



AUSTRALIAN KARTING ASSOCIATION ANNUAL GENERAL MEETING MINUTES

2010

Capricorn Resort Yeppoon, Farnborough Road,
Yeppoon Queensland

20th August 2010

STARTING TIME 7.30PM

Australian Karting Association Inc
2010 ANNUAL GENERAL MEETING MINUTES
Kookaburra Room,
Capricorn Resort Yeppoon, Queensland
7.30pm – Friday 20th August 2010

AGM 1 Order of Business

AKAQLD State President Gavin Dicoski to welcome Delegates, AKA Executive & Officers and Observers to the State of Queensland.

Western Australian President welcomed everyone to the WA conference which the state elected to hold in QLD.

- a. Opening remarks by Chairman

- b. Moved: That the AGM Meeting is open to Observers
Moved: NT
Second: TAS
Carried
- c. Apologies:
John Lane (QLD Co Delegate), Mark Close (TAS Co delegate)
- d. Declare pecuniary interests – All delegates and AKA executive declared their interests.
- e. Minute procedure
Moved: TAS
Acceptance of sound recording as the official recording for the purpose of minute taking by the minute secretary.
Second: WA
Carried
- f. Accept previous annual general meeting minutes.
Moved: NT
Second: TAS
Carried
- g. Business arising from minutes
Nil

AGM 2 Reports

- National President's Report
- National Vice President's Report
- National Treasurer Report
- National Events Administrator Report
- National Technical Coordinators Report
- National Officials Coordinator's Report
- National Track Safety Coordinator Report
- CIK Delegate Report
- IKC Chairman Report

Reports accepted as read:

AGM 3 Council accepts the financial audit report as presented with changes required in the document that makes reference to directors.

Moved: NT

Second: NSW

Carried

Chairman's closing remarks

Trevor Crane thanked all delegates and executive members for their support and dedication and declared the positions vacant.

- Appointment of a Chairperson – Lee Hanatschek
- 2 scrutineers appointed. – Trish Bartlett, Swaleha Ali.

AGM 4 Election of AKA Officers

- Apologies of any absent nominee
 - John Lane
 - Peter Galvin
 - Richard Erdmann
 - Bob Gallagher
 - Kel Treseder
- Declared all positions vacant
- Table of Nominations

Positions	Nominee	Nominated by	RESULT
AKA SECRETARIAT- Rule R10			
National President	Crane, Trevor Whiting, Simon	VKA NSW, SA, NT	Appointed
National Vice President	Denton, Craig McCleverty, John Murray, David	SA QLD NSW, NT	Appointed
National Secretary	Arnett, Pam	NSW, SA, WA, NT	Appointed
National Treasurer	Laybutt, Max	NSW, SA	Appointed

The retiring Executive returned to their positions to complete the Annual General Meeting.

Appointed positions

National Events Administrator	Arnett, Pam	NSW, SA, WA, NT	Appointed
National Technical Coordinator	Allen, Les Arnett, Harold	NSW VKA, SA	Appointed
National Officials Coordinator	Sparrow, Brian	NSW, SA	Appointed
National Track Safety Coordinator	Stott, Mick	NSW, SA	Appointed
National Tribune Registrar	Stania, Sylvia	NSW, VKA, SA	Appointed
National Prosecutor	Lane, John		Appointed (Subject to his holding no AKA position.)
	Whitehouse, Howard	NSW	Appointed
	Hinchcliffe, Jim	VIC	Appointed
National Publicity Officer			
National Medical Officer			
CIK Delegate	Denton, Craig	NSW, SA	Appointed
CIK Co Delegate			
CIK Technical Officer	Erdmann, Richard	SA	Appointed
CIK Coordinator	Peter Galvin	SA	Appointed
2 IKC Members	Gallagher, Bob Tresseder, Kel	SA SA	Appointed Appointed

AKA Life Members

NSW moved that we accept a nomination for a life membership.

Second: VIC

Abstained: SA, QLD

Carried

Max Laybutt was awarded Life membership to the AKA for all his dedication on the Executive as treasurer and also the introduction of the smart card system.

