

June 2004

TEKA

THE ENDURANCE KARTING ASSOCIATION

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2004 Update

We are now well and truly into the 2004 season with what is shaping up as a very competitive and interesting season. We are also finding our feet competing under the AKA Rule Book. Like anything new this will take some time for us and the AKA officials to understand how each runs events. What we need to demonstrate is some patience during this early phase and understand that those who are assisting us organise and run our events in a professional and safe manner are also new to endurance karting.

The committee decided earlier this year to maintain a flat entry fee structure, for both 4 and 6 hour events and a reduced tyre price providing consistency for all competitors and making it easier for us to budget. Our objective continues to be to organise the most professional race meetings in the most cost effective manner possible. Throughout the balance of this year we will be monitoring the budget as closely as possible with consideration to investing in capital items we do need to allow for.

Included in these items are:

1. TEKA Trailer. (Currently we borrow Michael Burke's personal trailer to take all the TEKA equipment to each event)
2. Portable weigh scales. We are investigating a portable system to be introduced by Newcastle so that we can weigh every kart before every fuel stop. This will ensure

every kart is on correct weight when carrying the least amount of fuel. In principle we want a simple yet robust system that only requires a driver to drive on, stop, then drive off without delay.

Race Events

On the track, we have noticed a real closing of the field regardless of the grade of the team competing. This is evidenced for example by qualifying at Orange where the 1st 13 karts were within 1 sec. of the pole time. The other feature of this year, is the variety of teams taking pole positions and wins. No one team has taken either two poles, or two wins.

A quick summary of this years championship.

Newcastle.

Pole: JBM2
Winners: A Grade: Team BRM
B Grade: Orbital

Orange.

Pole: Evermill
Winners: A Grade: JBM 2
B Grade: Trident

Lithgow.

Pole: Team BRM
Winners: A Grade: JBM
B Grade: Midnight Express

Raleigh

Pole: Lusty Racing 2
Winners: A Grade: Lusty Racing 2
B Grade: Midnight Express

2004 Update

The assistance the MSOA officials provide us during each event is invaluable. While it is easy to take them for granted, we only need to cast our minds back to last year, when we needed to beg for volunteers to flag and refuel during the race. Now, people acting in a professional capacity manage, officiate and guide us to continue to run very smooth events. This is a huge load off our minds and their experience is worth every bit. Next time you see them, be sure to give them our thanks for their continued support of TEKA.

Technical

New Engine Seals have been supplied to the Engine Sealer's. These seal will replace the lead and plastic crimp type that are in current use.

It is expected that by the start of next season that all motors will have these new seals fitted.

A new Scrutineering log book has been created for all competing karts. This Log Book is kept by the Race Secretary and is used to log anything that is noted at scrutineering. When an entry is made into this log by a Scrutineer, The team manager of the team concerned is to initial the entry as evidence that they have been notified.

Rules

The committee would like to highlight that under our current race regulations and competing under the AKA Rule book, the TEKA committee does not have discretion in applying rules. We always want to ensure the balance of enjoyment and competition is maintained, however, if a penalty is applied to a team, the decision will be applied without committee consultation. The reason behind this is that we need to apply rules consistently and fairly without any bias which works best for all concerned.

Committee Update

Brian Luck tendered his resignation early in May from the committee and we would like to thank Brian for all his efforts on the committee over the last 4 years. Brian will continue to be an official engine sealer for TEKA.

We are also making the announcement now that both Brett Parker and Richard Davidson will not be standing for committee positions in 2005. The reason for making this announcement now, is to provide any persons willing to take on the roles of President, Secretary and Treasurer to approach us, come to committee meetings and see what is involved before the end of the year. Both Richard and I have been on the committee since the inception of TEKA, and it is time to introduce new people and new ideas to the committee and to pursue personal business interests. There is nothing else behind this decision.

Anyone interested, please feel free to contact either Richard or myself.

Financial

Recently we have purchased 2 major items including:

1. AMB Software for race timing. We now have the most current version of timing software from AMB, Orbits 1.0. This purchase was necessary to comply with the decoder hardware we already have and maintain a registered licence for the software. Cost \$3,174
2. Also following feedback from flaggies and officials about difficulties with on track communication, the committee decided to invest in 11 radio headsets for our current radios at the approx cost of \$950. We considered alternatives, including the hiring of headsets, however, at approx \$250 per round to hire, the purchase made financial sense.

Early in July, I will be finalising the financial end of year figures for Teka, which I will make available to all members in a separate report. In this, I will detail the 12 month cash flow forecast, all actual income and expenditure for your review.

As usual I will close this off by wishing all of you a safe and enjoyable year of racing. If you have any questions about TEKA, please feel free to give any of us a call.

Brett Parker
