

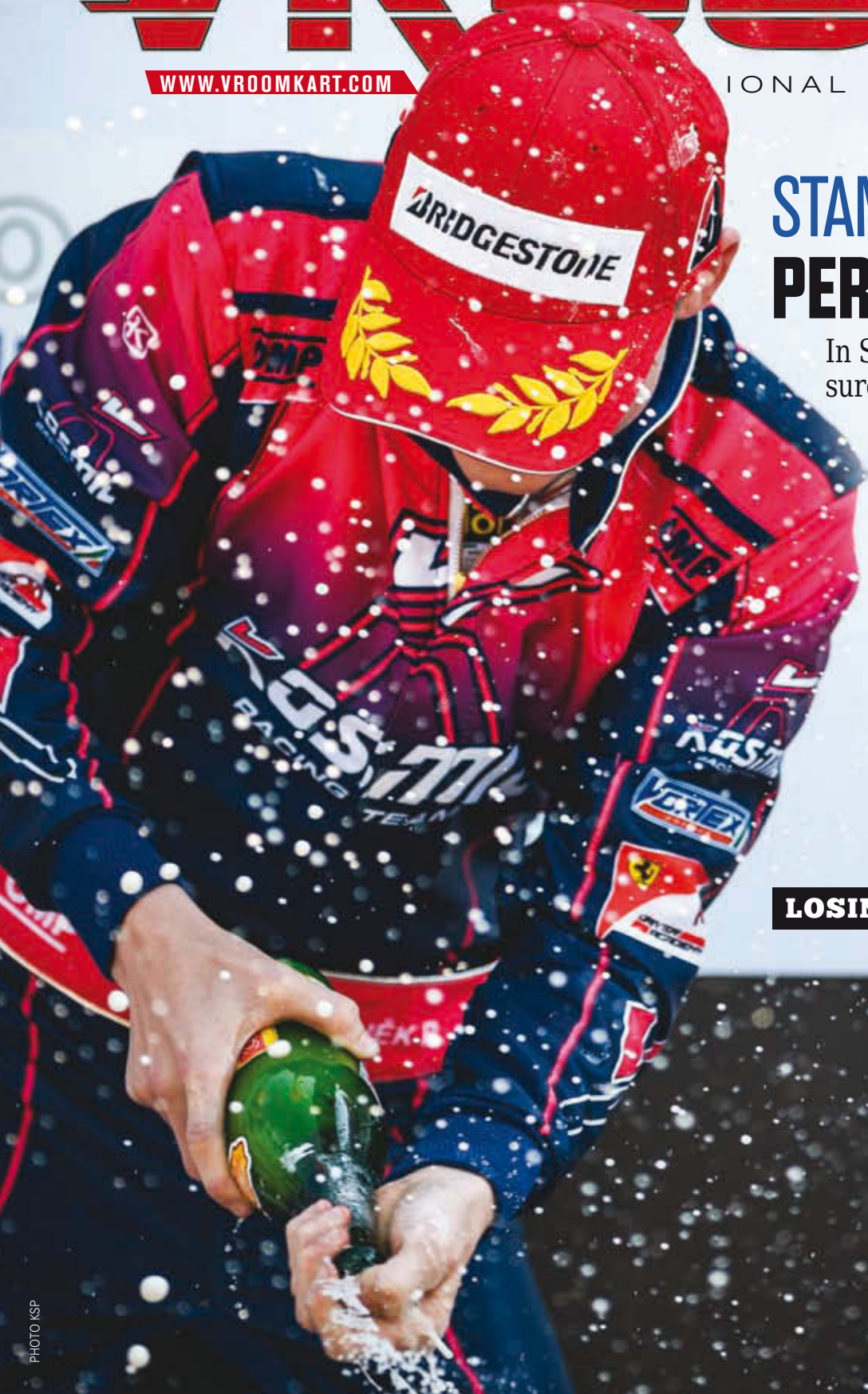
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IONAL KARTING



STANEK AND ARON: PERFECT SCORES

In Sarno, Roman Stanek's surefire victory in OK, while Paul Aron dominates in OKJ. And this European looks to be a thriller!

LEGEND 1996

125 FC WORLD CHAMPIONSHIP, SALBRIS (F)

RACING

- CIK-FIA EUROPEAN CHAMPIONSHIP OK-OKJ
- CHALLENGE OF AMERICAS
- WSK SUPER MASTER SERIES 2018
- ROTAX MAX CHALLENGE EURO TROPHY
- BNL KARTING SERIES
- ROTAX MAX CHALLENGE JAPAN SERIES

LOSING HURTS PAOLO DE CONTO

TALKING TO



FELIPE MASSA



KEES VAN DE GRINT

PHOTO KSP

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CIK-FIA OKJ
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April: it's been a month full of events for Karting. From the First Rounds of FIA Karting European Championship to the Rotax MAX Challenge Euro Trophy, passing through COTA. Here the most important contents of www.vroomkart.com

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PREVIEW

Shifter Mod! It's time time for shifter classes in Salbris.



MULTIMEDIA

Online video report of the Kart Grand Prix of Italy. The video report of the first round of the FIA Karting European Championship is online for the OK and OKJ classes.



EVENT

Challenge of the Americas - Here are the Champions. The challenge of the Americas is over! Three fantastic weekends have completed the season with seven new champions.



EVENT

Super debut for new Rotax Max Challenge Euro Trophy - Rotax MAX Challenge Euro Trophy started in Genk.



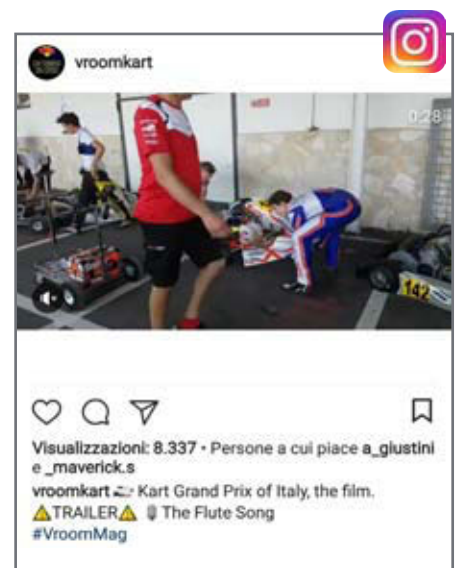
EVENT

Kart Grand Prix of Italy - Finals: Stanek and Aron open the European season. FIA Karting European Championship, Rd.1. Sunday report.



PADDOCK

Bas Lammers is a new BirelArt Racing KSW driver - Bas Lammers returns to the track, the Dutchman announcing he has found an agreement with BirelArt Racing KSW.



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The European première at Salbris surprisingly rewards Iglesias in KZ and Renaudin in KZ2



KZ Podium

line – bang, the unexpected happens: his engine betrays him; with it, his dreams of glory in the European KZ. Iglesias, instead, thanks the stars, takes the unexpected victory. Pex, the 2015 world champion and driver to beat on the eve, concludes in second place. A good third for Ardigò, who had put himself in the spotlights since the heats and produced a good run through the ranks in the final, the podium being the just prize for what the Tony Kart driver showed himself capable of, and for having never given up after last year's

It has been 22 years since the last Cik Fia 125cc gearbox race was held in Salbris. The French track has remained unchanged. And lap times were similar to those of 1996 when the FC World Cup took place right here in Salbris. Another epoch, different conditions, other engines, other tires, different weight; in other words, it is not possible to make a credible comparison. That said, our curiosity was piqued and we wanted to understand why, despite the years gone by, lap times were so similar: high 58s. As is often reiterated, the goal itself is not outright performance, even if that is what racing is about, but more important was the process of technological evolution and, consequently, the increased competition and, therefore, the show factor, the spectacle, that this discipline is so strongly dependent upon. Alas, in Salbris, what we had at this first continental KZ and KZ2 event, was neither a significant improvement in performance nor, more importantly, was it the stage of an all-out brawl, battle,

rivalry. Yes, indeed, tires permitting, this track that is so “driven”, and without any major braking points favoring passes, has once again produced races that were less than engrossing, intriguing. And drivers who did dare, aware of being faster than their direct rivals, ended up finding themselves out of the race, or penalized by the inevitable contact. The final of **KZ2** was thus a dull race with no real bite. The fight for third place between Petit and Piccini was unnerving, the former closing the gates on the latter, as Piccini tried everything to get past – but careful not to throw a precious fourth place to the dogs. In front, meanwhile, the two other French drivers, Renaudin and Loubere, were pottering about undisturbed, enjoying themselves at every lap, the local darlings of the home crowd. Had things been different, Longhi might have had a chance, second in practise behind Loubere by only 0’010, one of the protagonist of the Saturday heats, but he had tossed his chance in the last Sunday



Jeremy Iglesias

morning heat when in making an attempt to pass Loubere, he collided with him and dropped out; hence, instead of starting on pole, and presumably running off with the race, he was forced, instead, to follow Piccini and Loubere throughout the final without ever having a chance to move ahead. In **KZ**, however, after a convulsive start, Hiltbrand added that special extra to go to conquer first place in the final. The Spanish CRG driver knows his stuff, no news that... And just as he was about to his seal his win, as he did two years ago, 5 laps from the finish

terrible accident. In the next issue, the detailed race report of this first continental event of the gearbox class (Academy included).



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THE HILARIOUS CARTOONS OF PAUL DORIN ARE BACK IN VROOM



Paul Dorin, the passionate and extremely talented illustrator, returns to work with Vroom, after a few years away. Here's how his passion for kart started.

I got into karting with a group of close friends regularly going to the local kart track hiring karts and realised very quickly that it was so much fun we wanted to get serious and buy our own karts. I am sure we all thought we were going to follow in the footsteps of Michael Schumacher and become champion Formula 1 drivers. Having our own karts was fantastic and so different to hiring karts. It became addictive. We couldn't wait for the weekend travelling to different tracks and all we talked about was either karting or Formula 1. Like most starting out in karting, we all had our minor off-track excursions. We became very competitive not only with lap times but also who could stay on the bitumen without a day of spinning off. We had so many funny experiences that would make for perfect cartoons. I remember often scribbling down ideas on a note pad.

During the week I would turn those funny ideas into cartoons. I knew I was never going to be a Formula 1 driver but I was always destined to have my karting cartoons published. After having a small collection of karting cartoons, I was keen to find a magazine to submit them for consideration. I remember picking up a copy of Vroom magazine at a kart track and going 'Wow!'. This was the magazine I would often hear all the top racing drivers talk about. I was keen to look through the prestigious Vroom Magazine. It was in Italian but I was mesmerised by all the fantastic glossy pictures. The internet opened me up to the world of karting. I could scan my cartoons and submit them for consideration anywhere in the world. I emailed Vroom and was so excited when I received an email back

saying they were interested in using my cartoons.... both in their Italian and International magazines. Giuliano, the Editor of Vroom, and the staff were so friendly. I had to pinch myself; I was drawing cartoons for the world's karting magazine royalty... I was so excited and proud. It was like Ferrari ringing me and asking to drive alongside Michael Schumacher. I have also been very fortunate to have my illustrations grace the front covers of Vroom. I have been on a karting sabbatical since having kids... Before kids, all my money went into the kart.

Since having kids, the money I had for the karting budget, now went to the kids' budget. I was really excited recently to receive an email from Giuliano with an invitation to start drawing again for Vroom, and I am so excited to be back submitting my cartoons to Vroom International. The one thing my friends and I loved most about karting was the friendliness of everyone at the kart track wherever you were. If you ever had a problem, there was always someone happy to help you get your kart on the track.

Happy Karting Everyone!

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PHOTO: KSP

GOD SAVE THE PRESIDENT

Nearly one semester into his mandate, we met with Felipe Massa in Sarno at the start of the European CIK-FIA season. Text **A.Giustini**

It was December 9 when Vroom first announced that Felipe Massa would replace Sheikh Abdulla bin Isa Al Khalifa as CIK President. The news soon made its way around the four-wheel world, immediately provoking mixed feelings among teams, drivers, constructors, insiders. Why exactly Felipe Massa? Or rather, why, in a period of crisis like the current one that karting is experiencing, wasn't a less charismatic but more "concrete" figure chosen? Moreover, Massa has never had experience in European kart; he is not one of those superheroes flying the cape of Tony Kart, CRG, or Birel. Questions and doubts concerning his presidency may, therefore, be legitimate but, as always, there is always another side to the story, and Massa may turn out to be a revelation.

For starters, a new figure just might nudge the movement from the oft-trodden ways it has been treading upon undaringly for decades, bring a whole range of novel ideas and literally drive the karting world into the right direction and right out of the ongoing crisis. Moreover, Massa has an entourage and network of extremely accomplished collaborators, able to

counterbalance those that, in the eyes of public opinion, may raise a few brows; namely Kees van de Grint, Vice President, and Kay Oberheide, Executive Secretary.

Further, as a former F1 driver, the Brazilian will be able to better manage an international karting world that is becoming increasingly more like a miniature Formula 1, and take what is good from his experience and knowledge. In what sense? Not by making karts simply glossier, with more polish, or a futuristic motorhome, but by making kart racing a product with greater appeal from a commercial standpoint, able to find its own proper place on the market outside of, say, the engines. In this regard, it is necessary to provide the promoter on duty with a product that can be sold in and of itself, a good starting point, which requires minimal and easily achievable actions. We met Felipe Massa in Sarno on the occasion of the Kart Grand Prix of Italy to discuss his role at CIK and we also did a little "aptitude" test.

First of all: welcome.

What was your first impression concerning CIK FIA karting?

"It's not a different world from the one I'm used to. It's always the world of

racing, after all. What's beautiful about karting is that it's the starting point for Formula 1 and I cannot help but notice how high the level of competitiveness here is. I've never taken part in an event like this as a driver, because when it was my turn I did not have the sums necessary to participate. Now I have the opportunity to live and fully experience it, but with a completely different role from the one I'm used to. It is a stimulating challenge.»

What prompted you to accept this charge?

"In my career I've had so much more than I had ever imagine when I was young. Now it's time to give back to others how much I received, making my experience available. In addition, I realize that

A different role

there is so much to do and, above all, to improve, so I decided to put myself to the test. It will be a process that will require a great effort, especially with regard to the modernization of karting, but I feel I can do it.»

Let's immediately analyze one of the "hot" issues of current events: the front fairing. When you ran there were none; now it is an integral part

Now I have the opportunity to live and fully experience it, but with a completely different role from the one I'm used to. It is a stimulating challenge

PHOTO: CUNAPHOTO.IT



PHOTO: KSP



In my career I've had so much more than I had ever imagine when I was young. Now it's time to give back to others how much I received

of the most important competitions - what do you think?

“I agree with this rule. It is right that a driver gives proof of all his talent, but on the other hand, this mustn't happen outside the rules or, in any case, of correctness. However, some clarifications have to be made, namely that the idea is conceptually right, but sometimes there are episodes that highlight the negative sides of this rule.

Unfortunately, there are also these and it is precisely on these that we have to work.»

Many prominent paddock figures, however, are against the front fairing; in your opinion, why is a rule like the one we are analyzing important?

“It's about education, training: many drivers who arrive in F1 are still a little bit immature from this point of view and I'm convinced that the problem, or the solution, should be sought and addressed right at the foundation of everything, hence in karting. You cannot get to the second year in Formula 1 and behave dangerously; you need to correct certain behaviors right away.» We decided to look at the front fairing theme to understand the state of mind with which Felipe Massa is facing this, his mandate, and the result

has been remarkable. The spirit of the “self-made” driver emerges, like they no longer exist, which one truly feels, and he shows he's ready for what is a hot seat, the CIK presidency post. As mentioned by Massa himself, karting is the first step in the staircase leading to Formula 1, why it must be nurtured and protected in the best possible fashion to create and foster the most suitable environment for the growth and training of a race driver. However good the intentions, however, they also lie within a political context much in turmoil, part of a stage concerned about not being able to keep up with relentless evolution and change, one that has already produced illustrious victims. Massa, therefore, cannot afford to do wrong, so “God save the President” is our personal wish.



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One-on-one with Kees van de Grint on the future of Karting

The first European OK race was the perfect opportunity to speak with the CIK Vice President on the kart of the future. TEXT: **A.GIUSTINI** PHOTO: **G.CUNA**



On the occasion of the first round of the season's CIK FIA series, which officially opened in Sarno, we met Vice President Kees van de Grint with whom we talked about the future of karting. From the imminent homologation of the Mini to the worrisome situation in KZ; from the electric to RGMMC, our exchange with van de Grint on kart's future.

How did we get to deliberating on CIK homologating the Minikart class?

"The request came from the national autosports associations (ASN) and several manufacturers. The reason

approved, then they must also be used in the national series; this will also be a point to discuss. Otherwise it will be useless."

It will be important to avoid the disputes that have arisen in the case of the OK engines, when some reversed their positions right at the decisive moment ...

"I agree, but in this regard I would like to point out that the Members (ASNs, a/n) at the meeting had decided unanimously with regard to the adoption of the Original Kart. Once the concept of the engine was presented, however, the same ones

are used to seeing in the Minikart national classes?

"No, there will be no upheaval. At the level of regulation you should expect something very similar to what was proposed by ACI-CSAI in the Italian ACI Karting Championship; it will be similar for 99%. We had to make just a few adaptations, but they are minimal details."

Where did the greatest difficulties arise: chassis or engines?

"I will amaze you: in neither of them, but rather in terms of the tires. Some producers need more time than others, but it is not anything that can in any way go to stop the whole process."

Following this line of thought, the point of arrival could be that of a CIK FIA championship for the Mini class. Is it in the Commission's plans?

"No, at least not now. The outgoing President had put forward a similar proposal to the Council, but it was rejected. But things are changing and, if I say firmly "no", I would be too peremptory; the same if I were to answer you affirmatively. I can only tell you that it is not momentarily in CIK's plans."

In the face of globalization, which is undeniably also investing karting, what does Kees van de Grint think of an international minikart competition titled CIK-FIA?

It's not an easy question, but I do not want to go around it with a typically institutional response. I would not be against it, in the sense that it is a fact, as you say, that karting is now in a globalized advance. But we must ask ourselves if it is the right thing, and this depends on how it is organized. If it were to be done like the current CIK FIA competitions, no, it would not be the right thing. I see many



is linked to the need to have more precise guidelines even for the Mini, a category that in the national series is always popular. There are proposals regarding the regulations and everything will be decided on May 7th. Once the regulations are decided, and only then, will we pass to homologation. However, this means that, given the role of the ASNs in the matter, if the regulations and the homologation are to be

who had shown themselves to be in favor, retreated trying to postpone its introduction for another year. Even some, after three years, have not yet adopted the specification in their own countries. Here it is no longer a question of politics, but of sensitivity."

What kind of regulation should we expect? Will there be any great upheavals compared to what we

Kees van de Grint continues his mission in an attempt to restore the best conditions for the promotion of karting. Above, the secretary of Cik Kay Oberheide in Sarno together with president Felipe Massa and the promoter of the Cik championships James Geidel.



alternatives that would allow international series for the Mini to work well, but they are just thoughts, however. If and when the time is ripe, I think I have some valid ideas to contribute to success.”

Let’s move on to another hot topic: electric. Autosports has taken a significant step towards electric power with Formula E, and even in competitive Karting this has happened with the German full electric series, the DEKM. How is CIK moving in this regard?

“In the meantime, let me start by answering that on May 7 the CIK will make a regulatory proposal for an all-electric series. I believe that in one way or another the electric will come, because it must, despite preferring the smell of gasoline and the noise of the 2-stroke. Like mini-karting, it’s part of progress, and progress - let’s get it in our heads - we cannot stem. Even in this case, however, we must first give rules and make sure that the full electric races are as close as possible to the current ones. Once a proposal for a regulation is accepted, then, we will start discussing with the producers to start a project. It is exactly what happened with the OK; first the concept was presented, then it was approved by the Commission. Without the Commission’s consent

it is useless to talk about it, since it would not be followed up. Therefore we will present our proposal on the 7th and, if accepted, we will open the consultations to understand with the producers if the objective of the proposal is reachable. So far we have worked in contact with the entourage of Ronni Sala (patron Birel ART, a/n), who has a lot of experience in the sector.”

In Germany there was positive response from drivers, so it means that the concept works ...

“On this there is no doubt, and as I said, even CIK is moving. I do not know how long it will take, if 5, 10 or 20 years, but anyway it is our intention to open to the electric. Regarding DEKM, however, it is necessary to ask oneself whether it is the electric itself that works or whether it depends on the deployment of forces put forward by Porsche. From my point of view, I want to see when the drivers will buy the electric karts, as happens now with those with a thermal engine, and then we can really talk about the electric market. The presence of a great sponsor like Porsche can help a national or private series, but not the spirit of CIK races.”

Less than two weeks before the

European KZ premiere there are only 21 registered drivers. In the paddocks, it is already a “case”. Does the thing worry you?

“It is not a problem of today, indeed, already in Sarno last year I talked about it with the people involved in the category. The lowest point we touched in Oviedo with 15 members, then fortunately at the World there were 43. Despite this, however, I thought about the Spanish debacle for the whole winter and to be honest I expected less than 21 subscribers to Salbris. I do not presume 100 drivers at all races; it is not even in the spirit of the category, but it is useless to turn the other way: KZ is a problem for which we are still looking for a solution, because on one side we cannot eliminate the category, which is the test bench for constructors and where the stars of karting express themselves; on the other hand, we still have to find the right path. In this sense, the choice to decrease the stages and run even in Lonato, may have been two steps in the right direction.”

The scene has shown conflicting views on the management of the Sarno event by RGMCC, the new promoter of CIK FIA events. What do you think?

“I think it’s appropriate to talk about it again in Lonato. There we will have a more detailed picture of their work. I cannot say I’m 100% satisfied right now but, like every beginning, there are difficulties. The expectations around CIK events are always very high and I also think that the previous promoter did a great job, so I think it’s right to talk about it again after Lonato, when the situation will certainly be clearer; to be brief, let’s give them time to measure themselves with the event they find before them.”

Kees van de Grint at the first European OK Championship in Sarno together with Nico Rosberg and Felipe Massa. For the Cik vice-president an especially demanding season is foreseen, the problems to be solved many.



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CIK FIA EUROPEAN CHAMPIONSHIP, 1st ROUND IN OK - OKJ
NAPLES INTERNATIONAL CIRCUIT, SARNO (SALERNO), 22 APRIL 2018

A perfect Stanek Aron as well

What emerged from this first race in the European OK and OKJ, held at the International Circuit of Naples, with near-summer temperatures, was the supremacy of Roman Stanek in OK and Paul Aron in Junior.

TEXT: **A. GIUSTINI, S. CORRADENGO** PHOTO: **CUNAPHOTO.IT**

Stanek, anything but a rookie

The Kosmic driver passed in third: he was surprised at the start by Pedro Hiltbrand who started on the outside line, which in Sarno is not so bad; indeed, many choose it as the inside lane does not guarantee an ideal trajectory into the fast bend. As if he had a glass ball - yes, to read the future - Stanek tackles the situation with absolute mastery and on the second lap, at the turn of the long straight, he easily overtakes Vidales. On the next lap, at the same point, cuts past Hiltbrand. And ciao. Having passed these two rivas, Stanek created a buffer zone out in front from where he managed the rest of the race at his leisure. His strategy worked out well, especially as, during the second lap, a few rivals left the scene: Trivisanutto, Michelotto and Janker on the tail of a daring sequence of events prompted by the collision between the two Italians of KR; that, and the exit of Vidales shortly after, sealed his victory. Thus, after even a few laps into the race, there was beauty and ... the bad: the surprise nobody would have expected. And Stanek benefited from it with all due merit.