Max has been in karting for a number of years and involved with the vintage side of karting.

AGM 5 Appointment of Auditor

The Secretariat recommends the appointment of G J Walsh Chartered Accountants of Booval QLD.

Moved: VIC
Second: NT
Abstained: QLD
Carried

AGM 6 Appointment of Solicitor to the AKA

This position is a 3 year term and finishes in 2011.

Meeting closed: 10.11pm



2010 AKA NATIONAL PRESIDENTS REPORT

Upon being elected AKA National President at the 2009 AGM, I began a new journey. A journey which see's goals yet to be achieved. My ideals at that time were to improve planning and direction for karters and to improve the sport into the future. Becoming the only new elected member on the AKA executive has required much listening and learning.

I do however believe that along with the remainder of the Executive and the NKC Delegates and Co Delegates we have achieved a very successful year. I would like to thank all Secretariat members and delegates for their assistance and dedication to making the past year successful.

Since the 2009 AGM when the acceptance of Governance motion was narrowly defeated, the executive and NKC have worked towards what actions need to be undertaken to achieve Best Practice & Governance for the AKA. Governance is of significant importance to achieve more effective direction and management of our organisation into the future. Following a discussion paper which was presented to the June NKC meeting, by Vice President Simon Whiting work is currently being undertaken to consider implementing amendments to our rules. These changes are designed to better improve such areas as, Discipline of Members, Committees and the Executive Powers.

This year has seen CIK grow from that of 2009. Three strong Pro Category classes, Pro Light (KF1), Pro Gearbox (KZ2) and Pro Junior (KF3) have formed "The CIK Stars of Karting Series" this year. Thanks must go to Peter Galvin, Craig Denton and the CIK team for building up this competition.

Two Development categories, Clubman and Junior National, were added to the program, along with a "local" class contested at each round. Competitors racing in Clubman raced to become the East Coast Title holder. The winner over the four rounds receiving a trip to the All Japan Kart Championships, courtesy of the Yamaha Motor Co.

In May our CIK delegate Craig Denton travelled to Japan to take part in the CIK Conference.

Our AKA Delegation for karting in Australian was renewed following the AKA presentation to the CAM's Board in September 2009, by our Treasurer, Max and myself. The current Delegation Agreement expires on the 31st of December 2010. A new Agreement is currently being worked upon to renew our delegation into the future.

The AKA Card Licence, Race Management and Timing system (CM:S) has continued to be developed further over the past year. Training has been undertaken in all states and its acceptance has been very good. Whilst some small bug's have been encountered the system has continued to enhance the sport for all parties.

The number of competition classes available for karters to race has been a rather contentious issue over the years. To this end a Class Participation Survey is being implemented, to in fact reduce overall competing classes.

The National Championships for 2010 held at the Hume International Raceway, Puckapunyal were very successful, with in excess of 350 entries. The weather was reasonable and the racing even better. The new CM:S system was used at the Nationals and good information and feedback was obtained.

During the year I was able to attend, both the South Australian and Victorian Open meetings, as well as the Nationals. Whilst at these events I was fortunate to speak to a number of karters and officials. General discussions centred around the direction of karting in the future along with costs and the number of classes being conducted.

At the June NKC meeting and Committees conference, discussions were held on the need to establish and develop a Business Plan for the next 5 years. Some states are currently working on such plans for their states. A solid workable Business Plan combined with governance will see our sport move positively forward into the future.

There are still changes to be made and work to be done, to have the AKA continuously moving forward and setting the karting future in Australia.

In closing let me again thank the Secretariat and NKC, for their dedication, work and assistance they have given me during my first term as President, throughout the past year.

Regards,
Trevor Crane



2010 AKA NATIONAL VICE PRESIDENT'S REPORT

Firstly I would like to thank the Executive and the NKC delegates for their efforts over the past twelve months; I would also like to make a special mention of our National Office, sincere thanks to Leonie and Margaret, as they have provided and given me a huge amount of support and assistance in what has been a challenging year.

