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MAN OF THE MONTH JARNO TRULLI



■ INTERVIEW
TERRY FULLERTON / JARNO ZAFFELLI

PHOTO M. GONZALES

B(L)ACK ON THE TRACK



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CIK-FIA **OKJ**
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March was a very intense month for Vroom International on the web. We focused our attention on the most important events like FWT's last round and the first racing weekend of the 2018 IAME Euro Series. But it's not all, because we also grew a lot on Instagram - here you can find the most liked shots.



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EVENT

Florida Winter Tour Rd3 - Final results and rankings - At the end of the third and final round of the Florida Winter Tour, here are the final rankings of the seven categories present.



EVENT

1. The 2018 IAME Euro Series kicks off with spectacular first race in Salbris - The 2018 RGMCM IAME Euro Series kicked off in style with the first round taking place at Salbris, France, with 160 entrants present in 4 categories.



SPECIAL

2. Part 1: Karting and Winter, everything you need to know with Lorenzo Trivisanutto - Lorenzo Trivisanutto helps us with setting up our karts for the winter season.



PADDOCK

3. Rubens Barrichello - Thoughts on the 2018 KZ World Championship? - Some statements by the former Formula 1 driver, born-again kart racer, to Vroom Karting Magazine.



PADDOCK

4. MOJO D5, thumbs up from the drivers - The new MOJO D5 tires have already proven their on-track worth during the first act of the Belgian Rotax MAX Challenge.



Persone a cui piace [a_giustini](#), [rubarrichello](#) e altri 832
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Persone a cui piace [a_giustini](#), [_maverick.s](#) e altri 889
vroomkart 🌞 The sun is up but the track is still cold.
[@trivisanuttoracing](#) spoke with [@a_giustini](#) about the set up during the winter and he gave you some important tips 🏎️ Stay tuned

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Moment of truth

Countdown near over for the start of the 2018 BNL Karting Series with this year's season focus on the KZ class with important prizes and free registration. Text: A.Giustini

The BNL Karting Series is ready to begin its 10th season. The first date is the April 15 weekend on the track of Genk, Belgium, which will host two of the three races, with an out-of-town trip to JPR Ostricourt, France.

The first race in Genk will play a key role for drivers preparing for the Rotax MAX Challenge Euro Trophy, scheduled to start just 7 days later on the same Flemish track, hence an opportunity for BNL teams and drivers to also prepare and perfect their racing lines, brake points, set-ups, and related.

The BNL Karting Series has fostered a number of important talents it has given to the world of karting, and other categories, too; above all Max Verstappen, star of the Formula One Red Bull team, but also one of the most famous female drivers in autosports, Beitske Visser, as well as three kart racers who, in time, have made a name for themselves: Bas Lammers, and the Pex brothers, Stan and Jorrit, KZ world champion in 2015.

Among the key points of the championship is how the weekend plays out: a two-day format designed to contain costs. Saturdays are dedicated to Warm Up, Qualifying and Race 1; Race 2 is on the Sunday. The results are extrapolated by combining the classifications of the aforementioned sessions.

Six classes participate in the series, five with Rotax engines: Micro MAX, Mini MAX, Junior MAX, Senior MAX, DD2 / DD2 Master (last three will use the new

MOJO D5) the sixth category uses the KZ.

The KZ technical regulations mirror CIK-FIA specs, except for the choice of tires: Bridgestone YNB for dry, YLP for wet. Importantly, the adoption of the quick-release spoiler is optional and not mandatory.

This year the organizers have focused a lot on KZ, making two choices that could prove to be key to its success.

First of all, the prize: the invitation to participate in the KZ 2018 World Championship, which will take place in Genk, where the experience gained during the BNL could play an important role; secondly, registration to the three KZ rounds shall be completely free. This latest initiative, unprecedented in the karting world, denotes the group's great efforts to ensure a substantial starting group.

About two weeks before the start of the season, all the ingredients for an exciting season are in place, only one thing missing: the track's verdict, the sole judge of every motorsport competition. Don't forget to follow the races with the live streaming service through BNL site.

CALENDAR

Round 1 - Karting Genk: Home of Champions (14/15 April)

Round 2 - Circuit JPR Ostricourt (France) (30 June - 1 July)

Round 3 - Karting Genk: Home of Champions (6/7 October)

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F1-PROOF!

Making the news in the third stage of the WSK Super Master Series in Sarno was the new Tony Kart Nassau panel, which we examined with Paolo Filisetti.

Text: A.Giustini Photo: C.Moretti

On the third and penultimate act of the WSK Super Master Series in Sarno, Tony Kart showed up at the KZ starting line with an unusual solution for its Nassau panel. We asked a well-known aerodynamics expert, Paolo Filisetti, involved in Formula 1 with Gazzetta dello Sport, Sky Sport F1 HD and Autosprint, to help us understand how it works and how it benefits drivers.

At first glance, according to this writer, the main function of Tony Kart's "front panel" would have been to "aerodynamically" load the vehicle with its very pronounced arching at its center. An incorrect interpretation according to Filisetti, who explained why.

«I don't think it's meant a solution aimed at generating aerodynamic downforce. In F1, for example, the downforce is generated by the underside, and not by the wings (as erroneously thought, writer's note) which have, instead, a stabilizing function. The kart, compared to the single-seater, does not have a proper underside or even wings. Furthermore, it travels significantly closer to the ground. I would therefore exclude any benefits associated with downforce. Also because at this point we must ask ourselves another question: how much importance would aerodynamic downforce have on a kart? I would say limited.»

What, then, is the main function of this "dress" in Paolo Filisetti's opinion?

«In my opinion, the function of this panel is to better manage (with respect to a standard solution, writer's note) turbulences and to reduce aerodynamic drag (improvement of Cx). This can be



seen from the terminal part, in which there is a ramp that directs the air flow above the driver's helmet. Let's not forget the width of the component, which aims to avoid exposing the driver's body to the impact of the flow of air as much as possible.»

And in a slipstream can it be a valid solution?

«Without a doubt, especially when

following another kart, as one can better manage the turbulence coming from the other vehicle. This translates into a greater speed before the braking point, enough to facilitate overtaking. On the contrary, instead, if one is in front, I do not think it is possible to produce a disturbing or disruptive flow; at least not at the macroscopic level.»

The talk around town, or the track, is that this "tub-shaped" panel was designed exclusively for Sarno. Rumor or not, technically speaking, why test it on a notoriously fast track?

«With longer straights it is possible to better evaluate the macroscopic effects of this solution. A generally slower track, or at least a mixed stretch compared to a straight stretch, is not so conclusive. The overall advantage, however, is obtained within a certain range, then it's clear that, if it functions well, proof would also show up on a slower circuit.»

On this solution, paddock in Sarno paddock was divided between those who welcomed it and those who didn't, especially due to the aesthetics. On track, however, the results were there – and how. Marco Ardigò in fact won the third stage of the Super Master Series, a sign that beautiful or not, what's beautiful is what ... wins.



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BRP-ROTAX HONORS WINNERS OF THE DISTRIBUTOR OF THE YEAR AWARD

The 2017 Winners of the BRP-Rotax Distributor of the Year Award come from South Africa and France. Text: A.Giustini - Photo: BRP-Rotax



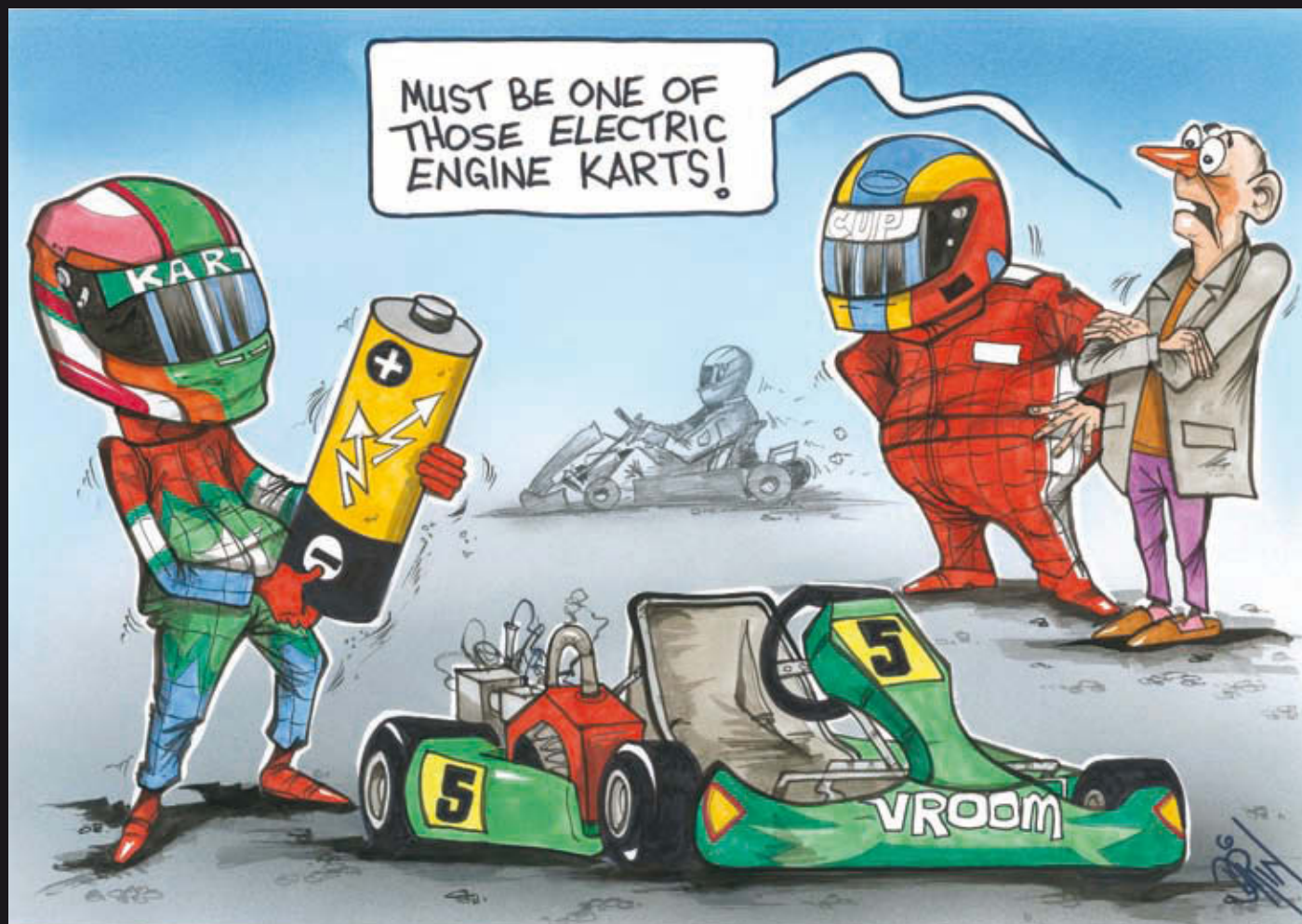
BRP-Rotax's attention to the quality of its products has always been one of the group's mantras. To do so, it is necessary that each distributor be motivated not only in the sale and promotion of the brand, but also in their assistance and support to customers. To contribute to this result, and to solidify the B2B relationships between the producer and its distributors, BRP-Rotax annually chooses and pays homage to the best

with its Distributor of the Year Award. Receiving the much-prized award for this past year, 2017, were Ed Murray Racing cc from South Africa and Sodikart S.A. from France. The criteria for evaluation are based on six values or parameters and include sales results related to the operator's ability to promote BRP-Rotax products. BRP currently has a network of 43 authorized distributors and over 600 service centers and dealers, making it one of the world's most productive manufacturers. A point of pride, this year's unprecedented result, a milestone: the 100,000th 125 Max engine exiting the plant since its first launch in 1997.



Mickael Brege and Bertrand Pignolet representing the brand Sodi S.A., winner of the prize

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MAN OF THE MONTH Jarno Trulli

I'll give you karting!

Contrary to modern trends, and starting with his son Enzo's victory in the most recent Margutti Trophy, Jarno Trulli says what he has to say on the evolution process that has brought us the karting world we know today. Text **A.Giustini** Photo **Archive**



Enzo Trulli's victory in OKJ on his Crg / Tm in the latest edition of the Andrea Margutti Trophy brings the Trulli family back into the record books of karting competitions some twenty years after the many successes of his father Jarno. With a trophy showcase boasting 2 World Championships (100 and 125), 2 World Cups, 1 European Formula K Championship, 5 Italian Championships, 1 North American Championship, 1 Oceania Championship, 1 Japan Championship and 1 Gold Medal in the Games of

have invaded karting in the last decade or so; to understand the man, it is necessary to take a step back in time and go back to when only values were talked about and mattered.

For this reason, in the three years in minikart, instead of entrusting Enzo's growth to a top team, Jarno Trulli preferred to follow his son's work on the track himself, covering the role of factotum: father, mechanic and team manager. Helped, in turn, by his father and the timeless Franco Nanni, among the "builders" of Jarno's career

With the excuse of his son's first success in OKJ, we decided to question Jarno on one of the "hot" themes of karting: its evolution.

Let's start with the most current news, how did you see the Margutti victory?

"It is the most current question, but not the easiest one, as I risk not being objective speaking as I do as a father and, therefore, an interested party. I'll begin by saying that Enzo has strengths and weaknesses, like all children. Compared to several of his rivals, he doesn't have much experience, having started on



Youth, Jarno Trulli, as well as being one of those drivers who made it, by arriving in F1, is one of the most successful drivers of Italian and non-Italian karting.

Having set aside his helmet, Jarno Trulli has passed to the other side of the barricade where he transmits to his son Enzo all the necessary values to become a racer with a capital R. Yes, values first of all, without which, according to Jarno, it is useless to talk about racing lines or braking points.

So forget the technicalities and the English terms that

in karts. Just like his own father, Enzo, a combination, the father-son team which too often is snubbed by the modern Movement.

Only with the intensification of on-track commitments did Jarno opt for the CRG Racing Team to guarantee Enzo an ad hoc environment for his development and growth to continue. The choice seems to have paid off right away. The triumph at the Margutti Trophy in the pouring rain at the boy's third appearance in Junior in fact justifies the choice of the former Toyota F1 driver, at least for now.

karts at 9 and a half (ie, 2015). After two years of fun, shall we say, only in 2017 did I commit to make him do a more important season. The transition from Mini to OKJ isn't easy. In addition to requiring a lot of experience from the past, it needs preparation in the months before the actual jump. In light of this, the victory at Margutti surprised me, and a lot. Obviously we are still at the beginning and I ask that what happened is taken with due distance, even if I don't deny that I was pleasantly surprised. I confess that he has shown more

Two Trulli generations at their debuts. Left, Enzo gets a last word of advice from his mechanic, Jarno, his dad. Above, Jarno Trulli in 1984 at the Fano circuit.

MAN OF THE MONTH Jarno Trulli



Above, Jarno Trulli (Tony Kart/Pavesi) win World FC in Poland in 1994. Another highlight, The FK World Championship (Allkart/Parilla) in 1991.

than I expected from this first glimpse of 2018, but it's early to judge or sum things up; above all, it is not up to me that I am the father."

Let's move on to OKJ. The new homologation "Original Karting", strongly desired by Kees van de Grint, since last year has been able to energize, as far as drivers' consensus is concerned, to a movement that appeared to be suffering a major crisis. The large numbers of this year's Winter Cup and Margutti confirm the upward trend and success. What do you think about it?

"I have to say that the numbers do not convince me at all. Let's immediately clarify that the problem is not the number of participants, many or few that they may be, or the motorization. The problem is the modern and distorted conception of what karting represents and what it should represent instead. Today we expect professionalism from a younger age.

We are asked to spend a good part of the week on the track and, above all, we are asking for disproportionate sums (of money) from the parents. Karting, instead, is a past-time. All this throws a large shadow on the good of the Junior, the fact that technically it is a category that is simple to manage, with engines that are equivalent, at least in principle. Here the best drivers do manage to emerge while the less talented fall behind, contrary to the Mini class where the difference is made by the engine."

What differences did you find in the 100cc of Jarno Trulli and the OKJ of Enzo Trulli?

"The speed. The performance of today's Junior is really impressive, starting from a numerical figure: today's OKJ has 30 HP, a power that I did not even have when I was running in the top category. The reliability helps, undoubtedly, but we are still talking about means that very often are driven by very small drivers forced to resort to adding even 30 kg of lead. This last detail should make

us reflect, especially on the subject of security."

How does a talent of your caliber, who has gained great experience along the tracks of the world, see today's talents?

"It is not easy to say. Meanwhile, we must not forget that, to judge a driver, it is necessary to wait that they reach at least the age of 15. This clashes with the biggest problem of karting, but more generally modern motorsport: at 15 years most drivers are already in cars, so the judgment is distorted. In this regard, I confess that for me the victory of Enzo al Margutti is of relative importance. I look, first of all, at the child. I observe his approach to the race, how he moves and behaves on the track. On examining the different categories, I tell you that in Mini the best rarely wins: on the contrary, often who comes out in front is the one who has a more developed physique and mental attitude that allows him or her to cope with fatigue and also put that extra pinch of malice that is fundamental when fighting in the pack. In

today's talents

In today's Mini, the best rarely win; it's more a matter of physique and attitude.

Junior, the physique takes on a central importance, in the absence of which the driver is really cut off, as he must drive vehicles that at my time were driven at 18 years. In a tortuous circuit like the one in Muro Leccese, for example, this is very clear. In light of this, how can we judge a driver as young as 12? Let's talk about it again when he or she is 15 or 16 ... "

Still on the theme of competitive growth and development, the increase in the competitiveness of the vehicle itself, therefore of

tion to this, however, let us not forget instinct. For this reason, for example, I decided to try my hand at competitions with Enzo, because already at the first run in karting he showed a certain attitude or behaviour, even though he had never had any driving experience until that moment. Obviously it is a starting point, at the time of development, then, it is necessary to surround yourself with the right people who can help make the difference."

At the technical level did

trying to make it clear to Enzo that karting is something very different from what you see today in the paddock. Once, for example, you ran with what you had and I assure you that you really had to work on the material. Today, instead, I see that the material is already of a very high standard and the teams work more on the child rather than with the child, but on the vehicle. The result is that modern drivers do not know the mechanics of the engine and pass from Mini to Junior, where this



the speed, what impact does it have on the pilot training process?

"It's central. The higher the speed, the faster the driver's response must be. The mental factor comes into play here. Studies show that the brain is the muscle that receives the most stress during a competition. This is why, going forward, mentally strong drivers can make a difference even against much stronger opponents, physically stronger. In addition,

you find any difference compared to when you were the driver?

"The differences are very obvious. I remember that at Enzo's age, I had an engine and a frame. That's it. The competitions were tackled with a more empirical outlook compared to today and, above all, it was just me and my father. There were no engineers, telemetry ... In this, at least in minikart, I wanted to relive what my father lived with me by, first,

homologation requires a good knowledge of carburation, for example, without knowing what it even is. So we are faced with a situation that places faster and more reliable means than in the past to extremely ignorant drivers, who cannot get out of sometimes complicated situations. They expect everything immediately and this results in a technical crisis. The biggest difference is right here; in our time we used to go on the track trying to get the best out of what we had."

Your approach to karting, as a father, turns out to be opposite of what is current practice. Despite being Jarno Trulli, in fact, you

Left, Jarno in the driver's parade when he raced in karts. Above, a very young Jarno at the starting grid of the "Youth Games" in the early 80s.

MAN OF THE MONTH Jarno Trulli



Above, Jarno Trulli drives his Toyota TF108 during free practice at the British Formula 1 Grand Prix in 2008.

decided to face this experience as a private individual in place of a great team from the beginning. Why?

“For my son, before being Jarno Trulli, I am his father. The thing that I most wanted to impress upon him three years ago was that he learn the values that competition is able to give you.

to appreciate what my father did for me and I would like Enzo one day to realize the importance of those three years.

In this regard it was priceless, in addition to the supervision of my father, the help of Nanni (Franco) to whom I owe a lot for both me and my son. This of course was only

possible in Mini, as the Junior requires an unsustainable pace for a single person and without CRG I would not have been able to do it alone. Until the mini-kart, however, I would like to give my readers advice: enjoy this experience on your own, enjoy your children, because for wins there is time.”

So forget the baby phenomena and hospitality worthy of a thousand and one nights. Champions are made with time and experience. The testimony of Jarno Trulli intends to stimulate a discussion: where did we start from? And where did we go?



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Much more than Senna's rival

Terry Fullerton is among those who saw the birth of karting and raced on tracks all over the world between the 60s and the 80s. TEXT A.GIUSTINI - PICS FULLERTON'S ARCHIVE

Let's make a bet: go to any kart track hosting an event and ask each driver if he or she knows Terry Fullerton. Everyone will answer affirmatively. Terry Fullerton, in fact, is a name still much alive in the world of karting, although it has been more than 30 years since his last appearance as a driver. How is that possible? Easy. Fullerton was not only Ayrton Senna's greatest opponent in

Fullerton has not betrayed his winning spirit and the victory of Ben Barnicoat in the Kartmasters British GP, and Joseph Taylor's good show in the X30 Mini, prove it. In short, Fullerton is a name destined to win as a driver and as.... a product. And the combination of Terry Fullerton and Fullerton Racing Karts was the subject of our interview. **Let's start with the present:**

worlds, not just geographically. Karting in Europe, in time, has become much more professional; it has turned into a small Formula 1. Engi-

neers and telemetry proliferate. On the contrary, in the States there is a more relaxed air. The relationship between father-mechanic and child-



karting, and in general one of the few able to beat him, but also a driver able to win countless titles, including the 1973 World Championship in Nivelles, Belgium, the first Briton to succeed in the enterprise, plus 8 British nationals and 4 European titles. Terry Fullerton was also a great "maestro", a teacher able to foster numerous talents, drivers such as Allan McNish, star of Endurance racing, Paul Di Resta, ex F1, the late Dan Wheldon, winner on two occasions of the famous Indianapolis 500 Miles, to name a few.

After Terry Fullerton as driver and Terry Fullerton as coach comes Fullerton Racing Karts. Even as a team manager and owner of a chassis brand,

what are the plans of Fullerton Racing Karts for 2018?

«After a year full of good results like 2017, both in Europe and in America, this year we decided to re-size our plans as a team. We will support a young driver in the Junior, Joseph Taylor, but our primary goal is to entrust our material to third-party teams, so we can focus all our efforts on providing a product as competitive as possible and obtain even more than last year.»

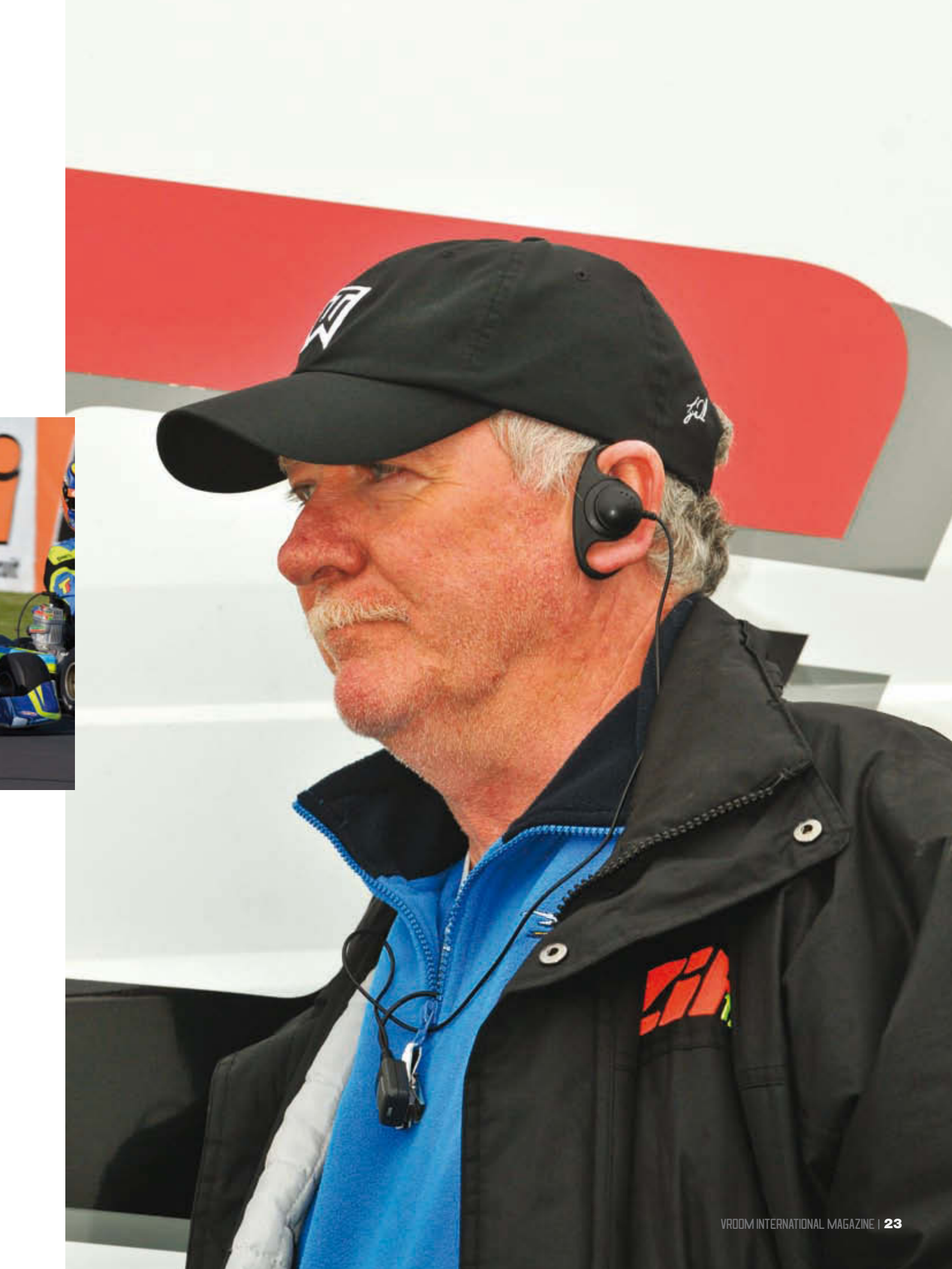
The Fullerton brand has taken part in races both in Europe and in America; what are the most important differences you have found?

«They are two different



Fullerton Racing Karts is synonymous with victory, both in Europe, where it immediately jumped to the headlines in England, and in USA thanks to Ben Barnicoat's podium in the prestigious SKUSA Super Nationals.

driver is still alive and this brings me back to when I was running. Obviously doing well in America is important considering the space that the market has carved out in the karting movement; many, including myself, have bet on it. The problem I find in Europe is the single-seater. The latter, and the haste to climb up as soon as possible, has created a dangerous mechanism that then reflects on the loss of appeal of karting and, consequently, of a market that is less palatable



in terms of investments. We must reverse this tendency to give energy back to our sport.»

Let's go back in time. Was there talk about settings when Terry Fullerton was running?

«In the meantime, it's important to remember that in my time there was a very different conception of set-up. We're speaking of the 70s; it must be said that compared to today there was almost no room for maneuver. The first adjustable components were born in Germany, especially the rear. Everything depended on that and, of course, on the driving style. We didn't look to make time in the tent, as often happens today, but on the track, working on ourselves.»

An anecdote to which the driver Terry Fullerton is very attached?

«It's a rather special story dating back to 1976, on the occasion of the Hagen World Championship. I remem-

ber that around 190 drivers took part, which was a really impressive result for the time. It was not like now, with Senior, Junior, KZ; then there was only one class, 100 International, direct drive. The qualifying system was very peculiar, the first 64 qualifying for Saturday's round of eliminations. On Friday I was very unlucky and I found myself betting everything in the second chance Heat, to enter the Saturday race.

On the second day, however, with a new engine, I managed to gain the pole for the first final (at that time there were 3 finals, of which the 2 best results were taken into consideration to assign the title, writer's note). My direct opponent was Felice Rovelli. At the end of the first lap we touched; at first I was able to start again, but then my chain fell and I was forced to retire. On the contrary, Rovelli closed 15th or 16th. With the first final gone, to still have a chance of glory, I could not make any more mistakes. In the 2nd

final from the last position I closed 3rd and it kept me in the game. But the favorite was Leif Larsson. In the last final it felt like we were at the stadium. There was a really incredible atmosphere and this played a very important role for all of us, as we felt extremely motivated. After a few laps, after starting from the back, I managed to gain the lead in front of Larsson, then passed by Rovelli. Had the race ended at that moment, I would have

been champion for the 2nd time. At 7 laps from the end, however, my brakes started to give problems. Rovelli pushed, I tried to close everywhere until we touched and my race was over. Again. A pity, really; however, despite the terrible defeat, it is a memory I will carry with me forever; an example of what it means to never give up. I tell this story to all my drivers, because this is what I want from them, that they never give up.»



AYRTON SENNA HAD NO DOUBTS: HIS MOST DIFFICULT OPPONENT WAS NOT ALAIN PROST, OR MICHAEL SCHUMACHER, BUT TERRY FULLERTON, AHEAD OF THE GAME IN KARTING EXPERIENCE COMPARED TO THE BRAZILIAN.

