

# A flying lap of Basky with Steve Sellers



- Tasmanian Superbike Champion 1989 & 90
- Tasmanian 1000cc Championship runner up - 1993 & 94
- 600 Supersport lap record at Baskerville - February 1994

Drift over to the LHS of the track, the hump is less pronounced there, your front wheel won't get so light, reducing the chance of a tank slapper

Very hard braking and down 3 (or 4) gears to 2nd

Don't apex the corner too late, on the power quite hard (feel the rear tyre, it's quite easy to high side here) and drift to the outside of the track

Brief hard braking and down to 3rd

No need to brake into this turn, it can be apexed fairly early so you can get on the throttle quite hard

Allow yourself to drift wide to set up for Turn 4

There's no need to brake into T4, resist the temptation as braking will unsettle the bike, if anything try trailing a little rear brake

Fast out, means fast down the straight!

Hard braking down hill, trailing off as you tip in, apex a little after the middle of the turn and then getting hard on the gas will launch you on to the straight

Hard on the power and drift wide to the end of the ripple strip. There's plenty of space here so use it!

Camber shifts from positive in the turn to off on the exit... so be smooth with the throttle

The approach is blind, you need to brake hard and position yourself before you see the corner

Select 3rd gear, you can hold this gear through the next 2 turns

Track surface is quite rough to the far right, so keep 1-2 m in from the track edge

Late apex and don't initially drift too wide on the exit as it's fairly rough out there, try and stand the bike upright as you exit the turn and get on the gas

Clip the apex tight and use the positive camber to power out hard

Drift wide, light braking, shift down to 2nd gear to enter the esses. Get close to the ripple strip and make use of the camber

A quick twist of throttle on the exit to jump you to Turn 3

Select 3rd gear, you can hold this gear through the next 2 turns

Track surface is quite rough to the far right, so keep 1-2 m in from the track edge

Late apex and don't initially drift too wide on the exit as it's fairly rough out there, try and stand the bike upright as you exit the turn and get on the gas

There's a pronounced dip in the track about here but if you keep your weight on the pegs things will stay reasonably settled

Grab 3rd gear and just before you tip in short shift to 4th

Foot Bridge