Aron on top

Paul Aron, although fastest in qualifying and keeping a cool brilliant head throughout the always insidious heats, found himself going into the final with what would be the biggest test he would ever have to overcome. Especially in a category like this, with engines that are truly challenging for drivers who still do not have the lucidity or clearmindedness to manage their engine's power and keep their impetuous instincts, typical of that age, at bay. The Estonian, on the other hand, did no wrong. Right from the start, he held his foot down, pulled Beganovic and Askey behind him, a trio that soon ran ahead of the pack on the second lap. At this point, Aron drove like he was on rails, like a true veteran. Beganovic and Askey, instead of remaining in a slipstream, both became enthralled by hopes for glory, and fought it out, trying to get ahead at every turn, to their detriment. So, while Aron ran away without trying too hard, the two found themselves hounded by the group again, and, after the half-way mark, the ensuing brawl favored Gabriele Mini, rewarded by the saying that "in a fight between two or three litigants, spoils go to the ... fourth."





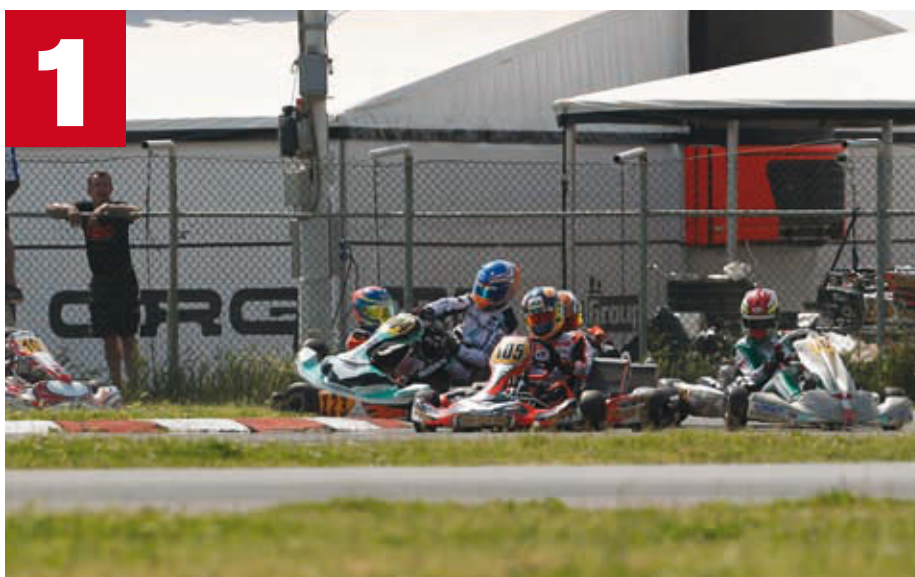
LOOK AT THE RESULTS

SCAN THE QR CODE WITH MOBILE TO SEE THE COMPLETE RESULTS OF THE FIRST OF CIK FIA EUROPEAN CHAMPIONSHIP



Harry Thompson (120) between Janker (109) and Hiltbrand (105). Saturday, dedicated to heats, saw the Briton one up on all his rivals, able to bring home 4 successes in as many fights. Because of a mistake in the last Sunday heat, Thompson was relegated from the first row to 11th position.

The height of the accident between Travisanutto and Michelotto that involved Janker. It is the second lap of the final and after contact Travisanutto's kart takes off and capsizes. Janker (109) continues, but is forced to retire after a few meters. The next lap also sees Vidales retire (102), due to a technical problem with the engine.



OK start, hot match and big bang

Although it was already decided after 2 laps, the final presented three events worthy of attention, which in fact characterized the first round of the European OK.

Let's start from the start. Hiltbrand, deployed outside, managed to precede poleman Stanek at the exit of the first corner. An event that alone drew plenty of attention. Hiltbrand, we know, is a driver who attacks, but Vidales also showed his spark by snatching his chance. The race looked ready to put on a great show. Then it was Stanek's turn.

In his first season in OK, the rookie passes Vidales with relative ease, and Hiltbrand on the next lap...

The two Spaniards are back in the spotlight when Vidales flanks Hiltbrand, who had moved far wide to engage the next bend before the paddock straight. The two drivers remain paired until the next hairpin. Hiltbrand is in front,

while Vidales on the outside has to give up his position to Janker, who has joined Hiltbrand. Behind them, Michelotto and Trivisanutto also take advantage of the close combat. At the approach of the narrow right-hand bend leading to the last stretch of the track, Hiltbrand is second, ahead of Janker, with Michelotto and Trivisanutto close behind, with Vidales driving wide alongside the Italian. Near the braking point of the paddock straight, Janker prepares to dive, moves left to set his line through the turn, while Michelotto makes a big correction in his trajectory to the right to avoid contact with Janker, now under braking, and Trivisanutto, who had done a skillful job climbing through his 16th position start to sixth, onto to swoop





The start of the OK Final. Hiltbrand (105) marches to the front followed by Vidales (102) with poleman Stanek (129) third. Behind Janker (109), the gap left by Maloney (125) being filled in by Lulham (121), a space Trivisanutto fills, climbing 9 positions in one go.

onto his team mate Michelotto. The clash between Trivisanutto's left front and Michelotto's right rear is inevitable. Trivisanutto's kart takes off, finishing its run upside down. Janker, too, pays dearly, and is forced to park due to his chain coming off, hit as he was on the right rear by one of the two karts out of control. The only one to pass unscathed is Vidales, but his race is set to last just one more lap. At the 3rd lap, the Vortex engine betrays him.

That does it for the final. Stanek, who certainly did not need any help, pulls firmly into the lead with an abundant one second on Hiltbrand who in turn keeps Thompson behind him at a distance. The first 3 positions remain thus stable up to the finish line, except Thompson moves significantly closer to the Spaniard of the CRG towards the end, posing however no real menace. Taking advantage of the gift of 4 top DNFs are Juho Valtanen and Harry Thompson, with the Briton ending the

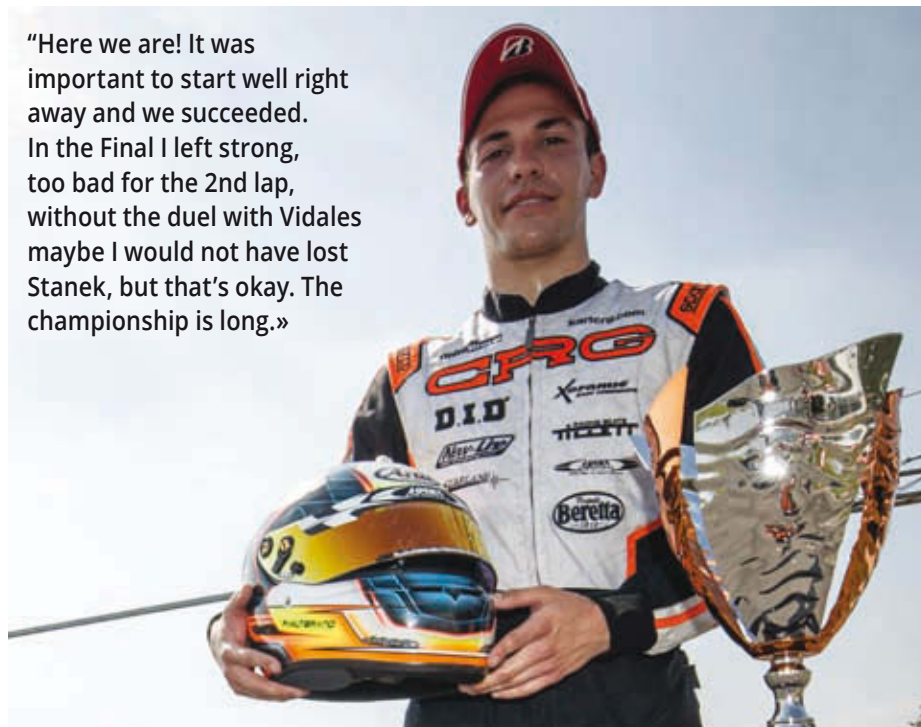


«With the temperature rising, the combined Kosmic / Vortex gradually improved.»

Roman Stanek (Kosmic/Vortex)

«Winning in Sarno is not easy in itself. Doing it in a debut year in Senior and in a race titled CIK FIA is even less easy. You have to be special and, for how he led the race, Stanek proved he was. There are many factors to manage: the tires and the experience of direct opponents, especially when they answer to the names of Pedro Hiltbrand and David Vidales. The pupil of Hajek, from the Zlín Region, treated them as his peers and did not fall into the trap of pushing in the first laps to then collapse at the end.»

“Here we are! It was important to start well right away and we succeeded. In the Final I left strong, too bad for the 2nd lap, without the duel with Vidales maybe I would not have lost Stanek, but that’s okay. The championship is long.»



Pedro Hiltbrand

Intelligent attack at the start on Stanek, the only chance, given how the race evolved, to surprise the Czech. Unfortunately, during the 2nd lap, wherein he engaged in an all-out fight with Vidales, made him lose his chance to challenge for victory, preventing him to run near the Kosmic driver and, who knows, try to make a move at the very end, on finished tires, a condition in which the Spaniard is second to none.

OK FINAL

P	N	Driver	NAT.	EQUIPMENT	GAP
1	129	Stanek, Roman	CZE	Kosmic / Vortex / B'stone	20 Laps
2	105	Hiltbrand, Pedro	ESP	CRG / TM Racing / B'stone	0.947
3	120	Thompson, Harry	GBR	FA Kart / Vortex / B'stone	1.079
4	103	Valtanan, Juho	FIN	Kosmic / Vortex / B'stone	6.513
5	127	Haverkort, Kas	NLD	CRG / TM Racing / B'stone	7.346
6	122	Marseglia, Leonardo G.	ITA	KR / Parilla / B'stone	9.157
7	135	Joutsimies, Rasmus	FIN	FA Kart / Parilla / B'stone	10.176
8	108	Bradshaw, Callum	GBR	CRG / TM Racing / B'stone	14.510
9	124	Sasse, Hugo	DEU	KR / Parilla / B'stone	14.677
10	121	Lulham, Christopher	GBR	Exprit / TM Racing / B'stone	14.752
11	125	Maloney, Zane	BRB	FA Kart / Vortex / B'stone	15.052
12	148	Irlando, Alex	ITA	Sodi / TM Racing / B'stone	15.748
13	128	Rosso, Andrea	ITA	CRG / TM Racing / B'stone	17.239
14	183	Zug, Marius	DEU	KR / Parilla / B'stone	18.714
15	136	Pirttilahti, Nikolas	FIN	Kosmic / Vortex / B'stone	19.553
16	130	Coluccio, Luigi	ITA	Birel Art / TM Racing / B'stone	20.004
17	141	Saarniala, Axel	FIN	Kosmic / Vortex / B'stone	20.285
18	140	Fontecha, Ayrton	ESP	CRG / TM Racing / B'stone	20.923
19	118	Patterson, Dexter	GBR	Exprit / TM Racing / B'stone	21.126
20	131	Gustafsson, Viktor	SWE	Kosmic / Vortex / B'stone	24.551
21	106	Milell, Noah	SWE	Tony Kart / Vortex / B'stone	25.103
22	150	Nielsen, Nicklas	DNK	Tony Kart / Vortex / B'stone	25.268
23	178	Nesov, Aleksei	RUS	Tony Kart / TM Racing /	26.475
24	119	Edgar, Jonny	GBR	Exprit / TM Racing / B'stone	26.942
25	114	Ferrari, Lorenzo	ITA	Exprit / Vortex / B'stone	33.181
26	163	Saarijärvi, Frans-Emil	FIN	Kosmic / Vortex / B'stone	6 Laps
27	151	Rozenfeld, David	RUS	Tony Kart / Vortex / B'stone	14 Laps
28	164	Torreggiani, Mathias	ITA	Tony Kart / Vortex / B'stone	14 Laps
29	142	Van Der Helm, Tijmen	NLD	Tony Kart / Vortex / B'stone	16 Laps
30	149	Kremers, Marijn	NLD	Birel Art / TM Racing / B'stone	16 Laps
31	102	Vidales Ajenjo, David	ESP	Tony Kart / Vortex / B'stone	17 Laps
32	109	Janker, Hannes	DEU	KR / Parilla / B'stone	18 Laps
33	123	Michelotto, Mattia	ITA	KR / Parilla / B'stone	18 Laps
34	104	Travisanutto, Lorenzo	ITA	KR / Parilla / B'stone	18 Laps

OK CHAMPIONSHIP STANDING - RESULTS AFTER SARNO (ITA)

P	N	Driver	ITA QH	ITA F	POINTS
1	129	Stanek, Roman	10	25	35
2	105	Hiltbrand, Pedro	9	20	29
3	120	Thompson, Harry	0	16	16
4	127	Haverkort, Kas	3	11	14
5	103	Valtanan, Juho	0	13	13
6	125	Maloney, Zane	6	5	11
7	122	Marseglia, Leonardo Giuseppe	0	10	10
8	135	Joutsimies, Rasmus	0	9	9
9	124	Sasse, Hugo	2	7	9
10	108	Bradshaw, Callum	0	8	8
11	109	Janker, Hannes	8	0	8
12	121	Lulham, Christopher	1	6	7
13	102	Vidales Ajenjo, David	7	0	7
14	123	Michelotto, Mattia	5	0	5
15	148	Irlando, Alex	0	4	4
16	106	Milell, Noah	4	0	4
17	128	Rosso, Andrea	0	3	3
18	183	Zug, Marius	0	2	2
19	136	Pirttilahti, Nikolas	0	1	1
20	130	Coluccio, Luigi	0	0	0
21	141	Saarniala, Axel	0	0	0
22	140	Fontecha, Ayrton	0	0	0
23	118	Patterson, Dexter	0	0	0
24	131	Gustafsson, Viktor	0	0	0
25	150	Nielsen, Nicklas	0	0	0
26	178	Nesov, Aleksei	0	0	0
27	119	Edgar, Jonny	0	0	0
28	114	Ferrari, Lorenzo	0	0	0
29	163	Saarijärvi, Frans-Emil	0	0	0
30	151	Rozenfeld, David	0	0	0
31	164	Torreggiani, Mathias	0	0	0
32	142	Van Der Helm, Tijmen	0	0	0
33	149	Kremers, Marijn	0	0	0
34	104	Travisanutto, Lorenzo	0	0	0



FMP/Press

Kas Haverkort, a rising star

Zanardi's Dutchman was the protagonist of a weekend in crescendo. After the 10th place in Official Qualifying, Haverkort was the protagonist of a true and proper climb from the 8th position of the heats to the 5th of the Final. It is true, the DNFs of the "heavies" - Trivisanutto, Vidales and Janker – were factors, but we know: in kart, the one who remains on the track "wins".

«Honestly tires for me weren't a big problem, I did multiple times with new tires but I didn't feel much difference. For the Final I had to start from P8 in the final, my start was not so good, I felt back to P16 but I had a very good pace so I came back to P5, overall I was very happy with the result, for sure I could have had a podium but I will do my best in PFI».

at the end of the straight; with a dive for an extra spot, Thompson saves part of a weekend which, until Saturday, seemed he would be making an easy meal of his opponents. The OK race was also the race of numerous passes; worth men-

tioning Leonardo Marseglia, the top Italian, who started 21st and finished sixth, and the Finn Rasmus Joutsimies (FA / Parilla), 7th after starting 24th. In hindsight, we wonder what sort of final might have played out.

Stanek won a much-merited victory, but with the absence of Vidales, Janker, Michelotto, and even Trivisanutto, the race was deprived of the pathos and typically spectacular duels of this category.

SCORE CARDS

Stanek 10 The Russian offered lessons to everyone of intelligence and tactical mentality starting from Friday, with a third time, on Saturday with three second places and a win, and then Sunday: victory. Poleman at the start of the final, he is third off the line, but returns to command the race after only two laps, leads to the checkered flag, without ever creating a void behind. **Winning.**

Hiltbrand 9,5 Too early to announce the definitive return of Pedro Hiltbrand 2016, but he is certainly the top ranked driver in the current series. He pushed hard all weekend, obtained first row for the final. The brilliant start confirms his qualities. The second place is almost a victory, especially for how he defended himself, foot on the gas, when, flanked by Vidales, he drove a long section in the tight corridor between the edge of the track and the Tony Kart of his compatriot. **Born again.**

Thompson 8 On seeing his debut, definitely one to watch, this "rookie" Harry Thompson. A driver to beat

until the decisive day. Four victories out of five during the direct matches certainly deserve a high mark despite Sunday's setback, his only DNF. Episode that denied him the first row, but did expel him from the fight for the podium. Eight positions gained from his starting position, and beautiful progression during the second half of the race to close one step away from Hiltbrand. **Promising.**

Valtanen 7 Best "remuntada" award for the start of the season in the hands of the Finn. Cold, in full Finnish style, he takes advantage of the incidents on the third lap until he reaches the podium area. Ten positions gained put him among the weekend's list of satisfied drivers. **Opportunist.**

Haverkort 6,5 The consistency of the heats merits rewarding, with two thirds, two fourths and a second place, not enough to start in front, but the Zanardi Racing driver shows a great race pace worthy of the top positions, and leads him to the top five. Good points, a name to watch for the season. **Solid.**

H. Janker, D. Vidales (NC) Unfortunately, their leaving the race after only 2 laps suspends any score, even if the second row in the final speaks volumes about both drivers' potential. Among other things, here in Sarno, Janker had already proven to be strong, and we saw Vidales especially motivated during his attack on Hiltbrand, that is to say, one of the strongest drivers in the category. They were unlucky and blameless for what happened. We just have to wait for the next round, but on both, we have no doubts of their doing well. **Unlucky**

Mattia Michelotto (NC) He made his way up the ranks during the heats, gaining third row of the final. The accident precluded an important result. **Unlucky.**

Lorenzo Trivisanutto (NC) A few difficulties for Trivisanutto, who starts in the eighth row, but manages to take positions to place himself sixth by the second lap. Alas, the accident, which even he couldn't explain. **Thumbs down.**

OKJ Aron on top

Paul Aron (FA / Vortex) presents his business card at this first continental event. Best time trial, winning in the heats, dominator of the final. But what surprised everyone most is how he was capable of managing this superiority, a show of maturity worthy of a veteran.

The tribute to Paul Aron is legitimate for what he was able to show on track in Sarno. As was the naive behavior of his more direct opponents, such as Beganovic and Askey, who instead of following in the slipstream of the race leader, gave way to an inexplicable duel on the fifth lap. With the classification virtually frozen to then, the only other event was the

contact between Zak O'Sullivan and Alfio Spina on the seventh lap, an episode sanctioned with disqualification for unsportsmanlike conduct inflicted on the British driver. With each successive laps and the slowing down of Beganovic, the gap created by Aron increased further, while Laursen and Mini filled the gap. On lap 12, Askey, Laursen and

Beganovic are close, too close, with the last two getting the worst of it. Beganovic brakes late, skilled in closing the turn, but is hit sideways by the Dane. An error that led Beganovic off the track, and slowed Laursen. Taking advantage was Gabriele Mini who goes through, passing Askey also. A key episode that puts an end to the race. Paul Aron crosses the line alone with a three second lead. Behind him are Gabriele Mini and Kay Askey. Top five completed by Kirill Smal and Conrad Laursen. Special mention for Maya Wueg (Luxor / LKE), with the Spaniard gaining eleven positions, and finishing just a step off the top ten.



Paul Aron, firmly ahead in the final, with Askey and Beganovic losing time duelling among themselves instead of more shrewdly following in a slipstream, thus allowing the Estonian to increase his gap. On the right, again Beganovic and Askey with Laursen and Mini catching up. The tussle will favor Mini in second place, Askey in third.



OK JUNIOR FINAL

P	N	Driver	Nat.	EQUIPEMENT	GAP
1	208	Aron, Paul	EST	FA Kart / Vortex / Vega	17 Laps
2	235	Mini', Gabriele	ITA	Parolin / Parilla / Vega	3.109
3	233	Askey, Kai	GBR	FA Kart / Vortex / Vega	3.805
4	220	Smal, Kirill	RUS	Tony Kart / Vortex / Vega	4.892
5	269	Laursen, Conrad	DNK	FA Kart / Vortex / Vega	5.306
6	205	Beganovic, Dino	SWE	Tony Kart / Vortex / Vega	5.993
7	262	Crawford, Jak	USA	Energy Corse / TM Racing / Vega	7.475
8	226	Barnard, Taylor	GBR	KR / Parilla / Vega	8.927
9	206	Bosco, Luca	ITA	Tony Kart / TM Racing / Vega	11.324
10	253	Lomko, Vlad	RUS	Kosmic / Parilla / Vega	11.523
11	255	Weug, Maya Martine	ESP	Luxor / LKE / Vega	12.692
12	246	Marti' Sobrepera, Josep M.	ESP	Tony Kart / Vortex / Vega	14.962
13	209	Mallet, Evann	FRA	Kosmic / Parilla / Vega	15.590
14	202	Bortoleto, Gabriel	BRA	CRG / TM Racing / Vega	16.244
15	211	Griggs, Luca	GBR	Exprit / Vortex / Vega	16.313
16	217	Gomez Gutierrez, Jose A.	ESP	FA Kart / Parilla / Vega	17.737
17	244	Ressico D'aloisio, Lorenzo	ITA	Birel Art / TM Racing / Vega	18.966
18	237	Dufek, Josh	DEU	Exprit / TM Racing / Vega	19.222
19	225	Van Hoepen, Laurens	NLD	Tony Kart / Vortex / Vega	22.064
20	216	Kharitonov, Tikhon	RUS	Exprit / TM Racing / Vega	22.261
21	248	Maxson, Tyler	USA	CRG / TM Racing / Vega	23.771
22	232	Cenedese, Alessandro	ITA	Parolin / Parilla / Vega	25.667
23	236	Chaves Camara, Raphael	BRA	Kosmic / Vortex / Vega	26.212
24	277	Ten Brinke, Thomas	NLD	Birel Art / TM Racing / Vega	26.576
25	279	Variawa, Saood	ZAF	CRG / TM Racing / Vega	32.463
26	227	Bedrin, Nikita	RUS	Parolin / TM Racing / Vega	35.379
27	218	Montoya, Sebastian	COL	Tony Kart / Vortex / Vega	8 Laps
28	274	Putera, Adam	MYS	CRG / TM Racing / Vega	8 Laps
29	229	Spina, Alfio Andrea	ITA	CRG / TM Racing / Vega	10 Laps
30	212	Meguetounif, Sami	FRA	Formula K / TM Racing / Vega	13 Laps
31	249	Figueiredo, Guilherme A.	BRA	KR / Parilla / Vega	13 Laps
32	242	Kuc, Marcel	POL	Energy Corse / Vortex / Vega	17 Laps
33	210	Bernier, Victor	FRA	Kosmic / Parilla / Vega	17 Laps

OK JUNIOR CHAMPIONSHIP STANDING - RESULTS AFTER SARNO (ITA)

P	N	Driver	Ita QH	Ita F	POINTS
1	208	Aron, Paul	10	25	35
2	233	Askey, Kai	7	16	23
3	235	Mini', Gabriele	1	20	21
4	220	Smal, Kirill	6	13	19
5	269	Laursen, Conrad	8	11	19
6	205	Beganovic, Dino	9	10	19
7	262	Crawford, Jak	2	9	11
8	226	Barnard, Taylor	0	8	8
9	206	Bosco, Luca	0	7	7
10	202	Bortoleto, Gabriel	5	2	7
11	253	Lomko, Vlad	0	6	6
12	255	Weug, Maya Martine	0	5	5
13	246	Marti' Sobrepera, Josep Maria	0	4	4
14	227	Bedrin, Nikita	4	0	4
15	209	Mallet, Evann	0	3	3
16	211	Griggs, Luca	0	1	1
17	217	Gomez Gutierrez, Jose Antonio	0	0	0
18	244	Ressico D'aloisio, Lorenzo	0	0	0
19	237	Dufek, Josh	0	0	0
20	225	Van Hoepen, Laurens	0	0	0
21	216	Kharitonov, Tikhon	0	0	0
22	248	Maxson, Tyler	0	0	0
23	232	Cenedese, Alessandro	0	0	0
24	236	Chaves Camara, Raphael	0	0	0
25	277	Ten Brinke, Thomas	0	0	0
26	279	Variawa, Saood	0	0	0
27	218	Montoya, Sebastian	0	0	0
28	274	Putera, Adam	0	0	0
29	229	Spina, Alfio Andrea	0	0	0
30	212	Meguetounif, Sami	0	0	0
31	249	De Figueiredo, Guilherme A.	0	0	0
32	242	Kuc, Marcel	0	0	0
33	210	Bernier, Victor	0	0	0

SCORE CARDS

ARON (10+) He deserves even more for what he showed at the weekend. The Estonian was stellar throughout the weekend. Consistently ahead, from Friday's qualifying, five wins out of five in the heats, and the win that matters most, the final. Without rivals, thanks also to a great kart, great race management. Is it going to be a boring season? We'll find out. **Surgical.**

MINI (9) The European debut, a perfect dream. Best Italian throughout, and luck helps the audacious. Best race pace, second only to Aron's. Heats good, performance in crescendo. To date, Italy's top hope. **Lead-heavy foot.**

Askey (6,5) Aron's worthy team mate for all completed sessions. The Briton is the first of the "normals" on the Sarno weekend. Second in qualifying and some off-moments in the heats. In the final, falls into the trap: tempted into a duel with Beganovic, allows rivals to catch up on them, and is overtaken by Mini. In the end, however, he gets a valuable and deserved podium. **Tough.**

Beganovic (6) Same for the Swede, good enough to conquer the first row



The Junior final podium with dominator Aron between Mini and Askey

in the final but, like Askey, gets carried away by a desire for leadership, thus losing sight of the overall goal, especially in a competition in stages like the European, but a strategy that would not have been justified even in World. **Naive.**

Smal (5,5) Good to Friday, closes in front in Sunday battles. In the final, a different story. Remains bottled out of the top five, takes advantage of the brawl ahead of him. We expect something more from the Russian. **Pale.**

Laursen (5,5) Could have been the third star on an all Ricky Flynn Motorsport podium, but it was not to be. Gives a hard time to the competition bringing

home three victories on Saturday, but in the race nothing, despite the recovery on the first three, throwing a podium into the air by colliding with Beganovic. **Off-tone.**

Race streaming Experiencing a race from the track is always better, of course, but for this reason and for the impossibility of going to see the races in person, organizers should be offering the best possible streaming services, given the caliber of the event. The impaled graphics on the third lap (until the tenth of the final) and the temporal hole for as much as seven laps do not help at all. This is definitely not the road to Heaven. Absolute improvement urgently required. **Overhaul.**



Lorenzo Trivisanutto scrutinized by Nico Rosberg. After the disastrous big bang in Sarno the Italian will have to get back into the game and do better starting from the next event at PFI to reassure the trust of those who believed in his potential.