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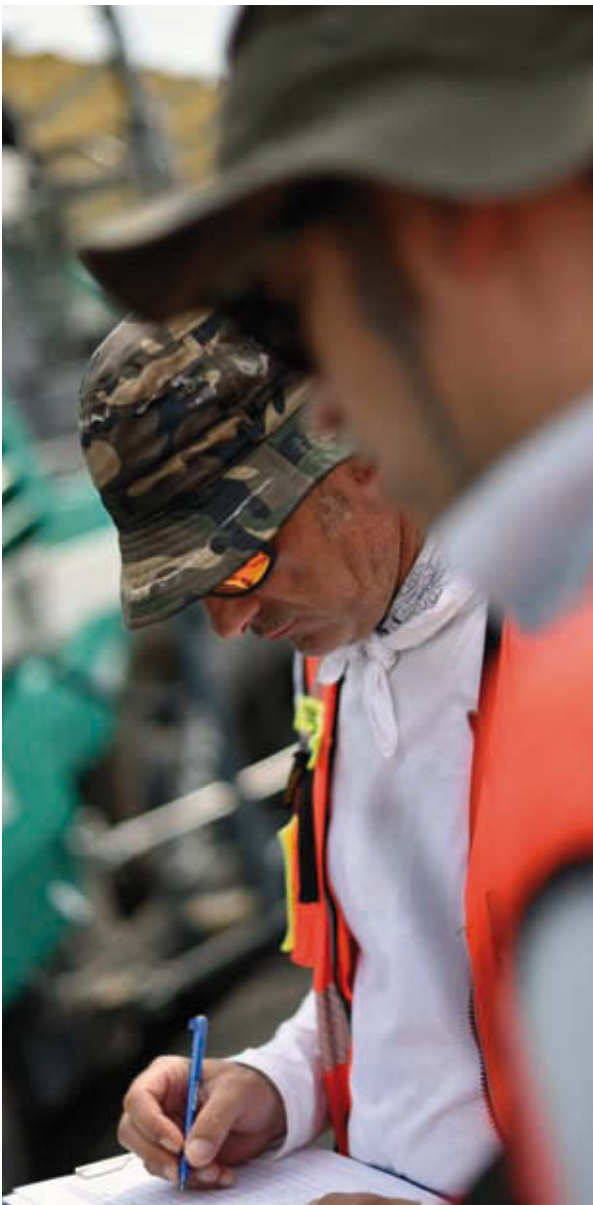
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The Pencil's Magic

GO PRO MOTORPLEX Mooresville / San Pancrazio Karting Circuit (Parma)

The study and technical completion of a project still unique in its kind was by Jarno Zaffelli, an established designer of race tracks. With his DROMO design studio, Jarno curated the initial consultations and their execution, from the very first surveys on what were the ashes of the San Pancrazio Circuit (closed since 2009) with the sons of Umberto Pellegrini, a historical figure in Parma as well as the creator of the original circuit and of the changes that made it unique over the years. By **Fabio Marangon**



Going one step further into the past, how was the idea born? To whom, the credit? To someone in Italy or in the USA?

There is an Italian-American union behind it all. The original idea came to Max Papis, an Italian driver successfully transplanted to the USA (Indycar; Nascar; IMSA) and, also, a former kart driver, who along with Justin Marks - a stock car driver - believed in the project to bring a piece of world

karting history to the United States. Max's goal, formed at San Pancrazio as a driver in the 80s, was to set new driving standards for drivers of the US talent pool or farm system, but also to give life to something still lacking on the other side of the ocean: a circuit that is, as Americans say, "demanding", that leaves the driver breathless and gives him or her a chance to refine their style. But also an excellent infrastructure, based on the highest safety

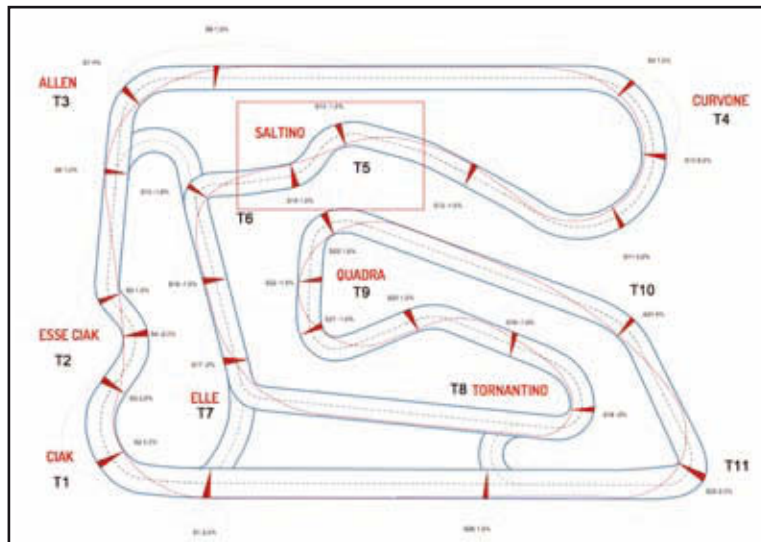
standards, which is aimed at the vast number of practitioners, both amateurs and non-amateurs, in the Charlotte area - a true US racing hub, perhaps second only to Indianapolis.

How long did it take to translate Max Papis' dream into a real circuit?

From Max's first call in 2011, when he told us about wanting to "bring San Pancrazio to the USA" to the official opening, less than a year passed. The track was inaugurated in October 2012.

How did you manage to reproduce in detail the historic "Mondialpista" (as

are not born on Autocad, but from a pencil and pad, and the person telling you this is someone who's been drawing circuits for 18 years. There is something special in the passion that leads to improving, step by step, a circuit born from the love for racing, and the track of Parma was born and grew precisely following this philosophy, which we wanted to respect. However, our job is to put our professionalism and experience at the service of an entrepreneur who presents us with a project, and of drivers, especially when it comes to their safety. In relation to the track, we have essentially based ourselves on



Umberto Pellegrini liked to call the circuit?

In truth, it wasn't really a "copy and paste". This, of course, was the basic goal, but we had to take into account several factors; first of all, the fact that designing a circuit today foresees the compliance to certain safety standards which in the past were more, shall we say, overlooked.

What are you referring to?

Let's start with a presupposition: the best tracks

the trajectory the karts travel - what we call the 'racing line' - to reproduce almost 100% the racing line of the original Parma circuit.

Together with Tiziano Pellegrini, we made some important evaluations regarding the final stretch of the track, the one that leads into the straights, given that the chicane in Parma forced the pilots to a non-optimal maneuver and did not favor overtaking. Where we could

The work on the layout of a modern circuit is divided into different phases carried out through measurements, simulations and technical drawing software. At its foundation, there is often, however, a hand-drawn draft from which the project takes shape - a human and creative factor that is difficult to do without even today.



improve the performance, the fun for drivers and the overall show, we did not hold back; in fact the curve that leads to the Mooresville straight is by all accounts very fluid as it allows to better exploit the exit and facilitating overtaking during the race. Then there is another historical point of the old track that we wanted to reproduce, the famous 'jump', and here I will tell you an anecdote: on the original track, this so-called jump was the result of a lengthening of the track that Pellegrini had created at a certain point. In creating the connection between the old circuit and the new part, this slight

difference in level was created due to a banking between the two sections, which over time became a key and very technical point of the track, beloved by the drivers.

Speaking of safety, what else have you taken into account? Was Parma really not safe?

That's not exactly the case, but about the fact that building a circuit today involves, first of all, obtaining an FIK homologation, in addition to the safety standards that the property decides to implement. To be clearer on this topic: the Federations give guidelines that guarantee a

minimum level of security, which is acceptable for the performance of sports that intrinsically still entail a danger. Often the property of the racetracks or karting tracks requires going beyond those standards, curating even more scrupulously run-off areas, escape routes and other such details.

Here too there is an amusing anecdote that I still remember: in the final phase of the project, when the track had not yet been inaugurated, the wife of Scott Russell (ex Superbike rider), a kart enthusiast, wanted to go for a test drive. Running off the track in the

final stretch, he almost ended up in a pond that was not far away, cutting a piece of track that came in the opposite direction.

After laughing at the amusing episode (fortunately without harm to the driver) they decided in no uncertain terms to insert the protective barriers we had, in fact, designed (and which were initially considered superfluous by the management) to avoid such incidents or accidents. In the US, the law is very strict and the property here in Mooresville has really raised the bar on safety - setting new standards, never seen before.



has left us as an inheritance, like this one, designed by Umberto Pellegrini on a sheet of paper resting on the ground in the arc of a night. But they are also the ones we are striving to improve through small changes - our work is indeed that of designing new ones but, also and above all, improving existing circuits - in addition to bringing circuits to safety standards, quality asphalts and infrastructures up to par.

In Italy, are there too many or too few circuits?

In Italy we have many of the most beautiful kart tracks in the world. I think, however, that there is a lack of smaller and cheaper kart circuits, one for nurturing new drivers. Shorter tracks where you can learn to drive well and at the same time tracks where space is given to the many newcomers, fans and amateurs who want to try their hand at this fantastic sport at what are reasonable costs.

How was working with the Americans?

We must acknowledge that Americans leave nothing to chance. Behind the success of a project there is always a business plan, high-level consulting and the constant effort to engage in understanding if the activities that the structure are meant to hold and carry out will make that business thrive. Everything is analyzed in detail even before laying the first stone and starting with the works. Certainly this is a method that bears its fruits on the distance. Basically, to start a successful project, just the initial economic investment is often not enough; in this, the people we worked with were really very professional.

Is there a possibility that the experiment repeats itself, for example with the Pista D'oro or others that in Europe have closed or are near closure, such as Kerpen? The USA does not lack for space.

We wouldn't mind, why not? Of course, however, as in

Mooresville, somebody has to invest work, passion and resources because to give life to a project of this size is not a joke and with the means available today, but also with the large investments and the unknowns that the management of the business side involves, there is no room for improvisation.

Are there, in your opinion, substantial differences between old- and new- concept circuits? What is the modern trend?

As already mentioned, today we have advanced design tools, but a circuit that functions is still a circuit that comes from the heart and the passion for this sport. The old circuits, let's call them that, were maybe not perfect circuits in the beginning, but over the years, learning from mistakes and making improvements, then entered the heart of the drivers. Sometimes we try to create the perfect

circuit, reproducing some of the twists and turns already existing on various circuits to then 'assemble' them only to end up giving life to "Frankensteins" without a real personality, and this is a philosophy that we do not like. The most beautiful tracks in the world are those in our opinion that the past

PAST AND PRESENT

Above, Tiziano Pellegrini engaged in surveys that allowed the project to take off. The Studio DROMO of Zaffelli (below) works on circuits all over the world, to improve the safety and pleasure of on-track driving with racing and/or non-racing vehicles.



Ready to go

The season of the Direct Drive classes comes alive with the start of the European FIA Karting Championship scheduled on the International Circuit of Naples from 20 to 22 April. **TEXT A. GIUSTINI**



After “sharpening their weapons” during the winter and following the first seasonal outings, the International Karting Circus is preparing for the first big event of the season, the FIA Karting European Championship, which the single-speed classes start in Sarno the weekend of 22 April.

Just by looking at the name of the event, “FIA Karting European Championship Kart Grand Prix of Italy”, one realizes that there’s something new compared to what we had

seen until 2017, which goes far beyond a simple marketing stunt. From 2018, in fact, the promotion of FIA events is entrusted to RGMMC, which sees James Geidel as its President. Already known and appreciated in the world of karting, Geidel had already made it clear during a conference organized by Vroom at IKA 2000 in Offenbach, that the election of RGMMC as promoter would lead to several changes.

A decisive break with the past, beyond a renewal of the cat-

egories’ image, one especially geared to the commitment to ensure a greater media presence of karting itself and the demolition of all those barriers that in recent years have made CIK events lose their appeal; these are the cornerstones of his mandate. Will the promises be respected? To find out, it will be necessary to wait for the competitions to take place, but a bright future is already on its way.

The European Championship returns to being disputed in four events, instead of the five

in 2017, with their geographical settings across the Old Continent all the way up to the United Kingdom. Racing starts in Sarno, moves to PF International in Brandon, and then to Ampfing in Bavaria. The grand finale is in Essay, in Normandy.

The Naples International Circuit was the only one to be confirmed on the European scene after last year, while Le Mans, Alaharma and Oviedo have left the stage.

The race that arouses concern is Ampfing because it will prac-



Above, Jonny Edgar (Exprit / TM) before the race during last year's Sarno round. The Briton of the Forza Racing, second after qualifications, takes the lead of the race during the first lap of the Final and keeps it until the finish line. On the left, the grid of the final OKJ final in Sarno with Edgar and Bortoleto on the front row.

tically take place as an unknown. Besides the fact that many drivers have never raced on it, the kart track has never been part of the single-brand calendar in recent seasons. For this reason, drivers who are capa-

ble of adapting quickly to new circuits and those who exploiting the appointment of the Deutsche Kart Meisterschaft on 3 June to do some testing will gain an important advantage. The track's man-

ager informed us that, to obtain the new system approval, the layout has not modified, except for a few measures to secure the safety barriers.

The nature of the track, therefore, remains the same: a very tortuous initial stretch that leaves room for a sequence of two straights broken by a chicane and a hairpin to the right, very similar to that of South Garda Karting of Lonato, which then opens onto the straight across the starting/finishing line.

Essay, instead, will be its first time with the OK homologation. Decidedly more recent the appearances of Sarno, which kicked off the season last year, and of Brandon, home of the last World Cup.

The Circuit International d'Essay hosted the 2014 World Championship valid for the KF and KFJ classes. The event will be remembered in Senior thanks to Lando Norris (FA / Vortex) who won, becoming the youngest champion in history. Having since moved on to single-seaters, Norris is currently engaged in Formula 2 with Carlin and seems to be headed for a future in the McLaren F1 team, as well as being a pupil of Fernando Alonso.



IT HAPPENED LAST YEAR INTERNATIONAL CIRCUIT OF NAPLES. SARNO, 19/23 APRIL:

Theo Pourchaire (Kosmic / Vortex) wins in the first round in **OK**, but fails to keep his momentum to the end of the championship, finishing 8th because of the "zeros" in Oviedo and Le Mans. The Moroccan Sami Taoufik (FA / Vortex) is crowned champion.

In **OKJ**, Jonny Edgar lays down the foundations for triumph in the European Championship that would mature in Kristianstad in the 5th round. In terms of lap times, in Senior it was always Pourchaire who scored the best lap time in 56"942. In Junior, the fastest was Kas Haverkort (CRG / Parilla), who did 59"159.



PREVIEW OF THE EUROPEAN CIK-FIA CHAMPIONSHIP

On a sporting level the winter prologue proffered several interesting themes

OK - Most striking was the top-level competitive start of Kart Republic which, with Lorenzo Trivisanutto and Hannes Janker, winner at Adria in the first of the WSK Super Master Series and at Lonato in the Winter Cup, made one thing clear: they are to be considered among the top contenders for victories. The return to form of Nicklas Nielsen with KSM Schumacher, after his time spent in autosports, was also news. Already in the last races of 2017, the Dane had hinted that he would do everything possible to recover the successes of which he was deprived in the past.

Several certainties also at

Tony Kart with David Vidales increasingly leader and able to contend for the positions that count. Back in CRG after the off season, Pedro Hiltbrand will at all costs want to replicate the golden year of 2016 wherein he was victorious both in direct and gearbox categories.

The WSK round in Muro Lecese were characterized by a slightly muted start of the two teams who were the protagonists in the 2017 continental kermesse, that is, Ricky Flynn Motorsport and Forza Racing. Among the possible outsiders, the official Kosmic driver, Roman Stanek, and Lorenzo Ferrari (Lennox Racing Team), with the latter

momentarily recovering from the frightening accident at La Conca. Looking to get back on track, Sodi's standard-bearer, Tom Joyner, who relies on solid consistent drives, a necessary virtue in a championship of four rounds, to make it back on top.

After a first glimpse at early 2018 characterized by cold and rain, and sometimes even snow as in the WSK Super Master Series round of Lonato, the leitmotiv of the first round of the European Championship will be the management of materials in relatively high temperatures, which inevitably leads to the subjects of tires and engines.

A WORD WITH THE DRIVERS

DAVID VIDALES

Tony Kart Racing Team
(Tony Kart/Vortex)

"It will certainly be a hard-fought European because all the teams have started very strong and the level is very high. We have two races in Sarno before it starts and we will need to prepare the continental debut. Our goal is to win. Of the four tracks, I really like PFI, also because it was there where last year I made the podium at the world championship. Even Sarno I always liked, both the old and the current version."

PEDRO HILTBRAND

CRG Racing Team (CRG/TM)

"Our goal is to fight to win



Above, Pedro Hiltbrand engaged in Lonato during the Winter Cup. The Spaniard returned to CRG after a season in Tony Kart with the goal of winning the European championship in mind. On the left, Nicklas Nielsen (Tony Kart / Vortex) was one of the protagonists of the events of the beginning of the year, where he always fought for victory. Will he be able to give KSM Schumacher the continental crown also in OK, after Leon Kohler's in KZ2?

On the right page, David Vidales (Tony Kart / Vortex) racing against Jonny Edgar (Exprit / TM) in the "prologue" of the OK season.



the championship. It will be hard as always, but we have the potential to do it. Since returning to CRG I felt immediately at ease, despite having stopped for a couple of months. The new CRG chassis and the TM engine are excellent. We got two podiums in as many races at the last events, but we want to win. Looking at the calendar, I always liked Sarno. It's the first race and it's important to start strong."

NICKLAS NIELSEN

**KSM Schumacher Racing Team
(Tony Kart/Vortex)**

"I look forward to the start of the competition with great impatience. After the 2nd place in 2014, my goal is undoubtedly to win. The material is great, the team is ready. I'd say we have what it takes. Regarding my favorite track, well, it's hard for me to say: I can't give you an answer off the bat, but I'd put Essay and PFI slightly more favored compared to the others."

LORENZO TRAVISANUTTO

KR Motor Sport (KR/Parilla)

"The European Champion-

ship, together with the World Cup, is one of the events of the season we aim for more. I think it's in our chances to win or however contend for victory. We will have to be very constant, this counts as much as the victories. I think it will be a very balanced championship, I see 4 or 5 drivers able to win it. Much will also depend on the developments brought by the teams, especially in the field of engines. Among the favorite tracks I'd certainly mention Sarno, even if in the new version I still have to fix a few details, but most of all the PF International to which I have a credit to claim, seeing how last year we had incredible potential that then however did not materialize."

TOM JOYNER

Sodikart (Sodi/TM)

"From this European I expect to be competitive, I want to fight for the positions that matter and give 100% for me and the team. Undoubtedly the two WSK races will help us best prepare and I am convinced that understanding how to move before the race will be

fundamental. On the tracks, I cannot give a complete judgment because I have never raced in Ampfing; as for the rest, what can I say ... Sarno, Essay and Brandon: there will be a home race for each of us in Sodi."

LUIGI COLUCCIO

Birel ART Racing (Birel ART/TM)

"The European Championship represents for me one of the most important competitions of the season. I feel motivated and ready to demonstrate my skills race after race. With the team I will work strenuously to get there ready and to compete for an important result. On the calendar, I can say that I would have preferred to run the Italian race in Muro Leccese instead of Sarno, but I do not mind the latter anyway. It is stimulating to know that I have to compete in international-level tracks on which I have never raced before."

JONNY EDGAR

Forza Racing (Exprit/TM)

Forza Racing (Exprit / TM)
"With the team we are very busy preparing the competi-

tion in the best possible way. It being my first year in Senior, I do not have any pre-established expectations, but I will do my best anyway. The tracks are all really beautiful. This year will also be the first of RGMMC as a promoter. I ran in some races where they were involved and I was pleasantly surprised. I am convinced that this change will lead to the development of new interesting ideas."

DEXTER PATTERSON

Forza Racing (Exprit/TM)

"I think the European is a really exciting challenge, my FIA competition being in OK. I'm working really hard to achieve good results. The target? Finish as high as possible in the ranking. Obviously the track I prefer in the calendar is the PF International, where I obtained important successes like the World Championship last year in OKJ. I have never raced at Ampfing and Essay and the European will be a good opportunity to get to know them."

PREVIEW OF THE EUROPEAN CIK-FIA CHAMPIONSHIP

OKJ - Robbed of last year's podium winners, since both the champion Jonny Edgar and Harry Thompson and Jack Doohan (who even jumped into single-seater) will not be in the race to defend their results as they are committed to OK. The number one candidate is, therefore, Hadrien David, 4th last year, and winner of the last WSK race in Puglia. Together with the Frenchman of Kosmic, other contenders are certain to be Paul Aron of Ricky Flynn, 1st in the Winter Cup, and Luca Griggs, on whom however weighs, at least for the debut in Sarno, a stop due to an injury. To this list of names, we might add the official drivers of Tony Kart and CRG, respectively Laurens Van Hoepen and Gabriel Bortoleto.

On the technical level, the 2017 Sarno ranking offers six products of the OTK group (Tony Kart, Kosmic, FA and Exprit) which, moreover, seem to have a margin over the competition. In this regard, the weather may also be a factor, which could lead teams to make different choices after a winter that was not very indicative towards estimating the forces in the field.

A WORD WITH THE DRIVERS

HADRIEN DAVID

Kosmic Racing Team (Kosmic/Vortex)

"It will be fundamental to see the results of the two WSK races in Sarno to understand if we have the pace to stay there. In any case, the best thing would be to win and get important points right away."

LAURENS VAN HOEPEN

Tony Kart Racing Team (Tony Kart/Vortex)

"I can't wait for the championship to start. I am very confident. In Tony Kart I feel at home and I can assure you that it matters a lot. On circuits, Sarno I like a lot and in any case I find the other tracks very stimulating."



Above, Luca Griggs (Exprit / Vortex). The Briton will return to Sarno after being unable to run in three races due to a left hand injury in the March test at Muro Leccese. Above, Brazilian Gabriel Bortoleto (CRG / TM) is among the contenders for the European Junior title.

LUCA GRIGGS

Lennox Racing Team (Exprit/Vortex)

"They will be four really exciting races. I can't wait to get back to driving after the hand injury. The imperative will be to push hard, always. Regarding the tracks, I have two preferences: Sarno and the PFI, which I know really well. I have never raced at Ampfing and

Essay, but this stimulates me to go fast right from the start."

GABRIEL BORTOLETO

CRG Racing Team (CRG/TM)

"My objective? Win and give the maximum at every race. I can't wait to start. The track that I like the most is certainly Sarno and luckily it is the first."

With the European Championship at the door, 2018 is ready to fly. After several seasons in a sort of squal, the OK and OKJ homologated classes seem to have finally found their own and proper dimension and the registrations that arrived en masse in the first seasonal races show how the single-gear discipline has found the right level of credibility in the karting movement.

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- 1 World Championship OKJ
- 3 World Cup FA/KF1
- 1 World Cup KF2
- 2 World Cup KF3
- 2 European Championship KF
- 5 European Championship ICA/KF2
- 5 European Championship JICA/KF3/OKJ



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- CIK-FIA EUROPEAN CHAMPS & CIK-FIA EUROPEAN JUNIOR CHAMPS (ROUND 1)

2 SALBRIS (FRA)

MAY 6

- CIK-FIA EUROPEAN KZ CHAMPS (ROUND 1)
- CIK-FIA EUROPEAN KZ2 CHAMPS (ROUND 1)
- CIK-FIA KARTING ACADEMY TROPHY (ROUND 1)

3 PF INT'L (UK)

MAY 20

- CIK-FIA EUROPEAN CHAMPS & CIK-FIA EUROPEAN JUNIOR CHAMPS (ROUND 2)

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JUNE 17

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6 ESSAY (FRA)

AUGUST 5

- CIK-FIA EUROPEAN CHAMPS & CIK-FIA EUROPEAN JUNIOR CHAMPS (ROUND 4)



The International Circuit of Naples is one of the main points of the CIK-FIA karting competitions. Formerly the venue for the 2014 KZ World Cup and the European stage in 2017 and 2018, this year too, the European kermesse will start with the OK and OKJ classes

1 SARNO (ITA)

APRIL 22

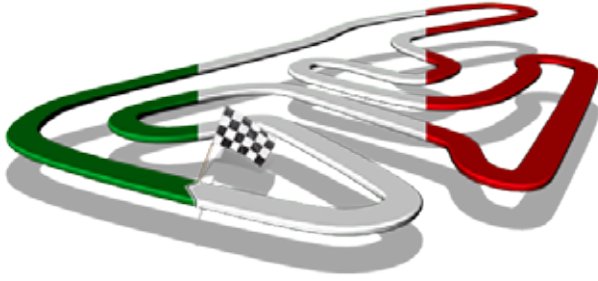
■ CIK-FIA EUROPEAN CHAMPS & CIK-FIA EUROPEAN JUNIOR CHAMPS (ROUND 1)

Circolo Internazionale Napoli
Via Sarno Palma 262,
84087 SARNO-SALERNO (SA), Italy
circuitointernazionalenapoli.com
info@circuitointernazionalenapoli.com

Circuit Data

Length: 1'547m

Width: 9-11m



2 SALBRIS (FRA)

MAY 6

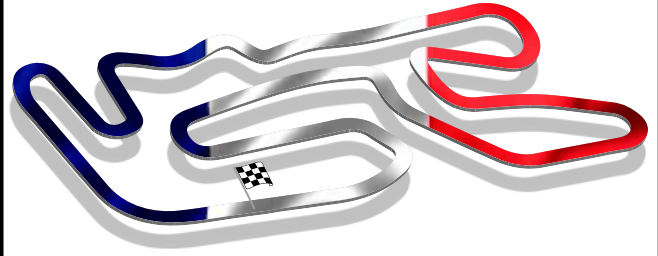
■ CIK-FIA EUROPEAN KZ CHAMPS (ROUND 1)
■ CIK-FIA EUROPEAN KZ2 CHAMPS (ROUND 1)
■ CIK-FIA KARTING ACADEMY TROPHY (ROUND 1)

Circuit International de Salbris
41300 SALBRIS
France
sologne-karting.com
info@sologne-karting.com

Circuit Data

Length: 1'477m

Width: 8-10m



3 PF INT'L (UK)

MAY 20

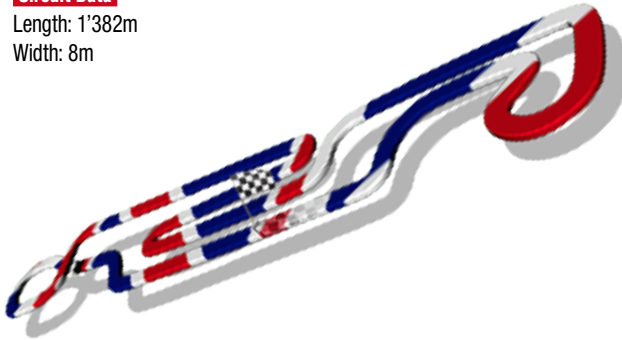
■ CIK-FIA EUROPEAN CHAMPS & CIK-FIA EUROPEAN JUNIOR CHAMPS (ROUND 2)

PF International Kart Circuit, Brandon,
GRANTHAM, NG32 2AY, Lincolnshire,
Great Britain
tvkc.co.uk/cik
clare@tvkc.co.uk

Circuit Data

Length: 1'382m

Width: 8m



4 AMPFING (GER)

JUNE 17

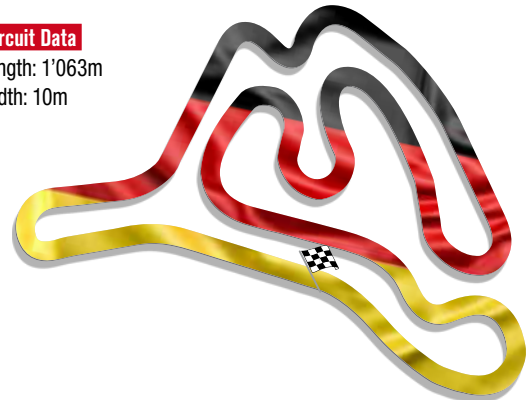
■ CIK-FIA EUROPEAN CHAMPS & CIK-FIA EUROPEAN JUNIOR CHAMPS (ROUND 3)

Kartshop Ampfing, Notzen 11,
84539 AMPFING, Germany
kartshop-ampfing.de
info@kartshop-ampfing.de

Circuit Data

Length: 1'063m

Width: 10m



5 LONATO (ITA)

JULY 17

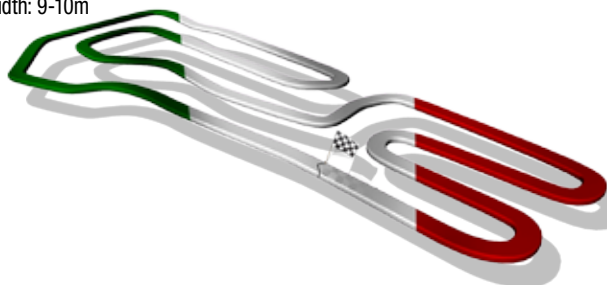
■ CIK-FIA EUROPEAN KZ CHAMPS (ROUND 2)
■ CIK-FIA EUROPEAN KZ2 CHAMPS (ROUND 2)
■ CIK-FIA KARTING ACADEMY TROPHY (ROUND 2)

South Garda Karting
Via Corte Ferrariani snc
25017 Lonato Del Garda (BS), Italy
southgardakarting.it
info@southgardakarting.it

Circuit Data

Length: 1'200m

Width: 9-10m



6 ESSAY (FRS)

AUGUST 5

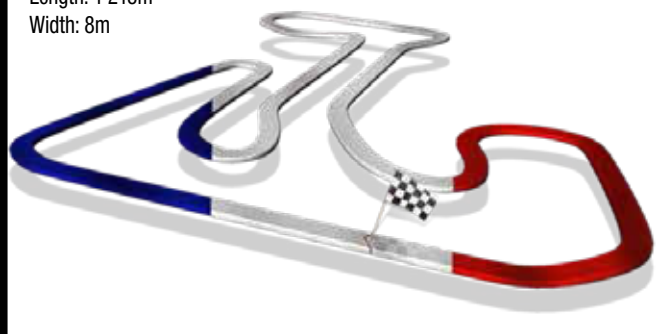
■ CIK-FIA EUROPEAN CHAMPS & CIK-FIA EUROPEAN JUNIOR CHAMPS (ROUND 4)

Circuit International d'Aunay
Les Bois
61500 AUNAY LES BOIS, France
ouest-karting.fr
ouest.karting@orange.fr

Circuit Data

Length: 1'213m

Width: 8m



CLOSE UP
ACADEMY
TROPHY

THE ACADEMY OF RECORDS

Although it hasn't yet started, the CIK-FIA Karting Academy Trophy has established an important record: with 40 countries represented, the 2018 edition will be the most international ever. Text **A. Giustini**



When we dealt with the new 2018-2020 homologations in recent issues of Vroom, and especially when we dealt with new fairings, we had many interesting exchanges of information and opinions with the managers of KG Karting, the firm belonging to Pierluigi Giacometto that produces plastic components in the area around Turin. When the new 506 model was presented, reporting everything that had emerged

from our talks had not been possible; nonetheless, various curiosities worth mentioning did emerge, including an understanding of what's behind apparently simple components such as the kart's fairings, ie nosecones, number plate, and sidepods. Created in 2010, the CIK-FIA Karting Academy Trophy prepares to start its ninth season in the best possible manner, as is clear by the active interest and participation of so many

national karting movements. This year, in fact, as many as 40 nations will be represented, including countries such as Barbados, Kenya, Malta and Taiwan for the first time. A record that wipes out any doubt about the Academy's success, its merit being to having made the concept of single-brand in the CIK-FIA scene function. In this same sense, the role played by the OTK group, supplier of the Exprit frames and Vortex engines,

has always been decisive, with its great focus on balanced performance and competition. Everybody's pleased, in sum, and all participants are motivated by the prestigious prizes to be fought for and won. The winner gets to participate in the FIA World Championship in the official OTK teams, while the absolute Top 5 drivers receive free entry to one of the 2019 FIA European Karting categories.



