

Passing the Masters test

- The test will be assessed on 27 categories for cars and 26 for motorcycles.
- The categories assessed are as recorded in the candidate logbook.
- Any area marked as a '3 requires development' will result in the candidate being unsuccessful.
- A score of 2 signifies a drive or ride to advanced standard which is moving towards a Masters standard.
- A score of 1 signifies all elements of a Masters drive or ride are in place.
- To pass the assessment and become a Master driver or rider a score of 39 or less must be recorded.
- To obtain a distinction a score of 30 or less must be recorded in cars or 29 or less on motorcycle. A score of 1 must be recorded in the areas of safety, legality and slow manoeuvring.

Example test report



Masters Test Report

Candidate Information			
Surname		First Name	
Time		Membership No.	
Masters test <input type="checkbox"/>	Masters re-qualification <input type="checkbox"/>	Declaration <input type="checkbox"/>	Eyesight Test <input type="checkbox"/>

Vehicle Information			
Car <input type="checkbox"/>	Motorcycle <input type="checkbox"/>		
Vehicle details		Manual <input type="checkbox"/>	Auto <input type="checkbox"/>
<p>Comments:</p> <p>A Masters' pass will be achieved with a score of 39 or less but with no scores of 3 recorded.</p> <p>It is possible to produce a drive or ride which is to an advanced standard in all areas and not achieve a Masters pass.</p> <p>A Masters Distinction result is achieved by scoring 1 in all areas OR where a score of 2 appears in only three of the marking areas. Therefore, a maximum score of 29 for motorcycles or 30 for cars.</p> <p>NOTE – for a Distinction result to be awarded you must score a 1 in the following areas: Safety Legality Slow Manoeuvring</p> <p>Spoken Thought (Car only) is expected during the drive. If for any reason a candidate is unable to give spoken thoughts, then the assessor is able to make reasonable adjustments.</p>			

Vehicle Information			
1 = Masters 2 = Advanced 3 = Requires Development			
Safety		Gear Changing	Restraint
System		Use of Gearbox	Progress
Observation		Acceleration Sense	Smoothness
Anticipation		Braking	Human Factors/concentration
Planning		Steering	Courtesy
Positioning		Mirrors/Rear Obs	Legality
Hazard Management		Signals	Slow Manoeuvring
Eco Driving		Cornering	Knowledge
Vehicle Sympathy		Overtaking	Spoken Thought

Examiner name		Examiner Number					
Result	Distinction <input type="checkbox"/>	Examiner Signature					
	Pass <input type="checkbox"/>						
	Fail <input type="checkbox"/>						

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Example test report (reverse)



This test relates to both driving and riding and the terms driver and rider and vehicle and machine can be interchangeable

Safety

Safety cannot be compromised for any perceived advantage during the drive. A Master driver/rider understands that safety is the overarching principle of any drive.

System

Does the driver/rider grasp the phases of the system and can they apply the system correctly to each hazard?

Observation

Is the driver/rider identifying hazards and making scans in all directions around the vehicle/machine?

Anticipation

Does the driver/rider make appropriate assumptions for what might occur, based on their observations?

Planning

Does the driver/rider identify the potential danger associated with the hazard and develop a suitable plan to deal with it?

Positioning

Is the appropriate position adopted with regard for safety and advantage to help in negotiating the hazard?

Hazard Management

Does the driver/rider deal with the hazards identified? Do they appropriately manage the risk associated with each hazard? (By change of speed, positioning, use of horn etc.) Do observation, anticipation, planning and positioning combine effectively?

Eco Driving

Does the driver/rider use higher gears to reduce emissions when appropriate, do they save fuel by avoiding unnecessary idling?

Vehicle Sympathy

Do they treat their vehicle/machine with respect, avoiding over revving or allowing the engine to labour and avoiding pot holes if possible or slowing if not.

Gear Changing

Are all gear changes made smoothly, matching engine revolutions to road speed where appropriate? Is the operation of the clutch and gear selector smooth and progressive?

Use of the Gearbox

Is the correct gear selected in accordance with the gear phase of the system? Are lower gears used appropriately when an advantage can be gained either for acceleration or engine braking? Is an automatic gearbox used in the appropriate mode for the conditions?

Acceleration Sense

Can the driver/rider accurately vary the speed of the vehicle in response to changing road and traffic conditions by accurate application of the accelerator/throttle? Constant 'comfort braking' or pulsing of the throttle are clear signs acceleration sense is not being employed.

Braking

Can the driver/rider use progressive (three stage) braking smoothly? Do they avoid comfort braking by braking in a decisive and planned way? Do they identify issues that may affect braking and manage them?

Steering

Are all steering inputs made smoothly and accurately ensuring the outcome is what is desired? Can ancillary controls be operated safely whilst steering? Does the rider understand the benefit of counter or positive steering?

Mirrors/Rear Observation

Are the mirrors used in a timely fashion when information is required? Is the appropriate mirror visited at the correct time? Are shoulder life saver and blind spot checks conducted at the correct time?

Signals

Are signals considered at the appropriate time and correctly applied when they are required? Does the driver/rider correctly interpret signals given by others? Can they communicate with other road users?

Cornering

Is the vehicle/machine correctly positioned on the approach, through and on the exit of the bend, is the speed correct and an appropriate gear engaged? Do they understand the principles of the limit point and maintain balance through the bend?

Overtaking

Does the driver/rider understand the principles of overtaking including the follow position, overtaking position and then demonstrating a safe overtake? Do they know where and when an overtake is likely to be safely completed? Do they demonstrate 'overtaking deliberation' where overtaking is prevented by traffic conditions.

Restraint

Has the driver/rider displayed a clear understanding of when it is necessary to display extra caution eg around vulnerable road users.

Progress

Has the driver/rider displayed the ability to move briskly to the speed limit if conditions permit and the ability to make safe progress at this?

Smoothness

A Master driver/rider should be able to retain smoothness in the drive or ride, all control operation should appear effortless and the vehicle/machine should appear balanced at all times.

Human Factors/Concentration

Has the driver/rider demonstrated mastery of their emotions in order to provide a safe and controlled drive/ride? Are they able to describe the various factors affecting themselves, their drive and other road users? Do they maintain concentration throughout the test?

Courtesy

Does the driver/rider display courtesy in their drive/ride and are they mindful of the effect they may have on others such as noise or spray generated when going through standing water? Do they acknowledge correctly any courtesy displayed to them?

Legality

The driver/rider must understand and correctly comply with the road traffic act and the Highway Code rules.

Slow Manoeuvring

Can the driver/rider reverse a car or drive through narrow gaps with confidence? Can a motorcyclist ride at walking pace without losing their balance? The examiner may choose to ask for a slow speed manoeuvre to be performed if they have not seen sufficient skill demonstrated during the drive/ride.

Knowledge

The driver/rider must display a sound knowledge of The Highway Code, Roadcraft and the IPSCA system. The examiner may test this with questions.

Spoken Thought

A commentary is expected within a Master's drive. This can be in the style of the emergency services or as a series of spoken thoughts. An examiner may make adjustments if a candidate has a valid reason for not providing this.

We are aiming to expand on 'Quiet Efficiency,' the hallmark of the expert driver/rider. This will be displayed by drivers or riders who have a true mastery of their vehicle. They will allow each of the competency areas to complement the others.