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2008 PRESIDENTS REPORT

The past twelve months has been pivotal to the AKA moving forward and positioning the association for the future. During this past year we have seen the introduction of the control air box and most importantly the introduction of the restricted 125 class to partly address the entry level of senior karting. The other important measures that have taken place has been the ongoing work with the plastic licence and the implementation of the barcode system.

The take up rate of the restricted 125 class has been exceptional and growth has been exponential. The feedback from competitors and industry for this class has been universally positive which bodes well for the future. The plastic licence is nearing finalisation and should be phased in over the next several months.

The tyre barcode readers are nearing there final development, once completed this procedure should simplify the running of major events, all of these things have an incremental effect on our sport, hopefully to make our sport easier and more pleasant to be apart of.

The AKA has also had some difficult issues to deal with. One of the most difficult issues has been the Jmax engine; it has been a long and arduous process in being able to formulate a set of regulations and procedures to deal with the various issues relating to the engine.

To this end credit must be given to the Technical team for resolving this difficult problem and bringing it to a formal conclusion.

The most contentious issue has been the methods in which individuals raise issues and make assertions without taking into account the consequences of such assertions. I wish to take this opportunity to thank the executive for their professional manner in which they carried on the business of the association in my absence and also the delegates for following the processes through to there ultimate outcome. This situation has shown that the AKA can deal with these sensitive types of issues in a businesslike manner and do not shy away from these contentious matters.

Due to this occurrence it has become obvious that it is necessary for a code of conduct to be formulated and implemented by the AKA so that this type of situation does not occur in the future. This code should encompass a series of protocols and procedures to deal with these situations in the future should they occur.

It is encumbered upon the AKA to show leadership, maturity and sensitivity with which it deals with all matters relating to the sport of karting and to strive to meet those goals.

The AKA must continue to set the conditions for future growth and stability of the sport, some of the areas the AKA will have to deal with are the modernisation of the junior classes, implementation of clutches, CIK and the matter of governance, all of these issues and many more have to be resolved to continue moving the association forward and setting the future for karting in Australia.

Regards,
Richard Erdmann

National President