

BURTON AND DISTRICT SPORTING MOTORCYCLE CLUB

OBJECTIVES

- The club caters for all age groups – from 6 years of age and over
- To provide training to all applicants (encourage children/adults interested in motorsport to be trained in how to ride in a responsible manner and with awareness of others.
- Basic and advanced training is available, advice on progressing into competitive racing
- Proficiency awards to encourage self confidence
- To work with and alongside the police and other authorities to encourage lawful use of motorcycles.

BACKGROUND INFORMATION

- Established in 1995 by Roy Wrathall,(Chairman until April 2004)
- Location of Oval Training Track: Shobnall Leisure Centre, Burton on Trent (up until December 2006)
- Location of Motocross Training Track: Kingstanding, Newborough Road, Needwood, Staffordshire
- The club is affiliated to the Auto Cycle Union (East Midland Centre) and is governed by the rules and regulations laid down by the ACU (including environmental and noise controls);
- All sessions are ACU Permitted and insured (Coach to Pupil Ratio 10:1 – 6 on track)
- All coaches are unpaid volunteers, and a fully licenced with first aid qualifications
- 4 Grasstrack Coaches; 6 Motocross Coaches
- Coaches are all CIB checked and are undergoing the same process through ISA
- All coaches comply with Best Practise and ACU Rider Training Guidelines (ACU Coaching Code of Practice)
- A Child Protection Policy is in place and a policy is agreed in relation to Equal Opportunities and Unacceptable Behaviour.
- Primary disciplines – Grasstrack and Motocross and all basic riding skills

The Burton & District Sporting Motorcycle club has provided a training facilities (based at Shobnall Leisure Centre, Burton on Trent) for off-road basic and advanced motorcycle training and has offered a service to the local community since 1995 until December 2006.

Our establishment has been well supported by local MPs, Councillors and has received good press coverage.

Due to circumstances beyond our control, our rental agreement was terminated to make way for an alternative development. Working with the local council and the Auto Cycle Union, and viewing eleven alternative sites, a new location was secured with planning permission granted finally in May 2008 for a new “all weather” track to be build at Kingstanding, Newborough Road, Needwood, Staffordshire.

Our training establishment is a non-commercial venture, run by dedicated volunteers who strive to provide structured motorcycle training, both basic and advanced, giving focus and purpose to all individuals who participate. We have previously worked with youth groups and we are willing to make our facilities available for use by the Police and other authorities to help, support and guide, and hopefully reduce and educate offenders who ride irresponsibly.

As we are not a commercial venture, costs are kept at a minimum to allow more people access to our facilities. Our ethos is simply to provide a friendly, family-like atmosphere which is conducive to the excellent results achieved (whatever level) by our members.

Training sessions took place every Saturday morning with attendance numbers of 30 maximum. We concentrated on younger riders with “rev and go” and motocross machines between the ages of 6 and 16 for the basic training sessions. All riders were grouped according to age and machine capacity and following risk assessment and briefing, riders participated in basic riding skills and were instructed to a basic level in mx skills.

First time riders from the age of 6 years are coached in basic control skills. Riders of above basic control skills ability are taught, in addition, control under low level adverse conditions (machine control, braking and turning right or left whilst negotiating 6 inch deep loose sand). Riders with suitable ability are coached to negotiate man made ramps and traversing static logs pinned to the ground etc.

Once a rider has achieved a “green” certificate level of riding skills, they were invited to take part in the training sessions at Kingstanding on the MX beginners/novice training track.

Saturday afternoon sessions adopted the same risk assessment and briefing but focused on the more novice controlled sliding skills on grasstrack/speedway machines. Maximum numbers in attendances was 25. Training takes places where riders are educated in controlled cornering/sliding techniques on the purpose built speedway style circuit, together with manoeuvring the machine off the start line in a controlled and efficient manner.

All training exercises are undertaken and supervised by accredited and certified coaches of the highest calibre

The club in 2010 has provided funding to riders to attend their first race event. This funding covers the entry fee, day licence or ACU yearly licence (up to a value of £10.00) and access to coaching on the day. This has proved beneficial to the riders as they can put into practice what they have experienced during a training session and gives the opportunity to expand their knowledge of our sport.

The riders who have attended our training sessions have benefitted enormously from our experience as coaches and the club can boast of numerous National Championships in various disciplines.. Others riders have attained Centre and Club Championships titles all over the country.

We are proud of the fact that we are the only ACU Affiliated Club who has provided weekly training throughout the year and this in itself makes us unique in the services we provide. There are so many riders out there anxious to receive basic and advanced training and it is a facility which has been lacking since the closure of the track at Shobnall.

The club is now in a position, since being awarded a grant from Burton Breweries to provide to the public machines to hire. This is an added benefit to members who want to “try out” our sport before committing to purchasing a bike.

Below is a list of some of current and previous members who have benefitted and progressed into the world their chosen discipline. Everything they have achieved is through their own determination. Using our facility gave the opportunity to train and we can only take credit for opening that door for them.