SUN, HEAT AND SHADED AREAS

The first round of the FIA Karting European Championship for the OK and OKJ classes held in Sarno was two-sided: a positive for the success of the sport on the track, while the organization was less than 100%. **TEXT: A. GIUSTINI, S. CORRADENGO PHOTO: CUNAPHOTO.IT**



The Naples International Circuit officially opened the CIK-FIA season with the first round of the FIA Karting European Championship for the direct classes, OK and OKJ, with wins to Roman Stanek (Kosmic / Vortex) and Paul Aron (FA / Vortex). First race and the first important test for participants in the continental kermesse who had to face, for the first time this year, temperatures above 25° C. Sunny and hot, race day, with a few clouds on the organizational-promotional outcome.



RGMMC, below par

Since its announcement as the new promoter, RGMMC has raised and created many expectations of the karting world, increasingly concerned by the haemorrhage of its members and the motorsport's loss of appeal as represented by the international Cik Fia stage. Expectations not met, and partially disappointed. Though it may seem premature to give a failing grade to RGMMC's efforts, it is worth remembering that the Geidel family is called upon to commit to being more prepared for the next Kart Grand Prix of France, nothing other than the first stage of the European KZ / KZ2 scheduled in Salbris. The glossy image to which De Donno had accustomed us was missing, and we all noticed, but the thermometer we would like to use to measure the primary objective of the promoter's program is: the audience in the stands, or lack of, in this case. A fundamental aspect for the promotion, one that in recent years has never been taken into consideration, thus creating a dangerous detachment of enthusiasts from this motorsport. Despite the presence of Felipe Massa, CIK President, and Nico Rosberg, in the role of "talent scout" of the Rosberg Young Drivers Academy, the stands were practically deserted, as they have been for too many years now, a sign that the increased streaming starting on the Saturday, and the massive presence on social networks, failed to bring fans back to the stands. The motorsport's top managers, compared to the past, if nothing else have, however, taken note:

less public means less appeal, and less appeal equals a product that will lose investors. A situation that is worrying, to say the least; more so, when among the carnet of broadcasters who do cover international competitions, the Italians are missing, a paradox especially as Italy has been, at the political and agonistic levels, arguably the prime mover in the promotion of karting in the world. Reversing this situation, therefore, is of vital importance for RGMMC, if we want to avoid a dangerous collapse of the whole movement. In Salbris, mistakes are interdit!

Tires, rubber to be erased

Once again, tire supply is an issue in the Italian stage of the European Championship. Both Bridgestone, supplying OK, and Vega, OKJ, have received heavy criticism from a good part of the team managers according to whom the tires supplied for the race presented differences of performance between them. Conspiracy theories aside, always fuel for controversy, what was undeniable was that more than one leading driver, especially in Senior, was victim to an unusual decline in performance compared to the two races of the Super Master Series, evidence that the two tire suppliers will have to operate increased quality control if they do not want to end up again in the defendant's booth, and risk losing their credibility definitively. Otherwise, it would be better to return to a free and open supply, thus ensuring a better quality of the product and a show worthy of an international stage.



Nico Rosberg and CIK President Felipe Massa present in Sarno for the first round of the OK and OKJ European Championship. A "star" showing, and a presumable draw, that did not, however, translate into a large crowd of fans and enthusiasts. A fundamental aspect, and weakness, the new promoter must set right and solve.

THE FINAL FIGHT



Three appointments to determine the champions, three events to promote the great show of karting in the United States of America. Thus ends the exciting stars and stripes series promoted by the Rok Cup USA. Third and last round in the archives for the Challenge of the Americas 2018 in the race in Sonoma (CA). On the tortuous track of the Simraceway, the Finals were decisive in the assignment of championship titles. Gage Jarvis (Micro), Chase Gardner (Mini), Ugo Ugochukwu (Junior), Jim McKinney (Senior), Erik Jackson (Masters), Calvin Chen (Masters Shifter) and Alex Keyes (Senior Shifter) each celebrated victory and a ticket to the Rok International Finals of Lonato.

WORDS S.CORRADENGO - PICS SEAN BUUR

Top, wild group at the start with Alex Keyes (547) and Hunter Pickett (536), in full tussle for success. Keyes will later be confirmed leader of the general and therefore the Champion of Senior Rok Shifter.



ROK SHIFTER KEYES MANAGES THE SENIOR, CHEN STANDS OUT IN THE MASTER

Topping the standings, the guest star of the kermesse, Alex Keyes starts Saturday with his pole position at 48"187. Hunter Pickett is second by only +0.011 with his best time: 48.198. In the pre-final, Keyes makes the most of his pole to win with a three-second lead over Cabot Brigham, Pickett only fourth. With the grid decided for Saturday's first final, Keyes is close to putting his hands on the title. But victory doesn't come so clean and easy for the rallycrosser, possibly suffering from tire wear, as rival Pickett, who'd climbed to second place meanwhile, was now close behind.

A two-way fight that Pickett wins in the end, his pass halfway through the race being decisive. Keyes is second, enough to take the series crown.

Few changes in the last day of competition. Keyes, still the man to beat, records the best lap: 48.106. Behind him, with a larger gap compared to Saturday, again Pickett with 48.191. Prefinal more than ever uncertain, one featuring the two-way fight between the BirelArt and Aluminos drivers.

Pickett, making a grand start, leads the whole race in first place. Keyes puts on the pressure, and is master of the fastest lap (48.089), two tenths from his rival. Keyes dominates in the all-important final. Twenty-five laps in first place, not without pressure from Pickett at four tenths from victory. The result officially

rewards Alex Keyes his championship title and becomes the next participant of the Rok Cup International Finals with 552 points. Second and third overall: Kol Bailey (475) and Nicky Hays (474). In the Masters, a still open fight thanks to the Patrick O'Neill's success on Saturday, the driver exploiting his only chance of the final to overtake Kevin Woods. Third Nick Firestone, still in the fight for the crown. The Sunday appointment is uncertain to the end. Kevin Woods, until then the man to beat, had to say goodbye to his rivals due to mechanical problems, thus favouring Patrick O'Neill who scored a fantastic double win. Calvin Chen wins out in the final standings by just two points on Nick Firestone, 526 against 524.

ROK JUNIOR UGOCHUKWU WINS AGAINST THE TORGERSONS

Ugo Ugochukwu is the fastest in Saturday's qualifying. The Torgerson brothers, with Ashton and Austin, contend his supremacy (51.438). A protracted rivalry throughout practically every session, starting from the pre-final. In the end, Austin Torgerson claims victory and the pole for the final against Ugochukwu. The final produces sparks as the top three contenders clash for the final victory. At the start, the two Torgersons keep Ugochukwu back. A tough fight that ends with Austin's victory ahead of Ugochukwu and Ashton. At the end of the race, the surprise: Austin Torgerson is demoted to second place because of a race contact at the





Side, Max Pankewitz (117), winner of race 1 of the Mini Rok. Below left, Ugo Ugochukwu (201), firmly leads the Junior group. Below, group photos for the winners of the series, under the eyes of Andy Seeseman left: Gage Jarvis (Micro Rok), Chase Gardner (Mini Rok), Ugo Ugochukwu (Junior Rok), Jim McKinney (Senior Rok), Erik Jackson (Masters Rok), Calvin Chen (Masters Shifter Rok), Alex Keyes (Senior Shifter Rok). Below, Bijoy Garg (306), in pursuit of Jake Drew (329).

* THE CHALLENGE OF THE AMERICAS SHUTS ITS DOORS UNTIL THE NEXT EXCITING WINTER SERIES IN 2019



Challenge of the Americas



Above, the Micro Rok champion, Gage Jarvis. Below, again Drew (329), dominator of the Senior Rok weekend. On the other page, Alex Keyes (547), cuts the finish line triumphant. Side, the Mini Champion, Chase Gardner (103).

start, judged irregular by the race direction. The penalty thus grants yet another victory to Ugochukwu, ahead of the Torgerston brothers. Saturday done, the match is set for Sunday, the decisive day. Ugochukwu puts in a 51.727 for pole, hard work ahead of a combative Austin Torgerston. Several changes for the top spot thrill the Sonoma fans during one of the most beautiful pre-finals of the weekend. Ugo beats Austin by only 56 thousandths, while Ashton Torgerson is third. The tension is high in the final, too. An ongoing duel among the contenders during this last match. Ugochukwu's moves up, once again on Ashton with a series of fast laps. His attack on the first place is not long in coming, and a few laps from the end, the winning attack in Corner 7 takes Austin Torgerson by surprise. Great move by Ugochukwu, winning his battle solo against his two main rivals. With victory, he proves to be the strongest of the series with a total of 594 points; behind him, the Torgerson brothers: 477 for Austin and 415 for Ashton.

MASTERS ROK JACKSON AT EASE

Saturday: pole position in the hands of David Pergrande with 51"736, third place for Jackson, the standings leader, at +0.024. The pre-final upsets expectations with Jackson, able to dominate the seventeen laps before the main event, closing with almost three seconds on Nick De Graaf, second at the finish line. In the final, it is again Jackson from start to finish without contention, provisionally winner of the Series. Great show also for the podium as Silva and Pergrande, twice at loggerheads, take the fight right to the finish line.

Sunday: Jackson on pole position, as expected, during the last day, even if only by 33 thousandths on Pergrande, an event that anticipates the match in the pre-final and final. In the event prior to the race that matters most, Erik Jackson leads the group after the quick overtake, again on Pergrande, for the race lead. A hot final with three drivers contending for victory, it is De Graaf to first try his hand with a series of passes made,





THE DECLARATIONS OF THE CHAMPIONS

Alex Keyes - Senior Shifter Rok

«I didn't expect to dominate but I knew that I'd be able to be on the podium every race as long as I was smart. The Birel chassis was good in all conditions so we finished on the podium every weekend. I'm excited to go race Lonato. I have seen many videos of the track and think it will be a fun experience.»

Kalvin Chen - Masters Shifter Rok

«I'm very happy with the victory because I beat my opposition Nick Firestone by two points in the Championship. I fought hard all season and it really came down to the last race in Sonoma. My next race in ROK shifter will be the ROK Rio race in Las Vegas. My goal is to win that. Next season my plan is to race the ROK GP Master class in COTA instead of the shifter and try to win that Championship.»

Chase Gardner - Mini Rok

«I'm happy with the victory. It was a hard-fought race. It was a great one. A lot of fast drivers made it an awesome battle to watch and be a part of, but I made it hard on myself because I made a few mistakes in the closing laps and that slowed me down and the karts behind had a faster pace at the end but I planned it out in my mind. I knew what was going to happen so on the last lap I let him pass me because I didn't need to defend in spots that would slow us down because I wanted to keep the gap from P3 so when Ethan was blocking in a fast corner he would shoot out wide and lose his momentum allowing me to get a great exit and dive into the inside on the back straight taking back the lead. Then he got a good run. We went side by side through the chicane. I held my wheel tight and I held my position through it and got a good run off the exit giving me the gap I needed to secure the Win!»

and countered, for 15 laps between the two, until the final collapse of De Graaf and Silva's bouncing back to take second place five laps from the end. Erik Jackson had only to keep Silva at bay at the last charge of the day, before crossing the finish line and officially graduating as Champion with 521 points against Silva's 455, second, while Pergrande finishes third with 390, finishing the race in fourth.

SENIOR ROK SPECTACULAR MATCH. MCKINNEY, CHAMP DNF

After Hannah Greenemeier's capital performance and the pole in 49.981 in the Saturday kermesse, everything seemed to be going right, a result easily repeated in the pre-final, too,

with the victory by a good four seconds over Jake Drew, already a winner at CalSpeed. A dream that fades for Greenemeier in the final when after five laps, the chain fails him, and he is forced to retire while leading the race. Jake Drew takes over the lead. After half of the race, a swashbuckling Michael Avansino emerges, but category novice Bijoy Garg comes out on top, shrewd in exploiting the duel out in front by first putting Drew behind him, and then Avansino. Final battle for the podium with the last exchanges between Jake Drew and Michael Avansino, respectively in second and third place. Jim McKinney stays out of trouble, finishes fourth and is provisionally champion. Greenemeier repeats himself on Sunday by achieving the best



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time trial. Two tenths over Garg and Avansino. Greenemeier gives in only on the last lap of the pre-final in favor of Avansino. The big duel between the two is only postponed, set for the conclusive final. Great start by Greenemeier, from third to first place. Impeccable race conduct but only until the 15th lap; with the arrival of the rain when Avansino displays a better set-up and interpretation to retake the lead. Behind him, Drew puts on a show to climb from fourth to Avansino's rear bumper. Last lap, a fiery one with the Calspeed driver, ruthless in passing on the inside, touching Avansino, contact that takes victory from Avansino, author of a tailspin. The final result sees Drew again winning, Avansino second and Garg third, a note of merit for Greenemeier, surprise of the day with the fastest lap (50.305). Retired, but happy, McKinney, who triumphs

in the series thanks to his fourth place on Saturday, and reaps a total of 507 points against Drew (446 points) and Altzman (376), second and third in the final standings.

ROK MINI / MICRO: GARDNER TO THE LAST

In Mini on Saturday, Logan Toke takes pole with 57"049, a +0.081 gap on Chase Gardner. In the pre-final, Toke dominates in the thirteen laps, while Gardner makes his way up from sixth. In Saturday's main event, a four-way battle for success. Toke and Swan first lead, but Gardner from the back takes first position after overtaking Toke in the second half of the race to finish first, with Ethan Nascimento and Enzo Swan to follow. In Micro, Nico Sarphati in front of Gage Jarvis. Sunday pole to Gardner (57"429), precedes Aj

Zarcone. A very quiet race in the pre-final, the only pass of note is by Toke on rival Gardner three laps from the end, and the exchange between Nascimento and Swan for third place. The real show happens in the final thanks to the rain. At the start, Max Pankewitz puts on a good show in the wet, with the preannounced remuntada by Gardner. In the brawl, Gardner loses out, as did Toke, subsequently trapped in traffic, and then second behind Pankewitz, the surprise winner. Second and third place for Toke and Gardner, enough for Gardner to win the title. With 581 points total, Gardner is crowned king, while Toke tallies 482 to Enzo Swan's 432.

In Micro Rok, Gage Jarvis wins against the only real opponent Sarphati, taking home the category success, a whopping 600 points to 209.

LO206 JR / LO206 SEN TORGERSON AT THE SECOND

In the special class for the Briggs 206, double victory for the Torgerson family. Ashton Torgerson (Tony Kart) triumphed in the Junior category against Calderwood (Tony Kart) with a good twelve seconds advantage. Same script in Senior with Austin winning with thirty seconds on Goerz (K & K).

With the number 486, Erik Jackson raises his fist to the sky after winning the Masters Rok title. Side, the podium with Silva, Jackson and Pergrande from left to right. Below, the protagonists of Senior Rok Shifter with Alex Keyes, at the center.



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KZ WORLD CHAMPION



DANNY KEIRLE
OK WORLD CHAMPION



LUCA BOSCO
JUNIOR ROK CUP CHAMPION



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HERE ARE THE WINNERS!



The ninth edition of the WSK Super Master Series ended on the International Circuit of Napoli, Italy. Four stages awarded four trophies to: Martinius Stenshorne (Mini), Gabriele Minì (OKJ), Hannes Janker (OK) and Marco Ardigò (KZ).

TEXT: **S. CORRADENGO**

PHOTO: **E. BRIGATTI**

**KZ ARDIGÒ,
A WELCOME WIN**

A great show in the premier class that by itself was worth the entry ticket price, as they say. Great to see, too, a newfound Marco Ardigò (Tony Kart / Vortex), winner of yet another trophy, back on track. A rib injury, and

complications, kept him off the track for a long time. An injury that took place right here in Sarno during the free practice of last year's European Championship. An injury that worsened over time, enough to bring the Tony Kart driver to contemplate saying farewell to the track. A choice not to be made thanks to his improved health and his reinvigorating performance in the Super Master Series. As mentioned, despite the absence in the first round of Adria, Ardigò began scoring points starting from the race of La Conca. A turning point, and open rivalry in Puglia, thanks also to Paolo De Conto's entering the fray, winner of the race. Second position for Ardigò, a primer to the win in Sarno. On the International Circuit of Naples, home to the second leg, (a recovery from an earlier cancelled event in Lonato due to snow), and the epilogue, the Italian in fact dominated the KZ. Over the

Easter weekend, absolute domination, first in the pre-final and triumph in the category final. Same script in the last appointment, once again in Sarno. Victory and trophy won with 350 points total, a result that bodes well for the fate of the FIA-brand competitions, for the great show.

In second place overall, Alex Irlando (Sodi / TM). Brilliant season start, Irlando's, a deserved victory at Adria and first run at the leadership, only to then have to deal with his most experienced rivals. A seventh place in La Conca and a ninth in the recovery of Sarno handed the Sodi driver a silver medal, thanks also to the excellent podium in the final rush in Sarno. Another frontrunner was Paolo De Conto (CRG / TM). The current world champion, despite only two races disputed between La Conca and Sarno, fought for the final victory. The one-two in Puglia between prefinal



Above, a re-nascent Marco Ardigò, here together with Antonelli, ends the WSK event with a flourish and is a candidate for the KZ season already at the Cik Fia European. On the left, the OK start, in Sarno. On the front row, Nicklas Nielsen (201) and Hannes Janker (236).



Marco Ardigò

Marco, your thoughts after returning to racing, how do you feel?

I feel pretty good. I'm tired on a muscular level. The Conca was very hard, obviously Sarno was easier, but then I ran the week after, I felt some muscular pain. I still feel however competitive.

Above, Marco Ardigò crosses the WSK finish line in Sarno. A welcome win that confirms the healing of the driver from Brescia after a year of tribulations and a boost to the spirit, also put to the test for the long convalescence.

and final launched the driver from Treviso into first place in the standings, only for hopes of victory abandoned only in the recent round of Naples where he finished in fourth place. Three leaders of different rankings and three hot Italian names for the European and World field starting from the May race in Salbris.

Completing the top KZ five, Patrik Hajek (Kosmic / Vortex) and Simo Puhakka (Tony Kart / Vortex). Puhakka's double series of zeros and the absence in the first two rounds of Hajek put both drivers put both drivers in fourth and fifth place respectively.

Highly competitive the Kosmic driver, with two third places between La Conca and Sarno, while no less combative the Tony Kart Finn, third

in the recovery of Easter and sixth in the last round, but, alas, the ninth place in Muro Leccese sealed his fate.

Alex Irlando

How would you judge this Super Master Series?

"Despite everything, I would say positive. Still a bitter aftertaste remains for the setback in La Conca and the unlucky first weekend in Sarno, but we must look forward. The second place in front of the two-time reigning world champion is a good result, especially as we played on par in the final over the last weekend in Sarno."

How did you find the material in this first part of the year?

"Very well. We still have to improve something on the level of chassis components,

especially in view of the hotter temperatures, but the chassis and the engine are at the top. Unfortunately when you are dealing with people like Ardigò and De Conto even the hundredth of a second counts and makes the difference."

At what point are you for Salbris, do you feel competitive or do you still lack something?

"Well, from a technical and personal point of view I would say that I'm fine. Problems aside, I've shown myself to be there in front and able to fight with the others. In Salbris, especially, I have never raced, so this certainly will create more problems for me, but we will try to remedy."

Patrik Hajek

You only participated

in two rounds finishing fourth in the standings ...

Yes, because I did not have to do the WSK, but only a few races to prepare for the European Championship.

How did you find yourself with the equipment? Do you have a good level of competitiveness?

You know that in recent years the top 10 of KZ are very close and everyone can win, because the material is of the highest level and it is difficult to find something faster or better. I feel good with the Kosmic chassis and the Vortex engines, obviously you have to work all the time.

Can you make predictions for your season?

Now we will see. Everyone in Salbris starts from the same point. For two years now I have finished the European championship in second place. I am aiming for the the highest step, of course, but it's not easy. We'll see.

Simo Puhakka

What do you think of your performance in the Super Master?

I think we had a good pace in the race and got a lot of information for the next races.

How did you find yourself with Tony Kart's new technical solution?

Good. After a long time, someone has done something different. Otherwise all the karts look the same.

Are you ready to fight for the summit already in Salbris?

Of course, I have no doubt about it.

OK HANNES JANKER CONFIRMS TOP FORM

Uncertainty to the last even in OK. The queen direct gear class, in fact, was decided by a difference of only three points between first and second place. At the end of the weekend on the



Paolo De Conto

Paolo, the Super Master Series ended, are you ready for the European Championship?

