



Charlie Atkins is a 12 year old motorcycle racer who has just finished a very notable season competing in the Aprilia Superteen series.

Having finished third in the Aprilia Superteen series with five race victories and 17 podiums Charlie Atkins has made the decision to move up to the Moto3 championship which forms part of the British Superbike Racing series.

Charlie Atkins has been competing successfully in the world of motorcycle Racing since he was eight, but he began riding a motorcycle when he was just aged three.

To race at this level a rider requires not only the skill to master the motorcycle, but a team of dedicated people to support them.

Charlie Atkins ability has been recognised by Gary Wilson, a very experienced part of the motorcycle Racing scene. He has been in the business for more than 40 years as a mechanic, tuner, crew chief and team owner down the years. Now Charlie Atkins has the opportunity to ride for his team, Wilson Racing.

Donington Park. Charlie Atkins dominates Sunday with two wins." - cilindrada.net (April 2015)

Website: www.charlieatkins56.com



RIDER DETAILS

NAME: Charlie Atkins

AGE: 12 years old

DATE OF BIRTH: 01/02/03

NATIONALITY: British



Charlie was first introduced to bikes at the age of 3. Mainly just playing around on quads at his local track. He showed a very keen interest and things gradually moved forward with him moving from 4 to 2 wheels. Over the next few years Charlie moved from bike to bike. When he turned 6 he then moved on to the Kart circuits riding his minimoto and making improvements all the time. Then in 2011 the decision was taken to make it serious and the racing began.

2011 (8 years old)

Charlie raced in the 2011 FAB British Championship on his Polini GP5 minimoto where he finished in 6th position in the championship.

2012 (9 years old)

Charlie raced in two classes in the 2012 FAB British Championship. One class was on his GP5 minimoto where he finished in 3rd place in the Championship. He also raced on his Metrakit GP50 where he finished 7th position in the championship.

2013 (10 years old)

Again this year Charlie raced in two classes within the 2013 FAB British Championship. One class was on a Junior Production Minimoto bike which was offered to Charlie to ride for the year by the Scott Redding (Current Moto GP Rider) Academy. Charlie took a fantastic 1st place in the Championship. He again raced his Metrakit GP50 where he won a well-deserved 3rd place in the Championship.



2014 (11 years old)

This has been an amazing year for Charlie and his most successful to date by far. This year Charlie competed within the FAB British Championship on the new MiniGP UK moto 4 race bike. Charlie gained an overall 1st place in the championship after winning every round. He also competed in several rounds of the National Series where he also successfully took first place in all his races.

2015 (12 years old)

In 2015 Charlie made the big step up to the more well-known race circuits around the UK. Cadwell park, Donington park etc now awaited the 12 year old. This year Charlie was riding the Aprilia RS125 in the Dunlop Aprilia superteen Challenge at Thundersport GB. Charlie had to miss the first round due to the team deciding to go testing in Spain to try and get Charlie used to the much bigger new machine. As Charlie entered his first round he was straight back to the podium. Gaining 2 wins at his first round. His podium run continued for the next 13 races taking numerous wins along the way. Then a slight set back happened where Charlie sustained a broken foot in a crash at Rockingham forcing him to miss another round. Charlie came back from the injury where he left off again scoring podiums all the way to the end. Giving Charlie a well earned 3rd place in the Championship even with him missing 12 races due to injury and testing.

Plans for 2016.

In the next season Charlie is planning to compete in the new Moto 3 class that will run alongside the Motostar class at British superbikes. This will include 22 races over the year at all the major circuits in the UK. All the rounds are televised live on British Eurosport and a support show that is shown on ITV 4 after every meeting. The exposure is massive with big viewing figures and an average of 25,000 spectators at each event.

Any investment made by a company in this talented British contender will be deductible before taxable profits are calculated for the company involved, while offering more involvement and feedback than conventional advertising. In return for the obvious exposure that this motorsport offers to companies, inclusion in newspaper articles and of course opportunities to visit all rounds.

A review of the 2016 budget including mechanics, machinery, tyres and transport costs will total £29,000 to be able to compete at the required level. A breakdown of the cost is as follows

- Bike and staff £12,000
- Entry fees £3000
- Tyres for the season £5800
- Kit including leathers, helmets etc 2 sets of each £2600
- Race fuel, oil and engine maintenance costs £3000
- Crash damage budget £2600

In return for any investment Charlie can offer advertising space on the bike, helmets, leathers, team clothing, banners and awning at each round, weekend tickets and hospitality, company name on all race support vehicles, individual packages can be made to suit your company's needs and give you the best return. Charlie can also be available for any personal appearances.



The bike & series for 2016



2016 Honda Moto3 Standard class

A series to run within the current HEL Performance Motostar British Championship class using standard Honda NSF250R bikes with very limited modifications.

Some small modifications will be allowed for increased adjustability to suit different riders. Handlebars and footpegs can be changed (but must be made of aluminium), the brake disc can be changed as can the master cylinder. Final drive gearing can also be changed. Fairings must look standard but can be sourced from other suppliers. Restricted suspension modifications are also allowed.

Tyres will be restricted to 2 pairs of dry tyres and unlimited wets per weekend. No intermediates or cut slicks.

Other than allowing these modifications the machine must be completely standard; machines will be checked for technical compliance regularly.

We have an increasing number of trade supporters who will provide approved products at agreed prices. We have offers from K Tech, Ohlins, Dunlop, Pirelli and Mode Performance so far.

The Racing

Licence and eligibility; same as current BSB Motostar.

Races; Sharing the grid with current BSB Motostar.

Paddock; sharing the paddock with current BSB Motostar

Riders weight equalization. The same as Current BSB Motostar.



Thank you for taking the time to read this booklet, we look forward to hearing from you and do hope that you and your company maybe able to help this talented British racer make it to the top.

Thank you very much
Team Charlie Atkins #56



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