

## Summary Report - Oct 26, 2012

Survey: SKA Member's Survey

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### 1. Firstly, to ensure accurate feedback, Superkarts Australia will only collate responses from persons identified by name and Superkart club. What is your name (e.g. Bob Smith)?

All of those responding to this survey (56 people) provided their names. There is no way of ensuring that these respondents were actually who they said they were!

### 2. What is your Superkart Club?

Respondents identified with the following Superkart Clubs:

Adelaide/SA: 6

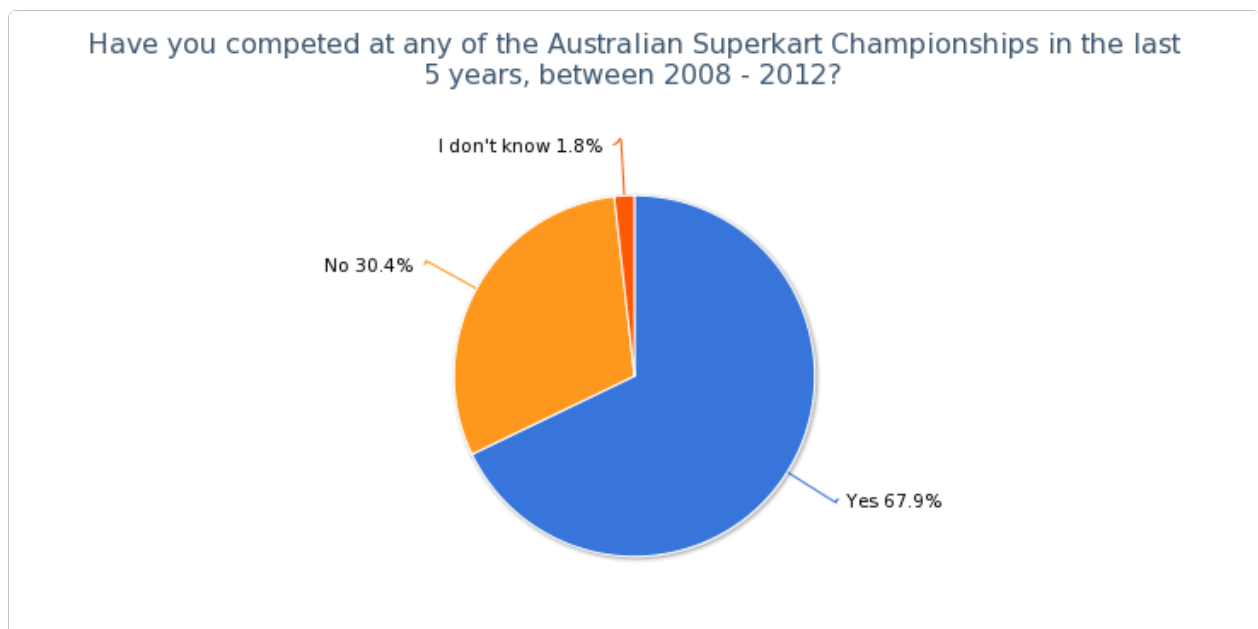
NSW: 20

Qld: 18

Victoria: 12

### 3. Have you competed at any of the Australian Superkart Championships in the last 5 years, between 2008 - 2012?

Two thirds of the respondents had competed at an AS Championship at least once during the period 2008-12.



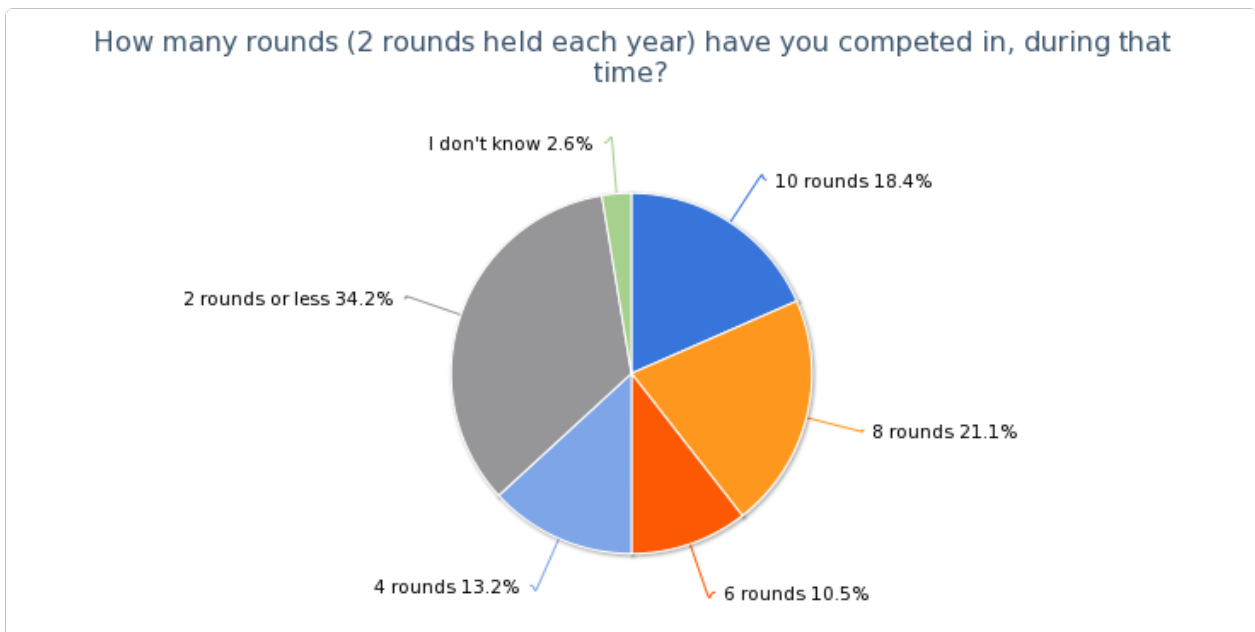
Value	Count	Percent
Yes	38	67.9%
No	17	30.4%
I don't know	1	1.8%

**Statistics**

Total Responses 56

**4. How many rounds (2 rounds held each year) have you competed in, during that time?**

During this time, the average number of rounds was 5.5



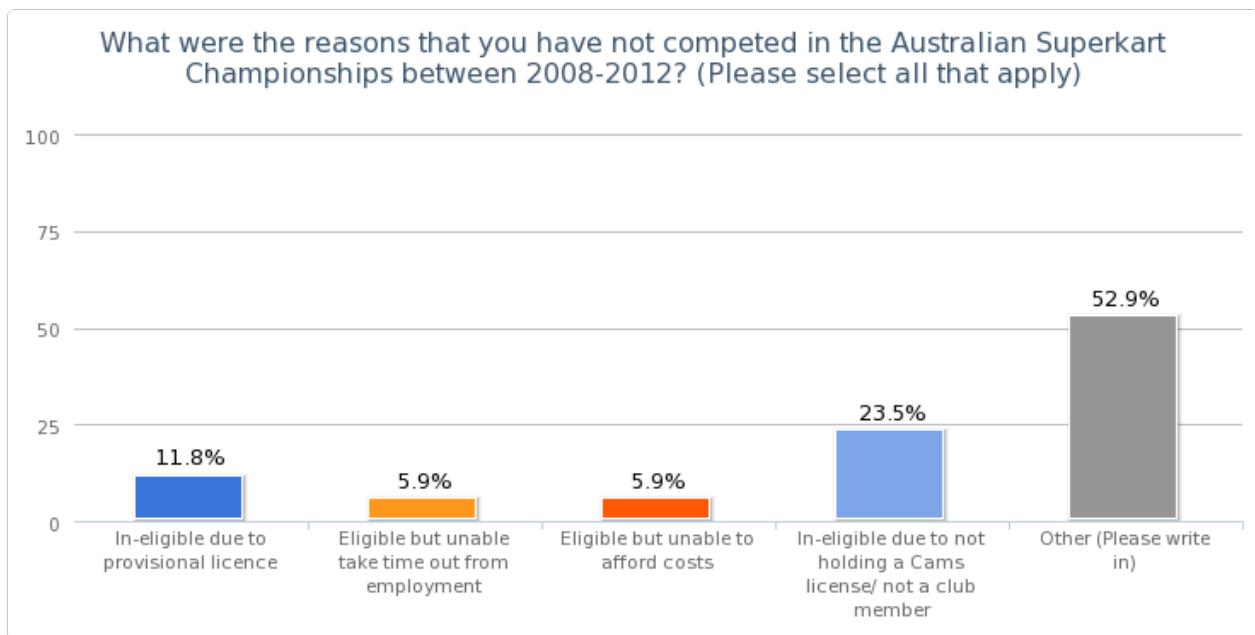
Value	Count	Percent
2 rounds or less	13	34.2%
8 rounds	8	21.1%
10 rounds	7	18.4%
4 rounds	5	13.2%
6 rounds	4	10.5%
I don't know	1	2.6%

### Statistics

Total Responses	38
Sum	204.0
Average	5.5
StdDev	3.1
Max	10.0

### 5. What were the reasons that you have not competed in the Australian Superkart Championships between 2008-2012? (Please select all that apply)

Those who had not competed in the AS Championships (17 respondents) between 2008-12 gave a wide variety of (often idiosyncratic) reasons, with the most frequently mentioned barriers being related to licensing issues.