CLOSE UP ACADEMY TROPHY



AN IMPORTANT SHOWCASE
FOR PARTICIPANTS WHO WILL
THUS HAVE THE OPPORTUNITY
TO BE OBSERVED BY THE MOST
IMPORTANT TEAM MANAGERS

The 2018 calendar includes three rounds, held in conjunction with the European for the gearbox classes on the occasion of the first two events scheduled in Salbris the May 6 weekend, and in Lonato on the weekend of July 15. The last event coincides with the KZ and KZ Super Cup World Championships taking place on the Belgian track of Genk from 6 to 9 September. An undoubtedly important showcase for participants who will thus have the opportunity to be observed by the most important Team Managers of the international karting scene.

Of the 40 countries involved, 10 have received the privilege of being able to enroll two drivers, thus doubling their chances of victory, namely Italy, Belgium, Holland, Brazil, France, Spain, Sweden, Japan,

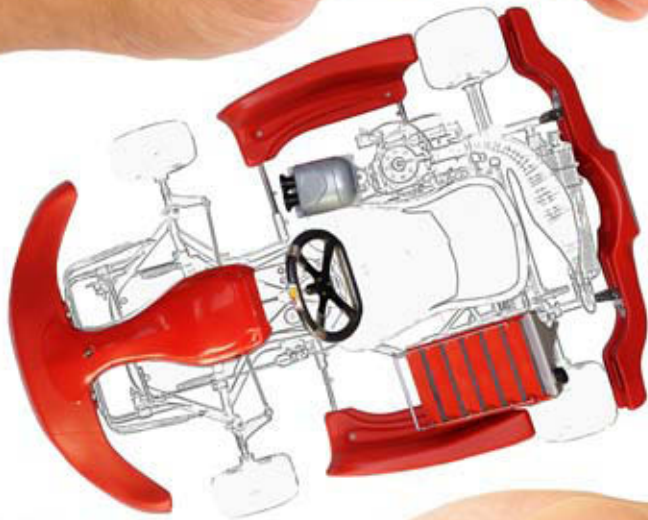
the United States and Russia. From this list came the 2017 winner, that is Belgium, with its driver Xavier Handsaeme, who then took part in the OKJ World Championship at PF International in Brandon, England, flying the colors of the Kosmic factory team. After the experience of Leonardo Caglioni in the last edition, the Italian flag will be defended by Federico Albanese and Matteo Roccardelli. To date, the one Italian victory dates back to 2012 with Mattia Drudi, who later established himself in the Porsche series. 2018 will also be remembered as the “pinkest” year of the Academy’s nine, with three females on the starting grid. Women have already left an indelible mark in the history of the series, thanks to Marta García Lopez, the 2015 winner, later noticed by Renault which

had her in their Junior Team. Motorsport owes much to the CIK-FIA Karting Academy Trophy for fostering talented drivers now well known on the international racing circuit. Most current, Charles Leclerc, winner of the 2011 title, now in Formula 1 with Alfa Romeo Sauber, and Esteban Ocon, the Force India F1 driver, a star of the Mercedes universe. Not to be forgotten, George Russel, who dominated last year in GP3, now in F2; Richard Verschoor, twice champion in Spanish and Russian F4 in 2016; and the kart driver Stan Pex. Having consolidated its role as an entry level category in international competitions in which many drivers participate to best prepare for their next jump into Junior, the Academy prepares to switch off the red lights of the 2018 season, and we’re all set to go!



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Pictured, starting phases of Junior Rok. Thomas Nepveu (242) leads the group under pressure of Matheus Morgatto (262) and Arias Deukmedjian (200). The final concludes in same positions

SPECTACULAR FINISH!

This third and last stage at the Orlando Kart Center (Florida) ends the important event promoted by the US Rok Cup. Titles were assigned for the seven categories fighting for wins and positions, from Rok Micro to Rok Shifter Senior.

Words: **S.CORRADENGO** Pics: **Marianella Gonzalez**



Three weekends of motorsport à la stars and stripes, this 2018 edition of the Florida Winter Tour. Plenty of participants right from start, a good show of the category's worth. No less exciting this last appointment at the Orlando Kart Center (FL). The weekend's sunshine welcomed the event and the great public turnout.

In Micro Rok, Caleb Gafrarar prevailed, while James Egozi is the Mini champ; triumphant in Junior Rok, Matheus Morgatto. A hard-fought Senior Rok saw Ryan Norberg triumphant. Other winners: Magno Gaia in Rok Master, Mathias Ramirez in Rok Shifter Senior, Bagheri Farshad in Rok Shifter Master. The winners in the seven categories will take part in ROK THE RIO in Vegas and the Rok Cup International Finals in Lonato, Italy.

MICRO ROK CALEB GAFRARAR, DOMINATOR

Full on right from the start, Gafrarar takes pole on Friday with a 1'01"704; behind him, albeit close, Matias Orjuela by 0.077sec. Third, and further behind, Manuel Gonzalez. On Saturday, an almost embarrassing show of domination by Gafrarar, his the

three successes in three scheduled heats, overwhelming victories that grant the young driver pole for the pre-final. Again a second place for Orjuela, author of two second places and a fourth. In third place, Danny Dyszelski, with two third places and a second.

Prefinal - In the twelve laps of the first race on Sunday, no changes at the top of the category. Gafrarar grabs the last pole position of the season for the final.

Final - No change in the ranks during the final event of the Florida Winter Tour in Mini Rok. Once again, Caleb Gafrarar leaves nothing to his rivals, crosses the finish line first. Alone in command, but not without pressure, worthy of note the performance of Dyszelski, able to close in second place with one tenth of second from the leader. Third place to Matias Orjuela. Fourth and fifth position for Ayden Ingratta and Francisco Moreano. Remarkable gain for the latter with seven positions grabbed. Final classification reiterates the supremacy of Caleb Gafrarar who wins title with 2157 points. Dyszelski in second with 1984, Orjuela 1795. The trio will be at ROK RIO 2018 and, moreover, racers to watch in Las Vegas in the November race.

MINI ROK KAI TAKES WEEKEND, EGOZI THE CROWN

Qualifying, hard-fought as usual, for the young Rokkers of the Mini. Lively rivalry right from Friday. Alex Powell is fastest with 59"228, enough to win first spot on the grid in front of Herman Ovenstad. In third, the leader James Egozi. A quick look at time sheets reveals that as many as twenty drivers have clocked in times in the space of a second. Competitive? You bet. Three heats in Mini Rok, a real battle for top positions, pole grabbed by Jeremy Fletcher, with a victory and two second places; well also James Egozi thanks to the success of a heat, a second and third place. Kai Sorensen, also winner of a heat, a fifth and a sixth place.

Prefinal - At the start Fletcher fails to make the most of pole, finds himself quickly off podium positions; Kai Sorensen climbs, moves in, to soon triumph in the race. Behind him, Powell, also up three positions. Completing the virtual podium, Jace Park. Fourth, James Egozi.

Final - A continuous battle for positions animates category final. Pre-announced clash between Sorensen and Egozi, continues for championship title war, not just for event battle. At the finish, Sorensen leads by only 0.075 sec on Egozi, winner of champ title.



CALEB GAFRARAR - MICRO ROK

"We went to the Rok Winter tour with the mindset of 'Lets go see what it is like', we didnt know anything about the Rok motor. One thing we did know was our Parolin Chassis. A few issues in practice the very first race, but the remaining races went without issue. We had great competition, but were able to win every event.

We are extremely happy to have done that! It wouldnt have been possible without Parolin Racing Kart, Woltjer Racing Engines, Speedlab Graphics, Jim Russell Jr Karting, SRI Performance, and Chuck G Fabrication. I have to thank my mom for her hard work, and my dad, he is a pretty good mechanic and tuner.....he won a Florida Winter Tour championship in 2012! My best memories? The alligators at the Palm Beach race track! Winning heat races by more than 4 seconds over my competition. Right now we are on Pro Tour mode. We are also preparing for the Rok Festival in New Orleans in May. We have won the ticket to Rock the Rio, but as of right now, we don't have a ticket to Lonato".



MATHEUS MORGATTO - ROK JUNIOR

"My weekend was very hard, after being with a bent chassis almost the whole weekend. After fixing the problems, pretty ready and able to be the champion! I can't say that I expected it, but for me was very hard this championship. Racing with awesome drivers."



JAMES EGOZI - MINI ROK

"It was a tough weekend. It always is when competing against great drivers. Hard work. I went into the event focused and determined to win the title. I was fast all weekend, always in the top 4 of every on-track session. My confidence was high but in the end it was a fight, never easy. I am very much looking forward to the ROK International Finals. It is still months away but I will be preparing mentally and physically with Team Koene and my strength Coach Everton Oliveira to go up against the best in the world. This will be my second time attending a World Final, so I know it won't be an easy challenge at all. I will bring everything I have, as I always do. I will do my best to bring home another title. It would be the biggest of my career so far."



Third Alex Powell, ahead of Miguel Costa and Jeremy Fletcher. Final standings: James Egozi, first, with 1868 points, second to Sorensen at 1790, third Powell with 1708. Egozi will represent Team USA at ROK International Finals in Italy, at Lonato circuit.

ROK JUNIOR TITLE TO MORGATTO; NEPVEU WINS FINAL

The Canadian Thomas Nepveu is fastest in qualifying with 54"334, leading by one tenth ranks leader Matheu Morgatto. In

third place, Arias Deukmedjian. The heats reshuffle the playing cards. Tyler Gonzalez, thanks to three second places, gets pole position of pre-final. Behind him, despite a victory, Matheus Morgatto, penalized by two fourth places. In top three, the contender of the first seasonal races, Ugo Ugochukwu, thanks to a fourth and two third places. Worthy of note, Fernando Barrichello's performance, fourth overall.

Prefinal - Despite starting in tenth, Thomas Nepveu ably fights to first position and

gets to play for the final victory. Three seconds over Ugochukwu, second at the end of the race. Good show by Deukmedjian, with twelve positions gained. Only fourth Matheus Morgatto. Fifth, Tyler Gonzalez.

Final - Victory in the final ends Nepveu's great weekend. Behind him, Matheus Morgatto, author of a good series of passes. The Brazilian climbs onto the podium and wins his well-deserved title. Third, Arias Deukmedjian, fourth a good Ugo Ugochukwu, at the top in very first stages of the race. Mor-



Above, American Peter Licciardi, left, celebrates race victory. Right, a smiling Farshad Bagheri celebrates victory of overall title at last race. In small picture, Rok Master podium with Adrian Donkers, Magno Gaia and Gabriel Iemma, from left to right. Category winner, the Brazilian Gaia

**FARSHAD BAGHERI
- ROK SHIFTER MASTERS**

“Yes it was a lot of hard work and many challenges that lead to us winning the title.

Very satisfying to win given all the hardship we had to go through. The path is always bumpy given the level of competition. I guess if it wasn't hard to win, it wouldn't be as satisfying.”

PETER LICCIARDI - ROK SHIFTER MASTERS

“I didn't expect to win the last race. That thought did not even cross my mind. My mechanic thought I could do it but I did not. The first two rounds of FWT I had some pace, but I had a lot of bad luck. My goal for Rd3 in Orlando was to fight for a podium. Last year I made some good friends in Florida and started racing there heavily. I have always heard of the FWT and it's great level of competition. Then an opportunity was presented to me to be able to run all three rounds of the tour so I jumped at the chance, I never thought I would do the whole tour really. Next races will mostly be club races, but my next larger races will be the ROK festival in New Orleans, the rok festival in New York, and probably the rok the rio race in Las Vegas as well”.

MAGNO GAIA - ROK MASTERS

“The weekend was perfect ! We had hard work in Orlando Track which is a very tricky and has a lot of little secrets hidden to be fast, but in the end we could have a perfect setup! I was really confident to be honest but until the finish line I was fighting!! You should not consider any gap on race or championship when you have your helmet on. I really want to to Pro Tour and Rok Las Vegas this year ! I am pretty confident that is possible to do good job as well.”



gatto (1975 pt) will participate in the Rok Cup International Finals. Second and third place for Ugochukwu (1891pt) and Thomas Nepveu (1686 pt).

**ROK SENIOR NORBERG TRIUMPHS,
COMPLETES HIS OPUS**

Weekend to remember for Eduardo Barrichello, the Brazilian of NF Piquet Sports, already very competitive during the competition, sets best time on Friday with 53"419, a 0.079 sec advantage on Arthur Leist; third, Ryan Macdermid. Leist wins two of the three scheduled heats that, with a second place, is good for pole in pre-final. Barrichello is on the front row, with a second, a fourth place and a victory. Third to Ryan Norberg.

Prefinal - Canada's Macdermind rises to the stage. Author of a brilliant series of overtakes that lead him to the front to cross the finish line in first place with two tenths advantage over Norberg and a second and a half over Eduardo Barrichello. A five-second penalty for an infraction relegates Leist to a sad 17th place. Final - Ryan Norberg wins the race. Only a second for



BARRICHELLO FAMILY

RUBENS

Rubens, you took part in the Florida Winter Tour weekend. How was it for you?

"It's always fun to race the shifters... physically I was feeling very good. I qualified 2nd but could only manage 3rd in the final. Still was really good as I overtook a competitor two corners to the end."

What can you tell us about your weekend? Are you satisfied?

"I couldn't practice a lot and when you think that I'm still racing competitively at age 45, I have to be happy with the weekend."

Do you think that American karting can become a reference point?

"I think so... many really good American racers already. And the Florida Winter Tour is already a reference... the only thing is that I think they need to put in place the moveable front bumpers so we can have better racing..."

How was it to run with your two sons? They are growing?

"It is always super fun to see my kids running... they are so competitive and I am so proud of them."

FERNANDO

Fernando, how do you feel after the weekend? You're growing, developing?

"I feel really happy... because different than the other two races where we had problems, this one my go kart was good and I could push to the limit and enjoy myself..."

How did you find the Florida Winter Tour?

"I love the FWT and to be able to race with my brother and my father is something else... I was starting 4th at the pre final but I was pushed to 23rd on the first lap. I feel that if it wasn't for that, I could have fought for the podium at the final."

EDUARDO

Tell us about your weekend in Orlando. You were very competitive.

Yes, It was a very nice weekend, and Orlando Kart Center is my home track and every Wednesday me and my brother go to practice there. I was quite fast during the weekend and managed to qualify in the pole for the heats, and with some good results I started in P2 for the pre final and got P3. With a very nice battle in the entire race, I finished P3 and got the title of vice-champion.

Are you satisfied with the final classification of FWT?

I am very satisfied with my final classification, and considering it was my first championship on the Senior class, with some really fast and experienced drivers.

Are you ready for the rest of the season? What races will you do?

In my opinion I am ready, and this year a new journey of my life will start, which will be the Formula Cars. I really liked the car, and I am looking forward to the 2018 season.

What do you think of this competition?

It is a very competitive and well-known competition. I'm really having fun with all of this. And I need to thank my dad mostly because without his hard work nothing that is happening would happen, so I owe him a lot.

Arthur Leist, who made up fifteen positions. Third place for Eduardo Barrichello. Fourth to Macdermid, penalized for driving infraction, then Hornbostel. General grants title win to Ryan Norberg with 2082 points, followed by Barrichello with 1812, and Macdermid with 1787. Norberg, as expected, will represent Team USA in Lonato at the Rok International Finals.

ROK MASTERS MAGNO GAIA FLEXES MUSCLES

A sparkling start, Magno Gaia's (Tony Kart / Legree), immediately on pole position as ranks leader. Behind by almost two tenths of a second, Gabriel lemma (Kosmic / Vortex). Third, Adrian Donkers (Tony Kart / VSR). A clear run also on Saturday for the Brazilian ace, three victories out of three during heats, valid for pole in the pre-final. lemma's results are also good, with a third and two fourth places. Donker, still in third place, set back by an eighth place, after second and third place finishes.

Prefinal - Victory again for Gaia, with a huge gap on Wesley Phillips (FA / ME), up two positions, against lemma, third.

Final - Powerful emotions in Master final. An excellent Phillip had in fact locked in a first place in a race he dominated from beginning to end. A result then canceled by disqualification due to final weight issues. Victory therefore inherited by Magno Gaia who, in this way, claims title. Second Donkers up two positions, third lemma. Closing the top five, Michael Auriemma (Tony Kart / Legree) and Francisco Dacosta (Tony Kart / Legree). The ranking therefore sees Gaia as





THOMAS NEPVEU – ROK JUNIOR

“I am very happy with the strong Orlando weekend with a dominant pole position in qualifying , a great pre-final going from 10th on the start to a 3,7 second lead win and obviously the dominant win in the final! I would say I am very satisfied with my progression true out the winter months that land a 3rd place in championship after a very strong last round”.



the final leader with 2159 points, Donker at 1722, lemma at 1708 points.

ROK SHIFTER SENIOR RAMIREZ IS CHAMPION, BARRICHELLO SMILES

Friday pole to Aj Myer with 51"519. Behind him, Rubens Barrichello and Mathias Ramirez, both at + 0.007sec. Aj Myer confirms top form even after heats. A single victory for him, plus a fourth and a second place. At his side, Jimmy Cabrera, thanks to two seconds and a third place. Austin Garrison follows with two thirds and one fifth. Fourth, Rubens Barrichello. Ramirez does well by

winning two heats, only to finish 18th in the decisive round: fifth place in the pre-final grid.

Prefinal - Myer's leadership lasts little, quickly pushed aside by Jimmy Cabrebra, who wins the pre-final, ahead of ranks leader Ramirez and Rubens Barrichello. Fifth place for poleman Myers, who leads for first three laps of the race.

Final - Compelling duel between Cabrera and Ramirez. Cabrera in the lead from lap one to lap 18, but, alas, is unable to keep behind a very determined Mathias Ramirez, who manages to pass and win on the

Top, Ryan Norberg (348), Rok Senior winner of weekend and overall title. In small pic, Rok Master phases with Magno Gaia (672) defending position against Donkers (606) and Lemma (652), weekend rivals



last lap. A thrilling race to the last, worth the season's title and the ticket to Lonato at the Internationals Finals. Completing his good weekend was Rubens Barrichello, who earned his third place on the podium. Fourth and fifth place for Myer and Simioni. Final classification: Ramirez with 1959 points, second place to Cabrera with 1818, third Myer at 1762.

ROK SHIFTER MASTERS RAGHERI, IN THE END...

Sensational weekend in Shifter Masters. Farshad Bagheri immediately leads on Friday with the best lap in 52"541, six tenths on Andres Hoffmann, his direct rival for the title. Third, Peter Licciardi. Hernando Sanchez takes pole of pre-final, thanks to two wins and a fourth place in qualifying heats. Next, Hoffman (two seconds and a third place) and Bagheri (a win, a third and

RYAN NORBERG - ROK SENIOR

"After taking home 2/3 wins, I am definitely happy with our result. My PSL Karting Birel ART was very strong all season, and I am glad to see our hard work pay off! During the final round in Orlando, we had pace all through practice but a mistake in qualifying put us behind for the races. After working from 6th every heat we were able to fight for the lead and take the win home in the final. It was a dominant weekend for all Birel ART products. My next Race is in Australia in three weeks and following that is the SKUSA Pro-Tour in Phoenix! I am really looking forward to the remainder of the season!"

Pictured, final podium of Senior Rok with Eduardo Barrichello, Ryan Norberg and Ryan Macdermid, left to right. Besides Norberg's title, a fantastic weekend also for Barrichello, front-runner throughout event

a sixth place).

Prefinal - Peter Licciardi leads this time, following his fight at the top with Sanchez, then second at the finish line. Great third place for Bagheri, called to collect as many points as possible, and Hoffman out of the game, penalized five positions for an infraction.

Final - Sunday's main event does not, in essence, change anything with victory to Licciardi who crosses the finish line with three seconds on Sanchez. Good race and podium for Chris Gannon, who takes third, six positions gained. Smiling and much-relieved, Farshad Bagheri, only sixth at the finish line, but enough to bring home the Trophy. Hoffmann again penalized, ten positions that cost the Argentine plenty. The general sees Bagheri lead with 1863 points, Licciardi at 1828, just off the mark. Third, Legrand with 1738 pt.

With the 20th Edition of the Florida Winter Tour now completed, ROK Cup Promotions is already looking to the future with two Rok Festivals. The first is scheduled for May 17-20 at NOLA Motorsports Park, followed by New York and Oakland Valley Raceway Park from July 19 to 22. Other tickets for the ROK International Finals are up for grabs for drivers competing in both festivals.

ROK's big event, its jewel, the ROK THE RIO event, takes place from October 30 to November 3, and it will be the stage for Rokkers from all over the world to race in the famous Rio All-Suite Hotel and Casino in Las Vegas. An event we won't want to miss!



LOOK AT THE RESULTS

RESULTS OF THE LAST ROUND OF THE FLORIDA WINTER TOUR (ORLANDO), INSIDE, GENERAL RANKINGS ALSO PRESENT.



Cik Fia International KZ2 Super Cup 2017
Alex Irlando (Sodi/TM) 1° classificato



Photo Lorenzo Moro



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ITALIANS REIGN

The twenty-ninth edition of the international trophy named after Andrea Margutti is now in the archives, history. An edition honored by 252 drivers. Five categories present, from KZ2 to X30 Senior. A springlike Friday gave hope for fine weather heats and finals, but then incessant rain hit for an almost “British” Margutti Trophy, in which four Italians excelled: Alessio Lorandi (KZ2, pictured), Enzo Trulli (OKJ), Andrea Rosso (OK) and Marco Moretti (X30 Senior). Sole foreign success was Coskun Irfan in the 60 Mini.

TEXT **S. CORRADENGO** PICS **FOTO RACE FRAME/FM PRESS**

OKJ Enzo Trulli at international premiere



Left, OKJ final podium. Center, a victorious Enzo Trulli raises the winner's trophy, his first in an international competition. Left, Gabriel Bortoleto, second; right, Petersen Hojgaard, third on the podium, after the penalty to Alfio Spina. Above, Gabriel Bortoleto (335), undisputed protagonist of the whole weekend, up to the battle with Trulli. Below, third CRG star, Alfio Spina (336), in the rain of South Garda, definitely developing, and increasingly competitive in junior, third place in the final, but then penalized for the spoiler.

Jarno Trulli "The transition from Mini to OKJ isn't easy. Precisely for this reason, I am surprised by Enzo's result in the Margutti. All this must be taken with due distance, of course, but I won't hide the fact that I'm pleasantly surprised."

46 drivers. Divided for the occasion in three groups at the end of qualifications. A very close time trial with Gabriel Bortoleto (CRG / TM), author of the best run in 47"993. Behind him, the

other two pole positions for groups C and D, all within the space of 0.078 sec with Petersen Hojgaard (Kosmic / Vortex) and Zak O'Sullivan (FA / Kart), in second and third place.

Gaps so minimal there could not but be closely fought heats. Bortoleto tops it, makes pole. The green-gold ace of CRG wins both heats. Hojgaard is second with a win and a fourth



place. Third, Alfio Spina with two second places. Trulli and Hantke (Tony Kart / Parilla) finish in fourth and fifth place. **Prefinal** without emotions with the drivers of the first rows playing cautious to reserve their all for the final. The only significant change, the fifth place of Luca Bosco (KR / TM) over Nico Hantke, penalized for his spoiler. **Final.** As expected, the final is a brawl at the top among the young “all blacks”. Gabriel Bortoleto manages to lead from pole, but sees a sure victory vanish three laps from the finish when on the tenth lap, Enzo

Trulli, showing great pace in the wet (his, the fastest lap in 1'04"408) dashes past, and crosses the finish line with almost three seconds on Bortoleto. A memorable moment for Enzo, the son of Jarno, former F1 driver, at his first international success. Although Bortoleto missed out on the top tier, he put in a good performance. Petersen Hojgaard finished third followed by Alexey Brizhan, who drove from 12th to fourth. Noteworthy, too, Alfio Spina's third place finish, then relegated to fifth place thanks to a three-second penalty for his front spoiler.

OKJ STARTING GRID

325	Salmenautio Atte Tony Kart / Vortex / Vega	22 Points	15	309	Weimann Jule Birel Art / Tm / Vega	44 Points
345	Hagman Caspian Tony Kart / Vortex / Vega	41 Points	14	314	Scheef Emil Kr / Parilla / Vega	41 Points
337	Huang Xizheng Crg / Tm / Vega	44 Points	13	302	Magnussen Mickey Tony Kart / Vortex / Vega	43 Points
334	Maxson Tyler Crg / Tm / Vega	41 Points	12	324	Speck Luis Tbkart / Parilla / Vega	39 Points
315	Volosyankin Viacheslav Fa Kart / Vortex / Vega	53 Points	11	322	Chiappini Tommaso Formula K / Tm / Vega	35 Points
326	Nousiainen Niki Tony Kart / Vortex / Vega	32 Points	10	341	Kramer Pablo Crg / Tm / Vega	43 Points
347	Doerr Ben Kr / Parilla / Vega	12 Points	9	348	Han Canyu Kr / Parilla / Vega	28 Points
304	Contecha Diego Parolin / Tm / Vega	29 Points	8	331	Ensgard Bastian Tony Kart / Vortex / Vega	27 Points
321	Wulf William Parolin Racing / Tm / Vega	26 Points	7	323	Osullivan Zak Fa Kart / Vortex / Vega	26 Points
306	Brizhan Alexey Parolin / Tm / Vega	26 Points	6	303	Ried Jonas Ricciardo Kart / Tm / Vega	18 Points
344	Andrade De Figueired G Kr / Parilla / Vega	12 Points	5	305	Simon Connor Primm Dr / Tm / Vega	20 Points
330	Karlsson William Exprit / Vortex / Vega	15 Points	4	349	Putyatin Vyacheslav Parolin Racing / Tm / Vega	11 Points
339	Hantke Nico Tony Kart / Parilla / Vega	9 Points	3	343	Bosco Luca Kr / Tm / Vega	11 Points
332	Trulli Enzo Crg / Tm / Vega	5 Points	2	336	Spina Alfio Crg / Tm / Vega	4 Points
301	Hojgaard Petersen Kosmic / Vortex / Vega	4 Points	1	335	Bortoleto Gabriel Crg / Tm / Vega	0 Points

OKJ FINAL

P	N	Driver	NAT	EQUIPEMENTS	GAP
1	332	Trulli Enzo	ITA	Crg / Tm / Vega	13 Laps
2	335	Bortoleto Gabriel	BRA	Crg / Tm / Vega	2.745
3	301	Hojgaard Petersen	DNK	Kosmic / Vortex / Vega	10.794
4	306	Brizhan Alexey	RUS	Parolin / Tm / Vega	11.608
5	336	Spina Alfio	ITA	Crg / Tm / Vega	11.784
6	323	Osullivan Zak	GBR	Fa Kart / Vortex / Vega	11.968
7	303	Ried Jonas	DEU	Ricciardo Kart / Tm / Vega	13.961
8	304	Contecha Diego	COL	Parolin / Tm / Vega	17.655
9	347	Doerr Ben	DEU	Kr / Parilla / Vega	18.023
10	326	Nousiainen Niki	FIN	Tony Kart / Vortex / Vega	19.979
11	331	Ensgard Bastian	SWE	Tony Kart / Vortex / Vega	21.068
12	322	DC.hiappini Tommaso	ITA	Formula K / Tm / Vega	21.686
13	337	Huang Xizheng	CHN	Crg / Tm / Vega	25.307
14	346	Zug Lilly	DEU	Kr / Parilla / Vega	28.703
15	334	Maxson Tyler	USA	Crg / Tm / Vega	29.337
16	319	Bertocco Gregorio	ITA	Tony Kart / Tm / Vega	30.502
17	309	Weimann Jule	DEU	Birel Art / Tm / Vega	34.930
18	324	Speck Luis	DEU	Tbkart / Parilla / Vega	42.369
19	340	Litvinenko Egor	DEU	Crg / Tm / Vega	42.958
20	345	Hagman Caspian	SWE	Tony Kart / Vortex / Vega	45.112
21	349	Putyatin Vyacheslav	UKR	Parolin Racing / Tm / Vega	59.177
22	343	Bosco Luca	ITA	Kr / Tm / Vega	2 Laps
23	318	Villa Edoardo	ITA	Tbkart / Tm / Vega	2 Laps
24	302	Magnussen Mickey	DNK	Tony Kart / Vortex / Vega	4 Laps
25	305	Simon Connor Primm	DEU	Dr / Tm / Vega	6 Laps
26	330	Karlsson William	SWE	Exprit / Vortex / Vega	8 Laps
27	325	Salmenautio Atte	FIN	Tony Kart / Vortex / Vega	8 Laps
28	341	Kramer Pablo	DEU	Crg / Tm / Vega	9 Laps
29	344	Andrade De Figueired G.	BRA	GuilhermKre / Parilla / Vega	10 Laps
30	314	Scheef Emil	DNK	Kr / Parilla / Vega	11 Laps
31	321	Wulf William	DNK	Parolin Racing / Tm / Vega	12 Laps
32	339	Hantke Nico	DEU	Tony Kart / Parilla / Vega	13 Laps
33	348	Han Canyu	CHN	Kr / Parilla / Vega	13 Laps
34	315	Volosyankin Viacheslav	RUS	Fa Kart / Vortex / Vega	13 Laps

KZ2 Lorandi... makes it three!