Yes, of course, and I can't wait to get started.

What are your thoughts on the season based on the rivalries in WSK?

The WSK races were a great workout but they do not count much because we raced with tires and tracks in completely different conditions.

Can you make some predictions for Salbris?

I think that there will be no changes in Salbris, but some drivers who usually run OK could do well.

KZ2 FINAL CLASSIFICATION

P	N	Driver	NAT	EQUIPMENT	R1QH	R1PFA	R1Fw	R2QH	R2PFA	R2Fw	R3QH	R3PFA	R3Fw	R4QH	R4PFA	R4Fw	POINTS
1	151	ARDIGO' MARCO	ITA	Tony Kart / Vortex	-	-	-	11	40	60	8	40	50	11	50	80	350
2	123	IRLANDOALEX	ITA	Sodikart / Tm Racing	7	20	50	0	6	8	0	9	15	12	60	60	247
3	150	DE CONTO PAOLO	ITA	Crg / Tm Racing	-	-	-	-	-	-	12	50	70	9	40	40	221
4	159	HAJEK PATRICK	CZE	Kosmic / Vortex	-	-	-	-	-	-	10	20	40	8	15	50	143
5	128	PUHAKKA SIMO	FIN	Tony Kart / Vortex	0	0	0	0	0	30	11	30	10	7	8	30	126
6	129	VIGANO' MATTEO	ITA	Tony Kart / Vortex	6	0	3	10	0	0	9	0	0	13	20	35	96
7	109	RENAUDIN ADRIEN	FRA	Sodikart / Tm Racing	9	30	20	3	0	9	0	0	7	0	4	12	94
8	144	ABBASSE ANTHONY	FRA	Sodikart / Tm Racing	10	7	9	-	-	-	5	10	6	6	9	25	87
9	110	LEUILLET IOM	FRA	Sodikart / Tm Racing	0	4	0	0	8	12	6	8	25	0	5	15	83
10	101	IACOVACCI FRANCESCO	ITA	Luxor / Lke	0	5	15	4	20	0	2	5	20	1	10	0	82
11	143	LAMMERS BAS	NLD	Lion Kart / Tm Racing	-	-	-	7	2	20	3	15	30	-	-	-	77
12	102	IPPOLITO PAOLO	ITA	Lenzokart / Lke	4	1	8	1	30	15	0	0	4	0	0	0	63
13	155	PALOMBA GIUSEPPE	ITA	Intrepid / Tm Racing	-	-	-	8	9	40	-	-	-	-	-	-	57
14	125	LONGHI RICCARDO	ITA	Birel Art / Tm Racing	0	2	5	5	1	10	4	6	12	5	0	0	50
15	106	LORANDI LEONARDO	ITA	Tony Kart / Tm Racing	8	9	30	-	-	-	-	-	-	-	-	-	47
16	118	SKARAS EMIL	SWE	Energy / Tm Racing	1	0	4	0	7	7	7	2	0	2	2	8	40
17	137	IGLESIASJ. EMMANUEL	FRA	Formula K / Tm Racing	-	-	-	-	-	-	-	-	-	10	30	0	40
18	127	PICCINI ALESSIO	ITA	Tony Kart / Vortex	2	8	12	6	0	4	0	0	0	0	0	4	36
19	121	DAHLBERG ALEXANDER	SWE	Birel Art / Tm Racing	5	10	10	0	0	0	0	0	0	0	0	9	34
20	133	TORNQVIST P. BENJAIIN	SWE	Crg / Tm Racing	3	6	6	0	10	0	0	0	8	0	0	0	33

Naples International Circuit, Hannes Janker (KR / Parilla) prevailed. The German set the record straight with a lightning start to win the pre-final and final in the first round of Adria. A great

beginning, but then he had to deal with rival Nicklas Nielsen (Tony Kart / Vortex). The seventh place of La Conca had in fact canceled the good results obtained in the first stage. The defeat

Above, the KZ podium in Sarno. From left, Alex Irlando, the winner Marco Ardigo', and Paolo De Conto. Above, a stellar battle between Ardigo' (151) and De Conto (150). Image that summarizes the expectations of the European KZ season.

set aside, he did well in the double round in Sarno with the rush to the podium in the recovery of Easter, notching nine passes, the same as last weekend.

A 110% effort was needed to grab the title, and that's what he did. Manche, prefinal and final, constantly at the top of the standings, until the last checkered flag, so the German was able to raise the winner's trophy. Honor also to a great Nielsen, as mentioned, always in the fight for success.

Dominant in the recovery of the second stage and always in the first positions, except for La Conca (first place up to three laps from the end, then fifth at the finish line), the Dane was seriously in contention for Janker's victory. Of import, the fourth place in Sarno in the final, top performance that launches Nielsen, like the German, towards being one of the top players in the European.

Third place and bronze medal for one of the hot names in this category, the Junior World Champion 2017, Jonny Edgar (Exprit / TM). His growth and development continues, the Briton



capable of winning two pre-finals between Sarno and La Conca, and the important second place at La Conca. Also of note in this edition, Noah Millel (Tony Kart / Vortex) with good results, especially on the last weekend. Also, Pedro Hitlbrand (CRG / TM), fifth overall, and Zane Maloney (FA / Vortex),

winner in the final of Muro Leccese.

Nicklas Nielsen

"I got along well with the vehicle. We managed to have excellent results. The material satisfied me, engine and chassis were not bad. It was also an opportunity to get ready for the European

Hannes Janker

Congratulations on your victory. Did you expect it?

"No, I did not expect it. Our goal was to get a podium this year. We did in 3 races out of 4. Winning at certain levels is simply fantastic."

Your expectations for the European?

"Our goal remains the same, we aim for the maximum goal ... we want to always climb on the podium."

Championship, always here in Sarno."

Jonny Edgar

How do you rate this start of the season at your debut in OK?

I am satisfied and happy with the 3rd place in the WSK

How did you find it in the new category?

It's challenging, but we're at a higher level where you compare yourself with a lot of experienced drivers, and you can learn a lot from them.

Are you ready for the European?

Yes, I think so, we participated

OK FINAL CLASSIFICATION

P	N	Driver	NAT	EQUIPMENT	R1QH	R1PFA	R1PFB	R1FIN	R2QH	R2PFA	R2PFB	R2FIN	R3QH	R3PFA	R3PFB	R3FIN	R4QH	R4PFA	R4PFB	R4FIN	POINTS
1	236	JANKER HANNES	DEU	Kr / Parilla	9	-	30	50	3	8	-	30	0	-	40	15	13	60	-	80	338
2	201	NIELSEN NICKLAS	DNK	Tony Kart / Vortex	5	-	20	20	11	30	-	60	12	40	-	25	12	-	60	40	335
3	223	EDGAR JONNY	GBR	Exprit / Tm Racing	1	-	9	8	8	-	40	10	10	50	-	50	4	-	20	7	217
4	243	MILLELL NOAH	SWE	Tony Kart / Vortex	6	DSQ	-	-	7	20	-	6	8	30	-	30	9	50	-	50	216
5	241	HILTBRAND PEDRO	ESP	Crq / Tm Racing	0	9	-	10	0	5	-	40	6	20	-	40	1	40	-	35	206
6	255	TRAVISANUTTO LORENZO	ITA	Kr / Parilla	4	30	-	30	5	40	-	15	11	-	0	8	5	30	-	25	203
7	250	VIDALES AJENJO DAVID	ESP	Tony Kart / Vortex	10	20	-	15	0	7	-	0	2	9	-	5	8	-	50	60	186
8	207	COLUCCIO LUIGI	ITA	Birel Art / Tm Racing	0	-	0	-	0	0	-	0	3	-	50	0	10	-	40	30	133
9	227	MALONEY ZANE	BRB	Birel Art / Tm Racing	0	-	2	3	0	-	0	-	4	15	-	70	6	-	8	0	108
10	225	STANEK ROMAN	CZE	Kosmic / Vortex	0	10	-	9	9	0	-	-	9	-	30	20	0	-	10	0	97
11	222	PATTERSON DEXTER	GBR	Exprit / Tm Racing	8	2	-	0	10	-	30	0	1	-	0	-	0	-	30	1	82
12	212	KREMERS MARIJN	NLD	Birel Art / Tm Racing	0	-	7	5	0	1	-	0	0	7	-	3	3	20	-	15	61
13	238	MEYER KILIAN	ESP	Crq / Tm Racing	0	-	0	0	1	10	-	3	0	-	20	12	0	-	6	4	56
14	281	LULHAM CHRISTOPHER	GBR	Exprit / Tm Racing	-	-	-	0	0	6	-	7	0	10	-	10	0	9	-	10	52
15	204	VAN DER HELM TIJMEN	NLD	Tony Kart / Vortex	0	-	0	0	0	-	5	0	0	-	9	6	11	15	-	3	49
16	211	BRADSHAW CALLUM	GBR	Crq / Tm Racing	0	3	-	7	6	-	10	20	0	0	-	0	-	0	-	0	46
17	235	JOYNER TOM	GBR	Sodikart / Tm Racing	0	7	-	1	0	-	20	12	0	3	-	0	0	0	-	0	43
18	221	VAN BERLO GLENN	NLD	Exprit / Vortex	0	-	10	0	0	9	-	0	0	0	-	0	10	-	9	38	
19	271	THOMPSON HARRY	GBR	Fa Kart / Vortex	-	-	-	0	0	0	-	8	0	0	-	2	-	15	12	37	
20	218	ROZENFELD DAVID	RUS	Tony Kart / Vortex	0	0	-	0	0	4	-	0	0	-	15	7	0	3	-	6	35

Gabriel Bortoleto

What do you think of your WSK performance?

"I think it was a difficult championship, where I had good results, but I also think I can improve by putting into practice everything I have learned for a year now, and we are demonstrating it."

Do you think you can be a protagonist of the European championship?

"Of course, yes. I will do my best to obtain the best result, because the team and I are working hard to reach an important result."



in all WSK events as they are highly competitive and a great way to prepare for the European Championship.

OKJ MINI BORTOLETO MISSES BY A SINGLE POINT

The title in contention, here too, until the last round, won by Gabriele Mini (Parolin / Parilla), by a single point on Gabriel Bortoleto (CRG / TM). After the first break-in appointments for the Sicilian, this category has found

its new protagonist. A quiet start for Mini with the second place of Adria behind Smal (Tony Kart / Vortex), and sixth at La Conca. Final exploit on the track of Naples, more than ever decisive this season. A climb from sixth place on the starting grid to victory and Smal's gaining on the leadership. Determinant, the last round, dire for the Russian already defeated in the pre-final and gold for the driver from Palermo, fifth at the checkered flag, enough to win. From the emotional head-to-head, honor and merit to the Brazilian Gabri-

el Bortoleto who, with the exception of Adria, had completed the other three stages in the points with a third and two second places. No victory for the Brazilian, vital in the overall standings in hindsight; of note, the splendid comeback in the fourth round of Sarno with fourteen positions recovered. With 284 points to 283, the rivalry is only postponed to the European. Closing in crescendo the excellent Paul Aron (FA / Vortex), third over-

all with a serious possibility of winning the title thanks to two third places and the final victory in Sarno.

Decisive a DNF in the recovery that, in fact, sentenced him to a bronze medal. Just off the podium, the Russian Kirill Smal, first leader of the Master Series, thanks to the victory in Adria. Smal, for a long-time at the lead, later failed in the first positions during the remaining events, and the DNF in the last race was fatal to his chances. Top

Above, Paul Aron (326) and Gabriel Bortoleto (355) in a slipstream right to the finish line. On the left page, Hannes Janker between Nicklas Nielsen and Noah Millel.

OKJ FINAL CLASSIFICATION

P	N	Driver	Nat	EQUIPMENT	R1QH	R1PFA	R1PFB	R1Fin	R2QH	R2PFA	R2PFB	R2Fin	R3QH	R3PFA	R3PFB	R3Fin	R4QH	R4PFA	R4PFB	R4Fin	Points
1	346	MINI' GABRIELE	ITA	Parolin / Parilla	0	30	-	30	10	-	20	60	11	-	30	20	8	-	30	35	284
2	355	BORTOLETO GABRIEL	BRA	Crq / Tm Racing	3	-	10	10	11	40	-	30	8	40	-	50	12	-	9	60	283
3	326	ARON PAUL	EST	Fa Kart / Vortex	9	-	9	20	9	6	-	0	2	30	-	40	13	60	-	80	278
4	314	SMAL KIRILL	RUS	Tony Kart / Vortex	7	-	30	50	6	-	40	9	10	50	-	10	0	-	20	0	232
5	304	BARNARD TAYLOR	GBR	Kr / Parilla	0	-	20	12	2	-	0	-	0	15	-	30	6	-	60	50	195
6	325	O SULLIVAN ZAK	GBR	Fa Kart / Vortex	4	10	-	15	8	-	30	20	3	-	50	0	11	40	-	0	191
7	330	HADRIEN DAVID	FRA	Kosmic / Vortex	5	-	6	5	0	30	-	0	6	20	-	70	0	15	-	0	157
8	313	BEGANOVIC DINO	SWE	Tony Kart / Vortex	0	0	-	-	3	20	-	12	10	-	25	9	50	-	0	0	141
9	332	LOMKO VLAD	RUS	Kosmic / Parilla	0	-	0	1	-	-	-	-	0	-	4	7	10	-	40	40	102
10	317	BERNIER VICTOR	FRA	Kosmic / Parilla	0	-	3	0	0	8	-	0	-	-	-	-	0	-	50	25	86
11	367	VAN HOEPEN LAURENS	NLD	Tony Kart / Vortex	0	-	0	-	0	3	-	7	7	-	40	9	0	3	-	0	69
12	302	DUFEK JOSH	DEU	Exprit / Tm Racing	0	-	0	0	0	-	0	6	9	-	20	0	0	10	-	20	65
13	357	MALLET EVANN	FRA	Kosmic / Parilla	2	0	-	0	7	9	-	40	0	DSQ	-	-	-	-	-	-	58
14	391	DIMITROV GEORGI	BGR	Exprit / Vortex	-	-	-	-	-	-	-	-	0	-	10	15	4	-	7	15	51
15	370	MEGUETOUNIF SAMI	FRA	Formula K / Tm Racing	0	-	0	-	-	-	-	-	0	7	-	0	0	9	-	30	46
16	328	DUNNE ALEX	IRL	Exprit / Tm Racing	0	0	-	-	0	-	8	0	0	6	-	6	5	20	-	1	46
17	375	BOSCO LUCA	ITA	Kr / Tm Racing	0	-	8	9	0	-	6	0	0	2	-	4	3	6	-	6	44
18	310	ANDREASSON NORTON	SWE	Tony Kart / Vortex	0	-	-	-	0	-	9	1	5	-	9	12	0	0	-	7	43
19	360	GRIGGS LUCA	GBR	Exprit / Vortex	0	20	-	4	0	5	-	0	-	-	-	-	1	4	-	8	42
20	397	MONTOYA SEBASTIAN	COL	Tony Kart / Vortex	-	-	-	-	0	-	0	-	-	-	-	-	7	30	-	0	37



Gabriele Mini

"Obviously I'm very happy to have won this WSK on my debut in OKJ. I want to thank my family and the Parolin team who have always supported me. The chassis is a new chassis in this category, but I'm still happy with the results and I think we could have others. For the European, of course it is a new experience, I am very happy to do it and I will give my best."

Above, the junior "medalists" from the left: Bortoleto, Mini and Aron.

five completed by Taylor Barnard (KR / Parilla), third in the concluding WSK final. A victory also for Hadrien David (Tony Kart / Vortex), triumphant at La Conca.

Paul Aron

What do you think of your WSK season?

"I think it went very well. Some ups and downs, but overall I'm happy. A small mistake in the third round caused me to finish in third place in the championship, but the most important thing is that I learn from the mistake and I hope to win the European. I would like to thank my team for the excellent work. I'm really happy with the team (my mechanic Jim, the data man Moose and my teacher Ranno)."

60 MINI STENSHORNE NEVER IN DOUBT

In the smallest category, no surprises due to the absolute dominance of Martinus Stenshorne (Parolin / TM). The young Norwegian, immediately victorious at Adria, then completed the season with second place at La Conca and the second final victory at Sarno, useful to bring home the ultimate victory. First position, clear, never in doubt with 348 points, forty-eight more than the Pole Tymoteusz Kucharczyk (Parolin / TM), the real surprise of the season, the AV Racing driver giving the rest of the rivals a hard time. Noteworthy the double second place between Adria and Sarno, and the victory on Easter Sunday, decisive also the fifth place in La Conca. Third in the field, the first of the Italians, Andrea Kimi Antonelli (Energy / TM), long in a struggle with the

Pole and winner in Puglia, in the third round. Fourth position held by Karol Pasiewicz (Energy / TM), with a second and a third place in his books, both in Sarno, behind him the Swede Joel Bergstrom (IP Karting-TM).

Karol Pasiewicz

What do you think of your Super Master Series?

"I think this is a great success because it was my first year. I'm happy with the fourth place in the standings, despite not having completed two rounds. With those I might have been able to fight for the podium or for the victory."

Your best race?

"The second round was the best because I finished second."

What will your races be this season?

"I will be present at the Italian championship, and then at the Rok world."

Martinus Stenshorne

Congratulations on your deserved victory...

"I'm really happy to have won the championship. It was one of my main goals this year. The competition was really tough. I want to thank the team, especially my mechanic Mario, my team leader Marco, Nicola, setup and MA engines expert."

MINI FINAL CLASSIFICATION

P	N	Driver	NAT	EQUIPMENT	R1QH	R1PFA	R1PFB	R1FIN	R2QH	R2PFA	R2PFB	R2FIN	R3QH	R3PFA	R3PFB	R3FIN	R4QH	R4PFA	R4PFB	R4FIN	POINTS
1	551	STENSHORNE MARTINIUS	NOR	Parolin / Tm Racing	0	-	30	50	11	30	-	10	0	-	20	50	7	60	-	80	348
2	577	KUCHARCZYK TYMOTEUZ	POL	Parolin / Tm Racing	10	13	-	30	10	-	7	60	0	-	30	25	5	50	-	60	300
3	501	ANTONELLI ANDREA KIMI	ITA	Energy / Tm Racing	4	0	-	-	9	40	-	8	12	50	-	70	0	20	-	30	243
4	547	PASIEWICZ KAROL	POL	Energy / Tm Racing	0	-	-	-	0	-	40	40	0	-	8	0	9	40	-	50	187
5	519	BERGSTROM JOEL	SWE	Ipkarting / Tm Racing	7	-	14	4	0	-	0	-	1	-	15	0	12	-	40	40	133
6	558	COSTANTINO GIANLUCA	ITA	Italcorse / Tm Racing	2	12	-	2	5	0	-	-	0	-	0	-	10	-	60	35	126
7	503	KUTSKOV KIRILL	RUA	Energy / Tm Racing	0	1	-	0	0	6	-	4	8	40	-	40	0	10	-	15	124
8	539	MAZZOLA ROCCO	ITA	Italcorse / Tm Racing	5	-	13	5	0	-	8	9	0	-	5	0	6	-	50	12	113
9	534	BERTUCA CRISTIAN	ITA	Evokart / Tm Racing	1	-	3	0	0	-	10	20	7	-	40	20	0	7	-	0	108
10	509	IRFAN COSKUN	GBR	Parolin / Tm Racing	0	14	-	8	8	-	0	-	10	30	-	0	0	-	9	25	104
11	533	WEYWADT JONATHAN	DNK	Parolin / Tm Racing	0	11	-	0	0	-	20	12	0	15	-	30	0	0	-	-	88
12	502	EYCKMANS EAN	BEL	Energy / Tm Racing	0	9	-	0	0	-	3	0	5	-	6	10	4	-	30	20	87
13	504	FLACK MARCOS	AUS	Energy / Tm Racing	0	-	11	0	7	20	-	15	2	10	-	12	3	6	-	0	86
14	538	CIMENES JACOPO G.	ITA	Evokart / Tm Racing	0	-	7	0	0	-	0	0	11	-	50	15	0	0	-	-	83
15	515	MATVEEV DMITRY	RUS	Crg / Tm Racing	0	6	-	3	0	9	-	0	0	5	-	6	13	30	-	8	80
16	619	IANCU ALEXANDRU	ROU	Maranello / Tm Racing	-	-	-	-	6	-	30	30	-	-	-	-	11	0	-	-	77
17	550	BADOER BRANDO	ITA	Parolin / Tm Racing	9	-	15	20	0	7	-	0	0	9	-	2	0	9	-	0	71
18	516	BOHRA AKSHAY ARJUN	USA	Parolin / Tm Racing	0	-	8	7	0	0	-	-	6	20	-	0	2	-	10	6	59
19	570	PULITO FRANCESCO	ITA	Ipkarting / Tm Racing	0	30	-	12	4	-	0	-	0	-	7	4	0	-	0	-	57
20	526	ELKIN ARIEL	RUS	Ipkarting / Tm Racing	0	-	10	10	0	-	2	1	0	-	0	-	0	-	20	4	47

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MAX POWER!

The premiere of the newly-introduced Rotax MAX Challenge Euro Trophy welcomed almost 120 participants from around the world to the first edition of the 2018 series at the 1,360 metre circuit of Karting Genk – ‘Home of Champions’ in Belgium. The three-day international event was run under summery conditions, while fans, both trackside and watching anywhere on the livestream, experienced exciting racing action in all four categories – Junior MAX, Senior MAX, Rotax DD2 and DD2 Masters. Although there was a brief thunderstorm on the final day, the RMC Euro Trophy enjoyed a fantastic kick-off. Words: **A. Giustini**

In Belgium, a new era has indeed begun for the made-in-Rotax-BRP event, presenting itself with a new look from different points of view. First of all, a new organizer, Camp Company GmbH, which immediately won approval in the field for fostering positivity among participants and insiders. Secondly, the duration of the weekends, which now start on Friday, has been reduced to meet the demands for spending reviews made by families and teams to reduce costs. Finally, on the technical side, the new MOJO D5 tires fitting the MAX, DD2 and DD2 Master classes got the thumbs up at their 2018 debut. At the moment, the D5 are only “on a trial-run basis”, in light of their debut on all Rotax markets starting next year, but on Belgian soil they had already taken their first official run in the first round of the Rotax MAX Challenge Belgium. 120 drivers took part in the event, divided into 4 classes: Junior, Senior, MAX, DD2 and DD2 Masters. To welcome all the people involved in the competition was a spring sun, which gave in to a brief shower only on Sunday.