Value	Count	Percent
In-eligible due to not holding a Cams license/ not a club member	4	23.5%
In-eligible due to provisional licence	2	11.8%
Eligible but unable take time out from employment	1	5.9%
Eligible but unable to afford costs	1	5.9%
Eligible to compete but did not	0	0.0%
Other (Please write in)	9	52.9%

## Statistics

Total Responses

17

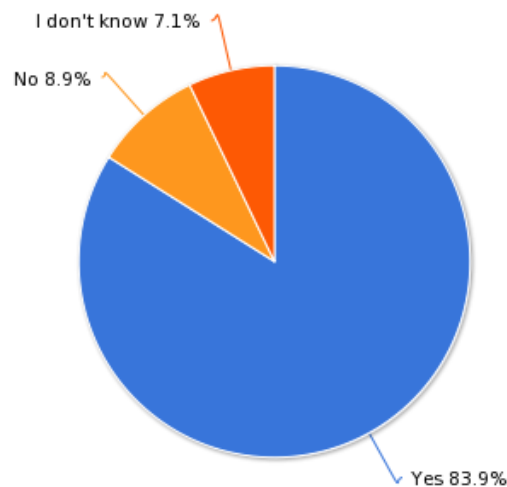
### Open-Text Response Breakdown for "Other (Please write in)"

	Count
As Director of ZIPBDH Pty Ltd I supply product to the sport but don't race	1
Been more involved in being an official these days	1
Building a Superkart at the time and so, affordability in-eligible due to no Cams Licence	1
Have been to all events as the event manager	1
NGB driver--I do not support current SKA championship format	1
Non competing member	1
Sold last kart and was building two new ones	1
time out of sport	1
In the sport for only 6 years. A genuine Australian Championship under SKA was available only in my early years. Since then, the Championship has not been available as my class, the NGB has been deliberately boycotted by the VIC/SA clubs to ensure its failure.	1

## 6. Are the Cams Australian Superkart Championship events relevant to you?

The majority (84%) of these respondents felt that the AS Championship events were relevant to them.

### Are the Cams Australian Superkart Championship events relevant to you?

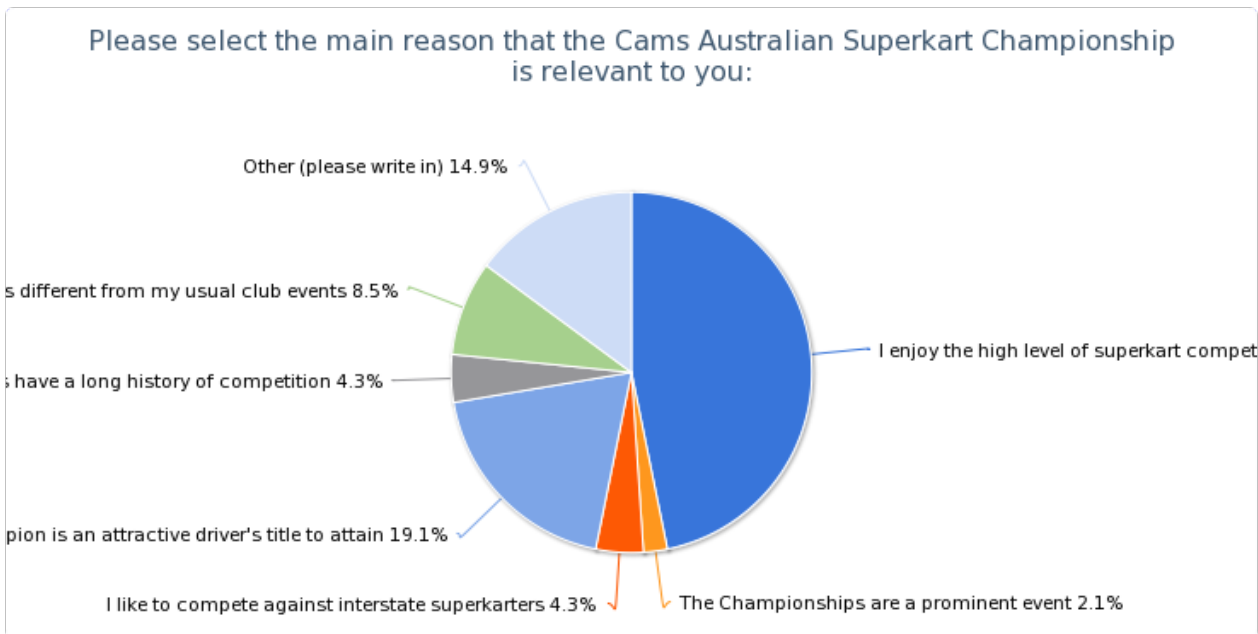


Value	Count	Percent
Yes	47	83.9%
No	5	8.9%
I don't know	4	7.1%

Statistics	
Total Responses	56

**7. Please select the main reason that the Cams Australian Superkart Championship is relevant to you:**

The main reasons for this relevance, stated by just under half the respondents was “I enjoy the high level of Superkart competition found at the Championships”.



Value	Count	Percent
I enjoy the high level of Superkart competition found at the Championships.	22	46.8%
Australian Superkart Champion is an attractive driver's title to attain	9	19.2%
I like to travel to race events different from my usual club events	4	8.5%
I like to compete against interstate superkarters	2	4.3%
The Australian Superkart Championships have a long history of competition	2	4.3%

The Championships are a prominent event	1	2.1%
Other (please write in)	7	14.9%

### Statistics

Total Responses	47
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### Open-Text Response Breakdown for "Other (please write in)"

Count

All of the above	1
An above state level championship is necessary for our sport.	1
It's a national event! That's gone downhill in the last 5 years by pore management	1
It's relevant to myself if SKA can run a NGB Australian Championship event	1
TO RACE THE BEST OF THE BEST	1
If the category wishes to be considered as a serious category it must have a CAMS Australian Championship.	1
Having won one and competed at many over the years I believe it is the top level to achieve in Superkarting	1

## 8. Why is the Cams Australian Superkart Championship not relevant to you?

Five respondents said that the AS Championships were not relevant to them and they provided the following reasoning for this perception:

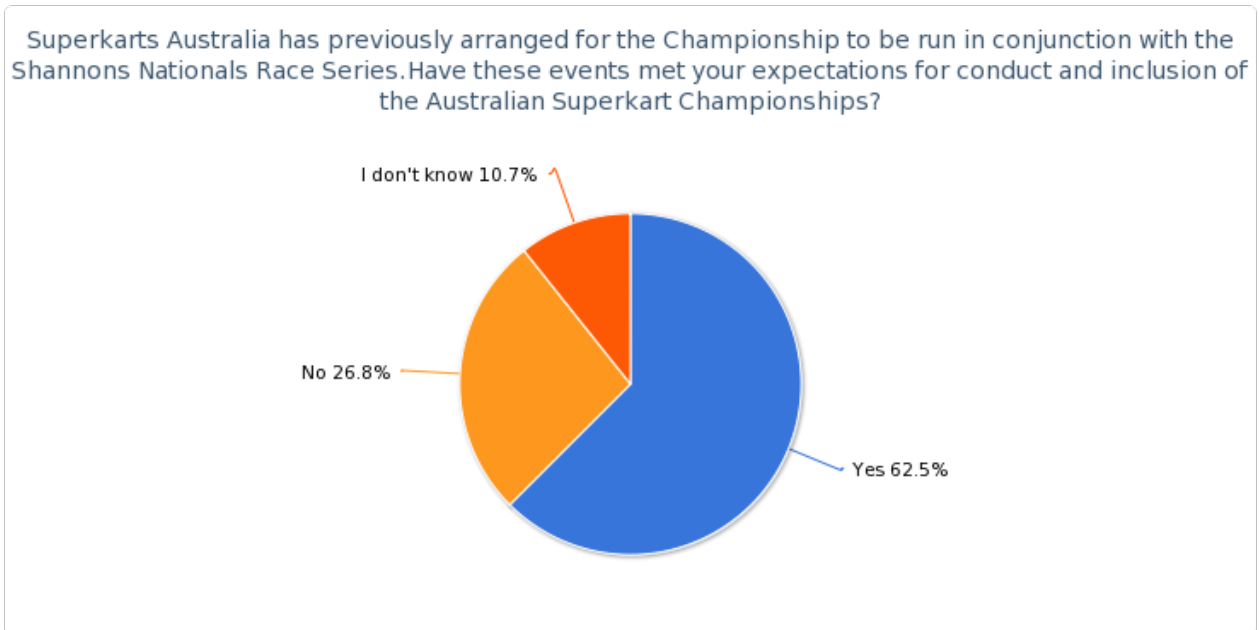
### Open-Text Response

Count

I don't believe that anyone outside of Superkarts cares who the Australian champion is so why pay all the extra money to be the CAMS Australian Champion.	1
The SKA format is flawed and as predicted (personal opinion) from day one has not seen the sport go forward. Superkart profile is still non-existent in motor racing, competitor numbers /CAMS licence holders has diminished and relevant sponsors have not been attracted to the sport. SKA should have realised after first two years. Wrong way! Go Back!	1
I do not believe that anyone really cares if our championship is CAMS recognized or not. The only people who care who the champion is are the other superkarters. The additional fees we pay to have a CAMS recognized champion is deterring the mid to rear of field people from entering hence low entries at the 2012 nationals.	1
I don't consider myself a full time Superkart racer, I only race part time. If I was to get serious, what matters to me is that the best in the country are racing and that the race meeting is run professionally with plenty of track time, & appropriate scrutineering in place to catch anyone bending the rules. - Not the body that awards me the title.	1
too expensive	1

