

DESENZANO DEL GARDA (BRESCIA - ITALY), 23rd DECEMBER 2010

TININI (CRG): “2010 WAS A TERRIFIC YEAR FOR US, BUT WE ARE NOW EXPECTING A DEFINITIVE INTERVENTION ON THE REGULATIONS BY CIK”

CRG GROUP CLOSSES THE YEAR WITH EXCELLENT RESULTS AND SHOWS A GROWING TREND AT WORLD LEVEL. REGARDING THE REGULATIONS A TECHNICAL DEVELOPMENT OF THE KF ENGINE IS GETTING MORE AND MORE URGENT IN ORDER TO GIVE BACK TO THE NATIONAL KARTING ITS OWN IDENTITY.



Giancarlo Tinini, CRG Spa Chairman, (on the left), in the new CRG factory together with a welding robot operator.

Desenzano del Garda (Brescia - Italy). With the success achieved in the last international appointment – which took place in mid-December in Macao for the Asia-Pacific CIK-FIA KF3 Championship and won by the English driver

Matthew Graham – the CRG Group closed the 2010 sports season with a definitive positive trend.

The CRG chassis powered by the Maxter engines have added other important titles to their already rich list of trophies: the four titles of the WSK international series won by the Dutch driver Max Verstappen in KF3 and by the Belgian Jonathan Thonon in KZ2 - both in the World Series and in the Euro Series. In addition to these, CRG also conquered three CIK-FIA titles: besides the KF3 Asia-Pacific with Matthew Graham, the KF2 Asia-Pacific thanks to the Japanese driver Kiyoto Fujinami and the KZ2 Monaco Cup with the French driver Norman Nato.

At international level the overall performance allowed the Italian constructor to bring back home seven titles in 2010; thanks to the Zanardi chassis produced by CRG to these results the prestigious CIK-FIA World Championship won by the Dutch Nyck De Vries must be added, as well as the title of the World Cup Super KF CIK-FIA, always won thanks to the Zanardi chassis by the English Oliver Rowland, both the drivers drive for the Chiesa Corse Team.

A series of great performances which confirms the indisputable competitiveness of CRG for this year too.

OFFICIAL CRG PARTNERS





Giancarlo Tinini, chairman of the CRG Group, expresses his satisfaction for the results as well as for the completion of the last departments of the new and modern factory, now full operating.

"It was decidedly a demanding year – admits Mr Tinini - We managed to operate at full throttle both on the side of production – despite the relocation of our machinery and the technical equipment from the old to the new factory – and on the racing side, where we achieved what we expected to get with our official team. We even managed to assist our clients with the usual attention and care in the competitions all around the world. 2010 was a rather positive year."

What was the sales trend in 2010?

"As for the chassis production, the trend was positive fortunately, with a slight better performance if compared to the previous years. On the other hand, as for the KF engines, the investment has not reached the break-even point yet. But the only reason why is that KF has to face development troubles which didn't allow the category to spread a world level."

Why have you decided not to take part in the CIK-FIA Championships this year?

"Our priority is once again the participation in the WSK International Championships. As for the CIK-FIA, let's say that we didn't like some of the choices made by the International Federation. That's why we preferred not to take part in the 2010 CIK-FIA International season: we thought it was rather pointless investing on a programme that we considered wrong. Anyway, there have been signals which seem to match our expectations lately, even though we still think there is a lot to do. From Jean Todt's FIA presidency and, above all, from the new CIK presidency we are all expecting the development of new regulations that will be able to make karting soar again."

So, which will the CRG sports engagement be in 2011?

"We will continue our racing programme in the WSK International Championships, where our official team will be always present. In 2011, anyway, we will take part in the CIK-FIA races again, in the new five-round World Championship, the KZ World Cups and in the European Championships."

What are your expectations about the International regulations?

"It seems that CIK is willing to meet our requests, but at the moment, in particular from the technical point of view, for me there's still a lot to do. We all hope that in the future we will be able to optimize the development for the KF category which needs it urgently. The KF category is a rather complex one. That's why the category needs new regulations which can help to simplify it in order to make it a more popular category. Unfortunately I still notice how other constructors do not have the same opinion and seem to prefer to leave the category unchanged. I think that this is the way not to make the category soar in order to preserve the single-brands that these constructors have at their disposal. I'm convinced that the path to follow for karting is the one represented by KF; but instead of keep it at this level, either we stop it and we put all our efforts in the single –brands or we face the situation once for all and we solve the problem. Four years have passed since the birth of the KF. We are about to enter the fifth year and we are still treading on the old path without finding a possible solution. It is a negative situation which casts a shadow on the internal market. There's such a chaos today in the national markets – not only in the Italian one but in all the markets in general – which is caused exclusively by the lack of a reference category. Unfortunately today there's no more a fully fledged national "classic" racing category, where everybody can race and compete with a wide choice of products of different companies. This exists only at international level in the CIK and WSK championships. And today we see how the choice for a single-brand rather than for another one is made only because, after all, is much simpler but also much less interesting both from a technical and competitive point of view. If CIK does not decide to face the problem and put the pieces back together, the situation will never get better. If we don't change, future won't be better."



As for 2011, what are the market perspectives?

"We have rather positive signals for our range of products that can meet the needs of all our customers. We think we can continue to maintain our market share as for the chassis. Moreover we have just finished the set up of a good chassis for the rental which completes our offer. Regarding the Maxter engines, we hope that sooner or later things will get better in the KF category. As CRG we will continue on the Rotax side to promote this single-brand at national level. However, if the economic slump should not end, the Rotax world is the right medicine for those who want to race and get some fun cheaply."

Press Office

CRG SpA

www.kartcrg.com

2010 INTERNATIONAL TITLES - CRG GROUP

WSK WORLD SERIES KZ2 – JONATHAN THONON – CRG-MAXTER

WSK WORLD SERIES KF3 – MAX VERSTAPPEN – CRG-MAXTER

WSK EURO SERIES KZ2 – JONATHAN THONON – CRG-MAXTER

WSK EURO SERIES KF3 – MAX VERSTAPPEN – CRG-MAXTER

CIK-FIA ASIA-PACIFIC KF3 – MATTHEW GRAHAM – CRG-MAXTER

CIK-FIA ASIA-PACIFIC KF2 - KIYOTO FUJINAMI – CRG-MAXTER

CIK-FIA MONACO CUP KZ2 – NORMAN NATO – CRG-MAXTER

CIK-FIA WORLD CHAMPIONSHIP – NYCK DE VRIES – ZANARDI – TEAM CHIESA CORSE

CIK-FIA WORLD CUP SUPER KF – OLIVER ROWLAND – ZANARDI – TEAM CHIESA CORSE