



# 2008 CIK Series Australian Championships KF2 Class



NEWS LETTER UPDATE

17/10/07

***Congratulations to you all for joining the return of CIK racing to Australia in 2008.***

## **Teams:**

The 17 teams nominated on different chassis are:

ARC	TBA
Azzurro Karts	Azzurro
Bailey Racing	PCR
Jason Burns, Redspeed AIM	Redspeed
Greg Smith, Tony Kart Australia	Tony Kart
Drew Price Engineering	Arrow
Gillard Karts Australia	Gillard
International Karting Distributors/Sparco	Intrepid
Jon Targett - JT Motorsports	JT
James Reynolds, Kart Equip Revolution Racewear	Monaco
John McCleverty, Zedtec Engineering	Zedtec
Mick Marciano	Alonso
Remo Racing	Kosmic
Ralph van Doorn, RVMotorsports	Birel
St George Kart Centre	CRG
X-treme Racing	Maranello
John Lane, Zanardi Karts Aus	Zanardi

## **Engine:**

The committee has selected the IAME Parilla Reedster 125 KF2 and an order is being placed. The engine will include the L6 IBEA carburettor and a filter type airbox.

## **Tyre:**

One slick type tyre one wet type will be selected for use by all competitors. Tyres will be purchased by the AKA and sold to competitors at each meeting. Competitors will not be able to otherwise purchase this tyre, meaning, you cannot buy series tyres to practice on. The tyre announcement will hopefully be made at about the time of the NKC meeting on 10 November.

## **Rounds:**

6 rounds are proposed at this time, in total, 2 each in Vic, NSW and Qld.

No locations are set in stone at this stage as we are continuing investigation of maximising the potential of the class for marketing our sport to new karters. Meaning, that to a major extent, we will get little or no media coverage in Brisbane, Sydney or Melbourne but in the smaller centres that have their own media, we may get substantial. That also follows the philosophy of our marketing consultant.

## **Format:**

Sat U/O practice, O practice, qualifying, 3 heats

An engine ballot will occur at round one. For other rounds, competitors will use the same engine they drew in the ballot. Engines will be distributed on the Saturday before U/O practice and will be returned to the organisers after racing concludes on Sunday. All engines will be inspected and serviced between rounds but any issues that have occurred with the engine, for example an ingestion of dirt,

must be raised with the series engine service manager IN WRITING within 72 hours of racing concluding on the weekend. The same engine will be reissued for the subsequent round.

In the event of an engine failure, spares will be on hand. The spare does not become the competitors new engine. The balloted engine will be repaired and re-supplied at the next round.

3 sets of dry tyres and two sets of wet tyres will be released for purchase at round one, 2 sets of each wet and dry at each further round.

The competition Series will determine the Australian CIK Champion for the KF2 CIK category.

#### **Parc Ferme:**

Fuel and oils will also be controlled, parc ferme conditions will apply for tyres etc.– these details will be contained within the SR's for each round.

#### **Competitor licences:**

A Team is required to purchase both the competitor licences. What the committee wants is maximum flexibility. With the teams owning the licences, they can use any number of drivers as they wish. The team owner will ultimately be responsible for the attendance of two competitors at each round for the entire series

#### **Promotion:**

Series: The AKA are yet to determine the coverage of media but BAM will head up the initial promotion of the series. You can also see updates on <http://www.auscikchampionship.com/>.

A global package of TV and other media is being costed through BAM. The focus of it needs to be changed dramatically to achieve reasonable exposure for teams, drivers and karting. We also have to get our series and our drivers in the sights of the overseas teams, something overlooked in more recent times.

Local:

This is an entirely different kettle of fish and needs to be planned around getting spectators, media, sponsors and advertisers to the races to benefit the racing and entice new karters to the clubs. There will therefore be a major local 'element' to each event. For example, an event might be styled the Timbucktoo Grand Prix instead of round 1 of the CIK series 2008. Focus the event on Timbucktoo and local interest is attracted and the event is more likely to be supported in the local media. There may be promotional opportunities such as in schools where drivers might meet some students and hand out free entry passes etc.

#### **IKC committee:**

We are utilising a best management practice system of designated jobs for designated professionals.

The current committee is John McCleverty, CIK delegate, technical and competition expertise;  
Ralph van Doorn, technical and competition expert;  
Gary Light, CIK tech officer;  
Graeme Hancock, chairman, administrator.

Ian Black has been requested to be appointed to the committee at the committees' request. Ian, so far as the committee are concerned, will be the teams' representative. Any matter any team wishes to raise with the committee must be taken to Ian. The return line of communication will also be through him.

Graeme Drew, former finance executive is assisting the committee in the areas of finance and budgeting for the series. Graeme was a senior steward and is hard at work on the rules for this series.

We also have a marketing consultant but haven't confirmed any official involvement for him yet except to say his focus is likely to be at the event level not the global level which should readily fall into BAMS's role.

**Rules:**

Appropriate changes are being made to the rules to accommodate the control engine, and ancillaries maximising the return to the whole karting community who are, in part, subsidising this class and ensuring the spirit and intent of benefiting the sport is forefront. Breaches of engine, tyre and fuel rules will be severe and dealt with before the event concludes on a Sunday to ensure nothing is left lingering: " what goes on tour stays on tour".

In addition, the contracts each Team owner and each competitor must sign, will ensure the Team owners and competitors are aware of their responsibility at karting's elite level, the privilege the AKA is offering them by part subsidising their racing and therefore, their position as role models and ambassadors for the sport so that there will be no transgressing the rules or diminishing the best practice we are promoting. Other rule infringements will be similarly dealt with. Therefore penalties in the current rules may not apply in some instances where it is deemed professionalism at this level attracts appropriate penalties where competitors/teams don't meet the required standard.

**Conclusion:**

The concept is brilliant and our job is to "build it and they will come". Not only competitors, but more karters to the front door of the sport at the clubs.

Another update will issue after the NKC meeting on 10 November.

In the meantime, please tell us who you're drivers are and provide us a profile of age, date of birth, occupation, city, karting history, other interests and a head and shoulders picture. We can then have BAM get that detail out to the public.

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