**9. Superkarts Australia has previously arranged for the Championship to be run in conjunction with the Shannons Nationals Race Series. Have these events met your expectations for conduct and inclusion of the Australian Superkart Championships?**

While the majority (62.5%) felt that the events had met their expectations, just over a quarter (27%) disagreed and another 11% did not know (or were unable to provide an opinion).



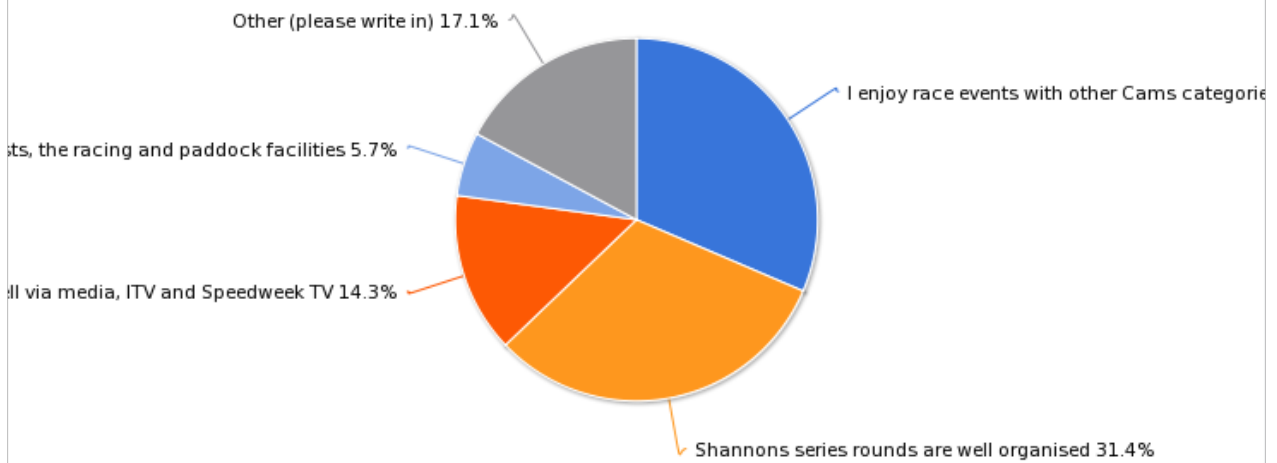
Value	Count	Percent
Yes	35	62.5%
No	15	26.8%
I don't know	6	10.7%

Statistics	
Total Responses	56

**10. Please indicate the main reason why these events have met your expectations for conduct and inclusion of the Australian Superkart Championships:**

The 35 people who found the events to meet their expectations indicated that the main reasons were “I enjoy race events with other Cams categories racing” and “Shannons series rounds are well organised”.

Please indicate the main reason why these events have met your expectations for conduct and inclusion of the Australian Superkart Championships:



Value	Count	Percent
I enjoy race events with other Cams categories racing	11	31.4%
Shannons series rounds are well organised	11	31.4%
Shannons promote their categories racing well via media, ITV and Speedweek TV	5	14.3%
With Shannons, I know what to expect in terms of event costs, the racing and paddock facilities	2	5.7%
Other (please write in)	6	17.1%

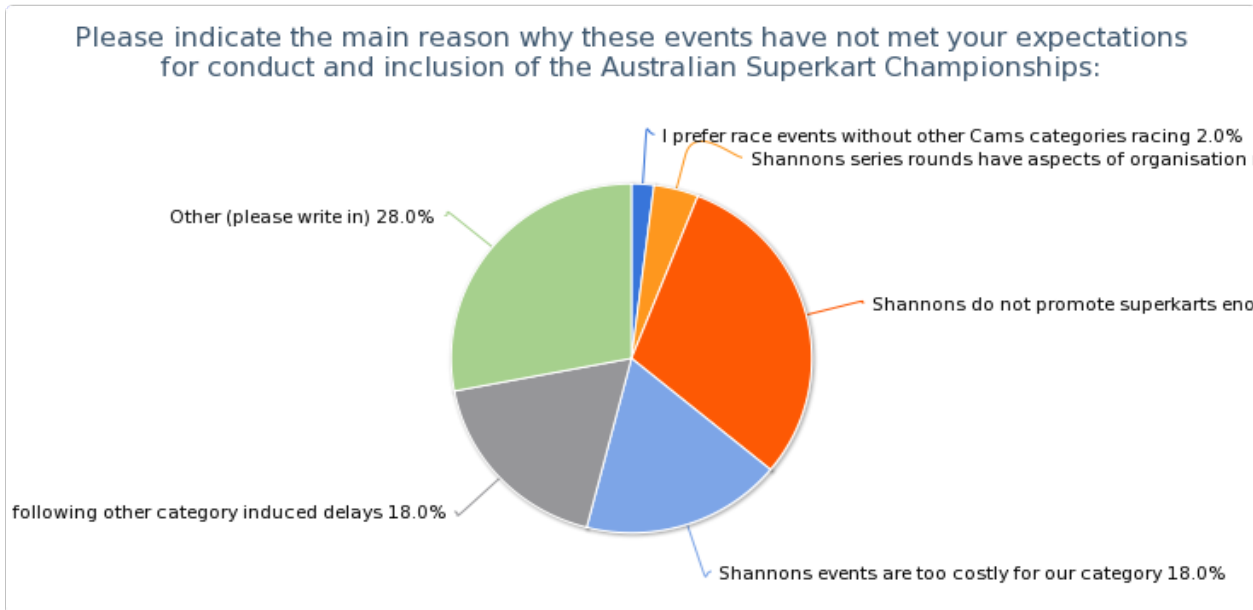
Statistics	
Total Responses	35

Open-Text Response Breakdown for "Other (please write in)"	Count
A very prominent series with good coverage, just appears too dear now.	1
All of the above but Shannons could make a better effort to promote the events	1
In times I've been present as an observer, the events have been enjoyable.	1
Shannons provide a reliable long term platform for the events	1
well organised/run but not promoted well by shannons group	1
All of the above really. My only issue is the short races. It would be great to see some longer races in Superkarting.	1



**11. Please indicate the main reason why these events have not met your expectations for conduct and inclusion of the Australian Superkart Championships:**

The 15 people who found the events to *not* meet their expectations indicated that the main reason was “Shannons do not promote superkarts enough with their other categories”.



Value	Count	Percent
Shannons do not promote superkarts enough with their other categories	15	30.0%
Shannons events are too costly for our category	9	18.0%
Race times and distances have been changed following other category induced delays	9	18.0%
Shannons series rounds have aspects of organisation not suitable to superkarts	2	4.0%
I prefer race events without other Cams categories racing	1	2.0%
Other (please write in)	14	28.0%

Statistics	
Total Responses	50

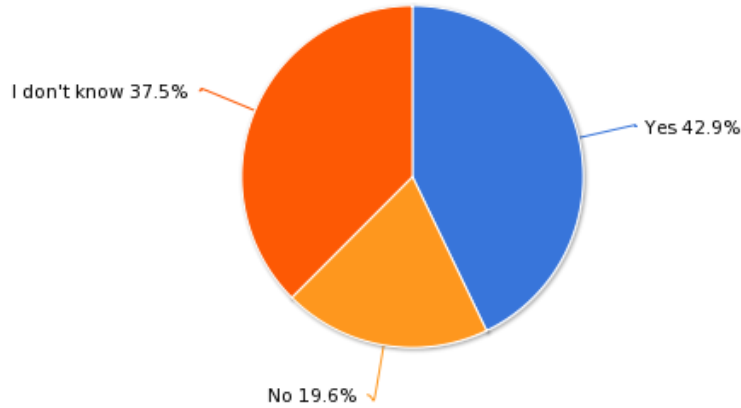
Open-Text Response Breakdown for "Other (please write in)"	
	Count
All of the above apart from the first one , bad organization by the promoter.	1
Cost is too high	1
Forget Shannons. Superkartings only hope is stand-alone events GB & NGB together	1