62 drivers put in a timed lap on a sunny Friday. Four pole positions starting from Giacomo Pollini (Formula K / TM) with 45"803, good for best overall time. Slot shared with Massimo Dante (Maranello / TM), Simone Cunati (Top Kart / Parilla) and Alexander Schimtz (Tony Kart / Vortex), from groups B to D. Outcome that seemed to indicate the weekend's certain protagonists, soon, however, surprised and upset by rain. Alexander Schimtz (Tony Kart / Vortex) confirms he's very much at ease

on a wet track; in fact, he dominated three direct matches and best placement for pre-final. Behind the German, two second places and a victory for Swede Persson Tornqvist (CRG / TM), virtual podium closed by Fabian Federer (CRG / TM), with a success, a fifth and a second place. Of note, the victory in the last heats for Alessio Lorandi (Parolin / TM), sixth overall. **Prefinal.** Alessio Lorandi climbs to the top, recovering five positions with a series of fast laps (1'02"201, the best lap).





Side, final KZ2 podium, from the left: Federer, Lorandi and Tornqvist. On the left page, a close-up on Alessio Lorandi (165). Below, Giacomo Pollini (104), his absolute pole position of Friday qualifying.

Alessio Lorandi

"It was a weekend certainly difficult to interpret because of the weather. We however managed to find a good wet set-up. This allowed us to be very competitive. In the dry unfortunately I wasn't able to put in many laps; on Thursday I was busy with the simulator, so I didn't do my best in qualifying. Surely the potential was very high even in those conditions."

Fabian Federer, the other pre-final protagonist, started from the second row and was well over 7 seconds late. Schmitz and Tornqvist finish third and fourth.

Final. Lorandi confirms his domination and also monopolizes the final. The GP3 driver sets his third seal on the Trofeo, which he also won in 2010 (60 Mini) and 2014 (KF). The seventeen

seconds advantage on Fabian Federer speaks plenty about performance in the final, but fortunately, Federer and Schmitz gave fans some excitement thanks to their thrilling duel for second place. The Italian then managed to prevail, followed by Tornqvist and Schmitz himself, then fourth. In fifth, Massimo Dante.

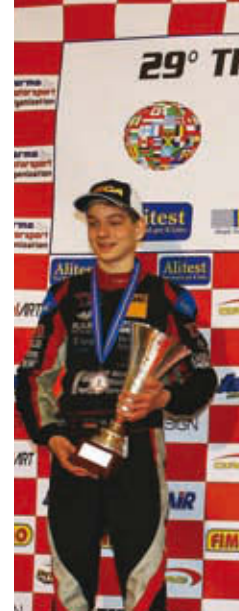
KZ2 STARTING GRID

155	Ruggeri Alessandro Formula K / Tm / Vega	17	167	Badrutdinov Danila Sodi Kart / Tm / Vega
164	Dzitievi Yuri Tony Kart / Tm / Vega	16	158	Morardo Fabrizio Sk / Tm / Vega
120	Mascialino Federico Bm / Tm / Vega	15	142	Denner Emilien Kali Kart / Tm / Vega
129	Guidetti Jacopo Bm / Tm / Vega	14	122	Fusco Giuseppe Formula K / Vortex / Vega
144	Konopka Martin Crg / Tm / Vega	13	152	Hold Christoph Maranello / Modena Engines / Vega
139	Berto Filippo Crg / Tm / Vega	12	119	Stell Daniel Mach 1 / Tm / Vega
115	Freimann Marc Tony Kart / Tm / Vega	11	161	Nilsson Brandon Intrepid / Tm / Vega
104	Pollini Giacomo Formula K / Tm / Vega	10	163	Cunati Simone Top Kart / Parilla / Vega
111	Varhaug Pal Crg / Tm / Vega	9	166	Chubarov Ivan Croc Promotion / Tm / Vega
148	Peklin Ivan Maranello / Tm / Vega	8	126	Rosati Fabrizio Crg / Tm / Vega
124	Dominik Schmidt Crg / Tm / Vega	7	102	Andre Matic Birel Art / Tm / Vega
150	Torsellini Mirko Kr / Parilla / Vega	6	156	Giannoni Lorenzo Ckr / Tm / Vega
105	Bernardotto Enrico Formula K / Tm / Vega	5	162	Albanese Danilo Tony Kart / Vortex / Vega
136	Pelizzari Alessandro Kr / Parilla / Vega	4	140	Giardelli Alessandro Crg / Tm / Vega
108	Tubben Max Crg / Tm / Vega	3	147	Dante Massimo Maranello / Tm / Vega
110	Tornqvist Persson Crg / Tm / Vega	2	138	Schmitz Alexander Tony Kart / Vortex / Vega
125	Federer Fabian Crg / Tm / Vega	1	165	Lorandi Alessio Parolin Racing / Tm / Vega

KZ2 FINAL

P	N	Driver	NAT	EQUIPMENTS	GAP
1	165	Lorandi Alessio	ITA	Parolin Racing / Tm / Vega	15 Laps
2	125	Federer Fabian	ITA	Crg / Tm / Vega	17.348
3	110	Tornqvist Persson	SWE	Crg / Tm / Vega	18.116
4	138	Schmitz Alexander	DEU	Tony Kart / Vortex / Vega	19.014
5	147	Dante Massimo	ITA	Maranello / Tm / Vega	22.262
6	108	Tubben Max	NLD	Crg / Tm / Vega	23.079
7	140	Giardelli Alessandro	ITA	Crg / Tm / Vega	23.951
8	136	Pelizzari Alessandro	ITA	Kr / Parilla / Vega	24.587
9	166	Chubarov Ivan	RUS	Croc Promotion / Tm / Vega	25.337
10	156	Giannoni Lorenzo	ITA	Ckr / Tm / Vega	27.792
11	150	Torsellini Mirko	ITA	Kr / Parilla / Vega	28.483
12	124	Dominik Schmidt	DEU	Crg / Tm / Vega	30.904
13	104	Pollini Giacomo	ITA	Formula K / Tm / Vega	32.362
14	126	Rosati Fabrizio	ITA	Crg / Tm / Vega	32.864
15	119	Stell Daniel	DEU	Mach 1 / Tm / Vega	33.454
16	161	Nilsson Brandon	SWE	Intrepid / Tm / Vega	33.707
17	115	Freimann Marc	CHE	Tony Kart / Tm / Vega	35.581
18	152	Hold Christoph	AUT	Maranello / Modena Engines	39.975
19	148	Peklin Ivan	UKR	Maranello / Tm / Vega	40.578
20	144	Konopka Martin	SVK	Crg / Tm / Vega	45.556
21	129	Guidetti Jacopo	ITA	Bm / Tm / Vega	46.294
22	142	Denner Emilien	FRA	Kali Kart / Tm / Vega	49.289
23	167	Badrutdinov Danila	RUS	Sodi Kart / Tm / Vega	50.352
24	111	Varhaug Pal	NOR	Crg / Tm / Vega	51.555
25	120	Mascialino Federico	ITA	Bm / Tm / Vega	54.554
26	102	Andre Matic	DEU	Birel Art / Tm / Vega	54.629
27	164	Dzitievi Yuri	RUS	Tony Kart / Tm / Vega	57.327
28	163	Cunati Simone	ITA	Top Kart / Parilla / Vega	59.238
29	122	Fusco Giuseppe	ITA	Formula K / Vortex / Vega	59.900
30	139	Berto Filippo	ITA	Crg / Tm / Vega	3 Laps
31	162	Albanese Danilo	ITA	Tony Kart / Vortex / Vega	4 Laps
32	155	Ruggeri Alessandro	ITA	Formula K / Tm / Vega	4 Laps
33	158	Morardo Fabrizio	ITA	Sk / Tm / Vega	7 Laps
34	105	Bernardotto Enrico	ITA	Formula K / Tm / Vega	8 Laps

OK Andrea Rosso, undeterred!



Single group for the 31 kartists, authors of the time attack. Hugo Sasse (KR / Parilla), poleman in 46"378 followed by team mate Luca Maisch (KR / Parilla) in 46"473. Tiny gap between the two, both ahead of compatriot Paul Enders (CRG / Parilla), third by two tenths, and best lap in 46"634. Andrea Rosso (CRG / TM) in fifth on Saturday followed by Franco Colapinto (CRG

/ Parilla). Saturday wet, divided into two heats. In the first run, Andrea Rosso finishes first. Three positions recovered and a best lap in 1'03"082, up against Luca Maisch, who started from second place. Third, Leonardo Anderruti (Tony Kart / Vortex), climbed from 22nd to finish third! Fourth and fifth place for Hansen (FA / Vortex) and Kenneally (Parolin / TM). Only seventh, however, the

poleman Hugo Sasse. In the second and final heats on Saturday, surprising twist of fate for Rosso, forced to start last due to a spark plug problem before the start. A furious rush for the Italian who, lap after lap, managed to climb back up to a great third place. In front of him, a direct clash between Maisch and Anderruti, with the Swiss victorious only on the last lap, with second place to the German of

TB Racing. Good runs by Marius Zug (KR / Parilla), fourth, and fifth to the Dane Hansen. Of note, the 3-second penalty inflicted on Kenneally, due to a loose spoiler, thus relegating him from third to sixth place. At the end of the combined heats, Andrea Rosso (a first and third place), wins the pole of the pre-final, alongside him, Anderruti (a third and a first place). **Prefinal** - Once again,



Left, Andrea Rosso (224) cuts the finish line of Lonato after dominating under the deluge, second success after his victory in OKJ in the previous edition. Above, Rosso on the podium between Marius Zug and E. Mads Hansen.

Andrea Rosso confirms his skills on a wet track. He finished first place ahead of Marius Zug, who gained three positions, and Luca Maish (penalized for the spoiler). Fourth and fifth place to Kenneally and Hansen. No luck for Anderruti, out of the race after a few laps.

Final - Andrea Rosso does not disappoint expectations, winning the final. Deserved success for the Italian who dominated starting Friday, and setting the fastest lap of the final with 1'03"214. Marius Zug wins the silver medal, third Mads Hansen, in the top positions throughout the weekend. Fourth place for Kenneally, once again penalized with three seconds for the front spoiler. Phil Doerr (KR / Parilla), fifth after climbing six positions. Of note, the twelfth place finish of Asia Mondino (CRG / TM) who made a remarkable rush through the pack with eighteen positions up from the starting position. Double penalty for spoilers for Maisch and Sasse, both out of the race.

OK STARTING GRID			
228	Mondino Asia Crg / Tm / Vega	16	201 Schulte Maximilian Birel Art / Tm Racing / Vega
203	Simonova Eliska Rossokorsa / Tm Racing / Vega	15	204 Boedler Cameron Kosmic / Vortex / Vega
221	Anderruti Leandro Tony Kart / Vortex / Vega	14	225 Born Miklas Exprit / Vortex / Vega
211	Salmenautio Riku Tony Kart / Vortex / Vega	13	216 Hedqvist Cecilia Tony Kart / Vortex / Vega
202	Enders Paul Crg / Parilla / Vega	12	217 Fungeling Luke Brando Sodi Kart / Parilla / Vega
234	Steingruber Tim Dr / Parilla / Vega	11	208 Troger Niels Crg / Parilla / Vega
207	Jurisic Matija Tony Kart / Vortex / Vega	10	213 Pavlicek Matej Praga / Tm Racing / Vega
210	Volz Rico Crg / Parilla / Vega	9	205 Mendez Juan Birel Art / Parilla / Vega
227	Qufaj David Tony Kart / Tm Racing / Vega	8	214 Degenbeck Patrick Kr / Parilla / Vega
226	Liwinski David Mach 1 / Parilla / Vega	7	218 Pros Frantisek Praga / Tm Racing / Vega
232	Cuman Nicolò Tony Kart / Tm / Vega	6	233 Doerr Phil Kr / Parilla / Vega
206	Sasse Hugo Kr / Parilla / Vega	5	223 Colapinto Franco Crg / Parilla / Vega
231	Kovacs Zsombor Exprit / Tm Racing / Vega	4	209 Troger Tim Mach 1 / Parilla / Vega
235	Kenneally Fin Parolin Racing / Tm / Vega	3	230 Hansen Mads E. Fa Kart / Parilla / Vega
229	Zug Marius Kr / Parilla / Vega	2	215 Maisch Luca Kr / Parilla / Vega
		1	224 Rosso Andrea Crg / Tm / Vega

OK FINAL					
P	N	Driver	NAT	EQUIPEMENTS	GAP
1	224	Rosso Andrea	ITA	Crg / Tm / Vega	15 Laps
2	229	Zug Marius	DEU	Kr / Parilla / Vega	1.770
3	230	Hansen Mads E.	DNK	Fa Kart / Parilla / Vega	14.691
4	235	Kenneally Fin	GBR	Parolin Racing / Tm / Vega	17.141
5	233	Doerr Phil	DEU	Kr / Parilla / Vega	17.642
6	214	Degenbeck Patrick	DEU	Kr / Parilla / Vega	28.827
7	205	Mendez Juan	PAN	Birel Art / Parilla / Vega	33.257
8	210	Volz Rico	DEU	Crg / Parilla / Vega	35.072
9	201	Schulte Maximilian	DEU	Birel Art / Tm Racing / Vega	36.663
10	217	Fungeling Luke Brandon	DEU	Sodi Kart / Parilla / Vega	42.534
11	213	Pavlicek Matej	CZE	Praga / Tm Racing / Vega	44.459
12	228	Mondino Asia	ITA	Crg / Tm / Vega	45.220
13	225	Born Miklas	CHE	Exprit / Vortex / Vega	56.706
14	227	Qufaj David	DEU	Tony Kart / Tm Racing / Vega	58.149
15	208	Troger Niels	DEU	Crg / Parilla / Vega	1:00.585
16	218	Pros Frantisek	CZE	Praga / Tm Racing / Vega	1:01.620
17	215	Maisch Luca	DEU	Kr / Parilla / Vega	2 Laps
18	232	Cuman Nicolò	ITA	Tony Kart / Tm / Vega	3 Laps
19	203	Simonova Eliska	CZE	Rossokorsa / Tm Racing / Vega	6 Laps
20	206	Sasse Hugo	DEU	Kr / Parilla / Vega	10 Laps
21	231	Kovacs Zsombor	HUN	Exprit / Tm Racing / Vega	11 Laps
22	209	Troger Tim	DEU	Mach 1 / Parilla / Vega	12 Laps
23	211	Salmenautio Riku	FIN	Tony Kart / Vortex / Vega	13 Laps
24	223	Colapinto Franco	ARG	Crg / Parilla / Vega	14 Laps
25	226	Liwinski David	NLD	Mach 1 / Parilla / Vega	15 Laps
26	207	Jurisic Matija	HRV	Tony Kart / Vortex / Vega	15 Laps
27	234	Steingruber Tim	AUT	Dr / Parilla / Vega	15 Laps
28	202	Enders Paul	DEU	Crg / Parilla / Vega	15 Laps
29	216	Hedqvist Cecilia	SWE	Tony Kart / Vortex / Vega	15 Laps
30	204	Boedler Cameron	DEU	Kosmic / Vortex / Vega	15 Laps

Andrea Rosso

"It was certainly a very difficult weekend, although honestly many of the "biggs" in the category were missing. I had already won the previous edition in OKJ, but this time the difficulties were greater due to the jump in the category. We were fast since Thursday, but Friday night we went to sleep feeling upset due to a lackluster performance. Saturday and Sunday the rain didn't leave us any respite. At the end of the heats we were in front. In fact. Together with CRG, we did a practically "perfect" job in setting up the the chassis. A motorboat, so to speak, given the conditions. Sunday was a day that I'll remember for a while," continued Andrea Rosso. "In addition to winning the final, I don't remember having ever seen a similar amount of water on the track! The conditions were really at the limit but the commissioners made the right decision by starting the race. Between one aquaplaning and the next, I managed to take my speedboat (CRG / TM) to the finish line, reaching it before everybody else. I felt comfortable and at ease during the final even if in critical conditions. The kart allowed me to perform fluid and "controlled" movements."

X30 Senior to Moretti



More than thirty drivers timed on Friday and led by Danny Carenini (Tony Kart) with his fastest lap, 48"712, just beating team mate Leonardo Caglioni (Tony Kart) by a gap of only 0.018sec. Third, Vittorio Maria Russo (Tony Kart), followed by Arnaud Malizia (Sodi) and Alessandro Bruni (Tony Kart). In the first qualifying match Danny Carenini

is ahead of Leonardo Caglioni. Behind them, the Moretti brothers stand out as they make a full comeback, third place for Andrea and fourth for Marco (Tony Kart). Good also Gianluigi Palego (Tony Kart), fifth, with seven positions gained. In the second run, same tune for Danny Carenini, then penalized ten seconds for the spoiler. Victory assigned to Marco

Moretti, once again from the rear. Third, his brother Andrea, followed by Palego and Caglioni. **Prefinal** – Full of surprises. Leonardo Caglioni crossed the finish line first, but a bitter surprise for a spoiler out of position puts him back to sixth place. Victory then passed on to Marco Moretti who won the duel on Danny Carenini, second. Andrea Moretti

again makes his mark, behind them, Russo and Palego.

Final - The Moretti brothers are again on top with Marco first in front of Andrea. On the third step of the podium, Vittorio Maria Russo, last year's winner, and third on the podium 2018. Fourth and fifth to a good Gianluigi Palego and Danny Carenini, after the latter fought for first.



On the left, Marco Moretti (409), celebrates success in the final X30. Weekend to remember for the driver, always in top positions for the event's entire duration. Above, difficult race conditions for one of the protagonists of the weekend, Leonardo Caglioni (415), winner of the pre-final, then relegated in the third row thanks to 10-second penalty for the bumper out of position.

On right, podium with the duo Moretti (Andrea and Marco from left to right), third on the right, Vittorio Maria Russo.



Marco Moretti

"I was expecting these conditions, the weather forecast clearly called for rain all weekend. I didn't expect to go so fast in the final because I didn't go much on Saturday. In the final, the team provided me with a perfect kart. My brother and I have been running together for several years now and we're used to it. We try to play fair and have fun and of course the fastest comes out in front. This year I'll be involved in the Italian X30 Championship and the International Final with the DEP COMPETITION team that will also be present in the Challenge Championship."

X30 SENIOR STARTING GRID							
433	Delgado Mateo		16	431	Cavaciuti Stefano		
	Gp Racing / lame / Komet				Gp Racing / lame / Komet		
402	Sperati Leonardo		15	403	Vanzetto Luca		
	Kr / lame / Komet				Tony Kart / lame / Komet		
418	Guiotto Gianluca		14	421	Vecchio Federico		
	Tony Kart / lame / Komet				Tony Kart / lame / Komet		
429	Samir Ben		13	427	Pandolfi Alessandro		
	Swiss Hutless / lame / Komet				Top Kart / lame / Komet		
424	Procino Andrea		12	423	Musio Gabriele		
	Righetti Ridolfi / lame / Komet				Tony Kart / lame / Komet		
425	Bouvier Yann		11	416	Altea Umberto		
	Tecno / lame / Komet				Tony Kart / lame / Komet		
404	Baeriswyl Alain		10	422	Fant Filippo		
	Dr / lame / Komet				Tony Kart / lame / Komet		
435	Rizio Gianmarco		9	432	Jansson Johanna		
	Formula K / lame / Komet				Tony Kart / lame / Komet		
401	Bristot Andrea		8	408	Thomassin Bryan		
	Tony Kart / lame / Komet				Tecno / lame / Komet		
430	Di Filippo Samuele		7	405	Aldera Carlo		
	Parolin Racing / lame / Komet				Tony Kart / lame / Komet		
414	Simonazzi Francesco		6	426	Bruni Alessandro		
	Tony Kart / lame / Komet				Tony Kart / lame / Komet		
413	Machado Carrillo		5	434	Salvarani Alessandro		
	Tony Kart / lame / Komet				Kosmic / lame / Komet		
406	Maccari Edoardo		4	419	Malizia Arnaud		
	Kr / lame / Komet				Sodi Kart / lame / Komet		
415	Caglioni Leonardo		3	417	Palego Gianluigi		
	Tony Kart / lame / Komet				Tony Kart / lame / Komet		
428	Russo Vittorio Maria		2	410	Moretti Andrea		
	Tony Kart / lame / Komet				Tony Kart / lame / Komet		
420	Carenini Danny		1	409	Moretti Marco		
	Tony Kart / lame / Komet				Tony Kart / lame / Komet		

X30 SENIOR FINAL					
P	N	Driver	NAT	EQUIPMENTS	GAP
1	409	Moretti Marco	ITA	Tony Kart / lame / Komet	14 Laps
2	410	Moretti Andrea	ITA	Tony Kart / lame / Komet	5.819
3	428	Russo Vittorio Maria	ITA	Tony Kart / lame / Komet	7.644
4	417	Palego Gianluigi	ITA	Tony Kart / lame / Komet	9.643
5	420	Carenini Danny	ITA	Tony Kart / lame / Komet	14.005
6	406	Maccari Edoardo	ITA	Kr / lame / Komet	15.993
7	419	Malizia Arnaud	FRA	Sodi Kart / lame / Komet	16.270
8	426	Bruni Alessandro	ITA	Tony Kart / lame / Komet	16.411
9	434	Salvarani Alessandro	ITA	Kosmic / lame / Komet	18.055
10	408	Thomassin Bryan	FRA	Tecno / lame / Komet	19.157
11	401	Bristot Andrea	ITA	Tony Kart / lame / Komet	19.539
12	425	Bouvier Yann	FRA	Tecno / lame / Komet	19.974
13	416	Altea Umberto	ITA	Tony Kart / lame / Komet	20.749
14	414	Simonazzi Francesco	ITA	Tony Kart / lame / Komet	21.643
15	405	Aldera Carlo	ITA	Tony Kart / lame / Komet	21.870
16	432	Jansson Johanna	SWE	Tony Kart / lame / Komet	23.932
17	402	Sperati Leonardo	ITA	Kr / lame / Komet	24.311
18	430	Di Filippo Samuele	ITA	Parolin Racing / lame / Komet	25.132
19	422	Fant Filippo	ITA	Tony Kart / lame / Komet	25.853
20	403	Vanzetto Luca	ITA	Tony Kart / lame / Komet	29.009
21	413	Machado Carrillo	AND	Tony Kart / lame / Komet	30.989
22	423	Musio Gabriele	ITA	Tony Kart / lame / Komet	31.052
23	418	Guiotto Gianluca	ITA	Tony Kart / lame / Komet	32.267
24	431	Cavaciuti Stefano	ITA	Gp Racing / lame / Komet	36.075
25	433	Delgado Mateo	PER	Gp Racing / lame / Komet	36.328
26	424	Procino Andrea	ITA	Righetti Ridolfi / lame / Komet	38.283
27	415	Caglioni Leonardo	ITA	Tony Kart / lame / Komet	42.014
28	435	Rizio Gianmarco	ITA	Formula K / lame / Komet	47.492
29	429	Samir Ben	CHE	Swiss Hutless / lame / Komet	2 Laps
30	421	Vecchio Federico	ITA	Tony Kart / lame / Komet	8 Laps
31	404	Baeriswyl Alain	CHE	Dr / lame / Komet	8 Laps



60 Mini Irfan without rivals

64 drivers - Best lap by Coskun Irfan (Parolin / TM), who clocked in at 53"236, ahead of Cristian Bertuca (Evokart / TM) by 0.191sec. Hayden Lupifieri (CRG / TM) and Edoardo Trifone (Top Kart / TM) were fastest in their respective groups. Six heats available rewarded the great competitiveness of Coskun Irfan, winner of three meets and poleman of the pre-final. Good results also for Arvid Lindblad (Parolin / TM), with a win and a second place. Third place for Ariel Elkin (IPK /

TM) with two thirds and a second place. Victories also for Joel Bergstrom (IPK / Tm) and Cristian Bertuca (Evokart / TM), respectively in fourth and fifth place overall.

Prefinal – Irfan cuts the finish line first. Behind him: Bergstrom, Elkin, Blum and Pujatti. Even in the **final** Irfan makes no mistakes, deservedly winning the Margutti trophy of his category. A one-second gap for Arvid Lindblad, who started seventh. Third place and bronze medal for Joel Borgstrom, fourth Blum followed by Aggerholm.



Above, the 60 Mini podium with, from left to right, Lindblad, Irfan and Bergstrom. Top, compact group with Coskun Irfan (64), in first position. The Baby Race rider left nothing to his opponents, winning in all the sessions. Behind him, the first of the Italians: Cristian Bertuca (35).



Coskun Irfan

“My weekend was fantastic: it was a perfect weekend, I won all the heats, the pre-final and the final. I could not ask for anything better. I really like driving in the rain, I'm used to racing in the UK. This season I will take part in the WSK, the ACI Championship, the Rok Cup in Mini 60 and then the IAME English Championship.”



Double emotions for Jarno Trulli, once a kart driving champ and a friend of Andrea Margutti, now ex-driver and father of Enzo, winner of the first international trophy. Patrizia, Andrea's mother, to whom the trophy is named, together with the former Formula One driver.

60 MINI STARTING GRID

14	Lupifieri Hayden		17	65	De Palo Matteo	
	Crg / Tm / Vega				Energy / Tm / Vega	
33	Marengi Francesco		16	55	Gawron Kajetan	
	Evokart / Tm / Vega				Parolin Racing / Tm / Vega	
68	Koros Zoltan		15	53	Inderfurth Luca	
	Parolin Racing / Tm / Vega				Crg / Tm / Vega	
56	Krepcsik Aron		14	40	Bauchmuller Leon	
	Exprit / Tm / Vega				Crg / Tm / Vega	
60	Ambiado Quinones		13	27	Piratorov Fedor	
	Parolin Racing / Tm / Vega				Crg / Tm / Vega	
37	Trukhin Yaroslav		12	26	Iancu Alexandru	
	Energy / Tm / Vega				Maranello / Tm / Vega	
21	Trentin Giovanni		11	32	Olivieri Flavio	
	Parolin Racing / Tm / Vega				Evokart / Tm / Vega	
67	Krapin Konstantin		10	31	Dinesen Julius	
	Crg / Tm / Vega				Evokart / Tm / Vega	
10	Lopez Rodriguez		9	41	Trifone Edoardo	
	Crg / Tm / Vega				Top Kart / Tm / Vega	
3	Modonese Rafael		8	59	Francisco Soldavini	
	Parolin / Tm / Vega				Parolin Racing / Tm / Vega	
28	Megna Leonardo		7	1	Therbo August	
	Energy / Tm / Vega				Parolin Racing / Tm / Vega	
66	Planken Joosep		6	48	Dauria Ferdinando	
	Birel Art / Tm / Vega				Formula K / Tm / Vega	
4	Ho Christian		5	9	Matveev Dmitry	
	Parolin / Tm / Vega				Crg / Tm / Vega	
29	Aggerholm Valdemar		4	15	Lindblad Arvid	
	Tony Kart / Tm / Vega				Parolin Racing / Tm / Vega	
35	Bertuca Cristian		3	8	Pujatti Nicholas	
	Evokart / Tm / Vega				Crg / Tm / Vega	
44	Blum Kiano		2	6	Elkin Ariel	
	Crg / Tm / Vega				Ipk / Tm / Vega	
7	Bergstrom Joel		1	64	Irfan Coskun	
	Ipk / Tm / Vega				Parolin Racing / Tm / Vega	

MINI FINAL

P	N	Driver	NAT	EQUIPEMENTS	GAP
1	64	Irfan Coskun	GBR	Parolin Racing / Tm / Vega	8 Laps
2	15	Lindblad Arvid	GBR	Parolin Racing / Tm / Vega	1.003
3	7	Bergstrom Joel	SWE	Ipk / Tm / Vega	1.693
4	44	Blum Kiano	AUT	Crg / Tm / Vega	3.264
5	29	Aggerholm Valdemar	DNK	Tony Kart / Tm / Vega	4.278
6	6	Elkin Ariel	RUS	Ipk / Tm / Vega	4.644
7	9	Matveev Dmitry	RUS	Crg / Tm / Vega	5.912
8	35	Bertuca Cristian	ITA	Evokart / Tm / Vega	8.589
9	4	Ho Christian	SGP	Parolin / Tm / Vega	9.003
10	26	Iancu Alexandru	ROU	Maranello / Tm / Vega	10.819
11	1	Therbo August	DNK	Parolin Racing / Tm / Vega	11.191
12	48	Dauria Ferdinando	ITA	Formula K / Tm / Vega	12.128
13	31	Dinesen Julius	DNK	Evokart / Tm / Vega	12.615
14	37	Trukhin Yaroslav	RUS	Energy / Tm / Vega	14.340
15	32	Olivieri Flavio	ITA	Evokart / Tm / Vega	14.377
16	21	Trentin Giovanni	ITA	Parolin Racing / Tm / Vega	15.582
17	41	Trifone Edoardo	ITA	Top Kart / Tm / Vega	17.389
18	8	Pujatti Nicholas	ITA	Crg / Tm / Vega	18.166
19	60	Ambiado Quinones	CHL	Parolin Racing / Tm / Vega	19.480
20	66	Planken Joosep	EST	Birel Art / Tm / Vega	20.237
21	53	Inderfurth Luca	DEU	Crg / Tm / Vega	21.563
22	68	Koros Zoltan	SVK	Parolin Racing / Tm / Vega	24.253
23	27	Piratorov Fedor	RUS	Crg / Tm / Vega	25.011
24	28	Megna Leonardo	ITA	Energy / Tm / Vega	25.217
25	56	Krepcsik Aron	HUN	Exprit / Tm / Vega	26.493
26	33	Marengi Francesco	IA	Evokart / Tm / Vega	27.425
27	10	Lopez Rodriguez	VEN	Crg / Tm / Vega	27.716
28	55	Gawron Kajetan	POL	Parolin Racing / Tm / Vega	28.154
29	14	Lupifieri Hayden	ITA	Crg / Tm / Vega	30.044
30	40	Bauchmuller Leon	DEU	Crg / Tm / Vega	31.428
31	3	Modonese Rafael	PER	Parolin / Tm / Vega	36.452
32	59	Francisco Soldavini	ITA	Parolin Racing / Tm / Vega	37.446



One down

The IAME Euro Series made a great start in France with 160 competitors signing up to race in the program's four categories.