CENTRE CHAMPIONS

2002

Craig Smith 500cc

Danny Boyle Auto Cadet

2003

Danny Boyle Cadet

Craig Smith 350cc

2004

Danny Boyle Cadet

Max Flinders Auto Cadet

2005

Harry Grace Auto Cadet

Max Flinders 65cc mx

Oliver Greenwood 85 cc mx

Adam Wrathall Inters

2006

Max Flinders 65cc mx

Oliver Greenwood 85cc mx

Joshua Rockley Auto Cadet

Danny Boyle Junior

2007

Joshua Rockley Cadet

Daniel Van Der Hoeven Auto Cadet

Max Flinders 65cc mx

Max Flinders 85 cc mx

2008

Daniel Van Der Hoeven – 65cc MX

2009

2010

NATIONAL CHAMPIONS

2006

Nathan Greaves Auto Cadet

Max Flinders 65cc mx

Oliver Greenwood Inter 85MX

Tom Woolley Senior 85MX

Tom Perry International 125cc

2007

Jack Cornes Junior

Max Flinders Junior 65cc mx

Max Flinders 85cc mx

Tom Woolley – Short Track

2008

Daniel Van der Hoeven – Cadet

Daniel Van der Hoeven – Junior 65MX

Tom Woolley – Short Track Champion

2009

Oliver Greenwood – Inters GT

2010

Daniel Van Der Hoeven – 85cc mx

PREVIOUS MEMBERS

Adam Roynon

Polish Speedway Team

Jack Hargreaves

British Speedway Team

Luke Priest

British Speedway Team

Adam Wrathall

British Speedway Team

Craig Smith

East Midland Centre Champion and now on board as ACU Accredited Coach

ACU REGULATIONS

All training sessions are permitted and regulated by the Auto Cycle Union. As a club, we are guided by the Regulations (specific to Grasstrack and Motocross disciplines) and National Sporting Code detailed in the ACU Handbook. Below are extracts taken from this handbook which highlight some of the requirements. The ACU Handbook is available to purchase at £8.00 or a copy will be made available on site for any member to peruse.

Ideally riders must provide their own machine and protective helmets, gloves, goggles and clothing, although hire of machine is available upon request.

AGE GROUPS AND ENGINE CAPACITY (GRASSTRACK)

Age on January 1st

Auto Cadet	6/7 years
Cadet 6-8 years	
Junior 65MX	7-10 years
Inter 85MX (small wheel)	9-12 years
Senior 85 MX (big wheel)	11-15 years
Junior 9 – 11 years	
Intermediate	12-14 years
Senior A 250cc	15-18 years
Senior B 350cc	15-18 years
Youth Short Track	12-15 years
FIM 125 Gold Trophy	12-16 years
UEM 125 European Cup	10-16 years
FIM 125 Gold Trophy	12-16 years

Maximum Engine Capacities (Grasstrack)

Auto Cadet Auto 50cc Fixed gear automatic

Cadet	65cc 2 stroke – 110cc 4 stroke
Junior 65MX	65cc 2 stroke – 110cc 4 stroke
Inter 85MX (small wheel)	85cc 2 stroke – 150cc 4 stroke (14” rear 17” front)
Senior 85 MX (big wheel)	85cc 2 stroke – 150cc 4 stroke (19” rear 21” front)
Junior	100cc 2 stroke – 200cc 4 stroke
Intermediate	150cc 2 stroke – 250cc 4 stroke
Senior A 250cc	250cc 2 stroke – 250cc 4 stroke
Senior B 350cc	350cc 4 stroke
International 125cc	125cc 4 stroke

MOTOCROSS

6-7 years	Automatic A	Max 50cc 2 or 4 stroke (12” rear, 15” front)
6-8 years	Automatic B	automatic no manual clutch
7-10 years	Junior	Max 65cc 2 stroke or 110cc 4 stroke (12” rear, 14” front)
9-12 years	Intermediate	Max 85cc 2 stroke or 150cc 4 stroke (14” rear, 17” front)
11-15 years	Senior	Max 85cc 2 stroke or 150cc 4 stroke (16” rear, 19” front)
14-17 years	Open (youth)	Max 145cc 2 stroke. Min 200cc 4 stroke Max 250cc 4 stroke (19” rear 21” front)

ENVIRONMENTAL REQUIREMENTS

PROTECTION OF THE LAND

Measures must be taken to prevent discharge of fuel, oil, cleaning fluids, degreasants, cooling and brake fluids etc into the ground. For all off road disciplines (including training) all riders must use an environmental mat at all points where machines are serviced.

Containers for waste oil and cleaning materials are provided on site. Please use them.

Powerwashing of machines are strictly prohibited.

There should be no long term evidence of any activity

All rubbish must be taken away from site

SOUND LEVEL CONTROL

The club cannot allow machines to be used which are in contravention of the sound level control Regulations. Machines which are considered excessively noisy will be subject to noise test. If found to be above the dB(A) as specified in the ACU Handbook, use of the machine on site will not be permitted.