<b>Open-Text Response Breakdown for "Other (please write in)"</b>	<b>Count</b>
I have no complaints with the Shannons series	1
I have no issues	1
I have not incurred any issues at these events.	1
It does not provide the flexibility superkarts need to accommodate GB & NGB drivers.	1
Met my expectations	1
Shannons are good for superkarts	1
insufficient engine scrutineering/measurement	1
well organised/run but not promoted well by shannons group	1
Cams charge too much for a national licence which is for grass roots motorsport. No problems with the series itself..	1
Not a lot to comment here but I could note if I'm searching for something negative, I'd say I see the other categories all being publicised in Auto Action the week after the event. Superkarts are the following week once forgotten. Why?	1
Don't blame Shannon's superkarts Australia do not promote our sport properly, you are the ones we pay the entry in advance to, how about the ska take responsibility, by the way Clinton my company is still waiting for tax invoices.	1

**12. Superkarts Australia proposes to run the 2013 Australian SK Championships at Eastern Creek NSW and Phillip Island VIC, subject to contractual negotiations. Do you intend to compete in the 2013 Australian Superkart Championships?**

Of the 56 respondents, 24 indicated that they intend to compete in the 2013 Australian Superkart Championships. 11 respondents said they did not intend to compete, whilst the remaining 21 respondents indicated that they did not know.

Superkarts Australia proposes to run the 2013 Australian SK Championships at Eastern Creek NSW and Phillip Island VIC, subject to contractual negotiations. Do you intend to compete in the 2013 Australian Superkart Championships?



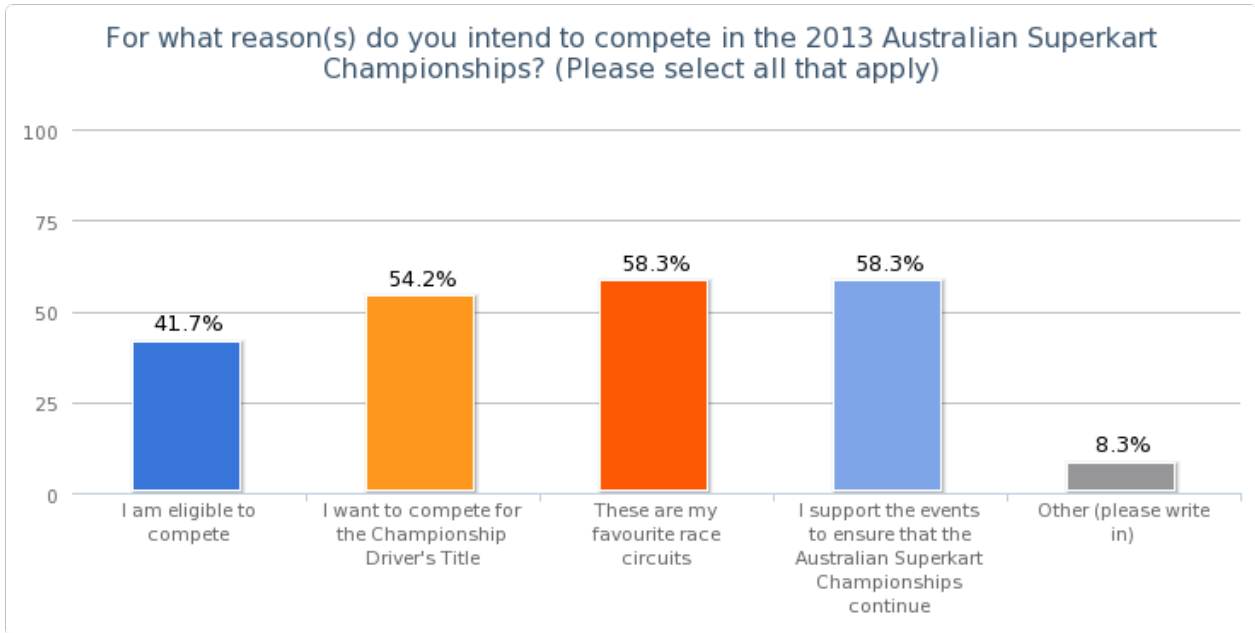
Value	Count	Percent
Yes	24	42.9%
No	11	19.6%
I don't know	21	37.5%

#### Statistics

Total Responses	56
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### 13. For what reason(s) do you intend to compete in the 2013 Australian Superkart Championships? (Please select all that apply)

The 24 respondents (who indicated that they intended to compete in the 2013 Australian Superkart Championships) gave two main reasons. One being "These are my favourite race circuits" and the other "I support the events to ensure that the Australian Superkart Championships continue". Just over half of those respondents also said "I want to compete for the Championship Driver's Title".



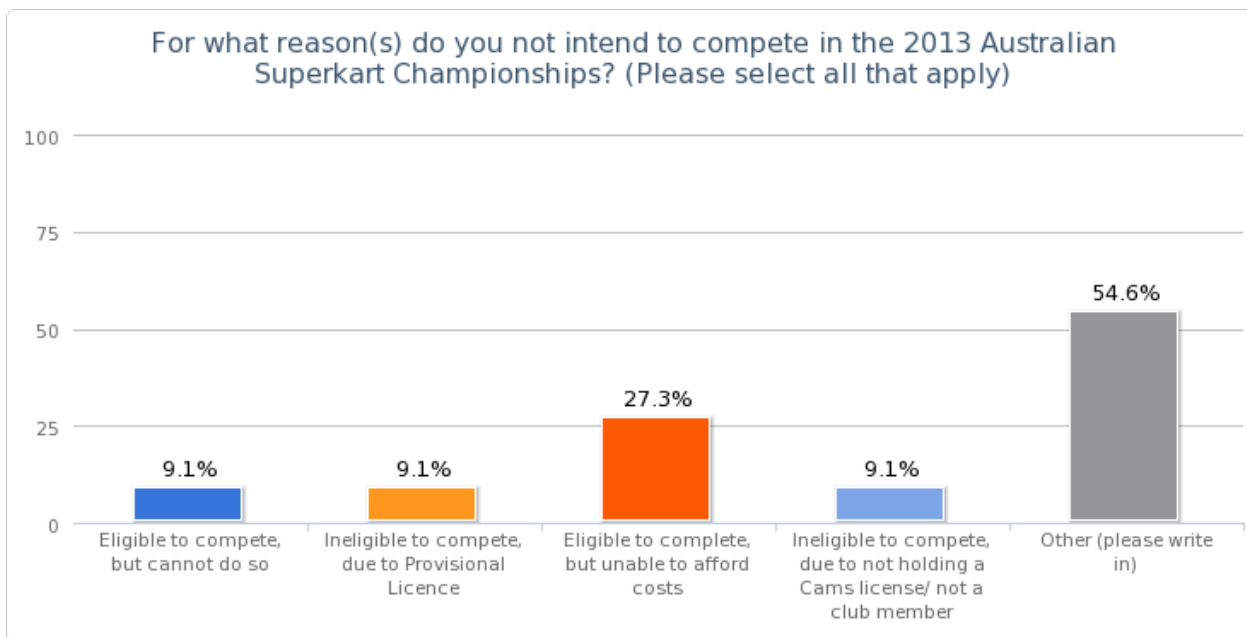
Value	Count	Percent
These are my favourite race circuits	14	58.3%
I support the events to ensure that the Australian Superkart Championships continue	14	58.3%
I want to compete for the Championship Driver's Title	13	54.2%
I am eligible to compete	10	41.7%
I recently obtained my full NSK License	0	0.0%
Other (please write in)	2	8.3%

Statistics	
Total Responses	24

Open-Text Response Breakdown for "Other (please write in)"	Count
If that's where the best of the best race that's where we'll be	1
Regardless of Name, Title or Organiser, I will always attain to compete against the best drivers possible, Currently for me this means against the best drivers in AUS, which can only be done at events that are attended by the best from each state.	1

**14. For what reason(s) do you not intend to compete in the 2013 Australian Superkart Championships? (Please select all that apply)**

The 11 respondents (who indicated that they did not intend to compete in the 2013 Australian Superkart Championships) gave a number of reasons for their answers. Six respondents provided 'Other' responses, as seen below. From the predetermined list of answers provided, three respondents indicated that the reason was that they were "eligible to complete, but unable to afford costs."



