

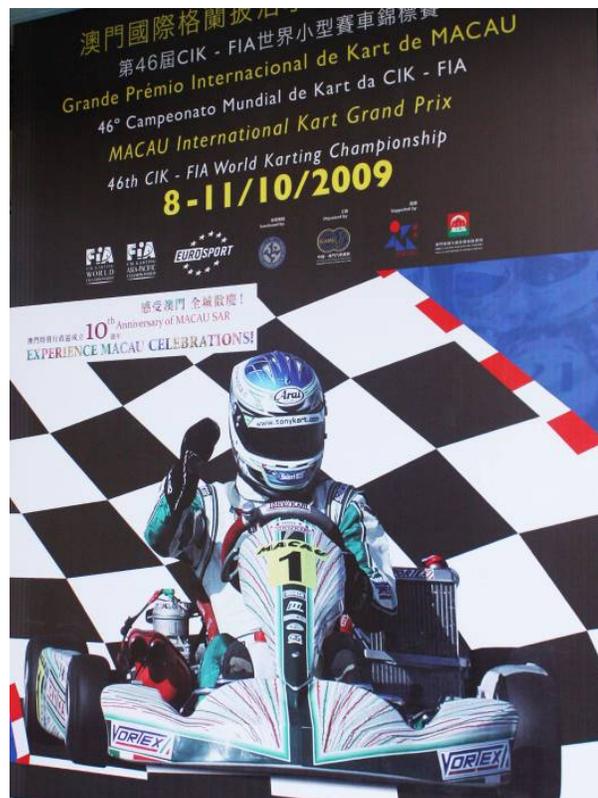
PRESS RELEASE

AUSTRALIAN'S FILL THE PODIUM AT THE CIK WORLD CHAMPIONSHIP

An Australian designed and engineered kart package raced at the CIK world championships event in Macau on 10 and 11 October 2009.

For the first time in 46 years the CIK world championships were held in Asia. The event was held at the Coloane Circuit Macau (just outside Hong Kong) and the Australian designed and Engineered **SQ RACING 125cc CHEETAH™ TaG kart package** was run as a support class to the CIK racing KF and AKOC classes,

This was a special invitation-only event for veteran drivers (over 40) from all over the world including Australia, Italy, Indonesia, Malaysia, Philippines, Taiwan, Macau, Hong Kong, Thailand and included the calibre of drivers such as a Japanese former CIK world championship pole position driver.





First Place - Malcolm Hayes (40) Second place - Paul Wroe (58) Third place - Peter Pontello (57) with the president of AKOC JohnnyTan the event organiser.

SQ Racing Australia was offered five driving positions in this special invitational event. The places were filled by SQ dealers from around Australia along with Martin and Peter Brien from SQ Racing Australia. Rob Schulz - SQ Dealer from Portland Vic - also attended and assisted with the setup for the Australian team's karts.

The SQ chassis and Cheetah™ engine had some minor differences to the Australian release package including an SQ manufactured rear plastic bumper requirement and the engine used a slightly smaller carburetor, cast head and non CnC ports (an AKA requirement). These minor changes did not affect the performance of the karts.



Trophies – Tyres sponsored by Advan-Yokohama



Martin Brien with Taiwanese Driver (note SQ manufactured rear bumper system now required at most international race events)

50 Racing



Pit Area



Drivers Briefing

50 Racing



Saturday Practice



Saturday Practice



The SQ race was held immediately after the official opening ceremony before the CIK finals. TV crews, media, officials, and the world kart industry all looking on from an overflowing grand stand along with a crowded circuit perimeter. SQ Racing was under the microscope.

The racing was tough due to the very limited track time as the CIK and AKOC championship classes had ultimate priority, and at the last moment the race starting method for the SQ class was changed to standing start to save time.

In the background as the official opening ceremony was taking place the 18 SQ factory prepped, special-event karts were gridded up using a ballot system (number out of a hat). To add to this, the track had been resurfaced with concrete on 4 critical corners the night before a consequence of the super soft CIK tyres on the KF1 karts ripping up the track to such a state it threatened to stop the event. Consequently there was no morning warm up session for the SQ class so the drivers could not familiarise themselves with the now changed track conditions.

Without even one lap to warm up before the race – basically cold karts put on the grid, started and then raced – this was going to be the ultimate TaG (touch and Go) test. Cold engines, cold tyres, all karts idling on the starting grid for what seemed ages without the axle driving water pump. Then the flag dropped. All karts at full noise into the first bend, and now at full speed heading to the unknown grip levels of the high speed section hair pin that had been re-surfaced only the night before. Both Australian drivers Malcolm Hayes and Martin Brien got flying starts. From Position 7 and 9 on the grid and lead 1, 2 out of the hair pin closely followed by the Japanese and Taiwanese drivers. Individual position battles went on throughout the race to the delight of the crowd.

The winner of the race was SQ Dealer Malcolm Hayes from Mildura Vic. but the drive of the race was engine builder and SQ Dealer Paul Wroe from Hervey Bay QLD who finished second out of grid 15. This was closely followed by Sydney NSW SQ Dealer Peter Pontello third from out of grid 4, who recovered from a bad start to overtake Martin Brien on the last lap who finished fourth.

SQ Racing was on show to the critical eye of the world karting fraternity, and as stated by former UK Rotax National Champion Josh O'Malley "The SQ race displayed some of the best racing of the day – they looked and sounded great". All SQ karts preformed extremely well with all finishing the event, which unfortunately was not the case in some of the more serious classes that followed. Even Peter Brien finished after a spectacular coming together with another kart which saw him crash off the track to the cheers of the crowd. Unlike in Australia, karts are allowed to restart, and after getting out of the kart dragging it back to the track and restarting the engine he finished the race on the lead lap.

In a statement from Martin Brien "This is the pinnacle event of our sport and to have our SQ 125cc kart package racing in its own controlled class was the highlight of our development. And then to have Australia finish 1,2,3,4 was just the icing on the cake. To go from just an idea four years ago, to racing at the CIK World Titles event has just been mind blowing. Think what we can achieve in another 4 years. "

SQ Racing



Malcolm Hayes takes the win at the SQ Racing 2009 Invitational



Paul Wroe 80 about to pass Peter Pontello 28 for second place



Martin then went on to state the AKOC (Asian Karting Association and event organisers) were so impressed with the performance and reliability of the SQ Racing package they are contemplating a similar one-make kart / engine package raced every year in Macau, and therefore formula C may be a proposition.

Formula Cheetah	(Model Name of the engine)
Formula Cheap	(Most cost effective kart package on the market of its type)
Formula Comparative	(All chassis and engines are identical)
Formula Competitive	(High performance 125cc)
Formula Cost effective	(Maintenance and Parts are also more affordable)
Formula China	(Where the kart is manufactured)

Basically a one-make kart and engine class that will be run as a world event once a year, with drivers from all over the world, driving all the same chassis and engines, over a range of ages and weights.

The SQ Racing Kart Package was designed and developed in both Australia and China combining the knowledge of Australian Karting with the manufacturing might of China. There has also been input from such well know engine builders as Harvey Poole in Canada. SQ Racing is now attracting more and more interest from all over the world.

For more information please go to the website www.sqracing.com.au