



NATIONAL TREASURER
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2008 NATIONAL TREASURERS REPORT

Delegates,

At the time of writing we are engrossed in having the Audited accounts ready for presentation to you at the Annual General Meeting. At this point in time the figures that are contained in this report, are from the Audited Accounts of December 2007, and our own Accounting Records since then, so they may vary from the final figures that arrive from the Auditor, however I would not expect them to be too far off the mark.

Once again we have had an extremely good financial year and will record a final profit for the year in the vicinity of \$200,000.00 / \$250,000.00. This figure is after an amount of \$135,000(approx) has been paid for the work on the Plastic Card, and \$145,000 (approx) for the CIK Motors, which are currently in secure storage ready for next year.

On the Plus side we have received an amount in excess of \$111,000.00 for interest on our investments which as of to-day total more than \$1,350,000.00, and we are currently enjoying far better interest rates than previous years.

Our Overall Nett Asset Value is now fast approaching the \$2,000,000.00 Mark
If we consider the above together with a Track Fund getting close to an asset value of close to \$1,000,000.00 the overall financial picture of the Association is now better than it has ever been.

The conclusion from the above must be that the National Body is now well funded, and in a very secure financial position, **while some of our states struggle to make ends meet,** and they will continue to do so in times when the cost to the general Karter, through higher mortgage interest rates, rising petrol costs, general cost of living rises, particularly in country areas, continue to be applied.

I would therefore like to make the following recommendations;

I know that I have been persistent in requesting a continuation of the lowering of the licence costs to the states, but I still believe we can seriously consider another reduction in these costs, to allow **a better dispersion of the available income.** I would hope that the states would then be in a position to hold, or manage their extra costs, with only a minor rise in any licence costs that they may need to make in an overall effort to keep them viable and cost effective.

For those reasons I will once again suggest a 10% reduction in the cost of licences to the states providing that the states give an undertaking that they will contain any rises in their charges to the Karter at minimal amounts.

One of the major capital outlays to all states is in the **Training, and Clothing** of sufficient officials to allow this very necessary area of our sport to continue to provide suitable people to conduct our race meetings at club, and state levels.

For that purpose I recommend that we provide a **reimbursement for the documented costs** to each state for the sole purpose of training, equipping, and supplying their officials with appropriate clothing.

Currently our National Track fund is holding in excess of \$900K in assets, with almost \$600K of this amount invested in short term loans. This would seem to be adequate to service our track requirements into the near future, and as current loans are repaid, available funds will increase. The fund is also generating a sizable interest component of approx \$8K last year, it would seem that to drop this 0.50c per entry charge from our national fees would be a major benefit to our states.

There is also a fee of \$1.50 per entrant for the funding of Governance; it could be a consideration to delete this fee from the schedule of charges.

It would seem that our adjustments to fees in the past, by making the actual costs to the Karter far more acceptable, has been one of the major contributors to the growth of our sport, my recommendations are an attempt to maintain current fees to the karter, at the state level, and thereby allow each individual state to share in the prosperity of our national accounts.

I would therefore seek your discussion and acceptance of the above recommendations, individually, or as a whole, to enable our sport to continue its current growth.

FOR THE FACTS:

<u>LICENCES:</u>	<u>State.</u>	<u>Last year.</u>	<u>To May 08.</u>	<u>To June 08.</u>	<u>variation.</u>	<u>%.</u>
	QLD.	1486		1632	146 +	9%
	NT.	74	67			
	NSW.	2090		2157	67 +	3%
	VIC.	1525	1602			
	TAS.	241		262	21 +	8%
	SA.	310	367			
	WA.	687		804.	117 +	14.5%
Totals		6413	2036	4855		
Total May/June combined.				6891	478 +	7.45%

A good steady rise of 7.45%, and I am sure by the time we have the final figures for NT, VIC, and SA we will go over the 7,000 mark, and you would need to go back to 2001/02 to find any better figures than that. All very encouraging for the work that has been done and the direction that this council has guided the sport along.

PARTICIPATION:

	<u>State.</u>	<u>Last year.</u>	<u>To April 08.</u>	<u>To June 08.</u>	<u>variation.</u>	<u>%.</u>
	QLD.	9437.		9823.	386. +	4%
	NT.	578.		502.	76 -	
	NSW.	14243.		15515.	1272 +	8.2%
	VIC.	11694.	10659.			
	TAS.	2191.	2043.			
	SA.	2664.		2550.	114 -	
	WA.	5394.		6394.	1000 +	15.6%
	Total:	46201	12702	34784		
	Total April / June Combined.			47486	1285 +	2.7%

Will we make the magical 50,000? Very possible, only 2514 short and still 2 months from Vic, and TAS to come!

So to those doomsayers that say "The sport is in decline" Really??

Plastic Card:

The licence section is almost there, and we plan to conduct State training during the month of September. We will then give the states a month to get organised and it appears that we will be able to get the Licence section out and into the field during the October / November period. This will allow the states to sort out their individual operational methods prior to the BIG rush in the early part of next year.

The Race Management program has been a little on the back burner as we finalised all the requirements of the licence system, but once September is completed then it will be full steam ahead on this section.

The timing section has been a very interesting exercise, and I would prefer to report on that personally at the meeting, as my last report, although provided as a confidential report to the delegates, apparently was very quickly circulated out to the general Karting fraternity and did cause some concern in certain areas, concerns that at that point in time were mostly unfounded, and in fact most were NOT CORRECT.

This area of the system is being very thoroughly investigated, and no stone will be left unturned so that we will be able to provide you with the factual findings that will enable you to make a decision on the end supplier, at the correct time and without any outside pressures.

It has been a good year, that has shown that this Council, and indeed executive are bound together, ready to make the tough decisions, some of which will work, some might not, but if we stand united then we can keep our sport steadily on the increase, and I have enjoyed being a part of it.

To our office staff, I am sure that they have been glad to see their efforts produce the rewards of success, and I know we have all appreciated their dedication and support.

I have accepted a nomination for a further year, thank you for your support during this year, and I ask for your continued support in the coming year, principally because I want to complete the Plastic card system which I really believe will be a great benefit to our sport.

Regards,
Max Laybutt.