Value	Count	Percent
Eligible to complete, but unable to afford costs	3	27.3%
Eligible to compete, but cannot do so	1	9.1%
Ineligible to compete, due to Provisional Licence	1	9.1%
Ineligible to compete, due to not holding a Cams license/ not a club member	1	9.1%
Eligible to complete, but unable take time out from employment	0	0.0%
Other (please write in)	6	54.6%

Statistics	
Total Responses	11

Open-Text Response Breakdown for "Other (please write in)"		Count
Happy to assist in the category official work but not the cost associated with the competing		1
I expect to by helping run the event		1
I support the championships being run by the clubs and not the SKA.		1

**Open-Text Response Breakdown for "Other (please write in)"**

	<b>Count</b>
Now I spend my time being pit crew for my two Sons and grandson.	1
Retired as a driver, but still involved (currently& past 10 years club Secretary	1
had enough of past championships won't bother again	1

**15. Superkarts Australia structures Australian Superkart Championship events to cover cost outlays only so as events can remain affordable for competitors. In terms of your Superkart racing budget, to what extent do you agree or disagree with the following statements:**

The vast majority of respondents (48) agreed with the statements “Championship events are reasonable in terms of travel required” and “Championship events are suitably calendared with adequate spacing”.

Likewise, the majority also agreed overall with the statements “Championship events provide me with reasonable value” (36) and “Championship events are affordable” (34).

	<b>Strongly agree</b>	<b>Agree</b>	<b>Disagree</b>	<b>Strongly disagree</b>	<b>Responses</b>
<b>Championship events are reasonable in terms of travel required?</b>	7.1% 4	78.6% 44	8.9% 5	5.4% 3	56
<b>Championship events are suitably calendared with adequate spacing?</b>	7.1% 4	78.6% 44	8.9% 5	5.4% 3	56
<b>Championship events provide me with reasonable value</b>	7.1% 4	57.1% 32	28.6% 16	7.1% 4	56
<b>Championship events are affordable</b>	7.1% 4	53.6% 30	30.4% 17	8.9% 5	56

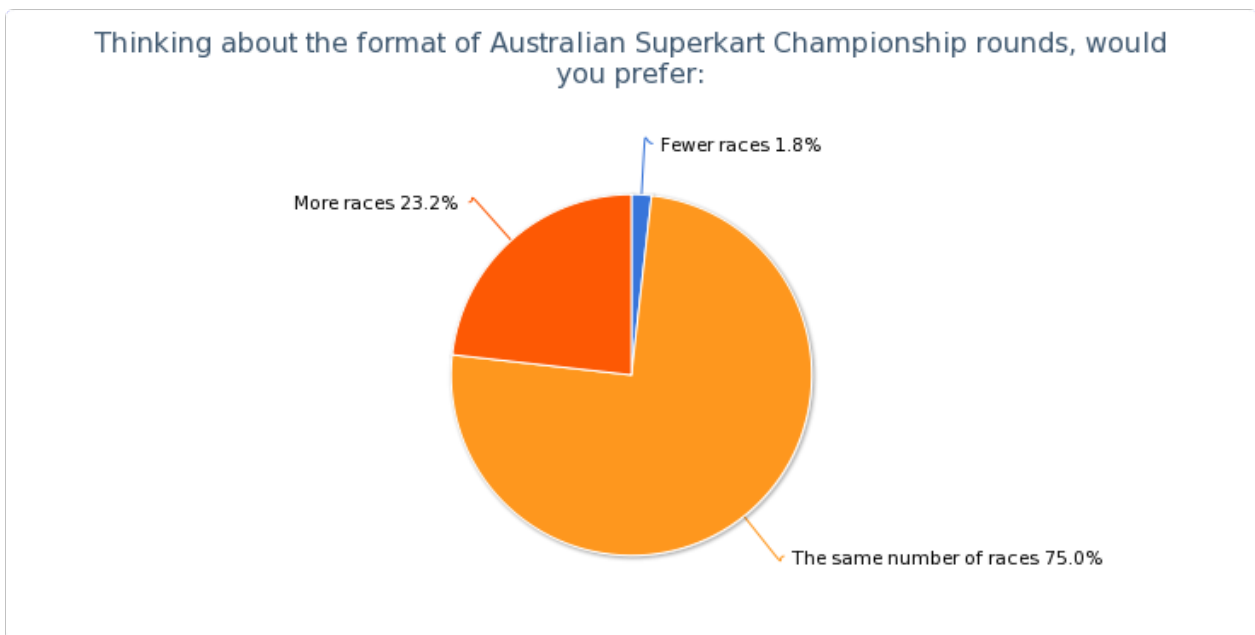
**16. Superkarts Australia conducts an Annual Dinner function to award competitors, make presentations, and provide a social aspect to the championship. To what extent do you agree or disagree with the following statements:**

	<b>Strongly agree</b>	<b>Agree</b>	<b>Disagree</b>	<b>Strongly disagree</b>	<b>Responses</b>
<b>The Annual Dinner should continue</b>	25.0% 14	46.4% 26	23.2% 13	5.4% 3	56
<b>The Annual Dinner is an enjoyable evening</b>	17.9% 10	58.9% 33	19.6% 11	3.6% 2	56
<b>The Annual Dinner achieves the</b>	14.3% 8	58.9% 33	23.2% 13	3.6% 2	56

<b>purposes for which it is intended</b>	8	33	13	2	
<b>The Annual Dinner provides sufficient formality</b>	<b>14.3%</b>	<b>62.5%</b>	<b>19.6%</b>	<b>3.6%</b>	<b>56</b>
	8	35	11	2	
<b>The Annual Dinner is too time-consuming</b>	<b>14.3%</b>	<b>35.7%</b>	<b>41.1%</b>	<b>8.9%</b>	<b>56</b>
	8	20	23	5	
<b>The Annual Dinner should be replaced by a BBQ held at the circuit</b>	<b>5.4%</b>	<b>39.3%</b>	<b>46.4%</b>	<b>8.9%</b>	<b>56</b>
	3	22	26	5	

**17. Thinking about the format of Australian Superkart Championship rounds, would you prefer:**

42 of the total 56 respondents indicated that they preferred the same number of races, 13 would prefer more races and one respondent suggested they would prefer a format with fewer races.



Value	Count	Percent
The same number of races	42	75.0%
More races	13	23.2%
Fewer races	1	1.8%

Statistics	
Total Responses	56

### 18. In your opinion, how many races would be ideal?

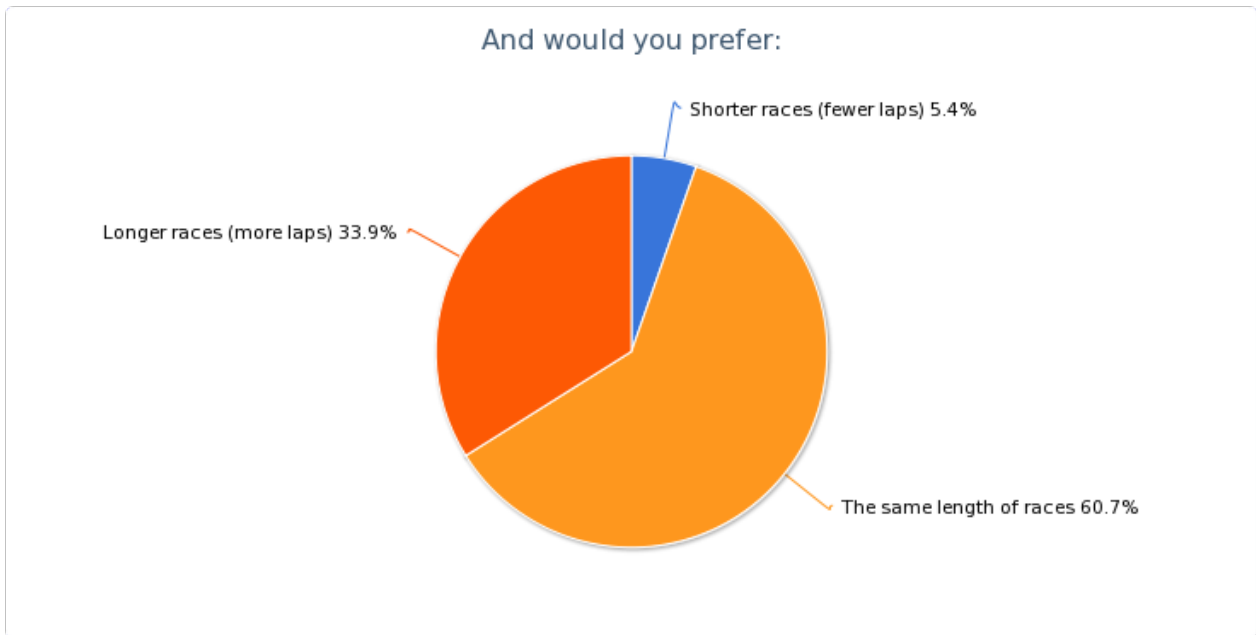
Of those who answered this question, a variety of answers were collected. The following table outlines those written responses:

Value	Count
None. Involvement with Shannons series should be discontinued and the sport should immediately go back to a one-off Australian Championship GB & NGB both involved at Phillip Island only as it is the circuit most likely to attract maximum competitors.	1
3 to 4, for the gearbox classes	1
Three rounds with four or five races. Allow driver to drop worst race result from three rounds. E.g. three rounds by four races equal twelve races then drop one race then result taken from eleven races.	1
I believe three would be ideal, or two major events with significant track time (80+ laps over the event).	1
Five races	1
not sure	1
2 x qual 5 x race ( maybe short number of laps than present )	1
12	1
four	1
5-6	1
10 over the 2 rounds	1
The same amount	1
6	1
3 meetings per year. If you do badly in 1 meeting, you think about not attending the other race meeting when there is only 2 x meetings per year, but if there is 3, you would probably attend them all. Less chance of tied points for the championship if there is 3 x meetings per year.	1
One Round in each State per calendar year	1

### 19. And would you prefer:

The majority of participants (34) indicated that they would prefer the same length of races, whilst 19 would prefer longer races (more laps) and the remaining three would prefer shorter races (fewer laps).