Words **A.Giustini** Photo **Alex Vernardis, The RaceBox - RGMCC**

After the positive aspects of the season's "prologue", that is, the Winter Cup staged in February on the Valencia track, the 2018 IAME Euro Series maintains its momentum during the first run in Salbris where the first race of the European kermesse organized by RGMCC took place on the 25 March weekend.

If the Winter Cup made the record books for having registered the highest number

of drivers in its history, 170, the Salbris event, with a total of 160 drivers, will be remembered for the record number of drivers in X30 Junior, when 51 took part. Of the 4 categories, however, the largest class was the Senior with its 81 competitors. Raising each category's Winner's Cup were Sten Piirimagi (X30 Shifter), Mark Kimber (X30 Senior), Lewis Gilbert (X30 Junior) and Alejandro Melendez (X30 Mini). Sports-

wise, the success of the competition, however, is also due to the great show put on during the Finals, made possible by the sunshine that in the decisive phase, on Sunday, swept away the cold and rain of the previous days. To this, add the impeccable work by RGMCC and the broadcaster Telemundi Media, which ensured the live streaming of

all sessions with remarkable video quality.

X30 SHIFTER PIIRIMAGI DOMINATES THE SCENE

In the gearbox class, Sten Piirimagi (FA) first crossed the finish line ahead of Thierry Delrè (Mach1) and Kevin Ludi (Kosmic), good at taking advantage



Top right, Shifter podium with Sten Piirimagi, center, followed by Thierry Delrè (Mach 1), left, and Kevin Ludi (Kosmic), right. Top, a very happy Lewis Gilbert (Tony Kart) crosses the finish line before his weekend rival Mari Boya on Fernando Alonso #24.

of a drop in performance in the last segment by Philipp Seewer (Kosmic). Piirimagi never gave anyone reason to doubt his intention to win, keeping his leadership from qualifying to the checkered flag of the Final. The Estonian's number one opponent seemed to be Kaspar Korjus (Tony Kart), at least until he was stopped by the release of the front cone in the Prefinal, which compromised his run. In the classification, Piirimagi leads Delré by 4 points.

X30 SENIOR KIMBER BEATS WORLD CHAMPION KIERLE

Mark Kimber on Tony Kart transformed pole into victory, crosses the finish line ahead of OK FIA World Champion Danny Kierle (KR) and Joey Van Splunteren (FA). If the podium's top spot was never in doubt, the next place was uncertain. Starting in fourth, Kierle immediately shot to 2nd position, which then seemed a done thing, but the Belgian Van Splunteren then moved up to within just over 0.1" from the Briton and appeared, in all likelihood, to be able to make his - had more laps been available. For Kimber, the French weekend had started



Despite not winning, Miguel Peiro (FA) captured everyone's attention in the Final thanks to an amazing comeback: from last to third at the finish!

well right from the start with the best times in official qualifying. Only a particularly fit Kierle in the Heats prevented him from taking it all as Piirimagi did in Shifter. Kimber, however, leads the ranking with 6 lengths on Kierle. The Komet Senior, "little final" for the non-qualified in the Prefinal, went to Rafael Vilgomez (Kosmic).

X30 JUNIOR GILBERT AND BOYA: HEAD-TO-HEAD ALL WEEKEND LONG

The Junior Final alone was worth the entry ticket thanks to the great show put in place by the large group of drivers up in front. When the lights went off, Lewis Gilbert (Tony Kart) immediately took the lead, but was unable to put his escape plan

into place, thanks to Winter Cup winner Mari Boya (FA) and Luca Leistra (FA), who returned to the fight together with Rimmo Kadapik (OTK), who, alas, saw his nose-cone loosening, and a 5-second penalty assigned him. Concerned with tire wear, the drivers preferred to think more about the championship than an all-out fight and so Gil-



NUMBER 206 MARK KIMBER FOLLOWED BY PACK OF PURSUERS LED BY #308 CAMILLE PROUTEAU (KR), WHO STARTED 2ND IN THE FINAL, BUT FINISHED 4TH



THE CIRCUS OF THE IAME EURO SERIES NOW STOPS FOR ABOUT TWO MONTHS BEFORE THE 2ND RACE OF THE 4 SCHEDULED, SCHEDULED IN MARIEMBOURG, BELGIUM, FROM 24 TO 27 MAY.

bert won over Boya and Leistra, while the Estonian Kadapik fell far behind. After the initial high note of Georgi Dimitrov (Exprit), the fight between Gilbert and Boya lit up the Heats with the Spaniard on FA first on top during the batteries and the Briton in the Prefinal. In the championship, Gilbert jumps to 89 followed by Boya at 85.

X30 MINI MELENDEZ TAKES ADVANTAGE OF ACCIDENT AT START, PEIRO MAKES AMAZING COMEBACK

In the entry-level category, a contact influences the weekend's result. Alejandro Melendez (CRG) takes advantage of the incident as he loses his main opponent: Sergio Ruiz Alvarez (FA). But life still wasn't easy for Melendez, who gave his all to recover the race lead against Ruben Volt (FA), then 2nd. Third, an extraordinary Miguel Piero (FA), who had been forced to start at the back of the



The winner of the X30 Shifter Sten Piirimagi on his own Tony Kart. The Estonian dominated the scene throughout the weekend, leaving nothing but the proverbial crumbs to his rivals

Left, Junior podium with Lewis Gilbert (Tony Kart), center, with winner's cup. Left, second placed Mari Boya (FA), and Luca Leistra (FA), third, on right.

Below, Senior podium, at center, the winner Mark Kimber (Tony Kart), ahead of Danny Kierle (KR), left, and Joey Van Splunteren (FA), right, in 3rd.

grid because of an irregularity found during a check after the Pre-Final, but who, during the race, raced through the pack to make the podium. Melendez, therefore, takes the first stage of the IAME European from where he had started in Qualifying Practices, that is, from first place. The weekend of Ruiz Alvarez, first in the Heats, is ruined by the crash of the Final, which deprived him of the role of protagonist expected after the



batteries. Nathan Ottink (Falcon) put in a good pre-final, but failed to follow up in the crucial

stage. The classification sees Melendez in the lead with 88 points followed by Volt with 83.



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Woman in motorsports

Motorsport is often considered a purely male discipline. A dimension where women hold an almost minimal role and, as we know, the first approach to the world of four wheel racing is via karting. Why we'd like to take a closer look at the world of women in kart racing. In fact, there are many young girls who literally try their hand at karting from an early age and proceed through the ranks to the top series. **BY SIMONE CORRADENGO**

Nowadays there are many racing women we can cite as examples, starting from the first and only woman to ever gain points in Formula 1, the legendary Lella Lombardi, sixth during the Spanish Grand Prix 1975. Lella, like many others after her, has raised motorsport's so-called pink quotas with results and filled pages in various categories, and more ought to be done especially as the passion for engines is often described as feminine. It was Enzo Ferrari who said, after all, that "a car is like a daughter." On this subject, we at Vroom Karting Magazine, decided to delve deeper with the help of two exceptional "godmothers": Vittoria Piria and Beitske Visser, two racers and former kartistes, still in love with that world that gave them their start. In speaking to Beitske and Vittoria, it becomes even easier to understand how the passion for this sport is in all respects universal, and without distinction.



VITTORIA PIRIA

Born in Milan in 1993, the young driver long ventured into karting racing with dual licenses, Italian and British. Her career path later led her to single-seaters, touching Formula Renault, Formula Abarth, GP3 and Formula 3 Open and more.



Side, Vicky Piria (11) busy in the days of karting. Clear path for the Italian, later in single-seater (opening)

Vicky, motorsport is often considered a sport for men only, but let's debunk this belief. What allowed you to get close to motorsport?

My brother and my father got me closer to this sport. My brother motivated me and my father accompanied us in our first steps. Joey, my brother, after a few years stopped but he has never stopped cheering for me.

What's your first karting memory?

My very first memory linked to karting was of a Comer 50 Baby on a trolley with its new slick tires. I have that image still strongly impressed in my mind and at first sight I realized that I liked new tires so much! I also have many memories of feelings related to my first experiences, practically 15 years ago with the Pacitto Racing Kart team during a hot summer where I'd go race at Atina, a track that's no longer there!

What are the sensations inside your helmet before a race?

There's never the same feeling. It often depends on where you start on the grid! Of sure, a sense of adrenaline but also strong concentration and attention.

In which kart categories did you run and what results did you obtain?

I embarked on a path that today I don't think can be done easily. We would race, take it one year at a time, and every year we gave ourselves a slightly larger objective. Win the regional with the 60 WTP, move on to the 100 Junior and arriving second at the regional up to running the CIK cup and races of the Italian. As I grew, the objectives also grew and, from the regional competitions, I arrived at the Open Master in KF3 at 14. The year after I went to single-seater.

What advice would you like to give to all the girls who are starting out or would like to start racing?

When I started running I would read the advice of champions for those like me who had just started, and I was always disappointed to read: "first thing, have fun." Today, the best advice I can give is: when you have fun, you work better and, above all, you drive faster, better. So, have fun first, give yourself goals

and go step by step, try to learn as much as possible always.

Do you still follow karting?

Unfortunately I'm a bit out of touch and time is always so lacking! I would love to go back and see some good races and, above all, go back to race a kart soon!

BEITSKE VISSER

Born in 1995, the Dutch woman from Drotten, achieved good results in karting, especially in the KZ season of 2010. Also for her, a quick transition into Formula, from ADAC, Formula Renault 3.5, GP, up



BEITSKE VISSER AT WORK DURING HER JOURNEY IN FORMULA RENAULT 3.5

Exclusive to Vroom, we talked to a few of the emerging talents in karting, women varying in age, nationality, category and championships, but all passionate about one thing: racing.

to GT4 European Series Southern Cup with the BMW Junior team.

Beitske, what did karting teach you?

I learned everything there, right from the beginning, especially close combat.

In karting you learn how to deal with it very well.

What is your most beautiful karting memory?

I have many good memories of karting, but the most beautiful are definitely my victories at the European Championship in the Varennes race and then the WSK Master Series, both in KZ2 in 2010.

What were your categories and your successes?

I started with karting when I was 5, so I went through almost all the categories. I obtained my best results in KZ. I started in KZ2 in 2010 and that year I won the Master Series, the first round in the European Championship and then I arrived 2nd in the WSK Euro series.

Are you still a karting fan?

I still like to follow it sometimes, but I'm also pretty busy with my own races right now ... so I cannot follow it like I used to.

I ♥ kart

NAME Natalia Balbo

AGE 22

STUDIES high school diploma

RESIDENCE Vicenza

HOBBIES karting, gym, sports

CATEGORY KZ2

TEAM NGM Motorsport

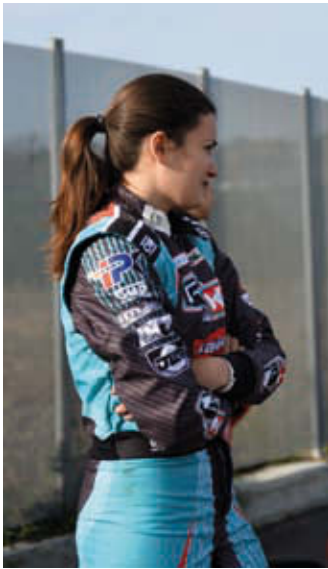
RACE NUMBER depends on the races

KART (CHASSIS / ENGINE) Formula K / TM

FAVORITE TRACK Portimao (Portugal)

What year did you start competing, how was your first day on the track?

My first "race" was in 2008



What's your dream, your objectives?

Regardless of my future as a driver or not, in anything I do my dream and goal is to affirm myself and leave a mark in my work or sports.

If you had the opportunity to take action to change or improve the state of things in the karting world, what would you propose?

Unfortunately, the economic aspect is a major obstacle in this world so I'd try to reduce the costs not only of the championships but also of everything around it because there all those expenses that many drivers can't sustain and so they throw themselves into single-brand championships. And even they've become too expensive in recent years. Then, I'd propose a reduction in the number of categories and championships. A newcomer, as soon as she sets foot in the world of karting, doesn't know which way to go and in which category to race ... Lacking are guidelines indicating a correct development or career path.

when you're a girl, the maximum gearbox category requires a lot of physical effort so having a good preparation is the foundation for everything.

Why did you pick karting exactly?

Good question - laughs. I don't know. Nobody in the family has ever pushed me towards this world and neither has anyone ever practiced it. It's an innate attraction, which started in 2006/2007 and that's not over yet.

with a Junior Rotax at a track here in Vicenza, it was an incredible day. First race, first pole position, first podium and first night race. If I think about it even now I get the goosebumps. In the briefing they explained the starting procedure and what the first placed driver was supposed to do but I wasn't listening much because who ever thought that at the first race I could do pole! So after scoring the best lap in qualifying I was in a panic and I immediately ran to the organizer to ask them to repeat everything to me.

How important is physical training?

A lot! Especially since moving to KZ2, training outside the track is fundamental (never like training on the track). It's bad to say so, but especially



NAME Rebecca Garguaglini

AGE 18 years

STUDIES Fifth year, technical institute of Volterra

RESIDENCE Pomarance (Pisa)

HOBBIES Classical dance from the age of four, karting from 14

CATEGORY Senior Rok

TEAM Kart Evolution

RACE NUMBER 222

KART (CHASSIS / ENGINE) OTK Exprit/Rok Gp

FAVORITE TRACK South Garda Karting

Why did you choose karting as a sport? What brought you to climb onto one for the first time?

I chose to become part of the world of karting because in 2010 I started to get excited about rally races, even though I think we have to be born with a love for engines; either you love them or you hate them. Since, of course, I was too small to run in rallies, I decided to try karting. One day I went to the Cecina track, rode a kart for hire and I fell in love.

As soon as you put down your visor what do you think before going on the track?

When I close the visor and enter the track, especially on race day, I feel the adrenaline rising and I always say "good luck" because for twenty laps I'll be alone to fight without any outside help. The secret is to try to be one with the vehicle as much as you can, however much or little it performs.

What relationship do you have with your male colleagues?

In these three years of Rok I have made friends with many drivers. There are some who give me advice regarding trajectories and how to behave in certain cases; but once the visor in pre-grid is closed, it's everyone against everyone else, all fighting for a common goal.

The best memory linked to karting?

When I was awarded in Bologna for the victory in the regional championship in 2015, but also when thanks to a friend of my dad I got in touch with Robert Kubica; for me he was like a maestro on the track.

What is your objective for the future?

My goal is to work in the world of motors. I would like to do mechanical engineering. And always be involved in motorsport. I'd like to race cars, maybe run in Formula or in Nascar.



NAME Taylah Agius

AGE 16 years

RESIDENCE Gold Coast, Australia

HOBBIES Gym & Snowboarding

CATEGORY KA1 Team: Zed Corse

RACE NUMBER 98

KART (CHASSIS / ENGINE) JC Kart / Vortex

ROK DVS

FAVORITE TRACK Port Melbourne's Todd Road Circuit

Who made you fall in love with karting?

The person that made me fall in love with the kart would be Troy Hunt as I worked a lot with him in the past years and it's were I learnt the most about the kart as well as my driving and many other factors that become a part of racing.

In your opinion, are the male drivers and the female drivers different?

I don't think it makes a difference whether you're a female or a male driver because at the end of the day it's the results that matter

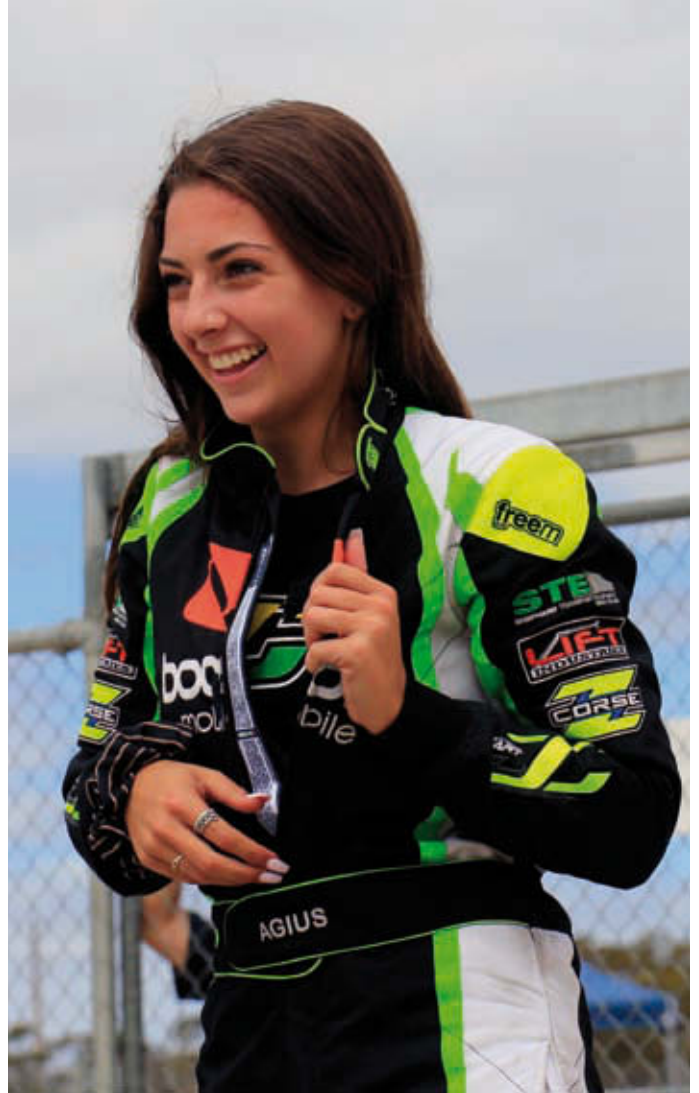
because everyone is there to win races. Other than the occasional "I'm not getting beaten by a girl!" attitude, I don't think there is a difference.

How much time do you spend on karting?

Many hours and days are spent on karting from being at the race track whether it be test days or racing. Obviously as well as being away from the race track there's plenty of work to be done, from preparing the kart and yourself mentally and physically for upcoming races and track days.

How do you see yourself in the future?

I hope to see myself with a professional motorsport career, winning races and championships in whichever category I may compete in. Off the race track, my aim is to make myself the fittest driver possible to then follow my ambitions.



I hope to see myself with a professional motorsport career, winning races and championships in whichever category I may compete in.



NAME Marta Garcia

AGE 17 years

STUDIES GCE

RESIDENCE Gandia (Valencia)

HOBBIES Friends / practice other sports

CATEGORY KZ2

TEAM Dmk Racing (Spain)

RACE NUMBER 30

KART (CHASSIS / ENGINE) Sodi/ Modena engines

FAVORITE TRACK Nessuna

Do you feel more like a driver or simply a girl?

I feel like a normal girl running in a sport where most of the drivers are men, but I feel like we're all the same inside the track. In the world of motoring there is not much confidence in women as drivers. People do not think we can be at the highest level in each category, so this means that professionals do not make all the effort of women to drive in the same conditions. When someone thinks he or she can do something, they put all their effort and the means to achieve

the goal they have in mind, whether you're a boy or a girl.

When did you first get onto a kart?

My first time driving a kart was when I was 9 years old. I remember it was a summer day and I loved that experience.

Your best results in karting?

Victory of the CiK Fia Academy 2016 trophy, Victory of the 2016 Trophy of the Industries, Fourth at the 2015 European KFJ Championship, Fourth at the 2016 European OK Championship

Do you think the federation should do more for you girls?

Yes, I think it would be nice to have more support from the federation for girls. In Spain there is a compartment but, due to economic difficulties, it is possible that it does not have sufficient resources to support us.

Will you stay in karting for a long time? What is your dream?

Well ... for now I will stay in



karting, especially for this year. If in the future I had the oppor-

tunity to drive cars, I would seize them.



The Spanish Marta Garcia (30), the hope of DMK racing



NAME Chiara Zorzi
AGE 17 years
STUDIES high school, languages
RESIDENCE Padova
HOBBIES Gym, listening to music, going out with friends
CATEGORY Senior Rok
TEAM Sodikart

RACE NUMBER 229
KART (CHASSIS / ENGINE) Sodi / Rok gp
FAVORITE TRACK South Garda Karting (lonato)

Do you think that women in karting can leave their mark in the future?

Women in karting, like in motorsport in general, in my opinion could leave their mark despite being a small part. They could make the difference and be that “different” part that believes it and demonstrate that everyone can have the best in a sport thought to be strictly masculine, with contacts and direct comparisons, where women can in truth hold their own.

What was your best race ever?

I’d say the Rok International Final 2017 where I managed to get into the world finals, staying in the top 10 all week in all the heats. An event in which I had never participated and where I really enjoyed myself, full of adrenaline and where you could not make one mistake. I think it was the best experience I have ever had, with a very high level of drivers and where the smallest detail could make the difference.



Are you inspired by someone when you run?

When I run I don’t have any great inspirations if not all the teachings that have been given to me by various people since I was a child. In particular, I am inspired by the teachings, humility, patience and strength that my father has always transmitted to me. He has always supported me in all my choices and still pushes me to have the strength and the conviction to never give up.

How do your people your age see you? You’re in an uncommon sport.

Not all of my peers understand what sport is being talked about. Some are surprised, others do not believe it. It’s not every day you hear about girls and karting together. According to some it isn’t really a compatible and winning combination, even if I do not agree. But girls know how to be respected both on and off the track and I am proud of my sport. I like the competition, the adrenaline and the enthusiasm it transmits to me.

Do you think there should be competitions for women only, or racing with males is more stimulating?

I think that if there were competitions of women only they would not have the same character, the same intensity and the same competition as those between men and women; for a girl to race against a boy is much more satisfying than winning against other women. I think this is a continuous challenge also open to the boys themselves, who do not accept the fact of being beaten by a woman, the same who previously belittled and believed inferior to their own level.



NAME Gaia Cardinali
AGE 17 years
STUDIES High school, business economics and management
RESIDENCE Monaco
HOBBIES Gym
CATEGORY Super Rok (DVS)
TEAM Team Costantini
RACE NUMBER 326
KART (CHASSIS / ENGINE) Kosmic/ Vortex
FAVORITE TRACK Adria

Of all sports, why karting?

I chose to do this sport for various reasons: because I find that there are not many girls in this sport, so being a girl surrounded by boys is something that gives you satisfaction. I have a competitive character and the fact of being able to compete against boys allows me to show people that this sport can also be practiced by females. This sport I find is a sport where I can find my limits and the fact of challenging my opponents I really like. I like this sport because you always have to find a solution to the problem you encounter, and until you’ve found the problem, you can’t go forward. Karting is a sport of patience and this teaching helps you in everyday life.

What did you feel during your first race?

During my first race, I was very agitated, especially when I saw the checkered flag waving for my first time, I felt adrenaline rise in my



body, the tension of being in the middle of all my opponents and to compete against them... It was a really beautiful thing.

Do you think you will stay in karting for a long time?

Karting is part of me, therefore, I hope with all my heart to stay in this sport for a long time. I would like to try to race in cars, to feel the sensation.

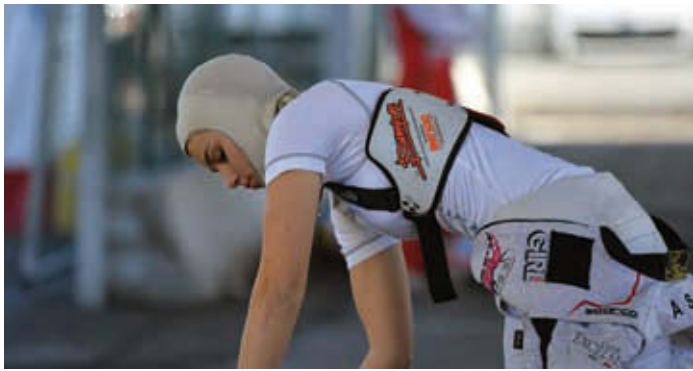
What was your best result?

My best result was second place in various tracks. I arrived first, too, in the 7 Lakes

Circuit of Castelletto, but they penalized me 3 seconds for an early start.

Better rain or dry?

I prefer dry because it’s in these conditions that you see the driver’s true driving skills. However, I like it in the wet, since you have to use your head and you have to be careful not to spin and lose all your positions. It’s a lot of fun for the fact that the track is slippery so you need to control the kart and brake in the right places.



NAME Asia Mondino

AGE 15 years

STUDIES high school, languages

CITTA Cuneo

HOBBIES rugby, various sports

CATEGORY OK

TEAM CRG

RACE NUMBER 34

KART (CHASSIS / ENGINE) CRG/TM

FAVORITE TRACK Lonato

It is often said that motorsport is a sport for men, do you agree? And why?

Personally I find myself in disagreement with this statement. It is certainly true that motorsport requires physical strength and therefore favors men, without making it impossible for women. With specific physical training and a lot of determination it is possible to fill this initial gap.

Do you remember the first time on the track? Where were you?

Yes I remember that day very well: my dad took me to the track at Mondovì, a small circuit near my house. Immediately, I didn't like it at all, but then from the second time I started to like it a lot and I started practicing at a competitive level after one year.

What is your dream (what will you do when you grow up)?

To tell you the truth my dream is not common to most of those who practice karting, in fact my desire is not to go

in single-seater to arrive maybe one day to F1, but to stay in the world of karting I hope as a professional driver, but what's certain is that I want to make karting my job.

Can you reconcile karting and private life?

Yes of course, it is very difficult but it is do-able. It all depends on the desire to do what you have, karting is my life but this does not take away the importance of school or anyway to practice other sports. I am into sports, and I like to have fun and compete. I take everything as if it were a challenge, from Latin homework to a rugby match.

What is the teaching that karting leaves you?

Karting certainly gave me a lot. It taught me never to give up, taught me to live with every kind of person, to understand that very often things do not depend only on you, to trust people. Above all, it has made me realize that if you really love something, nothing will stop you and you'll do everything to get it. I take this opportunity to thank everyone who in these years has helped to make my dream possible. From the teams, to relatives and friends. A special thanks goes to Luca Filippi who, despite his sporting and family commitments, manages to find the time to fight with me towards my life project.



NAME Hannah Lang

AGE 19 years

STUDIES MSA Academy

CITTA Lincolnshire, UK

HOBBIES Dance and gym

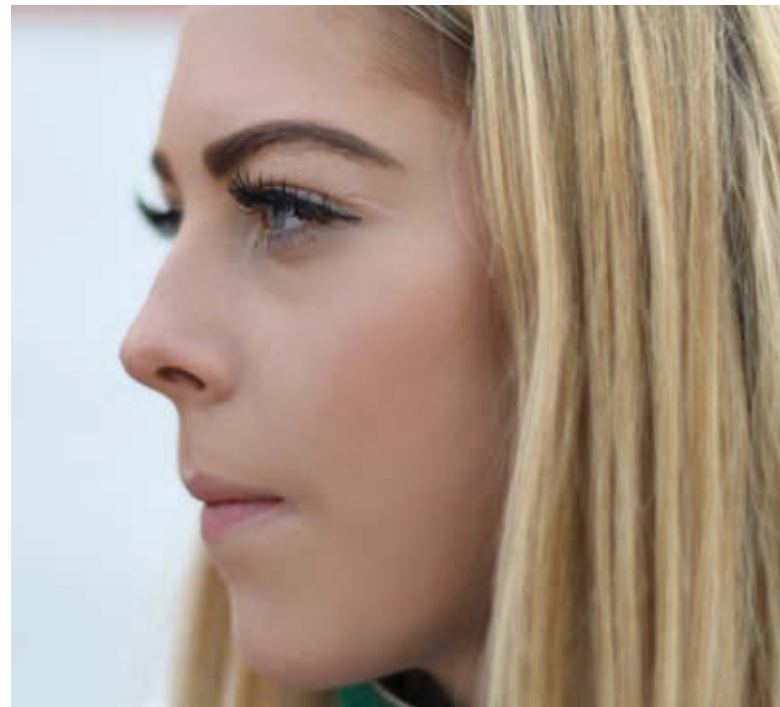
CATEGORY KZ2

TEAM MK Racing

RACE NUMBER 237

KART (CHASSIS / ENGINE) Tony Kart/Vortex

FAVORITE TRACK Wackersdorf



If I say the word karting, what's your first thought?