Please find listed an update report on the some of the major points for 2010.

Wet Weather tyre Contract 2011-2013

Tyre Testing contract (wet) was revised and distributed to those as requested. There were two Tenders submitted for consideration.

The successful Tyre Testing tender was Craig Denton.

We are currently waiting for submissions for The Wet Weather Tyre Contract as it closes on the 30th July 2010.

National Class Participation Survey

Just recently we completed a survey which will be pivotal in not only assisting in the possible reduction of "Book Classes" it will also assist Pam in preparing/reducing the overall size of the 2011 manual. Individual Class specifications will be website based, updates will be able to be accessed quicker and far more easily than at present.

How to Go Karting DVD

We have been working closely with BAM Media in the production of the DVD, which is in the final stages of completion. We hope to have the DVD ready for distribution by the AGM.

On the DVD the introduction was done by Mark Winterbottom, BAM has done an excellent job in co-ordinating its production. Thanks also must go to KIAA for their contribution of \$5,000.00 towards its costs.

There is no doubt that the "How to Go Karting DVD" will be of great asset to not only those entering our Sport for the first time but also to some of our existing competitors.

Remo Racing Leopard Agreement

I am please to advise that AKA and Remo Racing has come to an agreement, renewing the Leopard Promoters Agreement for 2011-2015.

I would like to thank Remo for his contributions and suggestions which aided in formulating the new contract. This contract will be the foundation for the Leopard Class to grow over the coming years.

I have enjoyed the past 12 months and I look forward to seeing the challenges that the next year may hold.

Regards,
Simon Whiting



2010 AKA NATIONAL TREASURER'S REPORT

As of today, our Auditors have been to the office to inspect our books, and are currently in the process of preparing the final accounts which I will have for your examination prior to the actual Annual General Meeting.

In general we have had a year where we have extended our available funds to a number of new areas and that I believe has indeed helped our Member (States) with their funding. Junior Development, Official Schooling, Official Clothing, have all added to our support of the CIK Championship, and the further development of the card system.

In general our own finances have now recovered from some major costs of the past year and is now going forward with our ability to once again look at the continuation of increasing our investments or supporting other initiatives' in the years ahead.

While Licence numbers seem to be on the increase, even if so slightly, participation appears to be falling away in some areas and I strongly believe that this needs a thorough examination to see if we can define why? In short, there are more people racing on less occasions. An interesting statistic that has come out of NSW is that while Senior Licence are still the biggest division, the Second biggest division this year in that State has been Social Licences! Do we need to look at our racing formats?

And still WA has a story to tell on Participation numbers where they leave all other states in their wake!!

What has that got to do with Treasury? Well our whole future is about numbers, which produce our income of course, and I often wonder if we spend too much time on examining the "Karts" and not enough time on examining "What our customers need" I have no doubt that when the Card system is complete that the data it will be able to provide will be extremely helpful in the management of all the above requirements.

This year the track fund has supplied assistance to a number of clubs, and I was actually at Tamworth on the weekend just past and the renovations have really provided a new lease of life for that club, who are now looking forward to the NSW State titles. I believe that all the other renovations that our track fund has been able to assist have been beneficial in making the relevant clubs provide better facilities for their members.

And "How is the Card System"

Well by the time we get to our AGM the timing section will be well and truly up and running at every club in Australia. The feeling I am getting at this point is that most clubs are welcoming the system, and most of the problems that are coming through are, as one person put it, "Human Interface" and time, and usage is the only cure for that one.

AMB / My Laps at this point are very happy with our progress, and it will be interesting to see if they maintain that attitude come the first anniversary of our agreement. Transponder sales at this point in time (19/7/10) are past the 3500 mark and they are really "pouring" out the door so I suspect we will not be too far short of our target, and by our meeting we will be fully aware of our exact position.

My nomination is, once again before you, to allow me to continue the role of treasurer, and I ask for your support to continue for another year as I have enjoyed the role, and some of the challenges that it provides.

I would suggest that it is my main aim to ensure that the card system is completed, and with that we still have a number of areas to conclude.