Value	Count	Percent
The same length of races	34	60.7%
Longer races (more laps)	19	33.9%
Shorter races (fewer laps)	3	5.4%

Statistics	
Total Responses	56

## 20. In your opinion, how many laps would be ideal?

Of those who answered this question, a variety of answers were collected. The following table outlines those written responses:

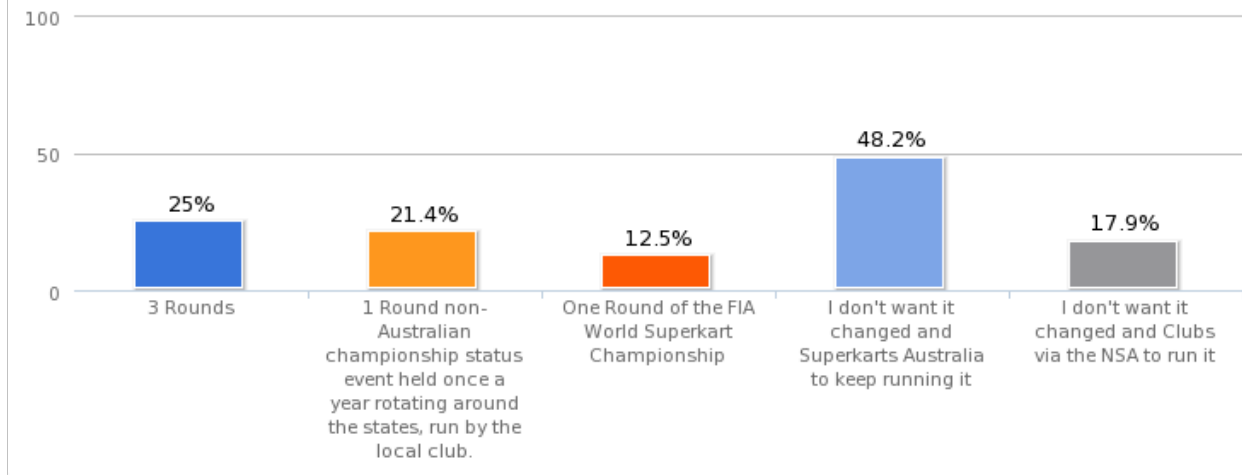
Value	Count
As it is an Australian Championship, it should include fitness and driving ability like other forms of motorsport to gain the respect of a true Championship - therefore I would like to see the same format as the European Championship in terms of time / distance.	1
Depends on the track... 10-12 laps	1
10 per race	1
10	1
15	1
15-20	1

depending on the track, no less than 50klm	1
minimum of 10 laps for heats & 15 to 18 laps for final heat	1
Four of 5lap heats and an 8lap final	1
15	1
10	1
6 laps of Phillip Island or Eastern Creek Circuit. 8 Lap Final	1
PI and EC should 5 laps with 6 lap final	1
12 laps minimum	1
25 to 20	1
20-25	1
7 lap heats 10 lap final	1
20 to 40	1
12	1
A minimum of 30 kms and a maximum of 45 kms. Cannot say how many laps as each track is different. Need to have the final race with more laps than the others - as it should be at the moment.	1
I think that the current 8 race series is good, but maybe would could into adopting more of RACE win format rather than a ROUND win. This would obviously put more pressure onto individual races. 12-18 Laps would be a good place to slowly move towards. The process need not be immediate, but a longer term goal to run a few extra laps each year before finding what works best [we don't want DNFs to increase too much due to length]	1
10 to 12 laps	1

**21. Assuming that you are familiar with the Cams criteria for an Australian Superkart Championship, which of the following would you support (please select all that apply):**

Just under half of the 56 respondents (27) selected the following statement: "I don't want it changed and Superkarts Australia to keep running it". A quarter of all respondents (14) indicated they would support a change to three rounds whilst the remaining responses were spread across the remaining statements.

Assuming that you are familiar with the Cams criteria for an Australian Superkart Championship, which of the following would you support (please select all that apply):

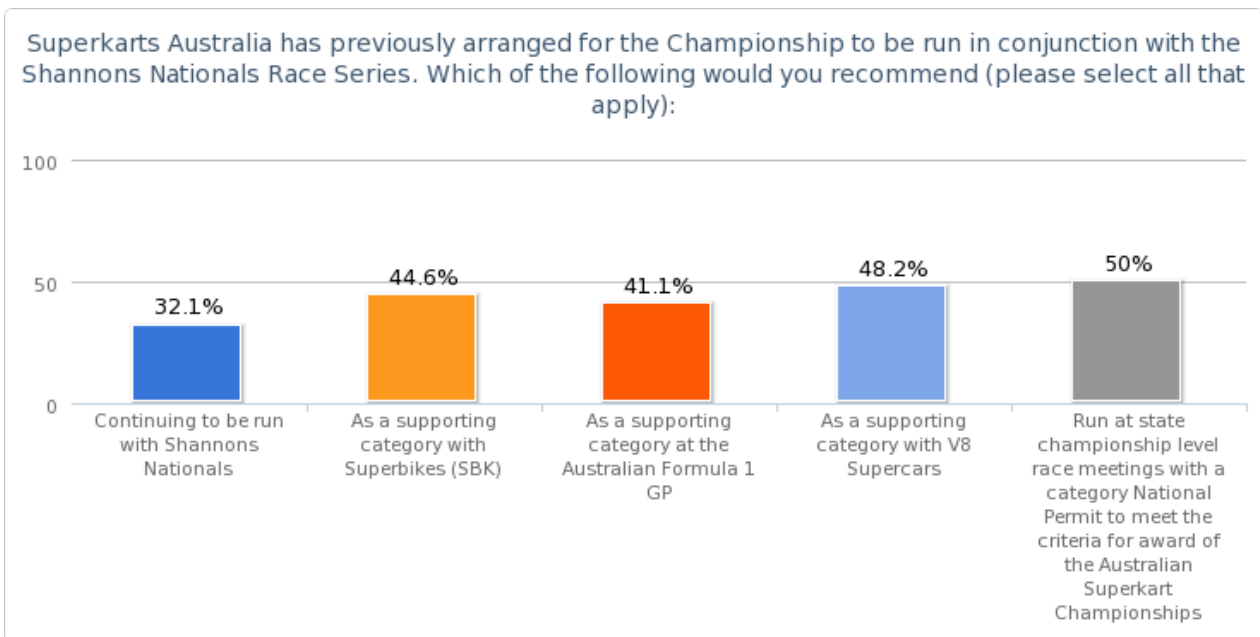


Value	Count	Percent
I don't want it changed and Superkarts Australia to keep running it	27	48.2%
3 Rounds	14	25.0%
1 Round non-Australian championship status event held once a year rotating around the states, run by the local club.	12	21.4%
I don't want it changed and Clubs via the NSA to run it	10	17.9%
One Round of the FIA World Superkart Championship	7	12.5%

Statistics	
Total Responses	56
Sum	42.0
Average	3.0
Max	3.0

**22. Superkarts Australia has previously arranged for the Championship to be run in conjunction with the Shannons Nationals Race Series. Which of the following would you recommend (please select all that apply):**

Half of all respondents (28) indicated that they would recommend “Run at state championship level race meetings with a category National Permit to meet the criteria for award of the Australian Superkart Championships”. 27 respondents would recommend “As a supporting category with V8 Supercars” and 25 would recommend “As a supporting category with Superbikes (SBK)”.



Value	Count	Percent
Run at state championship level race meetings with a category National Permit to meet the criteria for award of the Australian Superkart Championships	28	50.0%
As a supporting category with V8 Supercars	27	48.2%
As a supporting category with Superbikes (SBK)	25	44.6%
As a supporting category at the Australian Formula 1 GP	23	41.1%
Continuing to be run with Shannons Nationals	18	32.1%

Statistics	
Total Responses	56

**23. Thinking about the future of the Australian Superkart Championship, to what extent do you agree or disagree with the following:**

The vast majority of respondents (50) indicated that they agreed with the statement “The Australian Superkart Championship is relevant for superkarters to attain high level racing experiences and achieve a category Australian championship”.

