

Born-again bikers at the British Superbike School

Bike section member DAVID TYMAN spent a day at the British Superbike School earlier this year. Did he enjoy it? You bet he did

I read with interest a full page article written by the founder of the British Superbike School Mike Abbott on 'how to get the most out of your motorcycle' which appeared in Care on The Road at the beginning of the year. The article was aimed at born-again middle-aged bikers with a big emphasis on the power of current superbikes compared with bikes they'd probably ridden previously. There was also an offer to attend the British Superbike School safety riding track training days at Blyton Park racetrack near Gainsborough.

In the bottom right of the piece was the BSBS track training advertisement; I noticed that the cost of the training day was half price for RoSPA's members - great I thought, so off to the website I went and booked two for the price of one - April 18 and May 23 - brilliant. Registration and itinerary instructions were sent out a week before the training date. Track registration takes place at 7.45am for a 9am start. No license, no track training. As I was promised a full day of on-track training and tuition and, as Blyton is a 90-minute ride away from my home, I heeded the advice on the website and decided to ride down the evening before.

I was lucky to be able to reserve a room at the nearby Black Horse Inn for £50 B&B. It was a bargain and what a great pub, menu and service but I would definitely recommend booking early.

I was up at 7am, fed and watered and off to



the track for 7.45am registration. Mike Abbott provided the briefing. The BSBS offers a 1.6mile anti-clockwise circuit-based motorcycle rider development day for road and track riders, with training provided by professional police rider instructors, BSB riders, TT winners and RoSPA/RPMT trainers with a maximum of nine riders out on track per session.

It was originally set up in 2011 with the aim of providing middle-aged motorcyclists the opportunity to learn more about machine control away from the hazards of public roads. It introduces the science of how motorcycles stop, turn and accelerate so that riders can understand how the machine responds to rider inputs, with the aim of improving rider skills and confidence, developing that vital feel.

After the initial briefing you join your allo-

cated group, three riders per group with two instructors.

The first track session is on track at 9am and the day is organised into five, 20-minute track sessions followed by four 20-minute classroom teaching session in between with an hour's break for lunch

I hadn't been on a track day before, so I was nervous and excited at the same time. I was in the yellow group and given the number 13, (for those of you who are superstitious, I'm sure you can relate to my slight nervousness). The yellow group was led by Mike Abbott and Richie Evans joined us for additional support. With our speedos tapped up, we saddled up for the first 20-minute track familiarization session. Each track training session starts with a two-lap tyre warm up. After the first session I was teamed up with Richie Evans for one to one due to lapping the other two members of the group...now that's what I call VFM.

After each track training session it's into the classroom for an explanation of the sciences involved behind better motorcycle control and after four track and classroom sessions, the last track sessions culminates in putting the theory delivered into practice. During the day my smile grew bigger as my confidence grew from the training and knowledge received. At the end of the day, I put my normal road-rider head back on and rode home with a massive smile on my face that lasted until Easter Monday.

Would I do it again, absolutely, and I have since completed track training day level II and booked on the next training day session. Would I recommend the BSBS track-training course.....already have!