Regards
Max Laybutt.



2010 NATIONAL EVENTS COORDINATOR REPORT

General statement

Eastern Lions Kart Club and the Victorian Karting Association must be commended for their efforts, the hospitality to competitors, the weather and the excellent venue provided for this event. The circuit, combined with the space for interstate visitors vehicles, the camping area helped to cope with accommodation that karters wanted.

Selection and Interaction of Officials

ELKC and Victorian Karting Association nominated experienced personnel for many of the AKA appointed positions. These were accepted by the AKA and worked very well with the interstate personnel. Congratulations to them all they done a great job. The Clerk of the Course selection from the host State once again provided benefits to the meeting.

An official's welcome by the AKA & State presidents was arranged for the Thursday Night with the club/state supplying drinks and meal. At this meeting everyone was welcomed and introduced. Stewards and Clerk of courses, Scrutineers and Tech officers discussed the meeting requirements.

Entry Numbers

Entry numbers (353 competed), with some classes oversubscribed.

A V's D , B V's C was in place for the oversubscribed classes. This was a bit of a problem for the new AKA timing system and the AMB system used as well. Competitors were unsettled when they realised that they would not meet up with others until the final. A situation arose when a Pre final was requested to be put into the program for the over subscribed classes. This could not be done and was explained to them why, things seemed to settle down for the rest of the meeting. I have addressed this situation in the admin agenda should it be passed then if A V's D – B V's C is in place with any oversubscribed classes they will get a pre final as well..

Facility & Buildings

Eastern Lions kart Club utilized their large container type sheds for tyre storage and distribution, scanning.

Tyre impounding was done for the first time at a National for quite some time.

Les May (Dunlop Motorsport) donated the use of his large trailer to house the bagged / tagged tyres in each night. He also supplied Dunlop tyre bags. Competitors were given their tyres and they then had to return them to the trailer for impounding on the Thursday night. They were then given out first thing each morning starting with the class that was first out for practice. They then returned them each night after their final heat or pre final.

The location of the fuel testing, tyre impounding and technical inspection area was together making it easier for all officials and technical inspections. Congratulations to the

technical team they worked well together and I believe this meeting was fair and honest to all competitors. Checking of tags, tyres, engines and fuel was continuous throughout the meeting.

Two sets of scales were used for Time Qualifying, the club scales were the scales of the day should there have been any problems. Both sets of scales were calibrated within each other.

Congratulations must go to the officials that controlled the access to the in and out grid areas –only the required amount of people were on the grid and unless you had a pass or Hi Viz clothing you could not get in.

Hospitality

The modern new canteen did an excellent job and handled the amount of people in attendance. The club utilized service clubs from the local town with them cooking the lunchtime BBQ. Meals were available to everyone each night; anyone camping could just order their meal and return to eat it in the new canteen.

The club members worked really hard to get this magnificent building finished in time and by all the great comments everyone was very impressed with it. Well done.

All officials were supplied a hot lunch from an official's tent and this was well received each day by everyone.

Club Compliance to General Criteria & AKA Regulations

Track inspections, Congratulations must go to the State track inspector and the Eastern Lions kart club for ensuring that everything was completed well before the event.

Trophy Presentations:

Provisional trophies 1st, 2nd, 3rd, 4th and 5th were presented after completion of each final. Sponsor/s was able to present trophies to the relevant class and competitors received their accolades from spectators etc.

By doing this any sponsor who didn't wish to stay for the late presentation could then leave at a reasonable time. The competitors were given 1 hour after the race and their engines completed to pick up their trophy.

Ceremonies

Opening ceremony was conducted after completion of Time qualifying sessions. A welcome by David Murray State President, National President Trevor Crane and Club President David Edwards.

Following the blessing of the track, local councilor declared the meeting open. Many thanks to Rhiannon Bradford who sang the national anthem.

Promotion

The AKA is the Major sponsor of the Nationals – banners and flags were all around the track and the event looked very much like an AKA Nationals and not anyone else's. Thank you to BAM (Lee) for all his help in finding someone to make our banners.