DD2-MASTERS-PODIUM



JUNIOR - KOBE

JUNIOR MAX TRIPLE PODIUM FOR THE NETHERLANDS

The 41-field Junior class displayed a well-balanced competition, already evident from Saturday's qualifying session. With 37 of the young drivers separated by a gap of less than one second only, it was Kris Haanen (JJ Racing) at the top of the timesheet who established the benchmark. In the heat racing, the Dutchman confirmed his form to defend the lead position in the overall rankings. However, the tide turned for Haanen in the finals on Sunday when he dropped back in the last race and failed to play any

decisive role for podium positions. Kobe Pauwels (Daems Racing) took hold of the reins in the first final, with the local hero taking victory by a gap of 0.206 seconds ahead of Dutch driver Mike van Vugt (JJ Racing) and Mads Riis (RS Competition) from Denmark. In the closing final, Pauwels showed his confidence and excelled in the slippery conditions following an earlier shower of rain. Unfortunately, a post-race penalty for technical nonconformity ko-ed the Belgian. This meant that Sem van Til (Intrepid) inherited the race victory ahead of his fellow countrymen Mike van Vugt and

JUNIOR FINAL 1

P	N	Driver	Nat.	CHASSIS	GAP
1	322	Kobe Pauwels	BEL	TONYKART	13 Laps
2	317	Mike Van Vugt	NED	EXPRIT	0.206
3	399	Mads Riis	DEN	TONYKART	1.505
4	321	Robert De Haan	NED	CRG	1.880
5	347	Colin Caresani	NED	EXPRIT	2.304
6	357	Jef Machiels	BEL	EXPRIT	2.646
7	312	Kris Haanen	NED	EXPRIT	2.984
8	376	Hebert Andreas	FRA	REEDSPEED	7.963
9	305	Thomas Martens	BEL	XPRIT	8.154
10	390	Sem Van Til	NED	INTREPID	9.431
11	325	Jerzy Spinkiewicz	POL	KOSMIC	9.745
12	373	Ralph Winkel	NED	TONYKART	10.157
13	311	Jules Castro	BEL	OTK	10.680
14	356	Dani Van Dijk	NED	ESPRIT	12.261
15	369	Victor Obarzanek	POL	KOSMIC	13.553
16	370	Oli Pylka	POL	KOSMIC	14.319
17	304	Finn Gehrsitz	GER	EXPRIT	14.576
18	355	Jeffrey Fikse	NED	CRG	14.735
19	313	James Wharton	AUS	FA	15.063
20	319	Max Stemerding	NED	EXPRIT	15.205
21	309	Filip Jenic	SRB	--	15.368
22	330	Vincent France	GER	EXPRIT	15.530
23	377	Mark Skulj	SLO	TONYKART	15.742
24	374	Kai Rillaerts	BEL	TONY	16.006
25	333	Linus Hensen	GER	MACH	16.729
26	307	Guilherme De Oliveira	POR	FA	18.252
27	306	Sen Roodenburg	NED	KOSMIC	19.812
28	323	Georgie Zoueïn	UAE	OTK	20.637
29	340	Malthe Adolphsen	DEN	TONY	23.183
30	331	Wilgot Edqvist	SWE	FA	23.583
31	310	Moritz Schmeiss	GER	SODI	27.438
32	326	Bart De Wit	NED	ESPRIT	29.109
33	308	Christian Mansell	AUS	OTK	30.519
34	314	Roderick Pikker	FSM	EXPRIT	32.201

JUNIOR FINAL 2

P	N	Driver	Nat.	CHASSIS	GAP
1	390	Sem Van Til	NED	INTREPID	10 Laps
2	317	Mike Van Vugt	NED	EXPRIT	0.418
3	347	Colin Caresani	NED	EXPRIT	0.746
4	355	Jeffrey Fikse	NED	CRG	2.327
5	357	Jef Machiels	BEL	EXPRIT	5.478
6	305	Thomas Martens	BEL	XPRIT	5.621
7	321	Robert De Haan	NED	CRG	6.189
8	325	Jerzy Spinkiewicz	POL	KOSMIC	7.581
9	312	Kris Haanen	NED	EXPRIT	7.853
10	356	Dani Van Dijk	NED	ESPRIT	9.817
11	304	Finn Gehrsitz	GER	EXPRIT	11.163
12	370	Oli Pylka	POL	KOSMIC	13.279
13	319	Max Stemerding	NED	EXPRIT	13.347
14	331	Wilgot Edqvist	SWE	FA	13.696
15	310	Moritz Schmeiss	GER	SODI	13.734
16	377	Mark Skulj	SLO	TONYKART	14.554
17	313	James Wharton	AUS	FA	14.993
18	307	Guilherme De	POR	FA	16.806
19	399	Mads Riis	DEN	TONYKART	17.231
20	369	Victor Obarzanek	POL	KOSMIC	17.647
21	376	Hebert Andreas	FRA	REEDSPEED	19.766
22	373	Ralph Winkel	NED	TONYKART	19.950
23	308	Christian Mansell	AUS	OTK	22.980
24	374	Kai Rillaerts	BEL	TONY	23.604
25	306	Sen Roodenburg	NED	KOSMIC	24.715
26	330	Vincent France	GER	EXPRIT	25.884
27	314	Roderick Pikker	FSM	EXPRIT	27.495
28	340	Malthe Adolphsen	DEN	TONY	29.600
29	309	Filip Jenic	SRB	--	33.040
30	333	Linus Hensen	GER	MACH	36.286
31	323	Georgie Zoueïn	UAE	OTK	48.264
32	311	Jules Castro	BEL	OTK	2 Laps
33	322	Kobe Pauwels	BEL	TONYKART	EXC
34	326	Bart De Wit	NED	ESPRIT	EXC

SENIOR FINAL 1

P	N	Driver	Nat.	Chassis	Gap
1	219	Hannes Morin	SWE	ALONSO	17 Laps
2	294	Mick Nolten	NED	EXPRIT	0.069
3	242	Max Timmermans	BEL	TONYKART	0.246
4	249	Lars Van Vark	NED	TONY	0.640
5	274	Cuppens Nick	BEL	TONY	0.941
6	255	David Rehme	SWE	FA	2.143
7	206	Jordan Brown-Nutley	GBR	ALONSO	5.026
8	234	Myles Apps	GBR	ALONSO	7.735
9	256	Kairo Kivi	EST	TONY	8.269
10	210	Rasmus Fridell	SWE	TONY	12.948
11	250	Filip Vava	ESP	KOSMIC	12.987
12	238	Tamino Bergmeier	GER	EXPIRT	13.029
13	204	Jesper Sjoeborg	SWE	--	14.705
14	232	Mathilda Olsson	SWE	TONY	14.781
15	241	Ragnar Veerus	EST	TONY	15.141
16	202	William Newnham	GBR	KOSMIC	16.235
17	203	Olivier Verhelst	BEL	EXPRIT	16.378
18	220	Largim Largim Ali	DEN	TONY	16.785
19	211	Charlie Andersen	SWE	KOSMIC	18.084
20	284	Samuel Harrison	GBR	TONYKART	19.211
21	212	Dylan Lahaye	BEL	EXPRIT	19.410
22	205	Storm Broer	NED	ESPRIT	21.153
23	227	Sebastien Belhocine	CZE	KOSMIC	24.395
24	299	Andre Walter	GER	EXPRIT	24.553
25	252	Dorian Heinrich	GER	TONY	27.223
26	293	Rick Bouthoorn	NED	KOSMIC	5 Laps
27	277	Fabian Bock	GER	TONY	6 Laps
28	254	Mathias H. Jensen	DEN	KOSMIC	6 Laps
29	222	Bradley Barrett	GBR	ALONSO	14 Laps
30	230	Szabo Boldizsar	HUN	EXPRIT	16 Laps
31	258	Patrick Rundquist	SWE	KOSMIC	17 Laps
32	246	Jakob Hornbachner	AUT	KOSMIC	17 Laps
33	201	Juho Parviainen	FIN	TONYKART	17 Laps
34	209	Kalle Astrand	SWE	KOSMIC	32.201

SENIOR FINAL 2

P	N	Driver	Nat.	Chassis	Gap
1	242	Max Timmermans	BEL	TONYKART	16 Laps
2	219	Hannes Morin	SWE	ALONSO	7.357
3	232	Mathilda Olsson	SWE	TONY	7.359
4	202	William Newnham	GBR	KOSMIC	9.339
5	210	Rasmus Fridell	SWE	TONY	11.182
6	234	Myles Apps	GBR	ALONSO	12.271
7	294	Mick Nolten	NED	EXPRIT	12.300
8	238	Tamino Bergmeier	GER	EXPIRT	12.902
9	209	Kalle Astrand	SWE	KOSMIC	14.135
10	211	Charlie Andersen	SWE	KOSMIC	14.355
11	222	Bradley Barrett	GBR	ALONSO	15.853
12	201	Juho Parviainen	FIN	TONYKART	15.985
13	230	Szabo Boldizsar	HUN	EXPRIT	16.186
14	299	Andre Walter	GER	EXPRIT	16.935
15	204	Jesper Sjoeborg	SWE	--	17.273
16	212	Dylan Lahaye	BEL	EXPRIT	17.340
17	206	Jordan Brown-Nutley	GBR	ALONSO	17.565
18	258	Patrick Rundquist	SWE	KOSMIC	17.660
19	252	Dorian Heinrich	GER	TONY	18.303
20	256	Kairo Kivi	EST	TONY	19.485
21	277	Fabian Bock	GER	TONY	19.833
22	246	Jakob Hornbachner	AUT	KOSMIC	22.416
23	241	Ragnar Veerus	EST	TONY	23.591
24	203	Olivier Verhelst	BEL	EXPRIT	23.788
25	254	Mathias H. Jensen	DEN	KOSMIC	24.342
26	205	Storm Broer	NED	ESPRIT	24.881
2	250	Filip Vava	ESP	KOSMIC	26.297
28	249	Lars Van Vark	NED	TONY	2 Laps
29	274	Cuppens Nick	BEL	TONY	3 Laps
30	227	Sebastien Belhocine	CZE	KOSMIC	15 Laps
31	255	David Rehme	SWE	FA	16 Laps
32	293	Rick Bouthoorn	NED	KOSMIC	16 Laps
33	284	Samuel Harrison	GBR	TONYKART	DNS
34	220	Largim Largim Ali	DEN	TONY	EXC

Colin Caresani (JJ Racing). In the total ranking for the day, Van Vugt prevailed as the Junior Max winner, with Van Til and Caresani in second and third place on the podium.

SENIOR MAX MORIN VICTORIOUS AND SHARES RACE WINS WITH TIMMERMANS

With 47 entries, Seniors marked the largest grid of the weekend. In the beginning, it was the Belgian Nick Cuppens (Daems Racing Team) who set the fastest lap in qualifying by an impressive time of 54.748 seconds. He dropped down in the points by the end of the heat racing and opened the way for the Brit Bradley Barrett (Dan Holland Racing) and another local favourite Dylan Lahaye (Exprit).

Barrett and Lahaye set the pace in the initial stages of final 1, but then collided and lost all chances of a good result. Hannes Morin (Dan Holland Racing) took advantage of the incident, with the Swede assuming the lead and defending his position to the chequered flag. Mick Nolten (Exprit) followed in second place, missing out on the win by just 0.069 seconds, while keeping Max Timmermans (Tony Kart) behind him in third place.

In the second final, there was no stopping Timmermans, grabbing the lead and surging away from his opponents for a clear victory ahead of Hannes Morin and the Swede Mathilda Olsson (Strawberry Racing). Morin collected the most points in total and was rewarded with the winner's trophy ahead of Timmermans and Nolten.

ROTAX DD2 MARTIN MORTENSEN IN A CLASS OF HIS OWN

In the 2-speed gearbox category, Martin Mortensen (RS Competition) put in a brilliant performance. The Dane was unbeatable to post best time in qualifying, pole position after the heats, and two victories in the final races, making him the outstanding driver of the weekend.

Behind the dominant winner, Germany's Maxi Fleischmann (FM Racing) did a remarkable job as well. Although an oversight in selecting the regulation fuel resulted in a heat race DQ, Fleischmann fought bravely in the finals Sunday and

managed to claim second place in both, thus taking the same position on the podium.

The battle for third saw Xen de Ruwe (AKK Sportstil) from Belgium and the Finn Roope Markkanen (Flandria Kart Baltics) as protagonists. While De Ruwe had the lead in the first final, Markkanen was up there in the second race. In the daily classification, De Ruwe succeeded and claimed the last podium place. In the additional classification of the Rotax DD2 Masters, Poland's Sławomir Muranski (Wyrzykowski Motorsport) and Belgium's Christophe Adams (Sodikart) shared the finals victories. However, Muranski scored better in the daily ranking and consequently won ahead of the former world Masters number 1.

The German Michael Becker (Tony Kart) completed the podium in third position.

RMC Euro Trophy organizer Meik



Wagner was clearly satisfied with the championship debut: «I think that we had a great premiere. The feedback from the drivers was very positive and the collaboration with the teams was most encouraging. The races were exciting, fair, and without any significant incidents. I would like to thank everyone involved and look forward to the next round of the Rotax MAX Challenge Euro Trophy.»

On the Genk track the chase for the nine tickets to the prestigious



SENIOR - MORIN



SENIOR START

Rotax MAX Challenge Grand Finals has also started, with the event scheduled between 26 November and 1 December 2018 at the International Karting Circuit Paladino of Conde in Paraíba, Brazil. The "invitations" will be consigned to the first three in Junior and Senior, the first two of DD2 and the first of the Master. Those who will benefit from

it will win the right to register, to a kart and engine, sets of tires, petrol, and to everything needed regarding tools and in the pits to take part in the Brazilian race.

Teams and drivers of the Rotax MAX Challenge Euro Trophy will be back racing from 8 to 10 June in Sweden on the Kristianstad track.

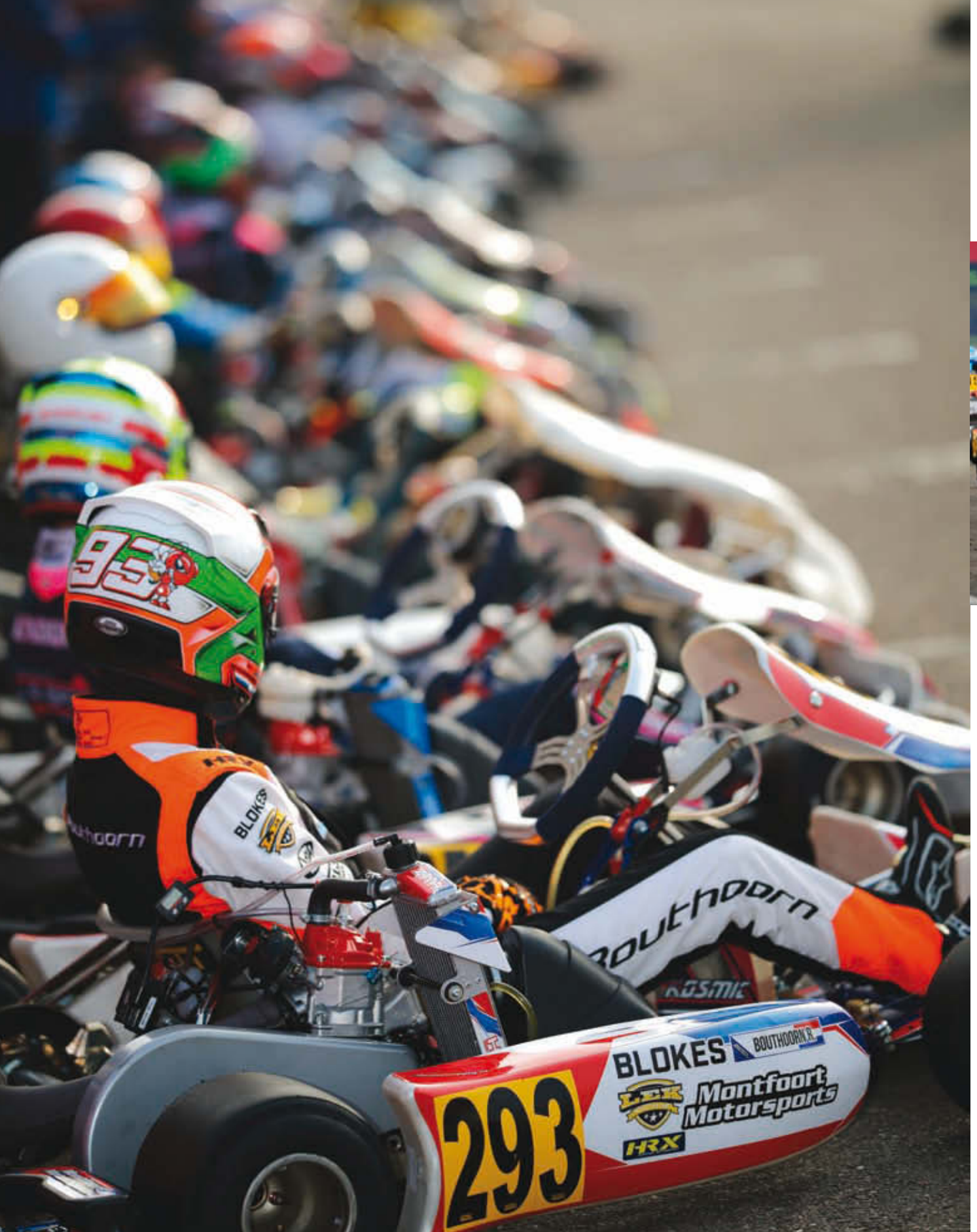
SPOTLIGHTS ON THEN FOR THE NEW SEASON OF THE ROTAX MAX CHALLENGE EURO TROPHY, WHICH STARTED THE WEEKEND OF APRIL 22 ON THE TRACK IN GENK, BELGIUM.

DD2 + MASTERS FINAL 1

P	N	Driver	NAT.	CHASSIS	GAP
1	424	Martin Henckel Mortens	DEN	TONYKART	17 Laps
2	404	Max Fleischmann	GER	OTK	3.304
3	435	Xen De Ruwe	SLO	INTREPID	3.803
4	408	Mathias Lund	DEN	TONY	5.965
5	465	Roope Markkanen	FIN	FLANDRIA	6.610
6	436	Dionisis Liveris	GRE	TONY	6.911
7	405	Piotr Wisnicki	POL	TONYKART	7.120
8	407	Barrie Pullinger	GBR	ALONSO	8.704
9	451	Lasse Andreasen	DEN	OOK	9.076
10	401	Constantin Schoell	AUT	TONYKART	10.583
11	412	Gilles Puelings	BEL	EXPRIT	11.374
12	422	Xander Przybylak	BEL	TONY	13.535
13	541	Slawomir Muranski	POL	TONY	14.974
14	584	Manuel Tenschert	AUT	KOSMIC	17.079
15	402	Dennis Tuszynski	GER	SODI	18.459
16	552	Thomas Piert	GER	PRAGA	19.103
17	423	Krists Ziders	LAT	FLANDRIA	20.339
18	531	Euripides Hatzistefanis	ESP	TONYKART	20.738
19	413	Marcel Steinert	GER	TONI	26.150
20	430	Daniel Machacek	AUT	DR	26.635
21	446	Marius Solli Poulsen	NOR	BIREL	27.261
22	504	Michael Becker	GER	--	28.003
23	421	Jana Stier	GER	TONYKART	29.689
24	511	Patrick Weinstock	GER	--	30.292
25	420	Jan Slosar	SLO	FORMULA	31.226
26	554	Maxim Shapposhnikov	RUS	FLANDRIA	37.286
27	428	Johan Andersson	SWE	INTREPID	8 Laps
28	555	Christophe Adams	BEL	SODIKART	9 Laps
29	410	William Van Der Kaaij	NED	EXPRIT	14 Laps
30	433	Imre Birizdo	HUN	EXPRIT	DNS
31	414	Ville Viilainen	FIN	TONY	EXC

DD2 + MASTERS FINAL 2

P	N	Driver	NAT.	CHASSIS	GAP
1	424	Martin Henckel Mortens	DEN	TONYKART	17 Laps
2	404	Max Fleischmann	GER	OTK	1.005
3	465	Roope Markkanen	FIN	FLANDRIA	2.298
4	435	Xen De Ruwe	SLO	INTREPID	4.300
5	414	Ville Viilainen	FIN	TONY	4.663
6	408	Mathias Lund	DEN	TONY	7.284
7	430	Daniel Machacek	AUT	DR	7.615
8	436	Dionisis Liveris	GRE	TONY	8.672
9	555	Christophe Adams	BEL	SODIKART	9.093
10	405	Piotr Wisnicki	POL	TONYKART	9.541
11	420	Jan Slosar	SLO	FORMULA	10.070
12	410	William Van Der Kaaij	NED	EXPRIT	11.947
13	504	Michael Becker	GER	--	14.870
14	541	Slawomir Muranski	POL	TONY	16.603
15	531	Euripides Hatzistefanis	ESP	TONYKART	17.956
16	423	Krists Ziders	LAT	FLANDRIA	18.723
17	552	Thomas Piert	GER	PRAGA	20.621
18	422	Xander Przybylak	BEL	TONY	22.188
19	412	Gilles Puelings	BEL	EXPRIT	22.982
20	451	Lasse Andreasen	DEN	OOK	23.095
21	402	Dennis Tuszynski	GER	SODI	23.096
22	413	Marcel Steinert	GER	TONI	23.190
23	511	Patrick Weinstock	GER	--	24.466
24	428	Johan Andersson	SWE	INTREPID	26.586
25	446	Marius Solli Poulsen	NOR	BIREL	26.591
26	554	Maxim Shapposhnikov	RUS	FLANDRIA	36.074
27	421	Jana Stier	GER	TONYKART	36.927
28	584	Manuel Tenschert	AUT	KOSMIC	16 Laps
29	407	Barrie Pullinger	GBR	ALONSO	17 Laps
30	401	Constantin Schoell	AUT	TONYKART	17 Laps
31	433	Imre Birizdo	HUN	EXPRIT	DNS



Grand start for the BNL Karting Series in Genk

On April 15th, at the Belgian circuit of Genk, the BNL Karting Series started; the Belgian championship that has found a way to have itself talked about. Words **Chris McCarthy** Photo **Kartphoto**



MICRO MAX SPECTACULAR RACING BUT CONSISTENCY SHONE THROUGH FOR BRAEKEN!

Qualifying couldn't get much closer on Saturday morning with the top four covered by just 0.150 seconds. Joining Tom Braeken and Mitchell Van Dijk out front were Thomas Strauven and Nando Weixelbaumer. However, it was Strauven who would break away with Braeken in race one. The GKS teammates established a comfortable lead before battling to the flag with Braeken just about taking the win in a drag race to the line. Behind Van Dijk just about managed to hold off Weixelbaumer for 3rd with Max Sadurski surprisingly setting the fastest lap in 5th.

Race two was almost a carbon copy of race one, but it was Van Dijk who would fight Braeken for the lead in Strauven's place. That was because the latter hit mechanical problems on the opening lap forcing him to retire. But out front after leading for nine laps Braeken seized the opportunity to take the lead away from Van Dijk in front of the grandstand, but couldn't hold off Van Dijk down the start/finish straight who took the lead back going on to the last lap and with it the race win! Finishing 3rd was the ever improving Sadurski who looked one to watch going into day two.

After a day two qualifying which saw Strau-



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ven and Olivier Jonckers race three turned out to be one of the best of the weekend. What started out a two-way fight for the lead eventually became a six-kart battle with Lenn Nijs also involved. It was Nijs who was arguably the most impressive working his way through the pack to eventually challenge for the lead going onto the last lap. It was a shame for Strauven who defended well throughout race but he took his eye off the ball for a split second and Nijs pounced. It would get worse for Strauven who lost 2nd to Braeken later in the lap with Sadurski, Van Dijk and Jonckers rounding out the lead group. The weekend would finish as we started with Braeken and Strauven battling for the lead. The pair were able to break away early doors with Braeken leading the way. But with just a couple of laps left Strauven took the lead at turn one, but it would just be a blip in Braeken's race who took the lead back the next lap going on to take a fairly comfortable win. Behind it was Sadurski who took yet another 3rd place. So leading the championship at the end of round one is Braeken by 13 points ahead of Van Dijk with Sadurski and Nijs tied for 3rd.

MINI MAX REINAERDTS SIMPLY UNBEATABLE

As the title would suggest there was simply no beating Thom Reinaerds at round one.



Above, the start of the Senior MAX and below, instead, the podium of the Junior MAX.

On page 57, Timo Reinaerds steals the show in Mini MAX, obtaining full points after the first round of Genk.

