaking opportunities due to poor OAP.
- Content to follow traffic ahead – **candidates must demonstrate they are researching overtakes.**
- Going direct to a reduced following position and staying there.
- Remain in an extended following position and not in a position to execute an overtake.

Overtaking (2)

- Following position and its impact on overtaking and progress. Roadcraft page 167 & Motorcycle Roadcraft page 194.
- Not understanding the difference between the single stage and three stage overtake.
- Use of view extensions – it's not going out to get a look.
- Remember - **deliberation eliminates uncertainty when safe go!**

Overtaking – where
does the planning
start?



Submitted questions?

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