The AKA Podium looked great and thanks to the club for finding a truck to use.

The club and State maintained their web sites as well as producing a promotional poster.

The poster was circulated Australia wide to clubs and some kart shops to stimulate interest in competing at the Championship. Shops throughout the town had posters displayed. The club had good support from the town and local council.

Local Press advertising was reported, radio coverage. TV coverage was organised and support from them was prior to and after the event. State Karting Council paid for advertising in the local paper..

The posting of Time qualifying, heats, pre final and provisional results to the States web site was a great, particularly for families/friends of interstate competitors.

Reports from the Meeting

Victorian Karting Association has provided copies of steward reports, there were was one out of time appeal the chief steward has submitted his report.

Reporting after the event is the last issue for clubs to sort out; however the financial report provided by Eastern Lions Kart club has shown that they have held a successful National event with a good income to put back into their facility. It is good to see that they have not included infrastructure in the statement.

Recommendations for 2011

1. Tyre impounding – alleviates all the rumors of tyre treatment???
2. I believe that the AKA along with the host States/clubs have worked hard to raise this event to a higher level over the last few years and it is really becoming the event to be at. We need to keep this up and ensure that the AKA Nationals keep getting better and better.

2011 AKA Nationals - Liaison with Tiger Kart Club

ELKC continued the tradition of a promotion tent at the preceding Championships. During the event discussed many issues with Western Australian representatives in preparation for their hosting of the 2011 Championships. Interstate W.A steward and club representatives took lots of photo's to take back home.

Good luck to AKAWA and the Tiger Kart Club

2012 AKA Nationals – Liaison with Darwin Kart Club.

Gary Light and Brian Sparrow were representatives that I enlisted to speak to the club in regards to issues that need addressing at the AKA August NKC meeting. Both of them attended the AKANT State Championships in June so this made it easier and no expense was required.

Gary Light announced that the DKA need to advise a firm date for the 2012 Australian Championships. This needed to be advised to the AKA NKC Meeting in August 2010.

Put forward the date in which they want to run the AKA Nationals. It was suggested from Friday 6th July through Sunday 8th July 2012.

Gary advised that the following materials will need to be provided to the NKC Meeting in August to assure DKA's right to host the Championships in 2012:

- 1) Draft Timeline from DKA to be approved by AKA – changes may be dictated by AKA,
- 2) Facilities Plans, detailing Pits, Parking, In/Out-grids, Spectator areas, Fencing and Barriers. Multiple options may be presented.
- 3) Letters from both Motorsports NT and the Northern Territory Government assuring support for the hosting of the event.

AKA will retain the naming rights as the sponsor of the event, DKA will be provided with the \$20,000 sponsorship by AKA.

A formal Agreement document will be forwarded to the DKA from the AKA following the August NKC Meeting advising the obligations and responsibilities of the DKA and AKA in the hosting of the championship event

PAM ARNETT

National events Coordinator

General Overview Report

State Championships discussion:

Do we need to look at the clash of dates with some State Championships and also the closeness of them as well?

With the NT State championships then one week later the QLD States It was a long haul for some people and also a bit of a drain on the money pocket?

Is there too many classes?

CIK Overview

This year has seen the event grow in attendance numbers. We must also congratulate the IKC for getting TV coverage and also onto some very popular TV programs. The publicity is worth a million dollars for our sport.

2013 AKA National Championships - SOUTH AUSTRALIA

AKASA will need to put forward a venue for the 2012 AKA Nationals by May 2011 for voting on by the NKC.

Special thanks.

Many thanks to all that helped make the Australian Karting Association Nationals a great success. Also to all the hard working State /Club executive and the host club members with the running of their State Championship events

With events having as many as 16 classes (some oversubscribed) a huge effort is required to ensure these events run smoothly.

To AKA executive members, Leonie and Margaret (AKA National office staff) thank you for your support and assistance in 2010 and I look forward to 2011.