At the start of the weekend he was close to being beaten but as he found his feet on day two his fellow eight competitors could find no response and he leaves round one with a perfect score of 220 points.

Qualifying on day one would suggest the racing was going to be very close with the top five covered by just 0.068 seconds! As for race one Reinaerds was accompanied by Jarno Zopfi into a comfortable lead who was able to keep the polesitter honest. As the laps ticked by you expected that a challenge would be imminent but with Reinaerds not making a single mistake. 0.354 seconds was the closest he could get by the flag. Rounding out the top three with fastest lap was Christian De Kleijn.

Going into race two the question on everyone's mind was could Zopfi challenge Reinaerds. However, any chance of that happening was wiped away at turn one with Zopfi getting caught up in someone else's incident dropping him all the way to the back of the field. Filling the place of Zopfi would be De Kleijn who put himself in a very similar position but Reinaerds was able to deal with the pressure perfectly to take his second win. Finishing 3rd would be Komata.



In a turn of events on Sunday morning it was Max Knapen who took pole position in a very close run session once again. This time it was the top four covered by 0.062 seconds with De Kleijn surprisingly not in that quartet. A clean start to the race saw both Knapen and Zopfi keeping Reinaerds within arm's length but as he had done the whole weekend Reinaerds made no mistakes and took yet another deserved victory from Knapen.

Any chance of stopping Reinaerds from taking all four wins were immediately put to rest at the first corner of the final race. With the mid pack particularly going for broke there was an incident at turn one which saw De Kleijn and Knapen two pris-

oners amongst others. With Zopfi also being delayed the race was already in the bag for Reinaerds but behind the race wasn't over. Leaving round one in the championship lead would be Reinaerds on 220 points with De Kleijn and Zopfi both on 199.

JUNIOR MAX LEWIS GILBERT SHOWS STATEMENT OF INTENT

He arrived to Genk as the highest returning seed and having switched to the two times defending champions, KR Sport, Lewis Gilbert showed he is here to win and win only! The young Scotsman took three victories on his way to a comfortable victory and an early championship lead.

However, the weekend did not get off to the

smoothest of starts for Lewis. Mechanical problem in qualifying saw him end up in 8th position and taking advantage out front in what was a very close run session was Kris Haanen. But Kris wouldn't lead at the end of lap one with Kai Hunter taking his place, Dani van Dijk completed the lead trio. As the race progressed Gilbert was slowly making his way through the pack and by lap six he had taken the lead from his teammate Hunter. That would be the last anyone saw of Gilbert who went on to take a comfortable win. Hunter was 2nd on track but picked up a penalty leaving Van Dijk and Kobe Pauwels to pick up the pieces. Haanen ended the race in 4th.

Race two was a much more straightforward affair for Gilbert who would take a lights to flag victory with no real hiccups.

For the last race of the weekend most would have expected a Gilbert/Van Vugt showdown and that's pretty much what we had although there were some extra drivers thrown into the mix. It took Gilbert a good

championship with Van Vugt 12 points behind in 2nd. Rounding out the top three is Pauwels.

SENIOR MAX MICK NOLTEN LIKE WE HAVE NEVER SEEN HIM BEFORE!

Round one of Senior Max definitely showed that we have a very wide open championship this year. We had three different race winners, big names who had misfortunes and some new faces towards the front too. After taking pole position in qualifying Nick Cuppens was immediately on the back foot with returning faces in Brad Barrett and Mick Nolten fighting away out front. Cuppens race would turn out to be a complete disaster, eventually finishing 19th. Nutley the only one in trouble, after struggling in qualifying, the top two seeds of Dylan Lahaye and Jordan Brown-Nutley were down the field and doing their best to just get in the top ten. As for the leaders Barrett would take victory from Nolten with reigning Junior champion, Clayton Ravenscroft,



AFTER MONTHS OF WAITING IT WAS FINALLY TIME TO GO RACING IN THE BNL KARTING SERIES

4/5 laps to catch Van Vugt and when he did he wasn't alone. Joining the party was Pauwels and Hunter in what was shaping up to be a brilliant race. When Gilbert took the lead all the chasing drivers needed to do was stay with him but they became too distracted by each other and as they started to battle Gilbert was down the road and took the win. Van Vugt eventually broke away in 2nd with Polman putting on an impressive recovery drive to take 3rd. Leaving Genk it's Gilbert who leads the

in 3rd. Race two provided us with lots of drama out front after Barrett was taken out from the lead as well as a few others as the race went on. Staying out of trouble was Nolten, as did Joe Turney who was desperate for a victory after an average first final. He'd eventually fall 0.2 seconds short of that and finishing in 3rd was the ever improving Hannes Morin. Heading into day two Morin continued his good form as he took pole position but his chances of turning that into a victory was

MICROMAX

- 1) 18 Tom Braeken 214; 2) 7 Mitchell Van Dijk 201; 3) 19 Max Sadurski 197; 4) 17 Lenn Nijs 197; 5) 9 Thomas Strauven 193; 6) 16 Olivier Jonckers 191; 7) 12 Nando Weixelbaumer 186; 8) 14 Oscar Wurz 181; 9) 6 Matthias Van Goethem 178; 10) 33 Dani Sonnemanns 167; 11) 28 Max Reis 167; 12) 22 Henri Verloo 166; 13) 21 Cas Tobben 164; 14) 24 Lee Austin 162

MINI MAX

- 1) 88 Thom Reinaerds 220; 2) 81 Jarno Zopfi 199; 3) 99 Christiaan De Kleijn 199; 4) 48 Max Knapien 196; 5) 96 Rito Komata 195; 6) 52 Charlie Wurz 191; 7) 66 Valentin Kluss 184; 8) 62 Melvin Ezinga 180; 9) 77 Daniil Tsurankov 180

JUNIOR MAX

- 1) 129 Lewis Gilbert 215; 2) 117 Mike Van Vugt 203; 3) 122 Kobe Pauwels 196; 4) 110 Justin Polman 190; 5) 195 Kai Hunter 180; 6) 124 Kris Haanen 179; 7) 144 Milan Coppens 173; 8) 156 Dani Van Dijk 172; 9) 131 Wilgot Edqvist 170; 10) 146 Robert De Haan 169; 11) 199 Mads Riis 167; 12) 113 Ben Burgess 165; 13) 150 Jeffrey Fikse 154; 14) 123 Largim Ali 153; 15) 135 Max Stemerding 150; 16) 115 Moritz Schmeiss 150; 17) 160 Sen Roodenburg 149; 18) 172 Daan Zopfi 145; 19) 174 Kai Rillaerts 139; 20) 103 Gianni Andrisani 136; 21) 155 Artem Mikhailov 131; 22) 188 Sven Lardenoije 131; 23) 151 Bira Van Haver 126; 24) 111 Donny Hoedt 121; 25) 126 Bart De Wit 121; 26) 114 Roderick Pikker 111; 27) 130 Vincent France 80

SENIOR MAX

- 1) 204 Mick Nolten 212; 2) 219 Hannes Morin 206; 3) 275 Clayton Ravenscroft 196; 4) 272 Bradley Barrett 195; 5) 228 Dylan Lahaye 184; 6) 205 Ilian Bruynseels 178; 7) 257 Joe Turney 172; 8) 207 Nick Cuppens 171; 9) 249 Lars Van Vark 171; 10) 255 David Rehme 168; 11) 202 Jordan Brown-Nutley 165; 12) 233 Rhys Hunter 163; 13) 250 Filip Vava 157; 14) 258 Patrick Rundquist 157; 15) 234 Myles Apps 154; 16) 230 Szabo Boldizsar 142; 17) 208 Conrad Christensen 142; 18) 247 Bence Tuzson 141; 19) 288 Storm Broer 138; 20) 235 Jason Lockwood 132; 21) 284 Samuel Harrison 131; 22) 293 Rick Bouthoorn 130; 23) 227 Enzo Ferrari 123; 24) 222 Yaro Deckers 123; 25) 210 William Newnham 119; 26) 220 Anthonie Overbeek 118; 27) 223 Luca Kaufhold 117; 28) 277 Rihards Goldbergs 114; 29) 206 Mikkel Tygesen 105

DD2 / DD2 MASTERS

- 1) 655 Christophe Adams 214; 2) 602 Antoniadis Ioannis 212; 3) 651 Euripides Hatzistefanis 211; 4) 622 Xander Przybylak 206; 5) 601 Barrie Pullinger 206; 6) 687 Andreas Matis 198; 7) 688 Kristof Lijnen 194; 8) 612 Gilles Puelings 192; 9) 660 Dimitri Ostrovski 190; 10) 623 Chris Sterken 190; 11) 610 William Van Der Kaaij 189; 12) 613 Marcel Steinert 187; 13) 636 Dionisios Liveris 183; 14) 696 Constantin Schoell 178; 15) 621 Imke Arts 173; 16) 625 Tamsin Germain 150

KZ

- 1) 19 Thomas Cypers 220; 2) 241 Glenn Van Den Hoek 202; 3) 216 Robin Glerum 199; 4) 131 Jimmy Deveen 197; 5) 287 Lars Lardenoije 193; 6) 207 Toon De Winter 192; 7) 262 Mark Verhoeven 185

stopped by Nolten who was once again victorious in what was fast becoming his best weekend in the championship yet. In 3rd place was Lars van Vark which came as a pleasant surprise as he tried to put himself amongst the title contenders.

After consistent performances all weekend, brilliant pace but not always the best of fortunes it was nice to see Hannes Mroin take a well deserved win in the final race of the weekend where he had done a fantastic job to hold off pressure from Ravenscroft. Finishing in 3rd would be Nolten who would leave Genk in the championship lead.

KZ THOMAS CYPERS UNBEATABLE

It was great to have a grid of KZ drivers present at the series opener and for the rest of the championship. For onlooking future KZ drivers Cyper put on an absolute master class taking all four wins with ease. The second place finishes were shared between Glenn van den Hoek, Robin Glerum and Jimmy Deveen who finished the meeting in that order.

NEXT STOP :
OSTRICOURT (FR.)
30TH - JUNE 01ST - JULY



The first round of Genk demonstrates that BNL is more than present and can hold its own this year among national championships. One of the best organizations and considerable prizes make the Belgian series very interesting.



DD2 ANTONIADIS IOANNIS SPOILS THE PARTY

As the title would suggest it was Antoniadis Ioannis who was spoiling the party for the championships by taking three victories out of four over the weekend! The one race he didn't win saw him hit technical issues and pick up a penalty which left reigning champion Barrie Pullinger to get 55 points on the board but overall Ioannis was the star of the show which took many by surprise including the drivers themselves!

Up from Seniors, Xander Przybylak was impressive throughout the weekend taking pole position along with three 2nd place finishes and a 3rd. Should Ioannis not return, this season could be a two horse race between Pullinger and Przybylak.



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- 1 World Cup KZ2
- 3 International KZ2 Super Cup
- 15 European Championship KZ
- 19 European Championship KZ2

DIRECT DRIVE CLASSES

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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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ROTAX MEETING IN MIZUNAMI

Karting was the protagonist in Japan in the Festika Circuit Mizunami. The Rotax Max Challenge Japan Mizunami Series took place on March 24th for round 1 and on March 25th for round 2. A total of 127 drivers took part in the races, including Thai, Chinese and Australian drivers. In addition to the great show on track and the numerous races of the seven categories (Micro, Mini, Max Novice, Max Novice Gentleman, Junior, Max Masters, Senior Max) the organizers were very happy to have Mr. Alex Wandl of the After Sales Department of Rotax headquarters, an opportunity to study the Japanese karting market, provide advice on Rotax engines and understand the philosophy of racing in Japan.

PRESS OFFICE RMCJS - PICS MASAYUKI MIZUNO - REVISION: S. CORRADENGO



Micro Max Race 1 -Twenty-five drivers took part in the opening round, with half the grid from overseas. Griffin Peebles from Australia grabbed the pole. Next to him was Kanato Lee. Shota Fujii and Xiao Yu qualified on the 2nd row. As the red light goes off, Xiao Yu made a fantastic start from 4th to secure the lead. Unfortunately, a huge incident on turn 2 involved a third of the group. The top 8 drivers escaped, the 2nd

tier made it, but with a considerable gap. The Chinese driver Xiao Yu was quick and setting a good pace to the top group, but his rivals all wanted to be the leader. Toward the end of the race, Xiao Yu could not contain Griffin and Kanato's assault, and started to fall back. Sho Momose worked his way up and stationed himself in the top 4. Only 2 laps to go with poleman Griffin and Kanato engaged in the ultimate fight for victory.

On the final lap, Griffin launched his attack while Kanato, trying to be defensive went wide. On leaving his racing line, he tried to correct and minimize his mistake, but they both made contact. Kanato spun out. Sho quickly got close and tried his luck to grab the lead, without success. Griffin finished 1st, Sho 2nd, Xiao Yu 3rd. The stewards had determined that Griffin was at fault on the final lap incident. Sho was declared the



The Senior Max podium with Okuda, Endo and Kikuchi from left to right. Below, starting phases with the duo Tashiro (62) and Tanaka (11) in command. On the first page, challenging stages of the race for Kikuchi (81), Okuda (6), Endo (5) and Tomita (13).

winner, with Xiao Yu and Shota completing the podium. All drivers were required to use the same set of tires and surrender all engines and have it reshuffled for round 2. Mechanics had a really short time to rest.

Race 2 - The following day Kittinut "SuperMark" from CRG Thailand took the pole with Sho Momose alongside, Kanato Lee and Kevin Wu behind. This time, the start was clean with no incidents. SuperMark kept his lead for a handful of laps and sometimes exchanged the lead with Sho. A very long queue started to form behind them. On lap 7, things went south for SuperMark. After being passed by 3 drivers on the main straight, Mitsuki Sato forced his way in the apex of turn 2, pushing Supermark out, and caused an accident with Kanato, both of them



ending in the crashpads. Furthermore, the Thai driver's kart failed and he retired prematurely. Sho took the lead, bringing 9 drivers along to form a single lane again. On final lap, Sho, Shota and Xiao Yu battled for the win, the pack behind waiting for opportunities. Shota crossed the finish line first. Enzo Yeh managed to grab 2nd as Sho and Xiao made contact on the main straight. Sho finally finished 3rd.

Mini Max Race 1 - Shu Dozono dominated the time trials and qualifying heat, and took the pole. Rintaro Sato qualified 2nd. The start was nice and clean. Ryo Sakai took the lead in just 2 corners. Shu, clearly superior in speed and performance, regained his lead in no time. All drivers tried their best to

stay close to him, but it was impossible until an incident happened when Ryo Sakai got sandwiched on turn 5 and got ejected from his kart. The race neutralized with 4 laps to go, as everyone forms a line to let the marshals do their work. The track was clear for a restart with 2 laps to go. The chasing pack finally got their opportunity to get close to Shu. Everyone tried their best, but the ultimate win goes to Shu as he blocked all attacks from opponents. First win for Shu Dozono, Kuriyama 2nd, Yamato 3rd.

Race 2 - The mandatory use of the same set of tires from round 1 forced drivers to manage the rubber wear correctly. At this game, Shu Dozono took the pole once again, Yamato Inui 2nd, Rintaro Sato and Masaki

Kuriyama on the 2nd row. Shu took the hole shot, bringing with him Rintaro, Yamato and Masaki. All 4 created a small gap with the rest and started hostilities in mid-race. The squad offered fans spectacular lead-swapping and spectacular overtakes right to the end. The final word goes to Shu who took his 2nd win over Rintaro and Masaki.

Max Novice Race 1 - In the very popular and very low budget Max Novice series, Kazunori Tomikawa from southern Japan was the fastest. Last year's champion Masahiro Nikaido is next to him, Naoaki Saimen and Yoshiaki Atsumi right behind. The start was perfect. Nikaido tried his luck from the outside line on T2 for the lead but went wide, dropping back to P7. The top group started



to pull away lap by lap, and Nikaido had to work his way through the traffic to gain P3. Tomikawa was in the lead for a while with Saimen sticking into his bumper. Towards the end, pressure became so intense that Tomikawa misjudges his braking zone, leaving Saimen a wide open door; he passed without hesitation. A few corners to go before the finish line, Saimen defends with all his force to secure his first win.

Race 2 – Just like a copy of the first round, here we are again with Tomikawa and Nikaido on the first row, with Kubota and Saimen on the 2nd row this time. Tomikawa proves he is a very fast driver and pulls away at the start, leaving a considerable gap over the rest of the pack. Nikaido progressively closed the gap, bringing with him Kubota. On lap 10, same misjudgment and same mistake for Tomikawa as he went wide once again. Nikaido went for the opened door. They both made contact. Tomikawa dropped to 3rd, behind Kubota. Only 2 laps left, Nikaido couldn't hold Kubota anymore and conceded his lead; behind him, Tomikawa was coming back at full speed. Kubota won this round, with Nikaido and Tomikawa finishing 2nd & 3rd respectively.

Max Novice Gentlemen Race 1 – The Experienced Yoshinao Adachi composed the front row with Takao Yamada. Nobuaki Tomita made an aggressive start to take the command and held the lead for half the race. Yoshinao regained P1 from Nobuaki and both created a sufficient gap and started a series of exchanges for the lead. However, toward the end of the race, Nobuaki's front



panel came off. Technical flag, the race over for him. Yoshinao sailed to victory. Yamada finished 2nd, Yuichi Mifune 3rd.

Race 2 – Osamu Tanaka took the pole over Kenichi Tashiro, with Nobuaki and Yoshinao in the following row. Once again, Nobuaki's aggressive driving style helped him secure P1, with Yoshinao reacting fast to stay behind him. Both of them increased their pace, leaving everyone far behind. On the final lap, Nobuaki Tomita, then second, failed to brake on Turn 2 and rammed into Yoshinao's bumper, and they both ended the race in the crashpads. This gave their podium spots to Yamada, Tashiro and Osamu, the race finally

won by Yamada, Tashiro 2nd and Osamu P3.

Junior Max Race 1 – Rikuto Tamahashi made his first pole ever in this category and the Suzuka Racing School student Kento Omiya qualified 2nd. Fumiya Kurokawa and Yuta Fujiwara placed 3rd and 4th. The start was excellent, with Kento and Rikuto already starting to battle. The front group of 7 drivers made a huge gap of 4 seconds on lap 2. Feeling the immense pressure applied by Kento, Rikuto cracked on lap 6. In a defensive maneuver, Rikuto and Fumiya made contact while side-by-side. Rikuto spun into the grass, while Fumiya managed to stay on the track. Kento, still leading, saw a few



challengers contest for P1, but none of them were able to stay in front for long. Kento won easily over Kurokawa, 2nd, and Ayato Iwasaki 3rd.

Race 2 – For the second race of the weekend, a swap on the front row. This time, Kento

Above, the Micro Max podium with Fuji Shota winner; below Dozono Shu (3), brings the checkered flag in triumph after the success in Mini Max.

On page 62, a running start for the drivers of the Micro; small, Koza Nakamoto (66).

took the pole and Rikuto 2nd, Yuta Fujiwara 3rd and on 4th position, Ryota Horachi, last year's Micro Max Grand Finalist and World Ranking Number 3. This time, Kento took the hole shot and quickly pulled away. Learning from his mistake on race 1, Rikuto readapted his driving style for a smoother and more relaxed approach. Kento pulled a four-second gap by mid-race, and there was no way for anyone else to catch up. Rikuto needed to secure P2 and also started to go solo and away from the chasing pack. Ryota had to defend several attacks from Yuta Fujiwara, Ayato Iwasaki and Fumiya Kurokawa for P3. Double win for Kento, with Rikuto and Ryota completing the podium.

Max Masters Race 1 – For race one, the top 3 drivers are last year's Grand Finalists. Tomokazu Kawase pole, Masanori Kato 2nd, Kengo Sugiyama 3rd. The start was very spectacular as Kaeriyama, 4th, tried to squeeze between the leaders but made contact with Kengo and they both spun out. But it didn't took long for them to get back through the pack and stay in contact with the group at the front. The





Kubota Kiyotaka, first to finish the race for the Max category Novice.

top 4 drivers - Tomokazu, Masanori, Toshiyuki Seo and Kouzo Nakamoto - exchanged the lead, but Tomokazu would flex his muscle and showed he was boss in this category. On lap 5, Kengo missed his braking point and went into the grass due to a small puncture sustained earlier in the opening lap. He had no choice but to retire. Kouzo Nakamoto missed his braking point and crashed into Masanori's rear left, causing Kouzo to lift off and crash. Masanori managed to stay on track, but had a long way to get back to the front pack. Tomokazu had no more adversaries and peacefully crossed the finish line. The hard work had paid off for Masanori who finished the race in 2nd. The 3rd place was obtained by Toshiyuki Seo.