My first thought would be the adrenaline rush you get knowing you're going to test yourself in a competition.

Is it hard to race with males? What is your relationship with them?

The races will always be difficult. I personally do not think that competing with males makes it more difficult if one puts in the training and in training everyone is the same. Being a girl does not make you less or weaker than a male.

What was your best race?

My best race ended in third place in the English Super Championship.

Do you feel you're a driver or a normal girl?

You can always be a driver and a simple girl, nothing changes. You are always the same person and you do things like a normal girl. Obviously being a driver leads you to be a little more proud of what you're doing.

What do you think of the level of the women in karting?

In my opinion, the female level is good but there are not many girls on the track yet. Other girls must be encouraged into the sport and compete.



NAME Maya Weug

AGE 13 years

STUDIES Second year of high school in Benissa (Josep Iborra High School)

RESIDENCE Benissa, Spain

HOBBIES Sport, calcio, kick-boxing

CATEGORY OKJ

TEAM Novalux Racing (Lenzokart Factory Team)

RACE NUMBER 434

KART (CHASSIS / ENGINE) Lenzokart LUXOR/LKE

FAVORITE TRACK PFI is one of my favorite tracks, it is very technical and very fast and has excellent overtaking opportunities.

What do you think of your career up to this point?

I'm happy with my racing career so far, but I've had highs and lows since I started karting. You never stop learning in karting. I learned more from some of the most difficult racing moments. This helped me become a stronger driver and win races. In 2015, I almost won the Spanish championship. I was eliminated at the first corner of the pre-final of the last race and I started last. In the final I went from last to fourth place and in 2015 I became vice-champion of Spain. Later that year I had my revenge and I won the Copa de Campeones in Vendrell with DPK Racing. It was a really important victory for me. Later, in 2016, I started running in the WSK and in the Italian Championship with the Magik team. We were very strong in the races and I was usually in the top 10. Three times I finished 4th in 2016, in the WSK Night Edition and in some of the other races, it was very frustrating because I really wanted the podium. And then I finally had my victory in the WSK Final Cup with the Magik team in 60 mini in 2016, which was really special. Last year I started racing in OKJ and at the end of 2017 I joined the official Lenzokart team, fantastic!

Would you rather run with other girls or do you like to challenge males?

In racing cars and karting girls can compete with boys of the same level. There is no advantage or disadvantage of being a girl or a boy in this sport. We all need to train hard and work hard for it. I would really like it if there were more girls on the track. But at the moment there are only a few of us in the race, so I do not see how they can create a series of races for girls, or if it would be a good thing.

Remember your first day on the track?

I remember it very well! It was December 27, 2011. My brother Lucas and I received a second hand Birel kart for Christmas, prepared by Alex Vives. He started teaching us at the Karting Vives, our local kart track at Oliva. I remember we were on the track, at first we were pretty slow, but we learned quickly. My brother stopped after about 6 months, but I loved this sport and I have continued

training and competing ever since. How much do you train for the races?

I train almost every day. When I'm not on a kart track, I train with my personal trainer, Carlos Sifre, who prepares me physically. I also train with the local soccer team and I like kickboxing to keep fit. With the Lenzokart team we train and prepare even on the tracks before a race. And when I'm home I train on my track at Oliva whenever I can. I also prepare myself at home watching videos of previous races.

Give a mark from one to ten to your last season.

I would give a 6 out of 10 for the past season. It was my first year in OK Junior and I had to learn a lot. I was pretty fast, but the race is slightly different than the Mini 60. At the end of the year I finished pretty well when I started running with the Lenzokart team; we were very fast. I finished in sixth place in the second race of the WSK Final Cup in Adria.

Maya Weug (339), on board her Luxor / LKE of Novalux Racing, in various stages of the race



NAME Tanja Müller

AGE 21 years

STUDIES Mechanics

RESIDENCE Zurich, Switzerland

CATEGORY Senior Rok

TEAM New Technology Racing Team

RACE NUMBER 391

KART (CHASSIS / ENGINE) Tony-Kart/Vortex(Rok GP)

FAVORITE TRACK Lonato and Adria

How long have you been running?

I started running in 2004, my first race in 2006

What do you think about the condition of women in this sport?

We are not so many women in this sport. I think it's not so special or strange to be a woman in karting like it was a few years ago. Also because the men have understood that there are women with this passion (cars, karts, engines, speed) and have also understood that many are fast. To tell you the truth, I had never thought about this thing... For me it does not matter if you are a woman or a man. It is important whether you are fast or not. And we are.

Do you feel comfortable running with your male colleagues? What relationship do you have with them?

I'm fine with them. I've never had problems with my male opponents. Even as a child I did not really like playing with women because women always wanted to play with Barbie, but I liked the machines instead. Perhaps this is why I chose this sport. When we are on the track, today maybe nobody thinks about these things; we are all drivers.

Your best race?

I'd say the Rok Cup international final 2015. I had so many problems during the heats and I qualified for the final by only one point. I started in only thirty-second and I came in seventh, I made 25 overtakes and I won the "Stars Trophy" for the fastest lap. I would like to give a huge

thanks to my team that has always followed me. They have always done everything for me. Especially after my accident in 2014, they have always helped me, for me they are the best in the world.

What would you change about this discipline if you could?

Maybe I would lower the costs. You should not have to spend so much to have a high level of competition.



NAME Ketheryne Rodrigues

AGE 20

STUDIES Physical education

RESIDENCE Rio de Janeiro, Brazil

HOBBIES Karting/Sport

CATEGORY "Graduates" 125cc

TEAM K916 Racing

RACE NUMBER 16

KART (CHASSIS / ENGINE)

Kart Mini / KTT

FAVORITE TRACK Kartódromo Internacional Aldeia da Serra

What did you win in your country?

I won the Carioca championship three times and I finished second 5 times in the Serrano championship.

What is your first karting memory?

Certainly the first time I drove a kart, in 2003 in Brazil.

Can you manage being a driver and a "normal girl"?

Yes, it's like I'm practicing any other sport. I run, I study, I do the same things as any other girl.

What will your next races be?

My next race will be on April 28th at the Guapimirim International track for the State championship.

What is your dream?

I hope to be able to know the world through my profession and my sport.



NAME Vicki Brian
RESIDENCE Orlando, Florida US
CATEGORY Shifter
TEAM Orlando Kart Center
RACE NUMBER 26/426/526
KART (CHASSIS / ENGINE) OTK-Tony Kart / ROK
 Shifter / Honda Shifter
FAVORITE TRACK Orlando Kart Center

If I tell you the word karting, what is your first thought?

When you say “karting”, my mind races with a thousand thoughts! Thinking of my next race; what I could have done better in my last race; etc. However, if you were to ask me how I feel about karting, I can tell you that it is the truest of passions. There is often-times a sense of love and hate; a push and pull; a sensation of fear and peace; everything happens



so quickly, yet everything slows down. I believe there is nothing else like it in the world. As a competitor in karting, we strive to win. As a driver in karting, we log thousands of laps, striving for improvements that appear as tiny micro-seconds on a mychron. Karting offers life lessons, challenges of every shape and size, and victories that don't always include a podium or trophy.

When did you start racing?

I started racing BMX when I was six years old. As a kid I always knew I wanted to race cars. I am incredibly fortunate that I had a dad who introduced me to racing, and supported me the best he could. I did some drag racing as a teenager, but ultimately desired to be behind the wheel on a road course... with hard braking, rights, lefts, and passing. Road racing cars are fun, but as I mentioned before, nothing compares to shifter karts.

What was your best race?

Wow - that is a difficult question to answer. I've been racing shifter karts for eight years now. I've stood on every level of the podium, and have an office full of trophies... I honestly treasure every opportunity I have to race... But not sure there is one particu-

lar race that I can call my “best” at this point. However, I know I have felt the best after a race when the field was really competitive, and I performed well... even if I didn't win. Maybe my “best” race is still yet to come!

What is the most beautiful place where you had a race?

I feel fortunate to live in sunny Florida, where we not only have gorgeous beaches, but we have many incredible karting facilities – all beautiful in my eyes. However, as far as “backdrops” during a race, I'd have to say, the mountains in Brazil where we ran the La Granja 500 race at Beto Carerro, the lights of Las Vegas at the SKUSA SuperNats, and the sunrise from the infield of the Charlotte Motor Speedway for a 24 hour kart endurance race.

What do you think of the female level of karting?

I think there are some incredibly talented female racers in karting. Karting is a fantastic place to develop and hone your driving technique – and develop a true sense of strength and determination. While we all need these qualities in life (male and female), it is critical that young girls and women learn we can do anything our hearts truly desire. Not because we have something to prove, but because even if what we do is difficult and sometimes painful, it is ultimately rewarding and fulfilling!

I ♥ kart

NAME Jillian Fichter

AGE 17 years

STUDIES In high school but attending Florida Atlantic University to study Biology and plan to attend medical school after that

RESIDENCE Jupiter, FL

HOBBIES Racing cars and go karts; boating; fitness

CATEGORY Senior TAG

TEAM Peetz Racing Development

RACE NUMBER 312

KART (CHASSIS / ENGINE) Tony Kart with Rotax engine

FAVORITE TRACK AMR Homestead-Miami Motorplex

What would you like to do in motorsports?

I currently race Spec Miata with the Sports Car Club of America (SCCA) and also Senior TAG in my Tony Kart. I hope to use the training and race experiences that come with karting to help me advance in my car racing career, hopefully going pro in the next year. For the rest of this

year, I will compete in Florida Go Kart races and also the Florida Winter Tour at the beginning of 2019. I hope to also compete in some national races across North America. In 2019, I want to do a few professional car races, maybe with Pirelli World Challenge or MX-5 Cup.

When did you start racing?

I started racing cars when I was 15 and then decided to race karts at age 16 to help me improve my race craft and other various skills. I fell in love with karting and now I not only participate to improve my skills, but also to be a competitor with some of the best karters. I love the adrenaline rush karting gives. The rush of being so close to other competitors and also the ground at 70mph was something I had never experienced before karting. I began karting in a Zanardi chassis but recently switched to the Tony Kart because it was a better fit for me and my class.

What was your best result?

My best result was second place in one of the races during the Palm Beach Karting Championship series. The past year has been a lot of testing and learning for me since cars and go karts are completely different. I have had several great karters helping me along the way. Now that I am in the proper kart (the Tony Kart) and have the necessary skills, I am excited for the 2018 and 2019 season! I think I can bring home a great season for my team.

Give one to ten votes for your career so far?

I would give my career a seven so far. I have learned so much in the time I have been karting (less than a year). Like I said before, the past few months of karting have



been such a learning curve with many trials and errors, but we have come a long way since then. I am still learning new things everytime I go to the track. One of the things I love about racing in general is that the amount of tips, tricks, and advice is endless. There are always ways to improve and I'm excited to see what is to come in the next few years.

In which category would you like to compete?

I am happy in the senior class that I am currently in and want to perfect my race craft in that class before moving to another. Eventually, though, I would like to try out a shifter kart and maybe compete in that class. For now, though, I don't see a point in moving to a faster class until I have mastered Senior TAG.



NAME Nerea Marti

AGE 16 years

STUDIES 4 ESO - Alfinach School (Puzol, Valencia)

RESIDENCE Albalat dels Sorells (Valencia)

HOBBIES Karting

CATEGORY Senior

TEAM Praga España Motorsport

RACE NUMBER 27

KART (CHASSIS / ENGINE) Praga / RotaxMax - lame X30

FAVORITE TRACK Kartodromo Lucas Guerrero de Chiva (Valencia)

How long have you been running?

With racing karts, since 2015, when I was 13 years old. I started in the Mini category.

Do you feel different from the other girls?

I don't feel any different at all, on the contrary, I feel like any another driver, just as much off as on the track.

How was your passion for engines born?

My father and my uncle decided to open a hire kart track at Albalat dels Sorells (Karting Horta Nord). There I learned the basics of karting, competing only with rented karts. At the beginning I was not allowed to compete with competition karts because we did not know this world. I had to win all the championships we did in Karting Horta Nord so that they

would allow me to compete with a competition kart. I was able to run my first season in the Valencia Regional Championship in 2015. Karting Horta Nord had to create a competition team and we started learning how this type of kart worked. In 2017

everything completely changed. I attracted the attention of Praga España Motorsport who signed me as an official pilot of the brand. My level of learning then increased at a bestial pace with their work system. That same year I was the first woman to win the karting championship of the Valencia region, and I finished seventh in the Spanish and sixth in the Rotax championship.

Do you think girls have enough space in karting?

Maybe there are people who don't like it, even not to respect it, but the truth is that I don't



care too much about that. There are more and more women in this world. I think it's very good for women, but also very good for everyone in karting in general.

How do you see yourself in the future? Still on the kart?

It's early to talk about the future, but slowly the work is bearing fruit and that's what matters. We are on the right path. In the future I would like to see myself in the formulas. It's a world I don't know but I have the feeling that with the right training I'd do well. I know.

LET'S ROK 2018

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PHOENIX, AZ



FEBRUARY 23-25
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APRIL 13-15
SIM RACEWAY
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CHALLENGE OF THE AMERICAS



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LET'S NOT OVERDO IT



In our previous Winter Test, when we looked into the inner workings of kart cooling systems, we saw how what was taken for granted didn't always actually occur when we tested alongside the technical folks at Officine in Progress (Daniele Parravano and Andrea Saccucci). What we found, instead, only verified that there are many shady areas in relation to how these systems truly function and how also, from a technical standpoint, they are made in a way that is far from irreproachable and/or strictly functional. So before things get hot in the karting world, weather-wise, but also in sports

Our Winter Tests continue to explore and uncover the mysteries of cooling: this time we test a narrow 20 cm radiator against a “normal” radiator. BY **M. VOLTINI** AND **OIP**



terms, we wanted to perform a test that, at least in theory, is best performed when the outdoor temperatures are still quite low - and at this point we would not be surprised if things proved differently from expectations. What we're going to look into is a small radiator - much smaller. In fact, we tried the New Line's 20 cm width model, the R model that in the Modena company's catalog reach to 29 cm models - not to mention additional supplementary or extra radiators, of which more at the end. Ours was the same as the radiator normally mounted on the test kart, a motorized DR of the 125 gearbox class.

A MATTER OF TEMPERATURE

Meanwhile, let's immediately report that when we went on the track, the air temperatures after the first run, still quite cold, stood between 13° C and 15° C, optimal for our test: neither too cold, nor too hot. Under these conditions, the kart works rather well, with no special factors or conditions to “disturb” the readings on our track of reference, the Valle del Liri kart track in Arce, Italy. In the table, we can see directly, numerically, what the findings were between the normal radiator (here called “small” because it was the narrower one in the previous test) and the

“small” 20 cm wide radiator. It should be noted that one of the objectives was to run the kart with the same engine temperatures in order to cancel out “interference” due to the engine's efficiency and carburation, but we soon realized that this was not possible to do as precisely as we would have wanted to because of the intrinsic limitations of the radiator curtain aperture/closure, and of the system itself. To have a precise, constant and regular operating temperature, a truly efficient thermostat set on the engine would be needed, but we know how kart builders do not listen to us on this point. Patience.

TRACK TEST WIDE VS NARROW RADIATOR



WINTER TEST	ENGINE TEMPERATURE			RADIATOR	CURTAIN
	MIN	MAX	AVERAGE	TYPE	POSITION
FP1	42	45	44	piccolo	¼ open
FP2	40	45	44	piccolo	¼ open
FP3	49	52	50	piccolo	¼ open
FP4	49	54	51	piccolo	¼ open
FP5	46	48	47	small	¾ open
FP6	53	55	54	small	closed
FP7	41	44	43	small	opened

YOU ALSO FEEL IT AT SPEED

In any case, we managed to obtain similar and close running temperatures between the two, both above and below. Importantly, we saw how in the outdoor conditions described, the 20 cm radiator was definitely not under-sized. On running with the curtain full open (run 7), cooling is in fact excessive. By closing it by a quarter (run 5), the results are close to those of run 3 with the standard radiator. At this point, we would have liked to push the test to more extreme levels by installing the Hobby radiator, always New Line, the one that would be considered “extra” on the engine side, measuring only 12 cm in width. Not being available, we went ahead with what we had, as if often the case on the track.

What can be seen by comparing the two settings - runs 3 and 5 - is that with those curtain openings the small radiator does cool slightly more (3° C difference on average). This affects carburation on the straights, running richer: this is shown by the minimum water temperature (that, in fact, is recorded at speed, that is, the pump running at its maximum and the radiator, too, being struck by more air), which is considerably lower, hence the exhaust gas is also a little lower. As a result, the engine produces slightly less power. Nothing major, as it would be enough to close the curtain a little more to rectify, except that at the end of Arce's straight the driver tends to think more about the fast-approaching bend than looking at the dashboard...

What's interesting is that despite the engine's lower thrust, due to the disrupted carburation, in the end you get a higher top speed! In our case, it was 131 km / h with the narrow radiator against 129 km / h with the standard width. Whether this difference is significant or not, we leave



you to decide, but we can't help but think that if, after optimizing every other factor, operating temperatures and carburation for starters, gaining an extra 3-4 km per hour in top speed would surely make a difference in a passing attempt - but also in defense - when we're on the track racing rivals.

Mind you: to obtain “absolute answers” on the matter, we would need to carry out a number of specific, more-itemized tests, but for now, the fact is that the narrow radiator usually provided greater top speeds. A fact that can, by the way, be easily explained intuitively: the lower section offers less air resistance. We certainly don't have to work hard to understand why the radiator is an obvious and indispensable element for a kart with a water-cooled engine, but at the same time, from

an aerodynamic point of view, the radiator is comparable to a small... parachute!

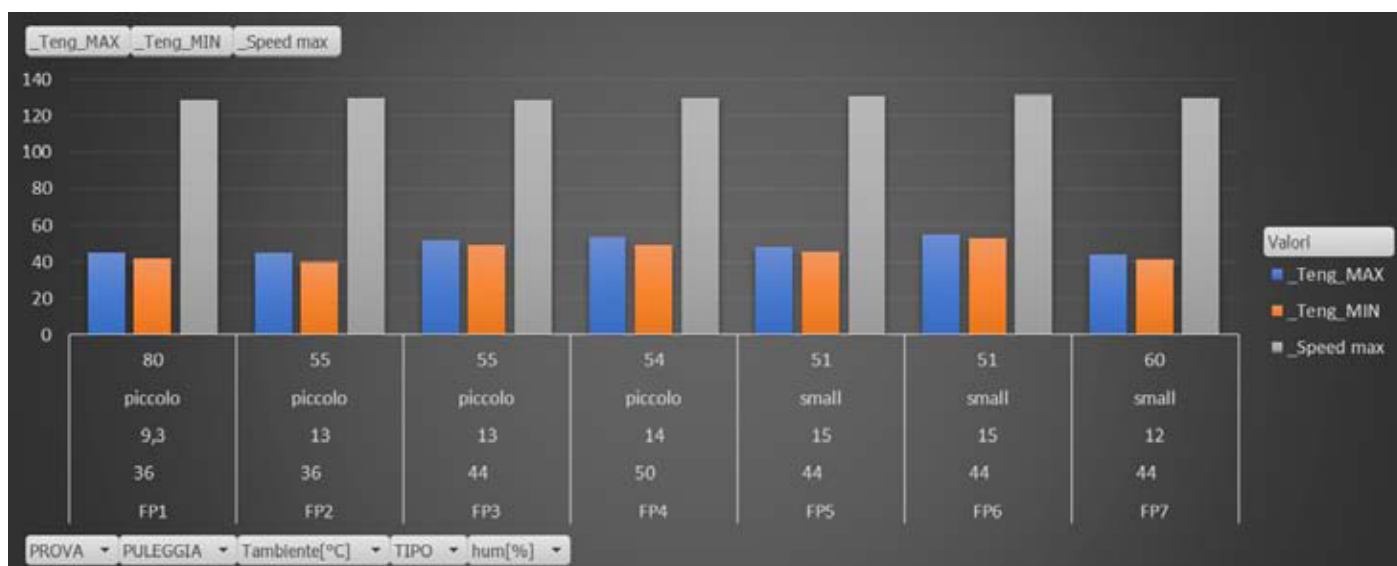
BEST TO EXAGGERATE

In short, once again we have seen that, even without extreme winter conditions, the understandable concern about overheating engines may be excessive, a concern that moreover compromises performance and carburation. **Graph 1** best illustrates the point. But we went further: we wanted to insist on the analysis to better understand what was happening in various situations with the 20 cm radiator.

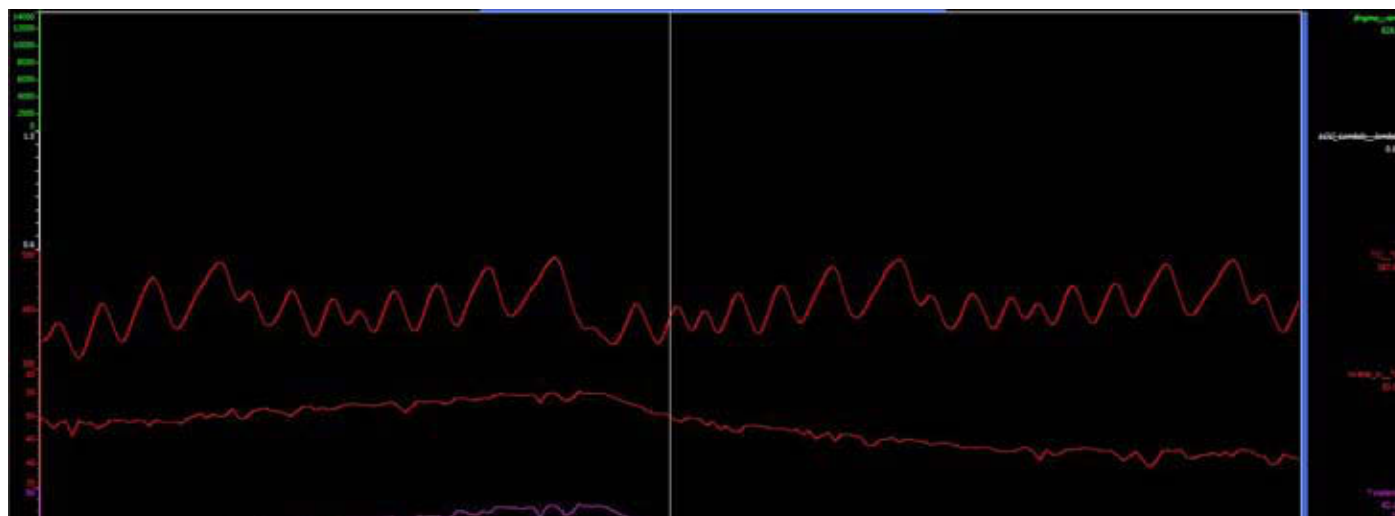
Graph 2 shows what happens during a 4-lap run when at the halfway point (white horizontal line) we open the curtain. Note that the effect is immediate and that within one lap the engine temperature, how-

PULLEY & PUMP ROTATIONS					EXHAUST TEMP			ENGINE		WEATHER			SPEED
GEAR TEETH	RPM MAX	RPM MIN	RPM AVERAGE	DELTAT	MIN	MAX	AVERAGE	POWER HP	TORQUE	AIR TEMP	HUMIDITY	PRESSURE	MAX
36	5676	1928	3394	7,0	339	454	391	47 cv	27 Nm	9°C	80	999 mb	128,7 km/h
36	5500	2112	3176	7,0	335	460	392	48 cv	28 Nm	13°C	55	999 mb	129,8 km/h
44	7580	2759	4477	2,8	394	496	438	50 cv	28 Nm	13°C	55	999 mb	129,0 km/h
50	8140	2926	5126	2,4	416	504	456	50 cv	29 Nm	14°C	54	999 mb	130,0 km/h
44	7570	2790	4450	2,0	340	490	445	49 cv	28 Nm	15°C	51	996 mb	131,0 km/h
44	7540	2790	4450	3,0	394	490	405	47 cv	26 Nm	15°C	51	996 mb	131,5 km/h
44	7570	2790	4450	3,0	330	458	380	46 cv	27 Nm	12°C	60	996 mb	130,0 km/h

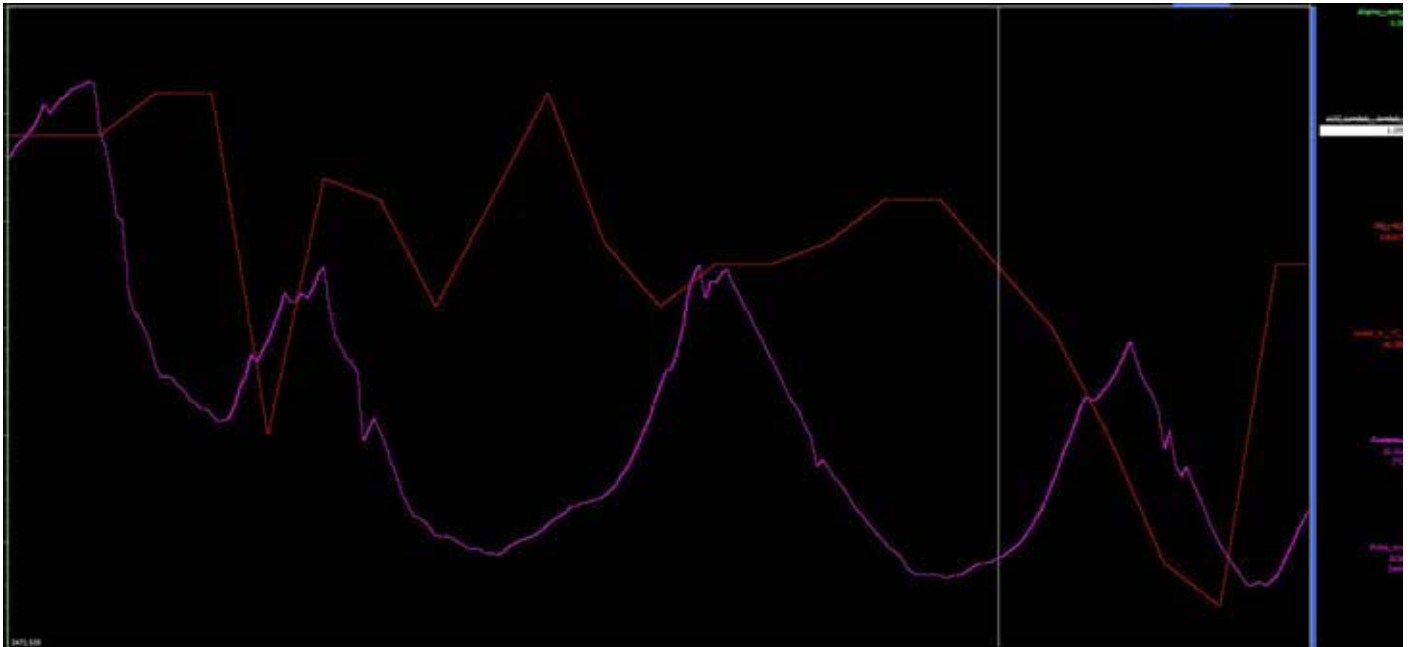
With cooling you always want to play it “safe”, but we have seen how a more appropriately sized radiator offers many advantages: in terms of constancy, effect on carburation, and even on top speed



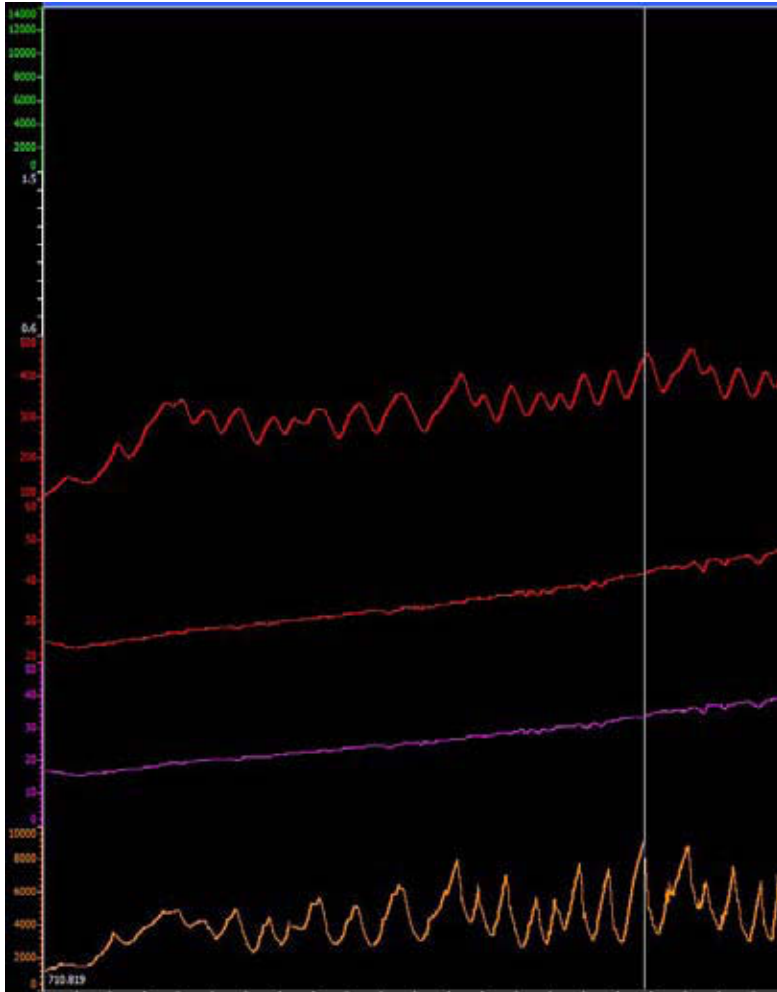
Graph 1 Here we have collected in graphic form the data also available in the table.