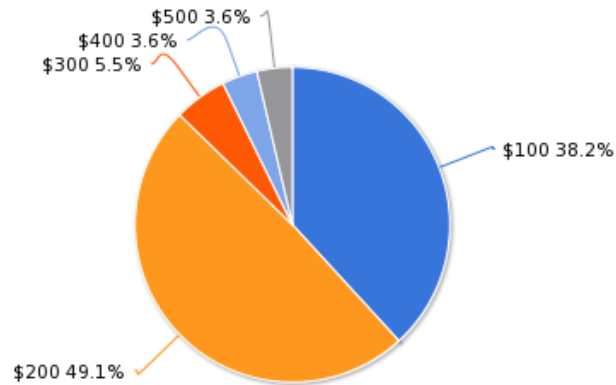
Only eight respondents, of the 56 in total, overall agreed with the statement “The Australian Superkart Championship is no longer relevant and should be abandoned in favour of lower level alternate racing programs”.

	Strongly agree	Agree	Disagree	Strongly disagree	Responses
<b>The Australian Superkart Championship is relevant for superkarters to attain high level racing experiences and achieve a category Australian championship</b>	<b>35.7%</b> 20	<b>53.6%</b> 30	<b>8.9%</b> 5	<b>1.8%</b> 1	<b>56</b>
<b>The Australian Superkart Championship is dependent on Clubs and Superkarts Australia jointly cooperating to develop a new era of the Australian Superkart Championships</b>	<b>32.1%</b> 18	<b>46.4%</b> 26	<b>16.1%</b> 9	<b>5.4%</b> 3	<b>56</b>
<b>The Australian Superkart Championship is becoming too costly in terms of travel time and event cost and so a lower cost structure alternative should be found</b>	<b>10.7%</b> 6	<b>46.4%</b> 26	<b>41.1%</b> 23	<b>7.1%</b> 4	<b>56</b>
<b>The Australian Superkart Championship should be run as an expanded championship of more rounds</b>	<b>8.9%</b> 5	<b>25.0%</b> 14	<b>51.8%</b> 29	<b>16.1%</b> 9	<b>56</b>
<b>The Australian Superkart Championship is no longer relevant and should be abandoned in favour of lower level alternate racing programs</b>	<b>3.6%</b> 2	<b>10.7%</b> 6	<b>48.2%</b> 27	<b>37.5%</b> 21	<b>56</b>

**24. For the Australian Superkart Championships, currently Superkarts Australia runs a Registration Scheme that offers members a discounted Event Entry in return for an upfront deposit that is rebated against the second round entry. What level of deposit would you be prepared to make to Register for the Championships?**

27 of the 56 participants indicated that they would be prepared to pay \$200 whilst 21 indicated that they would pay \$100. The minority indicated that they would be willing to pay from \$300 upwards.

For the Australian Superkart Championships, currently Superkarts Australia runs a Registration Scheme that offers members a discounted Event Entry in return for an upfront deposit that is rebated against the second round entry. What level of deposit would you be prepared to make to Register for the Championships?



Value	Count	Percent
\$200	27	49.1%
\$100	21	38.2%
\$300	3	5.5%
\$400	2	3.6%
\$500	2	3.6%

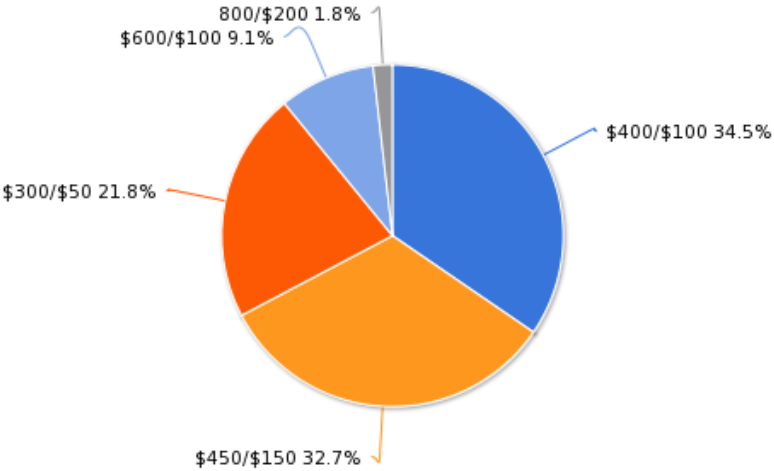
#### Statistics

Total Responses 55

**25. The Australian Superkart Championships current structure necessitates pre-registered entry fees of about \$450 plus Pitting fees of ave \$140. In terms of your championship event race budget, what is your maximum affordable level for these items?**

Just over a third of all respondents (19) indicated that their maximum affordable level is \$400/\$100. A further 18 respondents responded with \$450/\$150 whilst 12 suggested \$300/\$50 was more affordable.

The Australian Superkart Championships current structure necessitates pre-registered entry fees of about \$450 plus Pitting fees of ave \$140. In terms of your championship event race budget, what is your maximum affordable level for these items?



Value	Count	Percent
\$400/\$100	19	34.6%
\$450/\$150	18	32.7%
\$300/\$50	12	21.8%
\$600/\$100	5	9.1%
800/\$200	1	1.8%

Statistics	
Total Responses	55
Sum	800.0
Average	800.0
Max	800.0

26. If you would like to make a contribution relevant to planning options for the Australian Superkart Championships, please feel free to add your opinions and comments below:

Refer to table below for verbatim responses provided in response to this question by participants.

<p><i>It has become too expensive for the mid to rear of field guys to compete at a national level. Unless the costs reduce there will only be 5 in each class and no nationals. I believe we need to go backwards before we can forwards and if that means go back to the clubs for a few years well so be it.</i></p>
<p><i>Garaging is too cramped for the money we pay television options are worth paying for I don't want to run with Shannon series anymore</i></p>
<p><i>I do not think that Superkarting in Australia is a stepping-stone to the higher levels of Motorsport and as such, it should be treated for what it is: an enthusiast sport. Therefore, I believe that the Australian Superkart Championship should be run by the Clubs so that costs are keeping to a minimum and attendance is encouraged to its many members. To further encourage more people to attend the Australian Superkart Championship, I would reduce it to one event per year. I also see that the division between gearbox and non-gearbox Championships as a negative move for the Sport which belongs equally to all Superkarters, therefore it should include non-gearbox karts and gearbox karts in the one event. If this all sounds familiar, then you only have to look back a few years to see these how it used to be done and they number of members who attended those events.</i></p>
<p><i>SKA have completely missed the issue with low entry numbers. The idea of lowering the minimum class numbers to 5 is a joke. We need to make the championship attractive to the mid to rear of field guys to enter. At the present entry cost there is no way that the mid field guys will enter just to get an experience of the nationals when they can compete at a club round on the same track for way less cost. The nationals need to be run by the clubs so that more competitors will be attracted to come and race at a national level by lower entry fees. It is time to take a few steps backwards before we can go forwards. If the nationals are given back to the clubs to run the numbers and the numbers have increased back to a respectable level then it can be re-assessed as to the suitability. If it continues with the SKA there will not be nationals to go to in 2013 as I believe that quite a lot of drivers will not enter the SKA event.</i></p>
<p><i>At present the 250cc International class is seriously inconveniences by the time and financial necessity to combine all gear box classes into the same races. There has not been one race in recent history that this class has been able to race flag to flag without the major inconvenience of having to make allowance for and avoid slow moving poorly behaved drivers from the slower classes. Not only is this combined field practice unfair to the high end competitors who pay significant sums on money to compete but it is downright ridiculous and in total opposition to the event status etc that you talk of in previous questions. Further I believe the SKA is in total breach of any duty of care to all competitors for allowing classes with such massive speed and lap time differences to compete together. In closing I believe the Sport is only as strong as the midfield and back end competitors who make up the majority of our classes. They seem to be complaining loudly for the past 2 years about the excessive cost of Shannons and in the difficult economic times we all face now you would be mugs not to take serious notice. My belief is that we should make sensible exit plans from the Shannons events, leaving the door open for a possible return in the future, then organise one weekend where all classes join together for a national event.</i></p>
<p><i>Keeping competitors up to date of drivers entered into each class day by day on the lead up to closing dates, if class's are not up to ten for a championship title then competitors in that class should be informed that the class has not made its minimum entry and give a chose of weather to compete or pull out, there's no point traveling and spending money for no outcome due to lack of entries.</i></p>
<p><i>VSKC put on a 2 day meet in September 2012 (the Island challenge), I would like to see the oz titles modelled on that and if it means the champion is not recognised by CAMS then so be it.</i></p>
<p>No</p>
<p>I have no issues</p>
<p>N/a</p>
<p><i>As the President of the NSW club I have the luxury of understanding that race meetings don't just fall out of the sky. A lot of hard work has to go into them, and the key for NSW has been putting numbers on the track which equate to dollars for the promoter, and also making the process as easy for the promoter as possible. Having the knowledge of what has to happen I applaud SKA for their efforts in an environment that has been quite hostile towards them by the Southern States. I applaud SKA for this survey to gain feedback from the community. I think for success a few things have to happen. Improved dialogue with the State Clubs and this isn't all SKA's fault. Perhaps around October each year SKA</i></p>