Regards

Pam Arnett



2010 NATIONAL TECHNICAL COORDINATORS REPORT

First of all thank you to all the State Technical Coordinators, I have enjoyed working with you all the over the past 12 months in the Coordinators role.

Each Technical officer is passionate about what happens in their State and how rule changes can and may affect the Karters, even if there is only one person that the rule change will affect they become very passionate.

Each State technical officer tries to enforce the rules in the AKA Manual, guide the new tech officers and old ones in the right direction, into understanding why things are done this way or why the rules have changed. We all have many challenges put in front of us to sort out from industry or competitors that seek rule changes. The techs do their best to address situations, even though they may not agree with the rules.

Our achievements in the last 12 months have been great and we have implemented the following:

- ✓ Sealing Bags for engines and any components for appeals etc.
- ✓ PTG Rods are finished with the 4th & 5th groove for transfer split.
- ✓ Sneaky Peak has been made.
- ✓ All engines and components in the National office are tagged and an infantry log put in place.
- ✓ Sealing nuts for Rotax and Comer engines have been made – these make the sealing of the white bar coded seals easier to be put on at State and National championships and any other major meetings.
- ✓ Each State Technical Officer has been given a satchel that contains copies of all AKA engine homologation paperwork, AKA registered / controlled items, PTG rods , sneaky peak and a manual.

I would also like to thank the technical officers that have travelled to AKA Nationals and State championships this year to assist with the technical inspections.

Once again, thank you, and I look forward to another productive year in 2011.

Harold Arnett
National Technical Coordinator



2010 NATIONAL OFFICIALS COORDINATOR'S REPORT

To Members of the AKA, NKC and Secretariat,

The past twelve months have again been a very busy and productive time in the position as National Officials Coordinator. The Officials section of the AKA's Competition Management System is currently being upgraded so that it can be easily accessed and used to its potential by relevant Officials on race days.

I encourage all Officials to take the time to "have a play" with the training version of the CMS, including the timing page, and become familiar with its content and how it all works. It is important as Officials of race meetings to have a basic understanding of how the system works and what the system is capable of. The system is constantly being upgraded and is very user friendly and easy to understand. Our current "Officials paperwork" will still remain, except for the Steward's Report, which will be electronic, but will be able to be printed out as a hard copy at the conclusion of a race meeting.

The Officials Handbooks are currently in the process of being updated to reflect the new AKA Competition Management System and upgrades to the AKA Manual where necessary. When completed, these will be distributed as inserts for the current folders.

The AKA manual will next year be a significantly thinner document with the removal of much of the Administrative and Technical sections, totalling about 200 pages. These, along with all of the State race calendars and club contact details will be accessible on the AKA website at karting.net.au

Work is still progressing with the "on line" version of the "Officials Training Program", and it is hoped to be completed and accessible "on line" to appropriately credentialed Officials from the beginning of 2011 via the karting.net.au web site.

Congratulations to John Wishart from Western Australia, Howard Whitehouse from New South Wales, Greg Nicholson from Victoria and Lyn Cengia from Tasmania for attaining upgrades to level 1 status this year. All have joined the roster to be appointed as Interstate Stewards at National and State Championships around the country and will prove to be an asset to any team.

With in excess of 900 race meetings run throughout Australia each year, it takes a team of volunteers to officiate at each event. I take this opportunity to say thank you to all of those dedicated volunteer officials who freely give their time and experience to help run these race meetings, and especially those who accept appointments for State and National Championships. Your dedication and professional approach ensures that a very high standard of Officiating is continually maintained.

Yours in Karting,
Brian Sparrow
National Officials Co-ordinator.



2010 National Track Safety Coordinator Report

Members,

In relation to this position I feel the decision by the NKC to include the ability to inspect tracks when requested is a positive result, not only for myself but also for any other person who may take on the position. It also will provide clubs with another avenue to resolve issues they may have with local State Inspectors.

There would appear to have been no major safety issues this period as I have received no reports in relation to any incidents that require further investigation.

