



2008 CIK Series Australian Championships KF2 Class



NEWS - TEAMS UPDATE

28/12/07

The IKC met by teleconference yesterday to discuss a number of matters relating to the series.

The discussion confirmed the benefit of the committee's adoption of a team's liaison member (Ian Black) because from your contacts with Ian and Ian's relating of the questions asked, between us, we believe we have identified the 2 major sticking points with teams and neither is front brakes. If there ever was a concern over it's cost, the reduction from six rounds to five covers it.

The first is cost per se, then, a part of that is confusion of what the actual team contribution to it is.

In our update on 18 December, we said, leaving aside travel and accommodation, running in the series would cost approx \$10,000 per kart, about a quarter of what it would have cost under the previous rules. And to put that into perspective another way, you wouldn't get out of racing at a major domestic meeting for that; the engine fee is ridiculously cheap at \$760 per round because you don't have the additional cost of buying at least one spare engine and if you were maintaining 2 engines for major meetings, you might spend \$760 to have them fresh each time. Tyre costs in this series will be cheaper per round than what you'd spend chasing state titles. Some more perspective, courtesy Kel Treseder. This year, Kel raced 2 classes at the state titles in NSW, Qld, Vic and SA and won 7 titles. He also won the National Rotax Heavy title and Leopard Heavy final.

Kel says you couldn't run a state title class or National title class for as little as we've identified for CIK and if he could make weight for CIK:

"It's a no brainer. We spent a lot more than \$10k a year racing CIK 10 years ago so if I could, I'd do it for sure. I'd love a CIK title for the added prestige and status it gives you in the eyes of professional motorsport teams."

Quite simply though, if you are entertaining enquiries from drivers, if they can't afford \$10,000 across the series, it's not for them.

We said in the very first outline of the series that what arrangements teams made with drivers was entirely a matter for them. You have paid \$1,000 with your expression of interest. You don't have to pay anything else at all if you want the drivers to meet all the costs or you can negotiate that you subsidise on chassis, apparel etc. and the driver meets the rest or whatever. If you want ideas, speak to John McCleverty or Ralph van Doorn. They've been in CIK as long as it's been raced in Australia and are only too happy to help you.

The second issue seems to be drivers just don't seem to be jumping out of the woodwork to try and get a place on teams or they're sitting at home waiting for the call. By the time you are reading this, we will be circulating a list of all the teams and their email contacts to drivers and to BAM and suggesting adequately licenced karters contact you with a brief resume and an acknowledgement that they are aware of the predicted costs. We will also tell potential drivers that they can contact the committee and we will take a hand in referring them to you and you to them.

As always, if there's anything we can do, please inform Ian Black.

International Karting Committee