After passing the advanced motorcycle test I thought I put together a little story on why.

Passed my test over 25 years ago, my first bike was a RD125, training was on a Honda CB500. When I passed back then I upgraded to a GPZ500S

But after only a few months my partner became pregnant, that’s it biking days over.

25 years later while watching top gun 2 with Erika I then got the buzz to jump back onto a bike. Tom Cruise is at fault for this one

If I went hunting for a bike, picked up a little ERF650 nothingness special, nice bike and after not been on one for years it seemed the bees knees

First time out with a pal we headed to Squires Cafe, Sherburn In Elmet ride was ok, first time out on a long run, took it steady.

Came to the last left hand bend before the right turn into the cafe. I was following Simon and we took it a little faster than we should have, he broke and made the corner just skimming the white lines in the centre, I didn’t make it, over run to the other side of the road.

Dam lucky for me there was nothing coming the other way. it would have looked like a shot out of the cartoon Road Runner and Coyote

When you know it’s want the speed, it wasn’t the bike, it wasn’t the weather, it was the nut job on the bike and the lack of riding + experience.

From that day onwards I said to myself ‘I am going to do as much training as I can" then change of bike before training, I wanted something that felt comfortable, had power, traction control and ABS welcome to the Z1000SX, testing riding Simon bike which is the Z1000SX confirmed this.

First lessons booked with Rapid Training, 3 days of learning.

Day 1 track day at Blyton Park Race Track on how to handle a bike at speed, positioning, when you lean in, counter-steering, brakes, and much more.

Most of the time it’s not the speed that kills it’s the experience on how to handle corners, bikes will go round them sharper than you think, the aim is to keep that bike upright as possible but still get around the corners.

Day 2-3 was on the roads, reading the road, positioning on the road, looking ahead and overtaking safely.

This made a massive change to my riding style, yes it wasn’t cheap but worth every penny.

Now I had what I call the essentials done and knew more about bikes and what they can do than ever before I wasn’t to do more.

Why! Because bikers get hurt a lot, most of the time it’s not the bike, it’s not the rider and it’s not just bad car drivers. It’s all of the above.

Observation is the biggest factor, what’s happening up front, behind you, all around you and not relying on ’did they see me

So I joined IAM (institute of advanced motorists) Rotherham Advanced Motorcyclists

This is not about passing an advanced test but more about how to become a better rider, don’t become one of those who end up in a crash, in a hedge or in a hospital. Or a least try not to

The group is full of very experienced riders, some of them older than Moses or they just look it

The observers are there to help you become a better rider. 2 seconds bubble around you, positioning, gears and control, reading the road to the point you are moving through traffic as if you are a ghost, gilding around smoothly, keeping safe even at speed, positioning into corners, in traffic, in weather and so much more.

This group go out to ride out twice a week no matter the weather, (we’ll snow and ice might stop play) if you can handle a bike in heavy rain then when it’s dry it’s second nature.

Today I am quick, safer, and confident and even the wife gets on the back (with closed eyes ) but safer. still learning though.

Would I recommend all the training, 100% yes?

Your life is worth it, so if the fun behind biking, you meet some amazing people, it’s good for your mindset, you can go on amazing adventures, it’s cheaper on fuel, you don’t get stuck in traffic and the list just goes on.

Big thanks to Rapid and AIM Rotherham and Simon for putting up with me

Happy biking all