The decision to not allow the Track Committee to attend a face-to-face meeting was disappointing to all concerned but having said that I feel the phone hook-up did produce some useful discussion. Although I'm sure some of the recommendations will not please everyone.

This year while in Queensland, I called into Mackay Kart Track out of interest as this is a concrete surface. From what I observed and in conversation with several drivers there, the grip level is good and tyre wear minimal which I thought surprising. I would have to say the visit did highlight the problems we sometimes have accessing tracks from the plans submitted, the items that caused concern on their plans when I viewed on-site presented a different perspective. So again I would urge Clubs submitting plans to make sure all relevant details are supplied. I congratulate the Club on a well presented venue; work done and maintenance carried out are a credit to the Club and State Track Inspector.

Over this period I have had discussions with various State Inspectors when they have called to seek assistance with various problems. We have been able to arrive at suitable outcomes for items discussed.

Once again I would like to thank the Committee members for their support and input throughout the year. The members have always been able to be objective and arrive at a result benefiting the safety of all involved in our sport.

Regards,
Mick Stott
National Track Safety Coordinator



2010 IKC REPORT

What can I say about the 2010 CIK Series apart from the fact that Australia now has a true National Series that we can use to promote the sport of karting. The competitors have supported the series in a fantastic fashion and are to be congratulated for the support that they have shown. When you look at the progress from two years ago when we had nothing apart from some engines sitting in storage to now it has been a remarkable turnaround.

We have achieved so many key goals in 2010:

- The reintroduction of top level junior competition in Australia. They are the future and it is fantastic to see the numbers that we have achieved.
- Growth in the KF1 category with a strong growth forecast for 2011.
- KZ2 reintroduction has been awesome and with a strong Victorian series organised by Dominic Albanese numbers are continuing to grow. I believe they have great plans for 2011 which should only help to bolster the numbers in CIK.
- Media coverage has been absolutely fantastic. Lee has done a great job and I am sure he will be presenting the key outcomes over the weekend. Some of these include:
 - Coverage on One HD's Thursday Night Live show prior to the Eastern Creek round.
 - Animated series promotion that has been incredibly well received by the younger karters (as well as some of the older ones).
 - A four minute segment on SKY News.
 - Print coverage at every round.
 - Radio coverage/adverts at every round.
- The support of the host clubs has been incredible. They have embraced the series and gone out of their way to help out in any way possible. Much appreciated. Talk to Newcastle and see what there take up rate has been in the months following CIK. They have seen a rise in membership that can be directly attributed to the local media coverage that the CIK round generated. Great for the sport.

As you can see by the interest in the series and the popularity of the CIK series we are going ahead in leaps and bounds. 2011 looks incredibly promising and we are confident of significant growth once again. The media coverage that has been achieved is truly at a level we have not seen before in Australia.

As with any series there are always many people to thank (in no particular order):

- Lee Hanatschek (BAM Media) - has performed well and above what we expected.
- Peter Galvin - always out there talking and doing some deal that leads to bigger and better things for the series.
- Greg Smith (Tony Kart Australia) - for having the confidence in the series and investing in the KF3 engines.

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- Les May (Dunlop) - has lifted the presentation of the series with his tyre distribution trailer and impound area. He has worked hard at each round doing tyre scanning and has helped at every opportunity, including being a series sponsor.
 - Transwest Insurance - has once again shown great support for the series and your sponsorship is greatly appreciated.
 - Richard Erdmann (tech officer) - has spent many hours writing the technical regulations which have been instrumental in ensuring an even playing field for all.
 - Bob Gallagher - has been an active member of the committee and has been involved at every round.

In May I had the opportunity to attend a round table discussion with the president of the CIK, the executive secretary of the CIK and the delegates for the Asia/Pacific region. This was a fantastic opportunity to meet and better understand the issues facing karting in general, with many of our issues not being to uncommon to the rest of the world. Better communication within the region can only be good for the sport as a whole.

In closing thank you to all who have supported CIK competition here in Australia in the past and also to everyone who will support the concept into the future.

Regards,

A handwritten signature in dark ink, appearing to read "Craig Denton". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Craig Denton