<p>could seek opinion from the clubs as to what the club members want. In improved dialogue on all's behalf the club members could see that there are reasons why things can happen, and also reasons why things can't happen. I'd also like to highlight that CAMS need to take a stand and actually support SKA rather than make deals around it. As an example, a slot to VIC/SA was made available for \$6000.00 recently where CAMS are fully aware that this meeting was advertised falsely as something it wasn't. The question I'd have is why do CAMS support such negativity?. A general race meeting, great, but supporting negativity should not be on. It would be nice if SKA were offered the same luxury. I hear lots of stories and see lots of emails in my position and I must say I can see why things are turning into mess in places, which is also an embarrassment to the efforts I and others have put into our successful NSW club. I can be looked up via CAMS and welcome anyone from CAMS who may wish to discuss these issues with me personally.</p>
<p>No comment</p>
<p>No comment</p>
<p>Happy to pay the same money as 2012 but want more for it longer races, better pit facilities, option to have money refunded if there is not 10 for the class</p>
<p>The category needs to invest in a category race director to get a consistency of on track decisions. The race director is in charge of all on track activity of the category and acts as a familiar face to the competitors in the dealing of issues on the track. All main stream categories have one and perhaps it's about time superkarts consider it also.</p>
<p>I have nothing to add to this survey thank you</p>
<p>Better promotion of the events/superkarting before/during and after the event no advertising was in any main motorsport media within a prominent area that I saw. Write up in current kartz magazine 2 months after the event just a repeat of SKA website this was OK but should be better.</p>
<p>For the Australian Superkart Championships to continue, the Superkart Clubs need to become stakeholders in the Events somehow and assist when locally run. Cams needs to relax the 10 entries in a class to 5.</p>
<p>The costs of entry are very minimal compared to travelling and motel costs. The two round system is great and if you cannot afford it go to Rotax Max. When the Australian economy gets to low levels like it is now it has an effect on anything to do with luxury items (motor racing) We will also face the troughs and peaks and should move forward to ensure the years to come under the current format keep working. Any variation from this could lead to destruction.</p>
<p>Given the state of the economy I feel shannons has ,cost wise, just gone above most superkarters as a two race meet format. Most problems in this sport are personal and not based on logic. I feel until all the old school hatred dies out we will always struggle. I have discussed at length with many superkarters over all the states and the lack of logic being used to arrive at any decision is not real high. I can see only one solution and that is a non Superkart aligned category manager. SKA do a great job but the south will never adopt it so unless Cams step in make a long term decision on which we all have to abide the use of an external group may be the only way to progress what should be a spectacular form of racing. It honestly does my head in trying to keep everyone happy. QLD is going great guns as a club so I'll just keep doing what we do best up here and focus on our club. Would be great to be back with the V8's at Willowbank or the GC.</p>
<p>I would suggest that for the sport to expand it needs to be placed in a more attractive marketing field. The Shannon's series does not seem to work, as this event model has been used for a few years there does not seem to be any impact on race entries and new members. I would suggest a new avenue needs to be looked at, V8 Supercars would be ideal if you could get the entry fees to a respectable figure. Pit garages are also very important as we should not be on dirt at any stage. TV is important so that team owners and drivers can market themselves. Ideally I would like longer races and a 3rd round so that it is fair for all each year with travel. E.g. Phillip Island, Vic. Eastern Creek, NSW. QLD Raceway, QLD.</p>
<p>No comment</p>
<p>Leave it at 2 rounds, always at E.C and P.I. These are the 2 best tracks we've got, and they get the most entries. I'm happy to travel.</p>
<p>I think it is time for a completely new group of personal to take on the running of Superkart</p>

<i>Championships. By this I mean NONE of the current SKA members should serve again within the next 3 years.</i>
<i>Costs at the Shannons National Race Series out of control. SKA are only passing the event costs on to the entrant that they get charged. Getting charged \$150.00 for tent space in the pits is madness. \$525.00 (1 event) entry fee needs to be more like \$300.00. Superkarts need a high profile event to give the sport a boost again. CAMS don't want us to go to Bathurst so CAMS needs to assist in finding Superkarts another high profile event. CAMS licencing need to be looked at so more people can go to these Australian Superkart Championship events as possible. They are great events. Non Gearbox needs to be bought back into the Australian Superkart Championship but this will only work if the clubs assist otherwise they will boycott. The sport needs to have Australian Superkart Champions and with 1 event, they can't get to that level. Clinto Brown (SKA) is a great at doing the Category Managers job at the race meeting. Great people skills and they job is done right.</i>
<i>No Comment</i>
<i>Ensure each class gets title rights - min 10 in field</i>
<i>I think the option to go with the superbikes is favourable to the continuation of the Australian Superkart Championship.</i>
<i>1-ska (and clubs and promoters ) should keep costs down . 2-with lower costs you will find that more competitors will participate and fewer will leave sport 3-more competitors will make a healthier sport (and more in kitty) (it's a numbers game!)</i>
<i>Nil</i>
<i>Nil</i>
<i>In 2006/7 The Australian Championships were run as three heats of 4 laps and one final of 5 laps. Pitting arrangements were in carparks that flooded at the rear of the circuit at Phillip Island. This year 2012 at PI, we had three heats of 8 laps and a 10 lap final with pit lane garages. This example shows the vast improvement of our Championship. The Shannons relationship works well. Our Class still pays less than anyone else in the series.</i>
<i>Consider three one day events throughout the year (Sundays) at three different state tracks. This would reduce the track hire time and therefore reduce the cost to low budget teams. Practice day would be available but at the drivers discretion to enter. Theses state clubs would bid for the right to have the championships at their track by assisting in running the event and possible financial support.</i>
<i>Run IT IN CONJUCTION WITH ALL STATE'S, STATE ROUNDS WHICH ARE ALL READY BEING HELD.</i>
<i>To be relevant in the current climate the SKA has to go back to the way it was supposed to be set up, with one member from each State that has a CAMS Superkart Club being elected by the club. The Clubs can remove their member from the SKA and replace them if they feel they are not doing a proper job. The Clubs to have an equal share in SKA, with an independent Chairman with no vote. SKA to be more transparent. No member of the SKA to be a member of the NSA. The SKA can only work properly with the complete support of the Clubs.</i>
<i>Too little too late ,</i>
<i>Need promotion for NGB class - would significantly boost numbers and reduce costs for events which in turn will bring down entry fees</i>
<i>You should listen to the superkarters</i>
<i>SKA, clubs and members all need to work together to the benefit of the sport and not their own personal agendas, otherwise it will continue to go backwards.</i>
<i>Mark Hansen asked a lot of people what they wanted from SKA, ask him what his results were. He spoke to everyone that was running in Qld</i>
<i>Superkarts Australia would benefit greatly if ALL clubs could work together in making karting a more enjoyable past time. Let's get together to make this sport bigger and better. Just my 2 cents worth.</i>
<i>It's a little hard to complete this survey after sitting on the sidelines for a few years, but I didn't have a problem with the fees involved. It cost's money to race, if I don't have the money I don't race, Simple. At</i>

*the moment tough time's mean people don't have as much money to spend. Superkarting from my point of view is supposed to be a feeder to other aspects of motorsport, yet it seems everybody involved wants a trophy rather than racing for the sake of good racing. My two cents.....*

*I think that one of the biggest issue's [especially with the southern states] is a pure lack of communication, at the VSKC I attend every monthly meeting, but we no longer have an opportunity to speak to Anton, or a 'rep' to discuss current plans, have input, or bring ideas to the table. Which is why many of us get aggravated by the fact that we give money to the SKA and see no feedback to what worked, what didn't and why. On Top of that, many of us feel unable to voice opinion and get what we want for our money as we do not have a representative. I do not care if the SKA, VSKC, all clubs combined, NSA or whoever run the championship, however I'd love to be able to go to the monthly meeting, see the representative for that group of "National level competition" and hear the 'latest' and give him ideas/suggestions ECT.*

*This survey is a clear indication that ska has no idea what its members want. For starters next time you hold a championship, how about making sure that more of your so called company directors etc are present , that would be a good start.as most people pay entry fees through their business accounts tax invoices would be a good thing also. The other thing is keep us your customers better informed, by emails not everyone is into Facebook. The level of professionalism in your company is appalling. In my opinion paying the ska money in advance for the championship may be necessary but given the way you people conduct yourself is very scary to say the least*