Graph 2 By opening the curtain (white line), the temperature drops immediately but without “collapsing”, becoming stable in the arc of one lap.



Graph 3 With the curtain open, the cooling is relatively proportional to the water pump speed.



Graph 4 With the curtain closed, the heating remains progressive and linear.

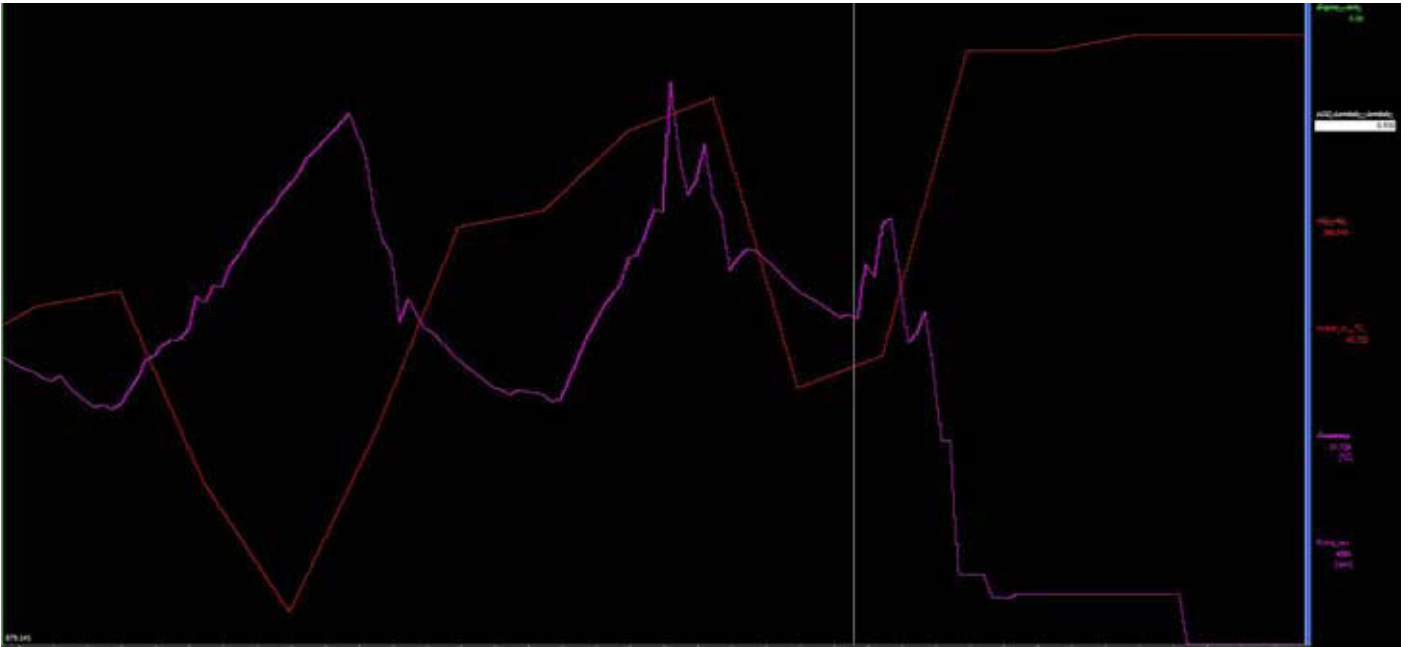
With air temperatures of circa 15° C, the New Line 20 cm wide radiator appeared “oversized.” We really would have loved to try the so-called “extra” radiator of only 12 cm ...

ever, then stabilizes on the new operating values (red and purple intermediate lines, between radiator input and output). In this case, carburation also seems to stabilize a little more (red line at the top). The yellow line represents the pump rotation.

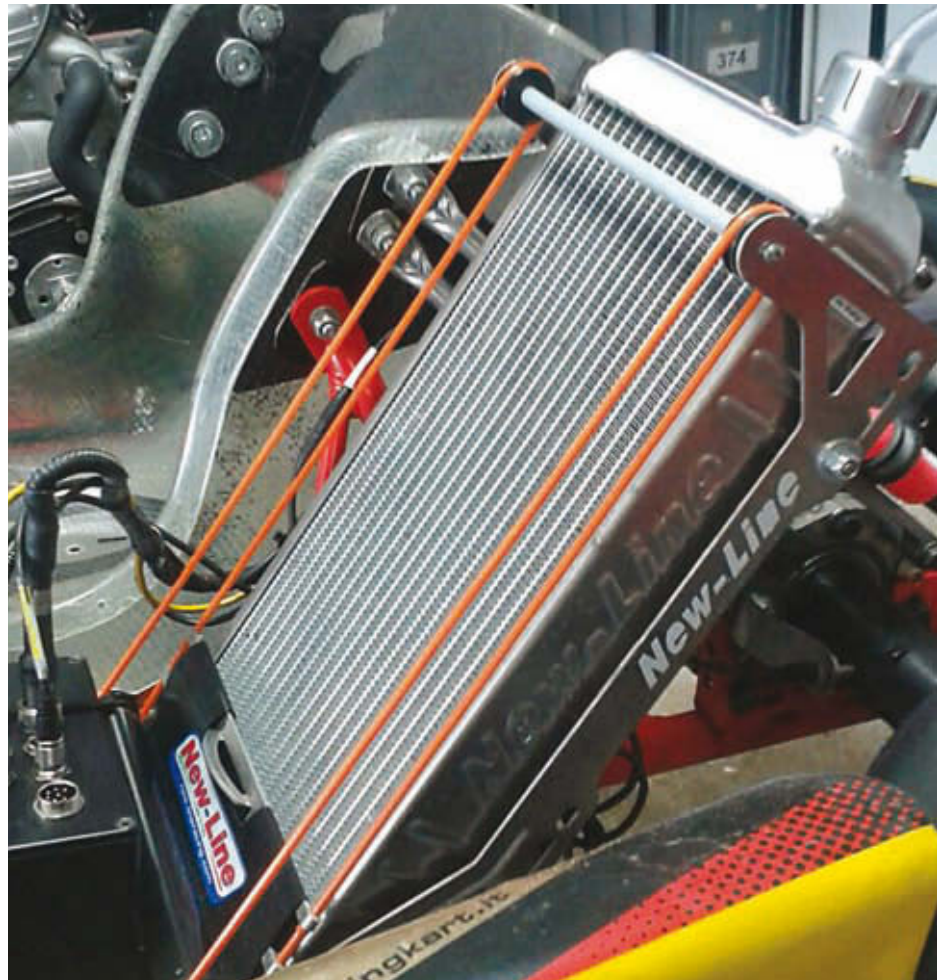
Graph 3 shows a more detailed analysis of what happens with the open curtain, that is, how the rotation of the pump (purple line) is rather proportional to cooling: when the pump turns faster, the water temperature (red line) decreases – as it should. If, instead, we close the curtain completely, **graph 4** shows how the radiator continues to perform its cooling function (from the values of intermediate lines: red for radiator input temperature, violet for output) that, however, continue to rise, but remain fairly constant, without exaggerated fluctuations.

BUT DOUBTS REMAIN

Finally, let’s draw your attention to **graph 5**. This is with a closed curtain and is comparable to graph 3, except that the trend of the temperatures is less related or proportional to the pump. But, above all, at a certain point an “accident” took place: the pump belt broke! This happened shortly after the horizontal white line. You can see how at this point the temperature of the water shoots upwards, but also how, at the same time, it becomes and remains constant without exceeding (at least in these



Graph 5 The result of a closed curtain, less proportion between pump revolutions and temperatures. And then our "incident" as described in the text.



few seconds) 60° C. And this makes one think: it may be that by accepting certain operating temperatures, you can go on even without a pump! It must be said that all this lasted for no more than two bends, but the perplexity with regard to the entire cooling system remains for its many technical uncertainties or gaps; the more we test, the more we are convinced there is plenty of room for improvement. Why this type of test doesn't end here: we will continue during the hot summer, but there's more: we are preparing other types of tests, too, so do continue to follow us.



STARDUST

Heartstopping! Words to define the 100 cc world championship. The race in Argentina offered an unforgettable show thanks to the finals - undecided to the very last lap. Many protagonists, but from the dust of Cordoba two stars do shine: Alessandro Manetti on CRG / Rotax (FSA) and Marco Barindelli on Haase / Rotax (FA).



Above, the protagonists of the FSA world championship at the start of the prefinal warm up lap. In the first row Manetti (35) and Simpson (23). Both out after a few hundred meters after an incredible collision. Above, Alessandro Manetti and Dino Chiesa

Alessandro Manetti conquers the FSA world championship, and Barindelli the FA. Nothing taken for granted, to be sure. This Argentine trip and event left its mark. The most anticipated event of the year did not disappoint the expectations even if many environmental and technical problems affected the final phase. In this retrospective we will relive together the FSA world championship that for many reasons remain unforgettable.

FANTASTIC MANETTI

Hard to forget such a memorable FSA

world championship, so uncertain and so full of twists and turns. This also thanks to the establishment of the parc fermé for tires. All the races were hard fought, but in the pre-final and, especially, in the final the most far-fetched events happen, upsetting all the most basic forecasts. The human component, then, once again determines the absolute final result. Keeping cool and clear-headed were crucial, made the difference. Manetti puts in an incredible comeback. Starting from the last row to win the championship, not normal. And maybe it was that very incident that might have smashed the hopes of many, triggered a fighting spirit of revenge so powerful as to bring success in what will remain in the archives as a truly memorable enterprise.

Manetti. Manetti did not even finish one lap of the pre-final, but on the front row, beside him, was Simpson, from the UK. Simpson would end up giving him... a hand, of sorts. Paradoxically, and with hindsight, the well-liked Briton merits our thanks for giving us, with Manetti, one of the most incredible world finals in karting history. A comeback, Manetti's, which was so incredible: from 33rd! "He started from the last row!" And on seeing it again and again on screen, we still ask ourselves: "How did he do it?" We can also imagine the grief Natale Maggio suffered one lap from the finish line, when by then he must surely have felt the crown on his head, after leading from the end of the very first lap right to the end - almost. His victory, too, would have created a sensation: a young

and still inexperienced driver wins before the category's big names. But unfortunately for Maggio, Manetti was more than ever determined to conquer the title he already felt his before the pre-final. Maggio's consolation - he showed he could compete with the veterans of the category on equal terms.

MILTON RYTTARBRIS IS THE FASTEST IN QUALIFYING

Free practice does not always reflect whatever progress was made during official tests. Indeed, almost never. To improve performance, solutions are often changed and certain parameters are not always found to achieve the best performance (for example: the air and asphalt temperature, the number of entry into the track and, last but not least, the tension produced by the driver who must give his or her best in only two useful laps). A small mistake is enough to ruin everything. In this light, Saturday's best was Milton Rytтарbris, with the Swede stopping the clock at 39"809, achieving the best time of the official tests in front of the amazing Maggio (39"900); then the outgoing champion Gianniberti (39"976) And Ms Hellberg? Unfortunately, the Swede failed to give her best in those two laps and her seventh time (40"223) is also the result of a one-second penalty for the excessive noise of her muffler when tested for decibel-levels. Other members of the official Crg team were also affected by this provision (Kumpen, Surralles, Orsini) for having, it seems, the new muffler mounted during the official tests.

Manche

FORMULA SUPER A

A / B - Immediately a great fighting show, from the first heat. Rytтарbris, Maggio and Simpson start from the front row, fight at the front of the pack. Halfway into the race, Simpson consolidates his place in first position, while the tussle continues for second place. On the finish line behind the brilliant Brit comes Jarno Trulli who puts Rytтарbris, Mislijevic, Sophie Kumpen and Maggio behind him.

A / C - Manetti takes advantage of a first row indecision by his rivals and jumps to command the pack where he quickly puts some distance between himself and the group. Balistreri, Mislijevic and Rytтарbris duel for second position; then the void with Munkholm, Gianniberti and Trulli to follow. At the finish line behind Manetti, winner of the heat, Mislijevic gets the better of Balistreri, Rytтарbris and Trulli, fifth in front of Munkholm.

B-C - Again an irresistible Manetti in the last scheduled heats. He immediately gains a large margin in the first laps over Gianniberti at the head of the group that follows. The Crg driver manages to maintain the position until the finish line ahead of Terrien with Van Der Ende fourth after a good comeback.

Prefinal - Manetti and Simpson on the front row. Green lights, and the Italian moves ahead of Simpson, but at the second hairpin Simpson delays his braking and, also due to the sand on the track, runs into Manetti. So, incredibly, the Italian most credited with Maggio for a chance to conquer the title, leaves the stage. Problems for Trulli, Gianniberti and Balistreri. Maggio, as expected, duels with Rytтарbris for the lead of the race. Meanwhile, Carradori is the victim of a mechanical failure that also involves Sophie Kumpen (Max Verstappen's



mother). From the back, Santavirta and De Nies are making strong gains; well also Daniele Parrilla. At the finish line, Rytтарbris wins before Maggio: they are the front row of the world final.

Final - De Nies leaps ahead of Maggio. At the sixth lap, Maggio passes in front, while Rytтарbris is in 13th due to carburetor trouble. The same failure affects other distinguished drivers, too, like the world champion Gianniberti - 25th on the third lap; Munkholm slips even further behind; Trulli leaves the scene on the fifth lap due to the pinion breaking; Orsini is out on the tenth lap. On lap ten, Manetti takes the ninth place, while Maggio is first, followed by De Nies, Santavirta, Daniele Parrilla, Von Euw, Lotta Hellberg, De Pace, Van Ameyden, Manetti, Van Der Ende, Simpson, Mislijevic.

Maggio has a margin of about 100 meters on De Nies, second until the 16th lap when Santavirta overtakes De Nies. Behind De Nies, a fiery Manetti storms forward. He is the fastest on the track thanks to tires that had not even done one lap in the pre-final. Maggio seems unreachable, however. On the 25th lap, Manetti puts both De Nies and Santavirta behind him. The



Top local information

In Argentina, we were also served a lesson by the Press. In fact, the large crowd at the Cordoba track was not just there by chance, but thanks to the promotional efforts and work of the national media through their newspapers and TV networks. Throughout the Argentine world championship, we were able to admire full pages in the local newspapers with giant photos of our heroes, pages dedicated exclusively to this event, while the local TV stations transmitted race updates with lots of video at every news edition. And seeing karting on television was quite startling in 1994.

Milton Rytтарbris in front of Natale Maggio in the dust of the Argentinian circuit. The two drivers, from qualifying dominated by the Swede, in close contact even in the heats and then in pre-final.

At the top, Manetti, De Nies and Santavirta immediately after the finish line. With Manetti still incredulous for the memorable enterprise.



MASINI, THE MAGICIAN, THE BET!

Before climbing aboard the Boeing 747 of Aerolinas Argentina, departing from Madrid at 23:30 for Buenos Aires, this with the whole karting circus, I was in the waiting room when I saw and approached Masini the well-known preparer, then collaborating with Biesse / Fox (1994). He confided: "I already know who wins this world championship, just like I already knew who would win in Poland, want to bet?" Amused, I play along, and so Masini continues, "A magician from my part of town predicted that the number 35 would have won both in Bdygoszcz (location of KZ world championship) and in Cordoba!"

It was true ... In Poland Trulli won with the number 35 and Manetti participates in the world championship in Argentina with the 35. So is Manetti the Chosen One?

A few days later together with my two colleagues, Mark Burgess and Vincent Caro, we decided to fill and seal an envelope with the names of the probable winners of the FSA World Championship and open it at the end of the race. I won, of course, remembering what Masini confided to me ... Too bad no prize came with this win.



The caliente fans

The fans at the Cordoba track exceeded expectations. And not just for their numbers. Despite or due to the circus landing here for the first time, Cordoba fans lived this event with surprising and active participation. Apart from the grandstand, filled with driver fans, crowds lined up along the entire perimeter of the track ready to follow drivers and race developments, especially in the FSA final when it became so involved it created a show within the show. This, too, is why the Argentine world championship was memorable.

audience in the stands begin to feel something extraordinary is going to take place – people talk, speculate, expect the unexpected. Will Manetti succeed in passing Maggio, who towards the end seems to have lost some of his lustre (brake problems)? Only 3 laps remain to the finish of the world championship... and Manetti is still far away, but on the

last lap, Manetti and his CRG are right on the leader's tail. Maggio does what he can to stay in front, tries to shut him out, keep him behind ... Manetti, one step from ultimate victory, won't settle for second place, gives his all. The two collide. Side-to-side. The few moments seem an eternity. Time stops. On the stands, complete

silence. Then, as if by magic, Manetti's kart restarts. Maggio has to sit by, still, and watch. Cheers. A standing ovation sanctions and accompanies Manetti's victory. Poor Maggio could not have imagined such an end. He had the world crown on his head, he might have thought, and instead... And there was also the wizardry of Masini!



I N T H E E N D , T H E S P O R T W I N S

Although it remains a memorable world championship event, also true is the fact that on Cordoba's burning and dusty track, many drivers and karts suffered numerous problems: malfunctioning carburetors, caused by dust (it hadn't rained for 3 months), green

petrol (the same used in South American F3) and Sunday's hot temperatures, complicated the tuning parameters on a track unknown to the circus. Trackside, during the finals, the number of retired drivers increased lap after lap. And the few survivors struggled.

(Having wet the surrounding terrain turned out to be a not so brilliant idea. But you can't have everything!) In fact, we had not counted on returning. And the skepticism expressed before leaving was thus left to memory, not the news.

IMPECCABLE PRESS OFFICE AND SECRETARIAT

Impeccable, the work by Hugo and Mario responsible for the collection, publication and sharing of all the data, starting from Wednesday's free practice. The two kind and generous exponents of the Argentine ASN provided a commendable service throughout the event. We had, for one, never seen so much documentation and last but not least, within a very short time, at championship's end, Hugo and Mario honored us with a book, the year's summary, with the results of the two formulas, Formula A and Super A, were highlighted by a blue and orange border for easy reference.



Buser's dream

At the press conference held on September 15 at the Tourism Department, before many Argentine figures from the ACA (Automobil Club Argentino) and Cik President Ernest Buser, the promotion of karting in South America was the main topic of discussion.

After praising the organization's work in managing to build the circuit for the world championship in such a short time, President Buser answered questions from the journalists. "Cik policy," said Buser, "is aimed above all at promoting karting in the areas less involved in this sport, which in addition to discovering and creating new talents for motorsport, can also overcome certain problems of today's society, engaging the young kartists to reach a goal that is not only that of the track, but also keeping them far from

temptations, for example, drugs, the century's most dangerous evil for young people all over the world. My dream," Buser continued, "is to be able to organize tomorrow a world championship to be disputed in more trials in the various continents, but the problems to be solved are many, as well as budget and time."

Left, Maggio is still ahead in the FSA World Championship. Manetti is right behind him ... only one lap to the finish line ... But the end is now written. Manetti: "When I thought about winning the title? On the last lap!" Below, Trulli, Rytтарbris and Misljjevic

FSA World Championship Final Classification

Pos	N.	Driver	Equipment
1)	35	MANETTI (I)	CRG/ROTAX/VEGA
2)	52	DE NIES (B)	TECNO/ROTAX/VEGA
3)	51	PARRILLA D. (I)	SWISSHUTL/ITALS/VEGA
4)	16	VON EUW (I)	TONY/ITALS/VEGA
5)	6	MAGGIO (I)	TONY/ROTAX/VEGA
6)	7	MISLIJEVIC (I)	TONY/ITALS/VEGA
7)	29	HELLBERG (I)	CRG/ROTAX/VEGA
8)	26	VAN AMEYOEN (NL)	SWISSHUTL/ROTAX/VEGA
9)	14	VAN DER ENOE (NL)	CRG/ROTAX/VEGA
10)	40	TERRIEN (F)	SODI/ROTAX/VEGA

FSA Pre-Final Ranking

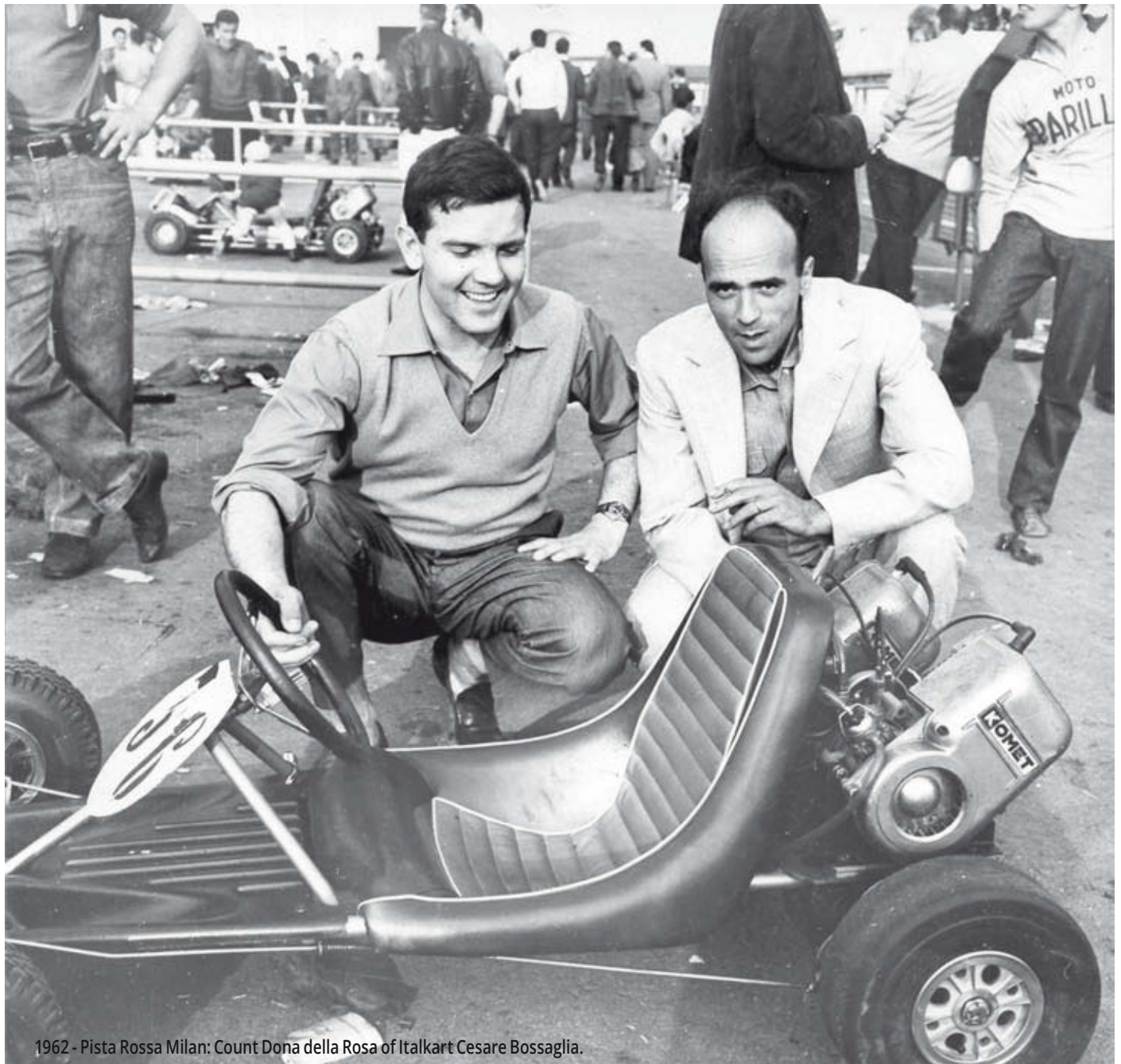
Pos	N.	Driver	Equipment
1)	10	Rytтарbris (I)	BireVRotaxVega
2)	6	Maggio (I)	Tony/RotaxVega
3)	7	Misljjevic (I)	Tony/ItalsNega
4)	24	Santavirta (SF)	Rakama/ParillaNega
5)	52	De Nies (B)	Tecno/RotaxVega
6)	12	Trulli (I)	Tony/RotaxVega
7)	51	Parrilla (I)	SwissHutl/ItalsNega
8)	37	Orsini (I)	Crg/RotaxVega
9)	5	Fleury (F)	Birel/ItalsNega
10)	29	Hellberg (I)	Crg/RotaxVega
11)	16	Von Euw (I)	Tony/ItalsNega
12)	14	Van Der Ende (NL)	Crg/RotaxVega
13)	27	De Pace (I)	Crg/RotaxVega
14)	1	Gianniberti (I)	Jolly/RotaxVega
15)	9	Redeker (NL)	Tony/RotaxVega
16)	23	Simpson (GB)	Pcr/RotaxVega
17)	40	Terrien (F)	Sodi/RotaxVega
18)	39	Surrales (E)	Crg/ParillaNega
19)	26	Van Ameyden (NL)	SwissHutlRotaxVega
20)	11	Talon (F)	Sodi/RotaxVega
21)	15	Virtanen (SF)	Tony/RotaxVega
22)	8	Palttala (SF)	BirellParillaNega
23)	19	Davies (GB)	Pcr/PcrNega
24)	41	Zanella (I)	Crg/RotaxVega
25)	25	Busslinger (CH)	SwissHutlRotaxVega
26)	21	Malevaut (F)	Sodi/RotaxVega
27)	42	Olsen (DK)	Hasse/Rotax/Maxxis
28)	44	Martino (RA)	Riomar/PcrNega
29)	2	Balistreri (I)	Tibi/RotaxVega
30)	4	Carradori (I)	Tony/ItalsNega
31)	33	Kumpen (B)	Crg/RotaxVega
32)	22	Munkholm(DK)	Pcr/PcrNega
33)	35	Manetti (I)	Crg/RotaxVega
34)	43	Ferrero (RA)	All/ItalsNega

Summary ranking after the FSA rounds

Pos	N.	Driver	Gap	Pt
1)	35	Manetti(I)	40"178	0 0 0
2)	23	Simpson (GB)	40"006	0 5 5
3)	7	Misljjevic (I)	40"294	4 2 6
4)	10	Rytтарbris (I)	39"809	3 4 7
5)	12	Trulli (I)	40"406	2 5 7
6)	2	Balistreri (I)	40"319	3 7 10
7)	6	Maggio (I)	39"900	6 6 12
8)	1	Gianniberti (I)	39"976	11 2 13
9)	16	Von Euw(I)	40"603	10 7 17
10)	22	Munkholm (DK)	39"981	13 6 19
11)	29	Hellberg (I)	41"223	11 8 19
12)	40	Terrien (F)	40"295	18 3 21
13)	27	De Pace (I)	40"825	14 9 23
14)	14	Van Der Ende(NI)	40"592	20 4 24
15)	4	Carradori (I)	40"684	13 14 27
16)	24	Sanlavirta (SF)	41"420	15 12 27
17)	41	Ianella (I)	40"618	16 12 28
18)	51	Parrilla(I)	41"457	10 18 28
19)	5	Fleury (F)	40"491	8 21 29
20)	8	PalHala (SF)	40"527	14 16 30
21)	15	Virtanen (SF)	40"410	7 24 31
22)	52	De Nies (B)	40"416	19 13 32
23)	33	Kumpen (B)	40"423	5 28 33
24)	37	Orsini (I)	40"754	12 22 34
25)	19	Davies (GB)	40"427	25 10 35
26)	25	Busslinger (CH)	41"022	15 20 35
27)	43	Ferrero (RA)	41"917	18 17 35
28)	11	Talon (F)	40"426	9 27 36
29)	9	Redeker (NI)	40"881	Repechage
30)	44	Martino (RA)	41"370	Repechage
31)	39	Surrales (E)	40"747	Repechage
32)	21	Malevaut (F)	41"401	Repechage
33)	42	Olsen (DK)	41"462	Repechage
34)	26	Van Ameyden (NI)	41"456	Repechage

How it started

Never mind who invented the first kart or where it first ran, fact is that there were no specific kart engines in those pioneer days. The engines had their origin from light motorcycles or from industrial use. Thanks to tens of tens of thousands of obsolete West Bend lawnmower engines karting shot off in a big way in the USA. In Europe, and especially in Italy, it was pretty much the same. Engines in use ranged from Garelli, Guazzoni, JLO, McCulloch to name, but a few were all originally designed for other purposes. BY **ANDREA BOSSAGLIA AND KEES VAN DE GRINT**



1962 - Pista Rossa Milan: Count Dona della Rosa of Italkart Cesare Bossaglia.

That all changed when Giovanni Parrilla, owner of the famous Moto Parilla motorcycle factory, paid a visit to his Arizona, United States plant. It was during this business trip that Mr. Parrilla discovered this new phenomenon called "Go-Kart. Back in his office in Milan, he ordered his chief of the technical department Cesare Bossaglia to design and develop an engine for karting. The result was the Parilla PB7 that hit the tracks in 1959. The two prototypes built were reasonably successful but as many parts came from the 125cc motorcycle engine of the same brand, one can hardly say that the PB7 was a purpose built kart engine as such.

