

MSR Club in large quantity of one attended Broadford Champion Ride Day on Friday. It was great to have such famous club riders, like, for example, Roman Berjoza, to be there.

The aforesaid rider has agreed to share the fresh first impression for your enjoyment.

The morning was really miserable – rainy, cloudy, dark and gloomy. My cameraman on CBF250 managed to get off the bike at 100km/h on straight asphalt line just before entering the motorcycle complex. He got away with just couple scratches on knuckles and slightly broken speedo housing. That encouraged me. It is possible to get such a minor damage on such a high speed, great! The interesting detail is that he got scratches on his fingers, where the knuckle protectors were not armoured with steel.

Anyway, I was scared to death on my first session. Wet track, unknown corners with no advisory speed signs... but the most of all, constantly wagging tail. I skidded rear wheel on every single corner of the track!

I think I got too used to engine braking doing my everyday commuting. Plus two shifts down on each corner was probably too much. Bit heavier on front brake, just one gear down, there you go – much better. I was very proud of myself, until I saw the video recording. I run the track straight like I was on Nepean Hwy. Slowly, proudly and totally upright ☺

For the second session Sun blessed us with half of the track dried out. Bit more confidence, bit more leaning. I had to adjust the front brake to make it easier to squeeze it harder.

For the third session the whole track was dry and I finally started to rock my bike on sides. Got panic event (Shit, I am going too fast!) on 170 to 80 corner, got to straighten the bike to brake safely, and there you go – I wagged my rear again. For at least 20 metres. What the hell? I wasn't engine braking, I almost wasn't using rear brake, and the rubber on rear is in very good condition! It took me almost full stop to realise my right foot was deadly pressed into the brake. Panic reflexes, mate. Brain-to-foot interface failure...

Fourth session I really made it. My feet started to scratch asphalt and I had to make it a habit to move them further back on footpegs just before entering the corners. Whooha! Couple of guys tried to overtake me just to run out of track fraction of the second late. Yeah, eat it, mongrels!

All that time I was running in beginner red group and I would run in that group even if I was Casey Stoner. Just three people on the whole track, no idiots overtaking on inside, plenty of space. CBR600 may be not that fast on straight lines, but feels really good in the corners.

For next sessions I was experimenting with weight shifting – upper body, lower body. Didn't find the difference, to be honest. What did the difference was the proper corner entering speed. Sometimes I broke most of good motorcycling practices – uneven or no throttle at all on long tight twists, fully locked arms, wrong lines, yet managed to run stable on very acute angles. It is very good to know that my bike flies me reliably even if I abuse it! Excellent!

The result are: perfectly rounded tyres, brake pads fully chewed up, the rider is tired and happy.

Want to do more of these.

Roman Berjoza