Race 2 - Kouzo Nakamoto and Kengo Sugiyama, retired prematurely on Saturday, had luck turning their way, thanks to the hard work from their mechanics for the quick repairs. They both camped in the front row. Masanori Kato qualified 3rd. The start was

RESULTS

GENTLEMAN FINAL RD1 1) 2 Yoshinao Adachi - Tonykart; 2) 1 Takao Yamada - Tonykart; 3) 27 Yuichi Mifune - Maranello; 4) 58 Yukiharu Kobayashi - Kosmic; 5) 9 Hideyuki Takeuchi - Kosmic; 6) 69 Takaya Yamamoto - Croc Promotion; 7) 12 Hiroshi Haraguchi - Maranello; 8) 35 Nobutaka Kitano - Intrepid; 9) 23 Shigehiro Hayashi - Kosmic; 10) 11 Osamu Tanaka - Croc Promotion

GENTLEMAN FINAL RD2 1) 1 Takao Yamada - Tonykart; 2) 62 Kenichi Tashiro - Croc Promotion; 3) 11 Osamu Tanaka - Croc Promotion; 4) 69 Takaya Yamamoto - Croc Promotion; 5) 23 Shigehiro Hayashi - Kosmic; 6) 5 Toyohisa Furukawa - Crg; 7) 12 Hiroshi Haraguchi - Maranello; 8) 27 Yuichi Mifune - Maranello; 9) 35 Nobutaka Kitano - Intrepid; 10) 58 Yukiharu Kobayashi - Kosmic

JUNIOR MAX FINAL RD1 1) 27 Kento Ohmiya - Kosmic; 2) 24 Rikuto Tamahashi - Tonykart; 3) 2 Ryota Horachi - Tonykart; 4) 5 Ayato Iwasaki - Tonykart; 5) 7 Fumiya Kurokawa - Tonykart; 6) 22 Yohei Maruyama - Exprit; 7) 15 Yuta Fujiwara - Tonykart; 8) 61 Shin Hattori - Tonykart; 9) 10 Rushia Hiei - Kosmic; 10) 3 Hironobu Shimizu - Tonykart

JUNIOR MAX FINAL RD2 1) 27 Kento Ohmiya - Kosmic; 2) 7 Fumiya Kurokawa - Tonykart; 3) 5 Ayato Iwasaki - Tonykart; 4) 10 Rushia Hiei - Kosmic; 5) 3 Hironobu Shimizu - Tonykart; 6) 15 Yuta Fujiwara - Tonykart; 7) 61 Shin Hattori - Tonykart; 8) 33 Kokoro Morita - Kosmic; 9) 88 ALEX - Tonykart; 10) 2 Ryota Horachi - Tonykart

MAX MASTERS FINAL RD1 1) 59 Tomokazu Kawase - Kosmic; 2) 33 Masanori Kato - Kosmic; 3) 46 Toshiyuki Seo - Kosmic; 4) 26 Yoichi Kaeriyama - Kosmic; 5) 6 Katsuyuki Sasaki - Crg; 6) 71 Yoshimi Inoue - Kosmic; 7) 8 Yong boon - Kosmic; 8) 55 Hideo Fukawa - Intrepid; 9) 12 Yasuhiko Nakashima - Tonykart; 10) 5 Satoshi Fujii - Intrepid

MAX MASTERS FINAL RD2 1) 66 Kozo Nakamoto - Kosmic; 2) 3 Masaomi Kanda - Fa Kart; 3) 71 Yoshimi Inoue - Kosmic; 4) 33 Masanori Kato - Kr; 5) 26 Yoichi Kaeriyama - Kosmic; 6) 46 Toshiyuki Seo - Kosmic; 7) 6 Katsuyuki Sasaki - Crg; 8) 37 Akira Iyanaga - Croc Promotion; 9) 81 Kengo Sugiyama - Kosmic; 10) 8 Yong boon - Kosmic

MICRO MAX FINAL RD1 1) 4 Sho Momose - Energy; 2) 44 Xiao Yu - Birel; 3) 5 Shota Fujii - Tonykart; 4) 66 Newman - Kosmic; 5) 68 Kevin - Tonykart; 6) 51 Ayrton - Tonykart; 7) 8 Kanato Lee - Birel; 8) 3 Griffin - Kr; 9) 88 Quinten - Tonykart; 10) 38 Yuki Tsubai - Birel

MICRO MAX FINAL RD2 1) 5 Shota Fujii - Tonykart; 2) 77 Enzo - Tonykart; 3) 4 Sho Momose - Energy; 4) 44 Xiao Yu - Birel; 5) 20 Sachin - Tonykart; 6) 3 Griffin - Kr; 7) 65 Mitsuki Sato - Tonykart; 8) 66 Newman - Kosmic; 9) 38 Yuki Tsubai - Birel; 10) 95 Fuji Kishi - Tonykart

MINI MAX FINAL RD1 1) 3 Shu Dozono - Kosmic; 2) 5 Masaki Kuriyama - Kosmic; 3) 9 Yamato Inui - Croc Promotion; 4) 15 Masamune Handa - Crg; 5) 8 Akihito Kawase - Kosmic; 6) 77 Enzo - Kosmic; 7) 16 Rito Komata - Birel; 8) 11 Yuzuki Tamahashi - Tonykart; 9) 12 Haru Kawai - Kosmic; 10) 26 Rintaro Sato - Tonykart

MINI MAX FINAL RD2 1) 3 Shu Dozono - Kosmic; 2) 26 Rintaro Sato - Tonykart; 3) 5 Masaki Kuriyama - Kosmic; 4) 9 Yamato Inui - Croc Promotion; 5) 37 Daisuke Yamashita - Tonykart; 6) 11 Yuzuki Tamahashi - Tonykart; 7) 8 Akihito Kawase - Kosmic; 8) 77 Enzo - Kosmic; 9) 66 Newman - Kosmic; 10) 16 Rito Komata - Birel

MAX NOVICE FINAL RD1 1) 36 Naoaki Saimen - Intrepid; 2) 7 Kazunori Tomikawa - Tonykart; 3) 1 Masahiro Nikaido - Tonykart; 4) 31 Yoshiki Atsumi - Minato; 5) 30 Kazuya Inoue - Croc Promotion; 6) 34 Ryoji Hirano - Croc Promotion; 7) 8 Yuta Nambu - Kosmic; 8) 46 Takumi Iwahana - Kosmic; 9) 3 Yuriko Shibayama - Kosmic; 10) 4 Shingi Yuasa - Intrepid

MAX NOVICE FINAL RD2 1) 22 Kiyotaka Kubota - Tonykart; 2) 7 Kazunori Tomikawa - Tonykart; 3) 1 Masahiro Nikaido - Tonykart; 4) 34 Ryoji Hirano - Croc Promotion; 5) 36 Naoaki Saimen - Intrepid; 6) 31 Yoshiki Atsumi - Minato; 7) 46 Takumi Iwahana - Kosmic; 8) 8 Yuta Nambu - Kosmic; 9) 30 Kazuya Inoue - Croc Promotion; 10) 4 Shingi Yuasa - Intrepid

SENIOR MAX FINAL RD1 1) 5 Shogo Endo - Croc Promotion; 2) 6 Momo Okuda - Kosmic; 3) 81 Akinori Kikuchi - Tonykart; 4) 18 Shoma Kato - Tonykart; 5) 13 Ren Tomita - Kosmic; 6) 29 Masanori Shiraishi - Tonykart; 7) 37 View Yamauchi - Croc Promotion; 8) 31 Kazuki Shinotani - Tonykart; 9) 26 Toranosuke Hamada - Tonykart; 10) 34 Yuki Mishima - Drago Corse

SENIOR MAX FINAL RD2 1) 5 Shogo Endo - Croc Promotion; 2) 13 Ren Tomita - Kosmic; 3) 22 Minari Nakaseko - Tonykart; 4) 18 Shoma Kato - Tonykart; 5) 31 Kazuki Shinotani - Tonykart; 6) 26 Toranosuke Hamada - Tonykart; 7) 6 Momo Okuda - Kosmic; 8) 36 Satoshi Koshgi - Croc Promotion; 9) 29 Masanori Shiraishi - Tonykart; 10) 37 View Yamauchi - Croc Promotion

excellent for Kouzo who manage to keep the lead. Masanori and Kengo would test Kouzo for the lead. Tomokazu, who started from the middle of the pack, overtook several drivers on the opening lap and by lap 2 had already reached the top 3. Now the squad was compact and ready for showtime. And the first victim from their fierce battle was Masanori. He left the door open on the left hander and got forced into the grass by Yoshimi Inoue. The next victim was Kengo Sugiyama. A suicidal attack by Tomokazu Kawase in a narrow turn sent himself and Kengo into the crashpad. Kouzo Nakamoto had no more opponents to contest him and happily crossed the finish line intact. Masaomi Kanda and Yoshimi Inoue also finished on the podium.

Senior Max Race 1 – For the first race of the weekend in the main category, Akinori Kikuchi and Momo Okuda took the front row while Tomita Ren and Shogo Endo are on the 2nd row. When the start signal was

given, Akinori kept the lead while Momo was slow to take off and could not defend her position against Ren, as she dropped to 4th. Ren then overtook Akinori for the front, but saw his lead quickly faded. Akinori, Shogo and Momo were back on his tail. Shogo had a very fast pace, and easily gained the lead, followed by Momo. They both intensified the race pace and left Akinori the hard work of containing the chasing pack for P3. Unwilling to work together to catch the leaders, Akinori had a busy time defending himself against a horde of drivers, but finally managed to pull himself out of danger toward the end of the race. On the final lap, Akinori got closer and closer to Momo. Shogo's very late braking and defensive moves helped him secure his first win. Momo contained the final attacks from Akinori for P2.

Race 2 – Sunday was very similar to Saturday with the same protagonists in the front. Shogo, Momo, Ren and Akinori offered the show the public was waiting for, right from

the beginning. On lap 4, Akinori started to drop from the squadron, leaving his position to Yamauchi.

On every lap, all four battled endlessly, and that helped the chasing pack to maintain contact with them. It was also beneficial to Minari Nakaseko. She started the race from last and worked her way through the ranks, picking off and overtaking all the boys one-by-one. She finally reached the top 6 with 2 laps to go. In the ultimate battles, Shogo contained all attacks from Ren. Momo and Yamauchi made contact, the latter sent into the grass.

Then Momo again tried to defend against Hamada Toranosuke and they also made contact. Shogo crossed the finished line first, followed by Ren, Toranosuke, Momo and Minari. Later, the stewards sanctioned Momo and Toranosuke 3 positions down for incidents on the final lap. Shogo was the winner. Ren finished 2nd and Minari 3rd after gaining a whopping 17 positions.

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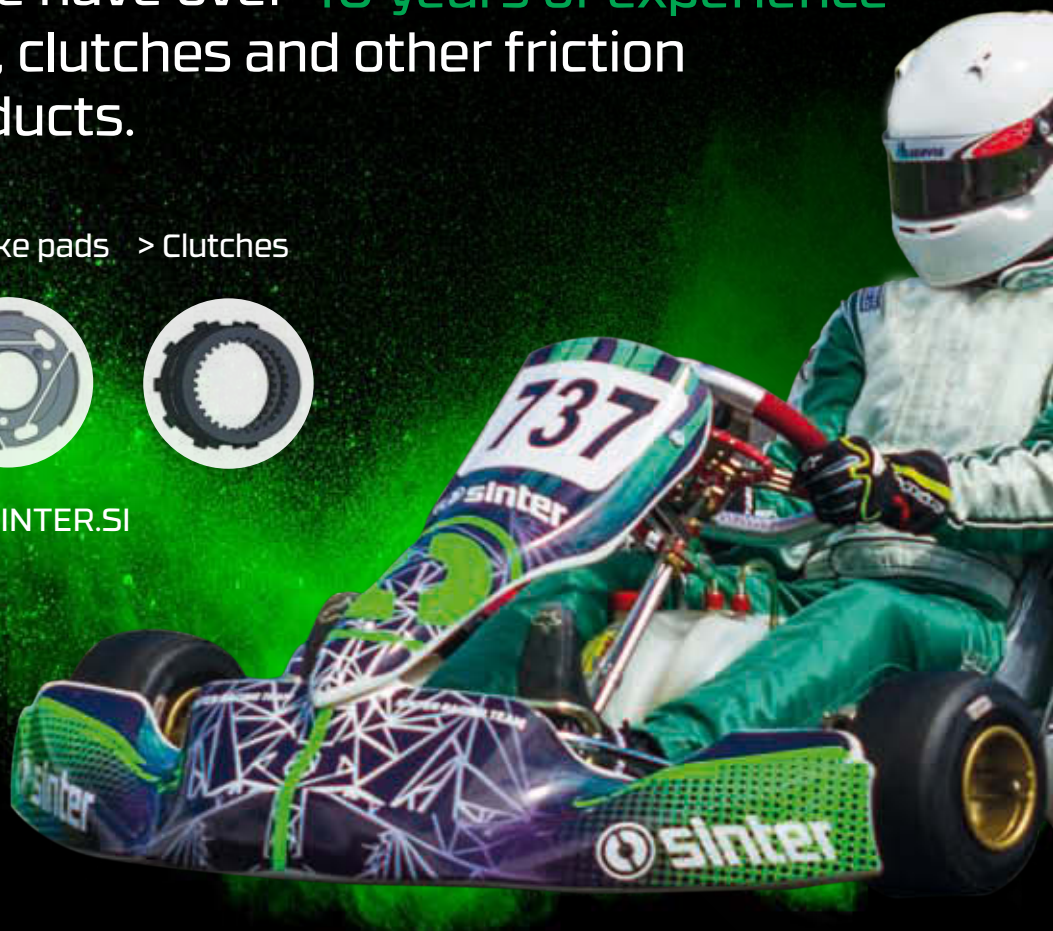
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VORTEX IN AUSTRALIA ON THE UPWARD CURVE

The Vortex brand has had a strong association with Australian karting for a number of years at the elite level, however over recent years, the brand has really taken off with the introduction of the Mini-Rok motor to Australian karting. Text: **Matt Payne**





Vortex was prominent with the Tony Kart team in the mid-1990s in Australia under the watchful eye of the late Jim Morton, who introduced James Courtney to the world and mentored him to the two world Championships he won with Vortex, along with a multitude of other Australian drivers that took on Europe with Vortex power. The previous generation elite classes (Junior Intercontinental A, ICA and Formula A) were open in terms of engine manufacturers and Vortex was one of the most popular engines among competitors in these classes. After Red Bull Racing Formula 1 pilot, Daniel Ricciardo won a Championship in 2005, Australia didn't have an international-specification Championship until it was brought back in 2010, when Vortex was introduced as the control engine for both KF1 and KF3. For almost four decades, the grassroots of Australian karting was based around Yamaha 100cc air-cooled motors before the introduction of Rotax and the 125cc water-cooled revolution in 2000. Cadet introductory classes used the Comer S80 engine. In 2014, a strategic review of the sport conducted by Karting Australia's Chairman, five time motorcycling World

Champion, Mick Doohan recommended that the Australian class structure be updated to better reflect modern technology and global trends. This led to the introduction of the Vortex Mini-Rok in 2015 as the prescribed engine for the Cadet classes. Since coming online, the two Cadet classes - Cadet 9 (for drivers aged seven to nine) and Cadet 12 (for drivers aged nine to twelve) have become the most popular classes in Australian karting. While the CIK Championship had always been conducted over multiple rounds, the revised Australian Championship structure for general karting in 2015 saw Australian karting go from a single weekend National Championship event to a five-round Championship. For the first time, Cadet classes would sit alongside Australia's version of OK, OK Junior and KZ2 as national Championship classes. This has led to the popularity of the Vortex Mini-Rok to be even stronger. The Cadet 12 class at the first round of the Australian Championship in Adelaide in February saw a Championship record 57 entries. Overall, there were 122 competitors entered using Vortex engines for the first round of the Australian Championship in 2018 - a record for the brand in Australia.

The numbers entering Mini-Rok events reflect similarly around the country at club level and State (provincial) level events. The Australian Championship - with almost 300 entries across the nine classes that are included in the Series - is estimated to attract more competitors than any other domestic, single country Championship in the world. Viewership of the free internet livestream of the Australian Kart Championship that takes place on Sundays of each events outstrips those that view the Australian motocross National Championships, the Australian road racing motorcycle Championships and the national motor racing Championships. The Australian Championship in 2018 has signed a new major sponsor in Australian handtool manufacturer, SP Tools, and holds platform support from Castrol EDGE and Mercedes-Benz Vans. The Championship this year already has welcomed competitors from New Zealand, the Philippines, Singapore and the United States and has no less than 16 female competitors at each round - the majority of who are racing in the Vortex classes. Five time world Champion, Danilo Rossi visited the recent second round of the Championship. Last year, six Australian competitors earned berths in the Rok International Cup

World Finals and this year again, the Champions in the premier Vortex Senior and Junior classes will be taken to the international event representing Australia. The profile of the Vortex-Rok products continues to grow in the Australian market under the stewardship of Australian importer, Paul Feeney, who works closely with the OTK factory to ensure that they are regularly updated as to happenings in Australia and the growth of the Vortex products in the Southern Hemisphere.

Vortex delegate in Australia: Paul Feeney

There are few people in the world of karting globally that have the experience of distributing automotive products and running effective race programs than Australian Vortex importer, Paul Feeney. A motorcycle road racer of note in the mid-1980s, Paul won a number of National Championship and other high profile events before starting a family and switching his focus to building a distribution business. Based in Queensland's holiday playground on the Gold Coast, Feeney has been associated with brands such as Cagiva, MV Agusta and Husqvarna - growing his business to become the biggest distributor of Husqvarna product in the world by volume. He ran the factory MV Agusta

CLOSE UP AUSTRALIA



I SPOKE TO ROBERTO ROBAZZI AND HE UNDERSTOOD THE SYSTEMS WE HAD IN PLAY AND WE ARRIVED AT AN AGREEMENT TO BECOME THE IMPORTER FOR VORTEX ENGINES AND BRIDGESTONE RACING KART TYRES AND AWAY WE WENT FROM THERE

Superbike team in Australia with a close alignment to the international programs of the brand and has run a number of race teams in the Australian Superbike Championship. As his children - Lachlan and Broc - got older and started racing bikes themselves, Feeney sold out of the motorcycle business. Having won Australian dirt bike Championships, Broc made the decision to switch to four wheels and begin karting just shy of his 10th birthday. He has become one of Australia's premier karters, winning the Junior Championship with Vortex in 2017. As the sweeping changes came into Australian karting after the Strategic Review of the sport, the opportunity presented itself for Feeney to import Vortex Engines and Bridgestone Racing Kart Tyres in the Australian market. «We had the infrastructure there to start in the karting

business basically straight away,” explained Feeney. “The systems we used successfully with the motorcycling brands could be adapted to the dealer network in karting. «I spoke to Roberto Robazzi and he understood the systems we had in play and we arrived at an agreement to become the importer for Vortex Engines and Bridgestone Racing Kart Tyres and away we went from there». Feeney says that the popularity of the Vortex engines in Australia has been something that hasn't surprised him. «The ease of use of the Mini-Rok and performance it delivers to the competitors and how closely matched they are right throughout massive fields show that it is the engine to have for the youngsters getting into the sport» Feeney added. «Entry numbers in those classes since the introduction of the Mini-Rok and license holders

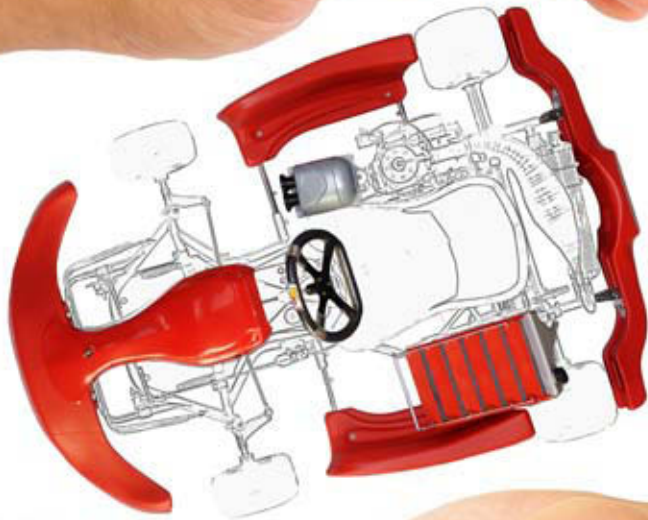
has increased exponentially over the class it superseded. It speaks volumes for the product that Vortex builds». Feeney expects the brand to continue its growth in Australia. «The sky is the limit really», said Feeney. «The DVS-SV upgrades have seen an increase in numbers in the KA1 (OK) class this year and I think we can grow that even more. I'd like to see a factory-supported Vortex program in KZ2 as well. In Juniors, the numbers are very strong and I think we can continue that and the success of the Mini-Rok categories has been quite unbelievable». «Overall, Vortex is extremely strong in Australia - as is the sport right now across the country - and I think that comes down to the factory listening to the feedback and working with us to provide a product that is right for our conditions and our market».





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GEARBOX

The European **KZ** and **KZ2** promises to be full of novelties. Motorsports-wise, there's the change to LeCont tires, and the return and inclusion of the Salbris and Lonato tracks to the Cik Fia calendar; as for organizational and promotional changes, RGMMC is now in-charge. **TEXT: A. GIUSTINI**

Other changes are the reduced number of races, from last year's four to this year's two, with three for the KZ2, a change made to satisfy (in part) the movement's request to reduce costs. The inevitable consequence: if making mistakes was previously forbidden, more so now, since a single negative weekend is sure to undermine any hope of glory. The tire supplier, as mentioned, changes to LeCont. The Italian company from Trentino, after fitting KZ2 in

2015, will supply both categories in the European. For the record, in 2015, the Swede Joel Johansson on Energy won followed by Pedro Hiltbrand on CRG and by Andreas Fasberg and Luca Corberi, both on Tony Kart.

As for organization and promotion, the expiry of the WSK Promotion mandate favored the establishment of James Geidel's RGMMC. At a conference Vroom organized at the Offenbach fair, Geidel hinted 2018 would be a year of changes for karting. Said and

done: in January, the new logo and the new name, FIA Karting European Championship, were officially presented. The greatest efforts, however, have been made in media and multimedia, with video coverage also extended to Saturday, often decisive for the fate of the race, with races broadcast and distributed more consistently among national television stations. All this, on paper, should increase the visibility of a niche discipline, karting, which must learn to make kart races jump from

the screen, attract and appeal to audiences, new and old, if it wants to compete with other motorsport categories of which kart racing is, by its very nature, the starting point for many racers and teams. The hoped-for effect of increased TV coverage is that companies outside the sector increase their investments and sponsorship deals, vital now more than ever, to increase exposure and render race broadcasts appealing, attractive, exciting.

SALBRIS (FRA)

MAY 6

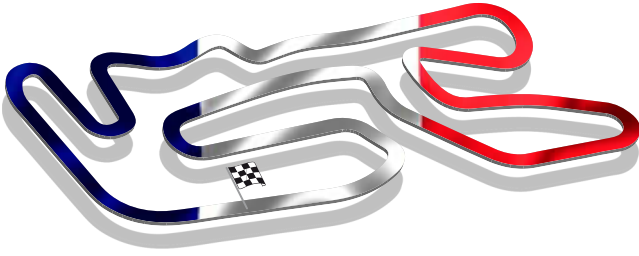
- CIK-FIA EUROPEAN KZ CHAMPS (ROUND 1)
- CIK-FIA EUROPEAN KZ2 CHAMPS (ROUND 1)
- CIK-FIA KARTING ACADEMY TROPHY (ROUND 1)

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

Circuit Data

Length: 1'477m

Width: 8-10m



SALBRIS, IN THE DARK

The Circuit International de Salbris returns to the CIK FIA Calendar, and starts the season on the May 6 weekend. The last time the circuit hosted a CIK-titled competition goes back to the 2007 KF2 European Championship. For the gearbox class, one must go back to 1996, when Beggio (Biesse / Tm) won his second world FC. For 2018, the teams will be coming to the kart track, located in the Loire Valley-Center region, almost in the dark, that is, with little track data available. This could tip the scale in favor of the transalpine duo Abbasse and Iglesias. And then there is the weather factor, which in France is often full of surprises.

Looking at the Salbris circuit layout, it is hard to place it among fast tracks, or among the more "technical" circuits, that is, slow. What we find, instead, is a track halfway between two natures with a first fast tract and then a second and third which do feature lengthy straights, but also by extremely demanding curves. Therefore, on the topic of set-up, it is important to find a compromise between the two "virtues", speed

or adherence through the turns, to make the vehicle as balanced as possible through the 1500-meter track under one minute. The best time in the 1996 world championship was by Giorgio Pantano: 58"84. His FC rotary valve engine and free compression ratio developed more than enough power, less than the current 45 hp engines, but with a weight-to-power ratio that would make the comparison interesting, without taking tires into consideration, of course.

EUROPEAN CIK FIA: 2014/2017 ROLL OF HONOR

Year	KZ	KZ2
2014	Rick Dreezen (Zanardi/Parilla)	Andrea Dalé (CRG/Maxter)
2015	Flavio Camponeschi (Tony Kart/Vortex)	Joel Johansson (Energy/TM)
2016	Marco Ardigò (Tony Kart/Vortex)	Fabian Federer (CRG/Modena)
2017	Paolo De Conto (CRG/TM)	Leon Köhler (Tony Kart/Vortex)

BEGGIO vs PICCINI, THE MOST THRILLING DUEL IN THE HISTORY OF 125 FC

Salbris. Gianluca Beggio and Alessandro Piccini, 1996 World Cup. The much-felt and -fought rivalry between the two drivers kept fans enthralled for several years. Between the two, they divided up 9 world championships in gearbox 125: Beggio 5 - 4 Piccini. One could write a book on their feud.



LAST YEAR DE CONTO IN KZ AND KÖHLER IN KZ2 WON THE TITLE

Last season, without Marco Ardigò competing, injured as he was on a Thursday of the first round in Sarno, **KZ** reiterated the supremacy of Paolo De Conto, who won 3 of the 4 events in the program (Sarno, Genk and Oviedo), and arrived in Kristianstad, the last round of the European kermesse, with the laurel already in hand. A “starter” for the World Cup in Sweden that saw him victorious for the second time in a row and sure to be the man to beat. If KZ2 races are always a lottery, and making predictions risky, the KZ allows for more reliable predictions, and so we look forward to the duel between Marco Ardigò for Tony Kart versus Paolo De Conto on CRG. Two drivers, eight crowns: Ardigò’s five to De Conto’s three, both being, since 2014, the most successful drivers on the scene. Having missed out on most of 2017, thanks to his

rib injury, Ardigò seeks his sixth title, while De Conto would like to bring home his fourth consecutive FIA title, after the 2016 and 2017 World Championships, year of his “double wins” with the European Championship. In the seasonal “prologue”, after his absence in the coldest period, Ardigò returned to claim his role and to the track in the WSK Super Master Series between Muro Leccese and Sarno where he scored 3 podiums, of which 2 were wins. De Conto, not one to stand by and watch, won in Puglia.