With the lesson learned from the PB7 in mind, Mr. Bossaglia started work on what would become a trend setting kart engine the Parilla V11 also known as the "flat" Parilla.

The engine was welcomed with great enthusiasm, unfortunately Moto Parilla hit financial trouble, the company continued but under management of an investment group (SIL) that included the Lombardi County. However Giovanni Parrilla left the company and founded a new company called M.P.Saetta that concentrated solely on the production of kart engines.

In this time Moto Parilla employed a man called Bruno Grana, who was the foreign sales manager for motorcycles. During one of his business travels in California back in 1958, Mr. Grana discovered these "toys" called karts and met up with one of the very first manufacturers called Go-Kart. Industrial derived engines from mainly McCulloch powered the chassis' delivering between 8 and 9 HP. Mr. Grana noted immediately the business opportunity especially after

discussing volumes with potential importers if he could provide a new engine to them that was significantly faster. From that trip Mr. Grana brought home a McCulloch engine and had a business plan in mind. He thought that the merit of karting diffusion was to be the amusement of the US soldiers on the American airbases, of which there were plenty. Grana could not get the idea out of his mind and while on a trip to Buenos Aires on behalf of Moto Parilla and accompanied by Cesare Bossaglia to discuss a four stroke light motorcycle for that market with the Argentine importer, Grana proposed to Bossaglia to establish their own business with the objective to design, produce and market the ultimate kart engine.

A childhood friend of Cesare, called Vito Consiglio with whom he shared a passion for model aircrafts in Pavia and who owned an engineering company became also a partner in the company originally called GBC and based in Pavia before it moved to Milano. However it was thought that a name with more impact was required. Grana and Bossaglia remembered an incident that happened on their return trip from Argentina. The airplane of their flight back home had trouble and they had to remain in Buenos Aires for a few more days waiting for spare parts to arrive. The concerned aircraft was a beautiful De Havilland Comet.

The company was renamed Komet in honour of the De Havilland aircraft, but with a "K" of Karting.

The first Komet néé GBC engine had many similarities to the Parilla V11 especially the rough appearance of all casted parts. But the first engine produced under the Komet name was a different story.



TOP ITALKART / KOMET K12 THE EQUIPMENT TO HAVE.

BOTTOM GIULIO PERNIGOTTO ITALKART / KOMET K12 WINNER DUTCH GRAND PRIX (1962 & 1963)

KOMET K12 A MASTERPIECE!

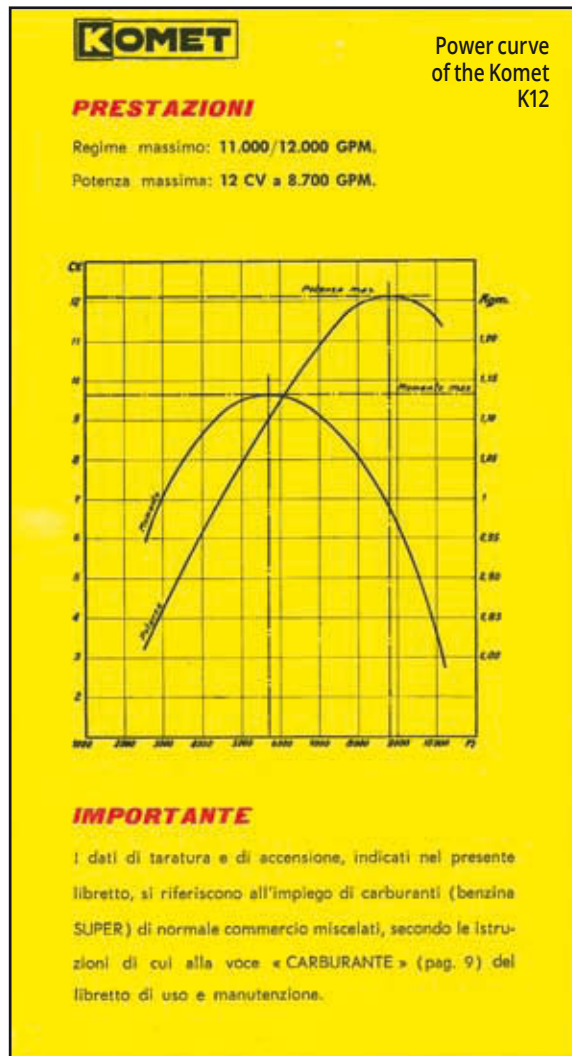
In the early days of my kart career as a driver and mechanic I spent hours and hours reading the two-

Engine on display in the van deGrint collection



stroke bible "Two-stroke high performance engine design and tuning" written by Cesare Bossaglia. No wonder that the designs of this great man have a special place in my collection of historic karts and engines.

Only recently I got hold of a Komet K12 from 1962 the first production engine by Komet and one of the most successful of its time. While rebuilding the engine I became very impressed with the design features such as the large diameter of the rotary valve, the aluminium hard chrome cylinder, a connecting rod with a needle bearing at the top end and especially the die casted parts. A quality standard that was second to none for many years to come.



KOMET

POMPA DI ALIMENTAZIONE

Il carter motore presenta nella sua parte posteriore uno speciale alloggiamento per il fissaggio della pompa di alimentazione. Quest'ultima pompa risulta dotata di un diaframma in gomma sintetica con funzione di polmone aspirante e premente azionato dalle alterne fasi di pressione e depressione che si verificano nel carter durante il funzionamento del motore.



Questo alterno movimento consente alla pompa di richiamare un costante flusso di carburante dal serbatoio mediante una tubazione applicata fra il rubinetto del serbatoio ed il beccuccio inferiore verticale della pompa.

Andrea Bossaglia, son of Cesare explains: Many times Vito Consiglio (for whom I worked for a decade) told me about the man who took care of all the die-casting moulds for a reasonable price.

The parts were machined and assembled by Consiglio's facilities.

The aluminium cylinder with chrome plating was a new fashion for that time.

The Komet K12 was an immediate sporting success. Winning many races including the unofficial 1961 World Championship in the 200cc class with American Bobby Allen but thanks to an initial order of 50 engines by Count Dona della Rosa of Italkart it did also financially very well. The count had unlimited confidence in

Bossaglia as a designer after he designed the ultra successful Italkart Zoom for him.

Technically the Komet K12 was ahead of its time, especially concerning production method and the standard of machining. Andrea the son of designer Ceasare explains.

The K12 was made with extensive use of die castings.

On one hand this was possible due to the expected high sales numbers based on the forecasts from the importers in the case of good performance. On the other hand die casting gave a much higher quality to the product and therefore a higher performance, which was needed and on top of that the die casting moulds were not

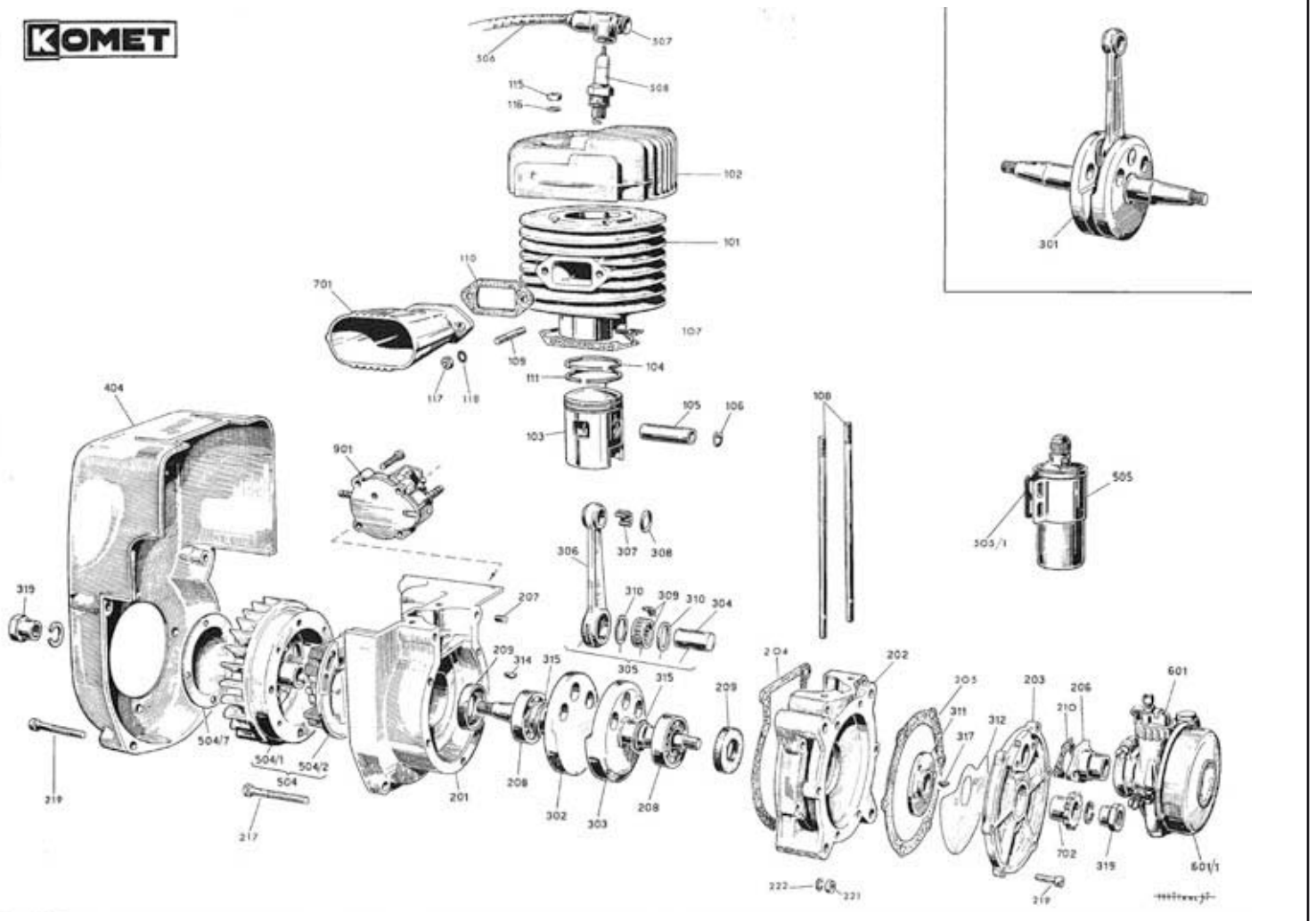
significantly more expensive than gravity casting, at that time, this was the second fact.

The large use of die casting (also for the cylinder!), where modifications are difficult and expensive, reveals that a continuous development process was not foreseen at that time, unlike today.

The forced ventilation was still considered as necessary, and the die casted air conveyor allowed a better aesthetic than the types made by sheet metal forming, common on industrial engines.

The max engine speed were still quite low in that period. The power peak, around 12HP, was obtained at 9000rpm which looks like the idle speed of the modern

KOMET



engines. Nevertheless 9000rpm was a challenging speed for the materials and treatments available at the time, and it was also the limit for the ignitions which used to have the mechanical breaker.

The relatively low rpm allowed a big rotary valve, which didn't miss a chance to create problems. Particularly the valve dragger was designed in more versions to find out the most reliable solution.

But the true weak point of the engine was the conrod's big end roller cage, normally made by Durkopp. 9000rpm was a very high speed for the existing cages' technology, so it used to be easier to seize the big end cage rather than the piston.

To help the big end lubrication, the lateral conrod guide was made on the piston, through two steel washers containing also the "free rollers" bearing supporting the piston pin. This way the big end was free to get more oil, having just two small washers for cage centering.

The super-square architecture (d.51x48mm) will remain a characteristic of Komet for years on, while the chrome-plated aluminium cylinder wall was just a transitory use in karting, due to its tendency to get deformed under the severe thermal stress.

The last evident characteristic of K12 is the total absence of an exhaust muffler. The simple short die



casted trumpet equipping the engine was the true obstacle to power increase.

I'm sure that if we put the same trumpet on a last generation 100cc the power would not be much more than 12HP, witnessing the

good solutions and good development level of the K12.

The engine ready for reassembling Giulio Pernigotti e Giulio Top, Cutaway drawing of the Komet K12



FOX GO-BOY

the fabulous **FOX**
campione del mondo

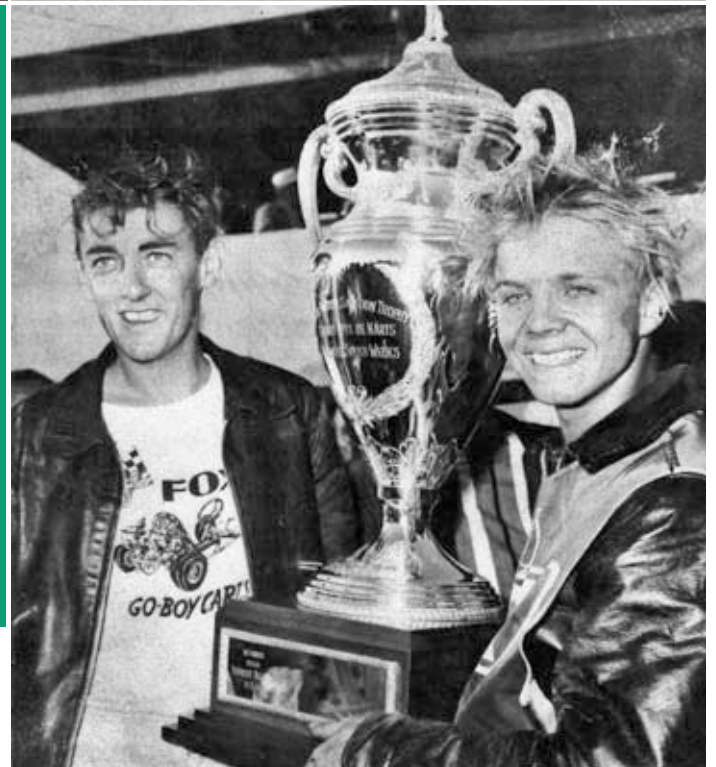


Telata Modello MAK KART EXTRA DELUXE

1961 World Championship Winning Kart

The final rounds of the 1961 World Karting Championships sanctioned by the Federation Internationale de l'Automobile (FIA) for single and dual engine karts were held in the Bahamas at Oakes Field, formerly Nassau's commercial airport, from the 29th of November to Friday 1st of December. The event was promoted by Captain 'Red' Crise of the Grand Prix Kart Club of America (GPKCA). Incidentally this would be the last event that GPKCA would promote; Captain Crise afterwards turning his attention to breeding Boxer dogs! A cura di **Frank Weir**

1961 Fox Go-Boy/McCulloch MC20s similar to the kart that won the 1961 World Championship for duals. Photo: Frank Weir. Left, Fox Italian advert circa 1962



That year the World Championship was contested over three meetings beginning in Banbury England followed by the event at the Pista Rossa in Milan Italy and concluding with the Nassau races. Following the Italian event Bobby Allen, the 1960 World Champion, was leader on points in the single engine class and held second position in the dual class. Fellow American Jeff Crumb shared second place with Englishman Johnny Brise in the single engine category and was listed as twelfth in the dual engine category. At the finish of the Nassau races Bobby Allen, the 17 year old from Miami, made it two World Championship victories in a row by driving his Fox kart powered by dual McCulloch MC20s to victory in the 100 lap Grand Prix for Karts in a time of 1 hour 20 minutes and 2.8 seconds; an average speed of 37.481 MPH. His team mate at Fox Karts Jeff Crumb, who also hailed from Florida, was crowned single engine World Champion at the conclusion of the 50 lap race which he led from start to finish covering the distance in a time of 41 minutes and 46.8 seconds giving an average speed of 35.908 MPH

Fox karts were manufactured by the Fox Body Company located in Janesville, Wisconsin. At the end of the fifties when Fox became involved with karting they had been manufacturing special trucks and trailer bodies. The company believed in putting forth a quality product at a reasonable price by virtue of high volume. They entered the karting field in 1959 as a filler operation to take up the slack between the surge for refrigerated trucks and horse trailers.

The Fox Go-Boy Cart manufacturing operation in Janesville Wisconsin was

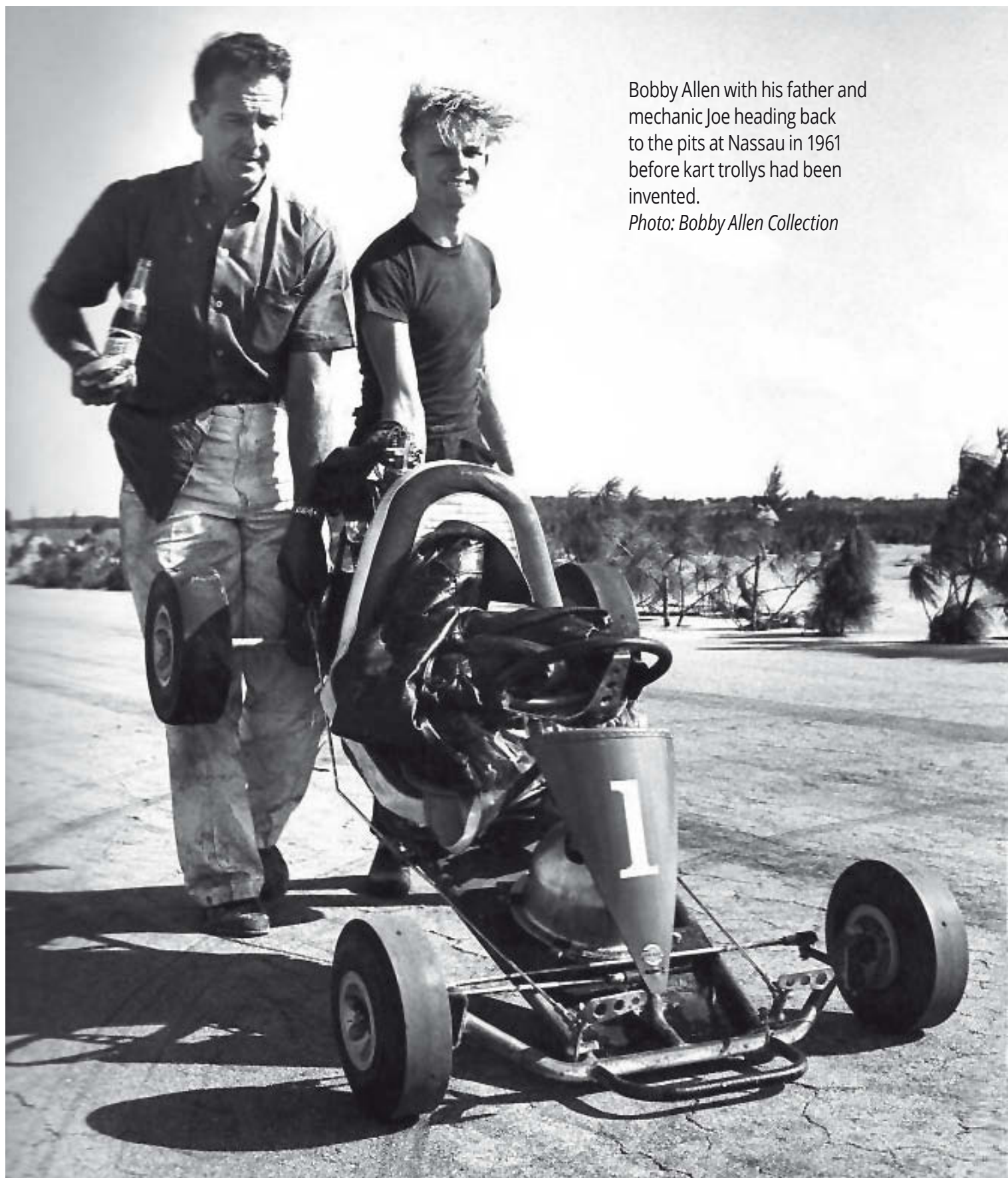
huge. It was reported that they had the capacity to make 100 karts a day and at one time had over 2,200 dealers! During 1959 Fox advertised that they were then America's leading producer of carts and could ship a cart from stock. Their adverts for the carts boasted of the company's fine craftsmanship, low price, proven performance, and engineered design using machine controlled quality. Note that Fox had not adopted the spelling of cart as kart at that time.

The early Fox karts, namely the 1959 and 1960 models which were basically simple ladder frames were

well built but heavy. They were superseded by the 1961 units which looked stunning with the cranked up rear half of the frame to hold the eye catching satellite seat. These karts were light, handled extremely well, and were successful from their launch; winning the 1961 World Championships resulted in high volume sales for Fox throughout the karting world.

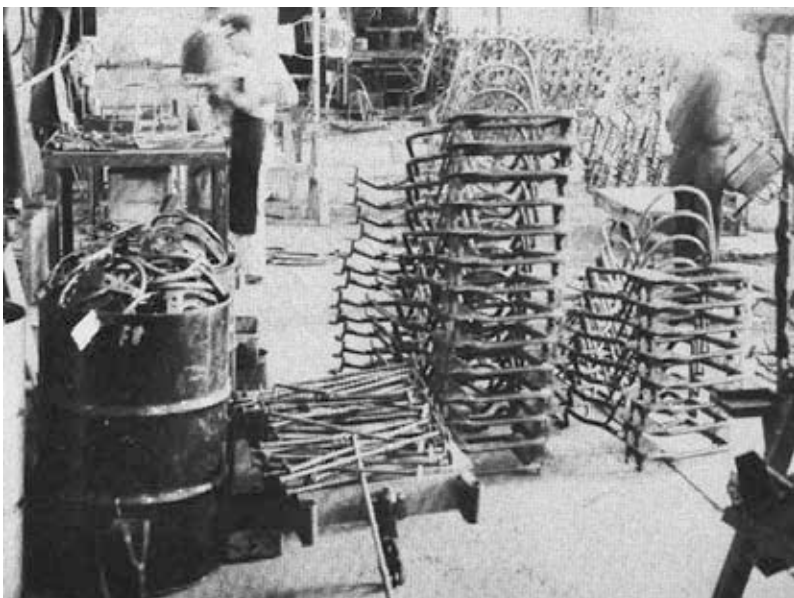
The chassis designed was commissioned by Fox from

1. Bobby Allen Fox Mak-Kart/McCulloch MC20s on his way to victory at the Banbury England World Championship Round in 1961. *Photo: Alan Burgess*
2. 1961 Fox Go-Boy/West Bend 820s similar to the chassis that won the 1961 World Championship for duals. *Photo: Dick Teal*
3. Bobby Allen holding the Sir Victor Sassoon Trophy presented to the winner of the dual engine category and his team mate at Fox Karts Jeff Crumb winner of the single engine class at the 1961 Nassau World Karting Championships. *Photo: Fox Public Relations.*



Bobby Allen with his father and mechanic Joe heading back to the pits at Nassau in 1961 before kart trolleys had been invented.

Photo: Bobby Allen Collection



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a consulting engineering practice that had offices in Madison Wisconsin. The kart featured a swept back front axle which added extra leg room whilst keeping the wheel base short. Fox advertising literature described the kart in great detail. It referred to the axle as a multi-flex unit stating that torsion action front end suspension was achieved using the configuration of the swept back axle. The uniquely designed front axle and the superb spring torque main chassis gave cat-like balance to the 1961 Fox karts.

The multi-flex front axles carried precision spindles with grease zerks, drag link steering and sealed ball joints for precise steering control. The main frame which was termed a Fox Spring Torque racing chassis was bent from a single piece of 1 inch diameter by 0.083 inch wall thickness 4130 chrome moly tubing. This was heralded by Fox as a revolutionary advancement in kart construction. After welding the main frame to the front axle as well as the seat back hoop and steering shaft support to complete the

frame each individual unit was heat treated and stress relieved to obtain strength and stamina unduplicated in the karting industry at that time according to the manufacturer. Further, all 1961 Go-Boy and Mak-Kart chassis were equipped with a rear axle capable of handling the power from dual engines and wide enough to provide excellent stability.

Hands quick change aluminium sprockets and taper lock hubs were standard issue on the Mak-Kart rear axle and sprockets increasing by 2 teeth from 70 to 84 for ratio selection for every conceivable track condition were available. A Bendix 5 inch diameter internal expanding drum brake was used as stopping power.

The seat which was the first item that normally caught the eye of the beholder of a 1961 Fox kart was known as a satellite seat. The seat was described by Fox as the newest and most revolutionary design improvement in karting. The seat shell, foam padding and covering were one piece. The rugged contour moulded

seat shell formed in plastic had extra thick foam glued in place to which was bonded a beautiful one piece duotone Naugahyde pleated, rolled and trimmed cover. The seat was easily detached from the chassis, weighed just 7.5 pounds, and was very eye catching.

A deep dish Le Mans steering wheel smartly styled and ruggedly constructed was used. The three spoke design provided extra strength and a trim appearance. On the 1961 Mak-Kart the Le Mans extra deluxe wheel was fitted; that wheel had chromed spokes for gleaming appearance and was rubberized around the circular rim for good grip. Le Mans sure foot throttle and brake pedals provided a positive even stroke for precise kart control, a feeling previously unknown in karting according to Fox, using these toe sensitive controls. Together with the Multi-Flex front axle the pedals provided 6 inches (150mm) more leg room making the Fox a very comfortable kart for the taller driver. Hands featherweight magnesium racing wheels came as standard equipment on the 1961 Mak-Kart.

The Go-Boy was fitted with new at that time demountable racing wheels cast from shatterproof aluminium. Later on Fox would go on to produce their own brand of Le Mans wheels in both aluminium and magnesium. The Go-Boy and the Mak-Kart used a spun aluminium seat back mounted fuel tank for normal racing. At Nassau both Bobby Allen and Jeff Crumb fitted an additional fuel tank placed under the steering shaft to enable races of 25 and 50 miles to be undertaken without stopping for refuelling.

Back in the day the gentleman who had responsibility for the day to day running of the kart

production at Janesville was Bob Fox. Bob was the second son of Stan Fox then owner of Fox Body Corporation. Fred Fox who is Stan's oldest son and the only one of the brothers that is alive; is still very active with Parts Unlimited a company considered to be the world's largest distributor of aftermarket accessories in the powersports industry and is owned by the Le Mans Corporation headquartered in Janesville, Wisconsin.

These days karting items are not featured in the Parts Unlimited catalogue but should you desire a 1961 or later model of a Fox kart they are being reproduced in California complete with the attractive satellite seat.

Many thanks are due to Dick Teal for helping with the authenticity of this article. In the early sixties Dick worked at Fox in the evenings and weekends before joining the company full-time as engineering manager in the late sixties.

Dick delivered an interesting talk at the banquet associated with The Big One a few years back when he presented a display of blueprints and sales literature associated with the complete range of Fox karts from his time at the plant. Not only does Dick have access to most of the technical paperwork associated with Fox he also owns a comprehensive and pristine collection of many of the Fox karts that went into production as well as some of the prototypes that did not roll off the line at the Janesville factory back in the day. Dick's exhibition also covers all the popular kart engines of that time and is located in his private museum at Horicon, Wisconsin; it's well worth a visit.

4. Inside the welding shop at Fox circa 1961. Photo: Fox Public Relations.

April

- 13/15 April - Lonato South Garda ITA
Int. DMSB Kartrennen Lonato (1)
OK, OK-Junior, KZ2
- 14/15 April - Sepang Karting Circuit MYS
Rotax Asia Max Challenge (2)
Micromax, MAX Jr, MAX Sr, DD2, DD2 Master, Veteran
- 14/15 April - St Raus, Novi Marof HRV
Cobra 1234 Cup (1)
KZ2, DD2, DD2 Master, Max Sr, Max Jr, Mini Max, Micro Max, Baby Kart
- 19/22 April - Sarno ITA
CIK-FIA EUROPEAN JUNIOR CHAMPIONSHIP - 1st rd OK-Junior
CIK-FIA EUROPEAN CHAMPIONSHIP - 1st rd OK
- 20/22 April - Genk BEL
Rotax Max Euro Trophy (1)
MAX Jr, MAX Sr, DD2, DD2 Master
- 21 April - KF1 Karting Circuit SGP
Rok Cup Singapore 2018 (2)
Rok Junior, Rok Senior
- 27/28 April - Dijon-Prenois FRA

Championnat de France SK Open (2) -SK

- 27/29 April - Siena ITA
Campionato Italiano ACI Karting (1)
OK-Junior

May

- 03/06 May - Salbris FRA
CIK-FIA KARTING ACADEMY TROPHY - 1st rd OK-Junior
CIK-FIA EUROPEAN KZ2 CHAMPIONSHIP - 1st rd KZ2
CIK-FIA EUROPEAN KZ CHAMPIONSHIP - 1st rd KZ
- 05/06 May - Elite USJ Karting Circuit MYS
Rotax Asia Max Challenge (3)
Micromax, MAX Jr, MAX Sr, DD2, DD2 Master, Veteran
- 11/13 May - Wackersdorf DEU
Int. ACV Kartrennen Wackersdorf (2) OK, OK-Junior, KZ2
- 17/20 May - PF Int'l GBR
CIK-FIA EUROPEAN JUNIOR CHAMPIONSHIP - 2nd rd OK-Junior
CIK-FIA EUROPEAN CHAMPIONSHIP - 2nd rd OK
- 19/20 May - Kecskemét HUN
2018 FIA Central European Zonen Karting Champs (2)
Max Sr, Max Jr, DD2

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Alexandra Madrigal 2008-09, Jake Dennis 2010, Callan O'Keeffe 2011, Jehan Daruvala 2014

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