



NZ DBG Motocross Team 2012

Invitation to Riders

To all New Zealand MX Riders

The dust has now settled after an incredible 2011 race season. The journey that started with Kieran Scheele coming to the UK for 2 months in Aug 2010 and riding 2 rounds of the British Champs developed into a full UK 2011 race team of 3 young hopeful kiwis Kieran, John Phillips and Bjarne Frederiksen. Coached and managed by ex-British champ and GP rider Jason Morris and soon after joined by lady rider Emma Davis.

The riders rode 3 times a week minimum for 7 months. And competed in the Maxxis British Championships, The Redbull Pro-nationals and the British Masters Series. Having a major event nearly every weekend. The top of UK MX with many GP riders competing for what in Europe are very well respected series. It was a very busy season. A journey no one involved will ever forget !

The highlights included :-

John Phillips MX2 —3rd overall British Masters, 8th Overall Red Bull Pro-nationals, 12th overall British Championships, 16th Position FIM world Championship round St Jean De Angelo, represented NZ in the MX of nations and ran mid pack with ease.

Kieran Scheele MX1—consistent season start until injury laid him up for 10 weeks. Kieran ran top 10 position in many of the British rounds and rode some incredible races in the top 5 finishing , 21st in the masters, top 20 in the Brits and Redbull series even after missing many rounds due to a serious shoulder injury. Kieran also represented NZ in the MX of Nations and rund strong in the top 15 throughout.

Bjarne Frederiksen—started the season in all series in the top 35 .. By the end of his season, cut short by an tendon injury to his left arm, Bjarne was running in the top 22 with ease. An incredible improvement over the season. Bjarne put an amazing 7 kg's on to muscle the 450. His commitment was commendable throughout the season.

Jason Morris—2nd place British Vets Championship

Emma Davis—1st place Ladies British Championship, 17 place FIM world championship round ladies in France.



What a Journey !! ... We can't wait for 2012, it is going to be amazing ...

Congratulations to the riders ... and thanks to Jason and the mechanics Henry and Nigel.



The Plan for 2012

The TEAM in 2012, subject to funding from our kind sponsors, will run 2 to 3 riders in MX1 and MX2 classes in the British Championships and either the Redbull or Masters Series. The team will be housed in Belgium this year; the heart of European and world MX. Belgium has many tracks within a small radius, the deep sand being ideal for training. In 2011 in the UK we travelling too many hours. In 2012 the 2011 travelling yours will be converted to training and practise hours.

In our first year we all learnt a lot and will be changing training methods and improving how the team operates in 2012. Even though we feel for our first year we got it pretty right. "There is always room for improvement !"

The team will then come to the UK for the championship rounds early the week before and work "on the road" working their towards the event, this way experiencing more tracks UK wide. The North of England has some exciting tracks we could not reach in 2011.

Riders are required to have achieved a top 10 standing in senior NZ MX and at least a junior NZ title being of age to enter the seniors. Riders may be asked to mount a 450 in the MX1 class as the MX2 class this year will be very full with many international riders joining the seen through new Honda and Suzuki teams entering the programme this year but all options are open.

Riders will be sponsored with riding gear except boots and helmets. Riders may be asked by our sponsors to use their helmets TBC but boots will for sure be the riders choice.

Riders will be required to send NZD 36,000 in 3 instalments of NZD 12,000 per instalment for their accommodation, food and entry fees to events and practise tracks. All other costs will be afforded by the team through external sponsorship. It is worth noting that MX on this side of the world is normally rider/self funded unless in the top 5. UK riders normally pay in some NZD 150,000 (£70,000) to gain a ride in the UK at this level. Therefore we hope to be able to provide the chance to potential champions from New Zealand that could not otherwise afford the chance to ride overseas.

It should be noted that the team DBG Youth MX Development Ltd is a none profit organisation; registered in the UK.

Riders are required to promote their sponsors at every chance and use the DBG equipment for training as part of their training programmes. Dirtbike-gym is a major sponsor to the team, along with Oneal gear, RNR goggles, Putoline Oil and many more.

Riders are required to arrive to the UK in early February 2012 for the set up of bikes and training. Riders should arrive in top physical shape. Selected riders will be asked to programme with the teams manager in the UK in preparation. Riders should consider always that they will not be able to ride the enire NZ champs; you need to be here for the entire 7 month season.

The season kicks off week 1 march 2012.

Riders will not always have the comforts of home and will when on the road, sleep in our race trailers (all be them relatively luxurious compared to some on the circuit), travel long distances and be required to join the team in setting up and breaking down the rigs pre and post races. Mid week riders will be required to maintain there practice bikes to a level. Major work will of course be performed by the mechanics and the race bikes kept by the mechanics entirely.

Riders will be required to pay a NZD two thousand returnable bond to the teams account to cover accidental damage cover. This will promote better care when using the teams equipment. If a rider accidently breaks some equipment then the team will deduct this and write to the funding party (parent or rider themselves) and advise the cost and deduct from this bond.

Riders will not have to pay for damage to motorcycles during practise and race events. Eg a fall or crash. The team management will focus on safe riding and control to best reduce the falls.

Riders are required to wear full protection when training. A crash in practise can mean you are on your way home so this for the rider and team is insurance. Riders not wishing to protect themselves in training should NOT apply. On race day, the most comfortable gear may be used by the rider at their own risk.

Riders can be sent home at anytime at the riders cost for mis-conduct or failure to meet the teams requirements in terms of training. (Note: It is very important we as a team put on a good show and each rider prove their position within the starting line -up. To this end discipline in training is very important.)



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The Plan for 2012 (cont')

Riders will be required to pay vehicle insurance NZD 800 each for the season if they wish to use the teams vehicles for personal travel and fuel the vehicle for this travel. The team has a fleet policy which will cover any rider to and from the tracks day or night, whatever age. "Not" to and from town to meet a young lady for coffee on a nice Belgium summers evening. We believe this payment is a fair request on our part as the policy costs the team some twelve thousand per year to hold such cover in Europe and the UK.

Riders will experience and ride some of the most technical, spectacular, demanding, physical and fun tracks in the world.

You will be practising and racing amongst GP riders and shake hands with all the great names in the business. You will learn quickly that you if chosen are as good as the best and only time and devotion is the difference.

You will have a lot of laughs and fun as a team and learn to survive in the big world in a team environment.

You will get rest days and time/weekends off all be them not many.

The year will inspire you, it will challenge you. You will get tired and fed up as the year takes its ups and downs, but as the riders of 2011 will tell you, "the highs far outweigh the lows".

We welcome your questions and applications for a position on the team by emailing
rex.michau@tectainer.co.uk (or call int: +44 7801 745 224)



Some more pics from 2011





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