There are others, of course, to fight for the title, but the presence of Ardigò is a blessing for the championship. He is the added value, for everyone, including De Conto. Who can forget the duel between Beggio and Piccini, or between Thonon and Forè, and then also with Ardigò? Now, finally, that

charged-up electric atmosphere is all set to explode on track, at the races, in a rush to the finish line. Although the spotlights are on the two Italian drivers, this should not mislead or bring to underestimating the quality of the other drivers on the starting grid, their level equally stellar. Anthony Abbasse is certainly not an outsider, and indeed could exploit in his favor the duel between De Conto and Ardigò. There is Patrik Hajék (Kosmic), Simo Puhakka (Tony Kart), Jeremy Iglesias (Formula K), as well as Marijn Kremers (BirelART), a surprising third a year ago, and looking for a definitive spot among front-runners.

The other question the paddock asks concerns the future of Bas Lammers, the “lion” out of Lion Kart, momentarily without a drive. Without him, the competition would undoubtedly lose



Above, Marco Ardigò and Paolo De Conto in close contact at Sarno. With the return of the Tony Kart driver after his injury, the 2018 season is certainly more interesting, thanks to the duel with the reigning world champion expected at Salbris, the first round of the European KZ. On the left, the duel between Leon Köhler and Matteo Viganò, who fought for the KZ2 continental crown last season. The German, now in Formula 4, got the better, while Viganò was “promoted” to KZ.



one of the protagonists and, above all, a talented driver able to have his say on track in all sorts of conditions.

A WORD FROM DRIVERS

PAOLO DE CONTO
(CRG/TM)

“I think about winning. It couldn’t be otherwise in view of the result of last year and considering the team I represent. Between the two tracks, to be honest, I can’t say which one I like best. Both Salbris and Lonato possess merits and defects.”

MARCO ARDIGÒ
(Tony Kart/Vortex)

“The goal is undoubtedly to win. That’s why I decided to get behind the wheel after the

injury and to do it before the continental competition: to go and win. Having to express a preference between the two tracks, I say Salbris which, looking at our technical package, is the one that suits us best. Lonato, however, will be more difficult for me on a physical level, moreover the results of the Winter Cup don’t put us exactly as number one favorites. In this sense the weather will play a role, since the Winter was disputed with the cold, as will the LeCont tires, that I have not had the chance to try yet.”

ANTHONY ABBASSE
(Sodi/TM)

“The minimum goal is the podium, of course I hope on the top step. Only the track

can tell us if it will be possible. Of the two tracks, having to choose my favorite, I say Salbris, which is my home circuit. The fact that I know it better than others I don’t think will be a fundamental factor. The only advantage compared to the rest of the grid is that Sunday evening I’ll arrive home sooner.”

JEREMY IGLESIAS
(FK/TM)

“It won’t be an easy European. The level is high, but we’ll do everything to stay out front. I know both Lonato and Salbris well. At South Garda Karting, I have very pleasant memories, like the victory in the last Winter Cup, while the French one is my home track. Let’s say 50-50.”

PATRIK HAJEK
(Kosmic/Vortex)

“Hard to say what our goal might be. The LeCont tires are a variable to consider, since we have never raced with them. The same applies to Salbris. I did a test, but without competing. Really everything can happen there. In Lonato, instead, more or less anyone could win. Because of this, as a favorite track, I point to Salbris, because the difference is made by the driver.”

MARIJN KREMERS
(Birel ART/TM)

“The goal is to improve last year’s 3rd place, not easy since there are only two events. This binds us to having to do everything well and

PREVIEW OF CIK-FIA KZ/KZ2 EUROPEAN CHAMPIONSHIP

Right, a highlight of the International SuperCup 2017.

not to lose the least minimum point. Lonato is definitely the track I prefer, more than anything because I don't have any terms of comparison to Salbris, where I last ran when I was about 8 years old. Among other things, being very busy with the group, I'll also have very little time available to go and test."

SIMO PUHAKKA

(Tony Kart/Vortex)

"I'm impatient to start the European Championship to which I'll present myself with the aim of maximizing the potential of the material available to me as much as possible. I went to Salbris twice, and I must say that I have good memories; Lonato, however, has an advantage, that is, it is near home and I do not have to sleep in a hotel."

ALEX IRLANDO

(Sodi/TM)

"I'll be busy on two fronts, both in OK and in KZ. This means a double effort, but I'll give my all to bring home a significant result for Sodi. Between the two tracks, having never raced in Salbris, inevitably I say Lonato."

MATTEO VIGANÒ

(Tony Kart/Vortex)

"It will be an interesting European. For the character that I have, I obviously aim at the top and I cannot wait to try my hand in the competition. Speaking of the tracks, instead, being from Bergamo, I choose Lonato, for me it is my home track. I have not been to Salbris for a long time; if I'm not mistaken, the last time was in 2009."

FRANCESCO CELENTA

(Praga/TM)

"I'm a bit superstitious, so ... I won't say the objective, but you can imagine. The



imperative will be to do well, also because we have all the right credentials to do so. It will be tough, but I am confident and motivated by the choice of the team to deploy me in KZ. Speaking instead of the tracks, as a driver I can express myself at best on tracks with a lot of grip, so I say Lonato, which is very popular in this sense."

In **KZ2**, with the German Leon Köhler now racing in ADAC F4 with Mücke Motorsport, there are three Italians to look to: Paolo Ippolito, Alex Irlando and Matteo Viganò. Viganò won the opening round in Belgium, while Ippolito took home the winner's cup at Le Mans. Köhler, on the other hand, was the most constant; regularity being a feature that in a championship divided into only 3 events is essential. The final stage, however, was a fief of Adrien Renaudin, then 8th in the absolute classification.

ALESSIO PICCINI

(Tony Kart/Vortex)

"It is clear that we start (a race) to win; it could not be otherwise for us drivers, so I aim for success. It will be fundamental to better interpret LeCont tires and, in this

regard, I remember that in 2015 we went well with these tires, so I'm confident. I cannot say which track I prefer because I have never run in Salbris; there, it will be fundamental to keep an eye on the rain variable that is always present in France. In Lonato, instead, we expect a full house with many outsiders who will do their best. It will be an undoubtedly exciting challenge."

RICCARDO LONGHI

(Birel ART/TM)

"So far we have done well, so I aim at the maximum. I defended well against both in comparison to my opponents in KZ2 and to the KZ drivers. This gives me hope. Lonato or Salbris? Obviously Lonato, especially because of the recent successes and for the potential shown at the Winter Cup."

NEXT APPOINTMENT

LONATO (ITALY)

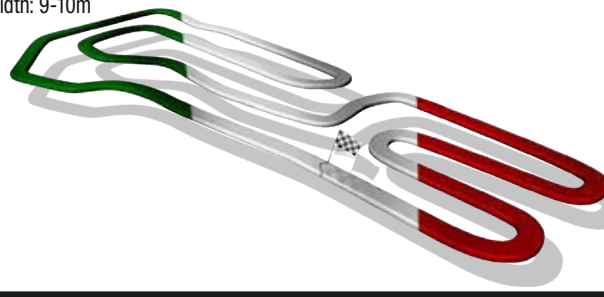
17 JULY

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

Circuit Data

Length: 1'200m

Width: 9-10m



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FOR A FISTFUL OF... MILLIMETERS

In the heart of every driver there are three memories: one's first love, that first victory and that unforgettable defeat. For Paolo De Conto, this last related to the 2015 KZ World Championship race at Le Mans, a race he lost just short of the checkered flag. **TEXT: A. GIUSTINI**





Le Mans Karting International, 13 September 2015.

Maybe it was something in the air, a track near the famous Circuit de la Sarthe, theater of the epoch-making challenges of the 24 Hours of Le Mans, or perhaps it was the talented drivers involved, or the ultimate prize at stake, but there was plenty going on to make the final of the 2015 KZ World Championship among the most spectacular races of the last decade. Stars of the show: Paolo De Conto, Marco Ardigò and Jorrit Pex.

BUT FIRST, LET'S TAKE A STEP BACK

It is December 3, 2014, when CRG announces its new driver, news heard here and there during the preceding months. The driver: Paolo De Conto, Casa Birel's talent from Treviso. Everyone knew, however, that the first year was going to be a year to adapt: a new organization, new people, new material. This last was going to be the most difficult hurdle, that is, the transition from TM engines to Maxter

engines in fact that even a heavy-footed racer like Paolo needs time to adjust, find his measure. But for the world championship, De Conto had decided: that time for adjustment is over. It's now time to get serious and down to business.

Said and done. In France, the CRG driver is first after the heats with an impressive pace and second behind Jorrit Pex in the Prefinal. The rivalry, pre-announced since Sunday Warm-Up, approaching its epilogue: the Final.

HAD THERE BEEN ONE LESS LAP..

Lights off and it's Arnaud Kozlinski (Sodi / TM) who takes the lead. The Frenchman's strategy is simple: create a buffer zone early on, gain a margin on the group, hoping his rivals remain "bottle-necked" in duels behind him. A hope destined to remain just that – a vain hope. In the 3rd lap De Conto and Pex break from the pack, make up the distance, take the lead. A sort



of engines with a completely different architecture and features; more versatile the former, more delicate the latter. The first part of the season, con-

of Cold War begins between the two, fought on the fields of a stopwatch, which drags on until the last lap, during which a spirited Ardigò puts on a

The duel between Paolo De Conto and Jorrit Pex, both on CRG, but the first motorized Maxter, and TM on the second, a duel fought over the weekend which reached its climax during the final lap of the Final.

LOSING HURTS PAOLO DE CONTO

great show, makes a fantastic comeback, closes the gap on the tandem ahead. A first long dive left, a slight turn to the right, a short run, and again a foot down hard on the brake. So far so good, but on the next curve, De Conto hesitates, leaves open a tiny space in the racing line, millimeters, just what Pex had been waiting for, the slightest lapse. The Dutchman slips inside between corners four and five. Done! Pex is the new leader, pulling Ardigò behind him, the latter taking full advantage of the fight going on in front. De Conto claws back to take the second spot lost to Ardigò, but on passing under the checkered flag, he'd like anything but get off his CRG and climb onto that second step of the podium.

Almost three years have passed since that day and, with the return to TM engines, the De Conto-CRG team has bagged two consecutive World and European Championships. After arranging to meet, I stand waiting for Paolo just outside the CRG tent. He doesn't know what I'm going to ask him; in fact, I too hesitate – should I, or shouldn't? I tell myself that many victories certainly cancel a loss, painful as it may be. But I'm wrong. Still today, De Conto's face changes when he talks about that day. Even after three years. Even after two world championships and one European. "2015 was a quite difficult year," Paolo confesses. "After 3 years in Birel it was a totally new adventure for me. We struggled a bit at the start of the season and I wasn't 100% at the World Cup. It wasn't technical problems; on the contrary, with CRG the feeling was already there. Unfortunately, I was in a difficult period on a personal level and this did not allow me to arrive at Le Mans serene. I wasn't myself...".

"I led the whole Final," continues Paolo, "but I felt I could not drive as I wanted to, and this thing irritated me a lot. Jorrit was getting closer and closer and I was convinced he would replicate the move made in the Pre-Final. I had a flash and I hesitated just enough to get him close enough to attack at the next corner. Only by reviewing the images I understood that there was no physical space in the Pre-Final, but I got there too late." Let's say that 2015 was the preparatory sketch, while the two-year period, 2016 and 2017, your masterpieces ... "After a defeat like that, you have only

one thing in mind: to get back onto a kart and win. That's how it was for me, but I can assure you that the moments immediately following the Le Mans Final were terrible."

Not all setbacks are without purpose, one might say. And Paolo De Conto bounced back to win in the two successive years, but even today he still grits his teeth when he talks about it. What has changed in three years? Paolo said this of himself: he has returned to being calmer, having overcome a difficult phase of his life. On the technical side, however, he said his feeling with the vehicle has increased, sealed by the return to TM, which has put the wings to the CRG-De Conto duo.



ONE MISTAKE, BUT AT THE WRONG TIME: DE CONTO THUS LOSES THE KZ TITLE IN 2015 TO PEX. HOWEVER, THE ITALIAN DID NOT GIVE UP, TOOK BACK SECOND FROM MARCO ARDIGÒ AT THE FINISH LINE.



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LIKE IN FAIRY TALES

The unbelievable happens in Salbris! On Saturday, Beggio and Rytтарbris are first disqualified after the heats for irregular fuel, then readmitted on Sunday morning because the Cik accepts the opinions of ELF technicians who judge instruments used on the track as unreliable. The nightmare of disqualification vanished, Beggio takes to the track and wins the World Championship title for the second consecutive year.



Piccini tried to ruin his rival's party, but he is unlucky when during the fight for positions, a contact during pre-final with Beggio causes carburetor to detach. Even Pantano, the fastest of the lot, is certainly not kissed by luck when his clutch breaks and, later, his gearbox follows suit at the start of a race, thus he starts way down on the starting grid for the final. Manetti, too, climbs back to the front in the pre-final, feels he has third row in his pocket ... but with three laps to the end, Tarabelli jeopardizes a deserved result. Mislijevic, like Pantano, is forced to retire in a heat and the race for the Swedish is all uphill, but he does get on the podium behind Palmieri, the only driver who could have undermined Beggio on the occasion.

The year's reigning world champion returns as one of the favorites to win, but it soon clear that Beggio has a much greater pace and he manages his race perfectly. The driver from Monza thus wins his second and consecutive FC World Cup. After the nightmare of disqualification and his suitcases packed and ready to return to Italy to the boundless joy of victory ... Like in fairy tales, a happy ending.

The racing chronicles

The fastest in qualifying as often happens in recent Cik-titled events is Pantano who puts Beggio and Piccini behind him. Following them are Rytтарbris and Foré. The first two fight contend for the lead of the first scheduled heat. Until Manetti arrives and beats everyone. Beggio, Pantano and Rytтарbris finish behind the driver

The final podium of the world championship of Salbris. Beggio is again champion, in front of Palmieri and Mislijevic.

At the opening, Baggio in the front row on the starting grid of the final, with May and Mislijevic behind him.

T H E B A C K G R O U N D

The quarrel begins as soon as the heats end. The sports commissioners decide to disqualify both Beggio and Ryttaarbris for the presence of lead in the fuel mixture used by the two drivers. Is it possible the reigning world champion uses such artifices, a question everyone asks. In fact, the two teams involved cannot understand what happened. «We used Elf oil together with the official petrol, so if there is an irregularity that certainly does not depend on us!». This is the response of the injured parties who prepare a fierce counter-move. «They must repeat the same analysis with a sample of their petrol and Elf oil taken from a sealed vessel and see what happens» reiterate even the representatives of

the teams not involved! Yet more tests are performed, even by Elf's on-track technical manager, engineer Valerie Jorquera, who then confides in us. «You see, our petrol and our oil comply with the provisions of the regulation. We have the certificates of analysis of our products and I can assure you that there is no trace of lead in those used for the CIK / FIA championships. I can also think that an anomalous chemical reaction has taken place - continues Jorquera - or that the instruments used by Salbris did not work or, again, that the products used for the chemical reaction were not good. All these doubts forced us to cancel the first verdict and

bring the two incriminated drivers back into the final stages. It is obvious that these problems will not reoccur in our advanced laboratories in Solaize.» Had the instruments detected the presence of lead in the incriminated mixture the two drivers might have risked the withdrawal of their licenses for at least one year. An unedifying prospect for the image of the championship and a politically debatable one, what with Cik deciding to monopolize the Elf oil for the fuel mix for 1997, too. The circus, meanwhile, expressed perplexity for what happened and not all sided with the same party.

schieramento finale 2

	28 Palmieri (I) (Gold/Tm/Bridg)		1 Beggio (I) (Biesse/Tm/Bridg)
	16 Fore (I) (Tony/Pavesi/Dun)		26 Maggio (I) (Tony/Pavesi/Dun)
	17 Gabrielson (S) (Top/Tm/Vega)		27 Misljevic (S) (Tony/Pavesi/Bridg)
	5 Baetz (F) (Birel/Tm/Dun)		29 Pantano (I) (Crg/Tm/Bridg)
	12 Cesetti (I) (Birel/Tm/Bridg)		31 Rossi (I) (Crg/Cassani/Bridg)
	7 Baldelli (I) (Crg/Tm/Dun)		36 Tarabelli (I) (Gold/Pavesi/Bridg)
	40 Van Lent (NL) (Birel/Pavesi/Vega)		22 Kaeli (S) (Pcr/Tm/Dun)
	11 Biernacki (PL) (Crg/Tm/Bridg)		34 Zetterstrom (S) (Dino/Tm/Bridg)
	21 Hesselink (NL) (Swiss/Kzh/Bridg)		38 Wouters (NL) (Birel/Pavesi/Dun)
	24 Krikhoff (F) (Brm/Pavesi/Bridg)		44 Heinrich (D) (Birel/Pavesi/Dun)
	33 Savard (F) (Tecnavi/Rotax/Dun)		25 Lemmers (NL) (Mari/Tm/Vega)
	19 Gustafsson (D) (Mach-1/Kzh/Bridg)		2 Manetti (I) (Crg/Tm/Bridg)
	30 Piccini (I) (Crg/Pavesi/Dun)		4 Azzolina (I) (Gold/Hrs/Dun)
	18 Gagliardini (I) (Birel/Tm/Vega)		13 Correia (P) (Crg/Pavesi/Vega)
	9 Berteaux (F) (Tony/Pavesi/Dun)		32 Ryttaarbris (S) (Birel/Pavesi/Dun)
	8 Balistreri (I) (Birel/Tm/Bridg)		10 Biasuzzi (I) (Pcr/Tm/Vega)
	6 Bakos (H) (Mach-1/Kzh/Vega)		41 Mognoile (F) (Brm/Pavesi/Dun)
			42 Lancieri (I) (Dfm/Pavesi/Vega)



Above, Giorgio Pantano with best qualifying time, 57"810, finds himself with a broken clutch even before the start of the qualifying heats. Piccini rescues him, but the manche is marked for the Veneto driver.

Above, Alessandro Piccini in the front row next to Beggio at the start of the pre-final. The two rivals play to expectations, but the Tuscan, with his 4 world titles, loses out thanks to a fortuitous contact which results in a dangling carburetor.

from Ravenna.

In the second manche, Beggio keeps Piccini at bay. Then the Tuscan is surprised by Misljevic who finishes second at the finish line behind Beggio. Piccini concludes in front of Forè and Maggio. In the last manche, Piccini redeems himself and wins ahead of Ryttaarbris and Palmieri. Of note, the first start was postponed due to a clutch failure in Pantano's kart. On the second start even the gearbox breaks. And in the chaos of the departure, both Balistreri



Turn of Events

In Lonato, for the World Championship event, President Buser released the official statement issued by Elf regarding the 125 FC World Cup incident in Salbris. From the statement we learn that the petrol and the Elf oil used by Beggio and Rytтарbris contained no lead. Then the French oil company also announces that the laboratories on the track are no longer 100% reliable; therefore any irregularity found in the mixtures requires further verification in specialized laboratories. End of story.

and Lancieri also leave the scene, while Misljevic retires. Manetti, meanwhile, is at the back of the pack after being hit.

Prefinal. A collision at the first turn takes out Biasuzzi, Lancieri and Mognolle. Rytтарbris has a problem at the start, immediately after Balistreri and Bakos

are also out thanks to a contact and a mechanical failure. Beggio leads the race ahead of Piccini who does not give up. On the second lap, he slips past the race leader deep inside a hairpin. During the overtaking, the two come into contact and Piccini's engine falls silent due to the detachment of its

carburetor. The race thus loses a prominent protagonist, the true antagonist to Beggio. On the fourth lap, Palmieri passes into second and on the ninth lap he puts in the best time of the race: 58"493. The first positions are consolidated lap by lap with Maggio and Foré to chase Beggio and Palmieri. Misljevic, Pantano and

Palmieri (28) in the front row at the start of the Salbris final failed to contend for the leadership against Beggio. At the end, he finished second, an important milestone in his long militancy in FC. Above, President Buser talks with Blancato (Biese) and Ronni Sala (Birel) about the disqualification of Beggio and Rytтарbris



Gianluca Beggio (Biesse / Tm) dominates the 1996 World Cup in Salbris, winning for the second year in a row. The driver from Monza will be back at the top of the category again in 1997 and 1998, and in 2000 on Birel / Tm.

Manetti move up as expected. On the tenth lap, the trio parades by in sixth, seventh and ninth positions. Manetti is behind Tarabelli, a pass in the air, but the driver Tarabelli shuts him out: the collision penalizes Manetti, puts him at the end of the grid of the final.

Final. Who can oppose FC's Number 1? One look at the starting grid and it's pretty clear there won't be any surprises. And after a few laps we convince ourselves that neither Palmieri, nor Pantano, nor Misljevic are going to give much worry to Beggio. The race, indeed, is not especially interesting. Highlights are the tussle that holds back Pantano for far too long. Then at the tenth lap, a shock as the Paduan clocks in at 58"084. At five laps from the finish line, Pantano moves into fourth, but still far from Misljevic who has been firmly in third since half way through the race. Fifth Cesetti in front of May and Manetti who manages to climb to seventh. In the end, Piccini slows. Having climbed to 11th by the middle of the race, he stays put in tenth. Good job also by Balistreri (ninth at the finish line) who came from way back, like Manetti.

Prefinal

Pos	N.	Driver	Equipment	Lap
1)	1	Beggio (I)	Biesse/Tm/Bridg.	
2)	28	Palmieri (I)	Gold/Tm/Bridg.	a 1"036
3)	26	Maggio (I)	Tony/Pavesi/Bridg.	a 4"947
4)	16	Fore' (I)	Tony/Pavesi/Dunlop	a 6"
5)	27	Misljevic (S)	Tony/Pavesi/Bridg.	a 6"621
6)	17	Gabrielsson (S)	Top Kart/Tm/Vega	a 6"838
7)	29	Pantano (I)	Crg/Tm/Bridg.	a 8"962
8)	5	Baetz (F)	Birel/Tm/Dunlop	a 13"231
9)	31	Rossi (I)	Crg/Cassani/Bridg.	a 14"186
10)	12	Cesetti (I)	Birel/Tm/Bridg.	a 14"373
11)	36	Tarabelli (I)	Gold/Pavesi/Bridg.	a 14"381
12)	7	Baldelli (I)	Crg/Tm/Dunlop	a 14"941
13)	22	Kaell (S)	Pcr/Tm/Dunlop	a 15"137
14)	40	Van Lent (NL)	Birel/Pavesi/Vega	a 15"315
15)	34	Zellerstroem (S)	Dino/TmlBridg	a 15"439
16)	11	Biernacki (PL)	Crg/TmlBridg	a 16"537
17)	38	Wouters (NL)	BireVPavesUDunlop	a 20"832
18)	21	Hesselink (NL)	Swiss/Kzh/Bridg	a 28"885
19)	44	Heinrich (D)	Birel/Pavesi/Dunlop	a 29"838
20)	24	Kriknoff (F)	BrmlPavesi/Bridg	a 31"420
21)	25	Lemmers (NL)	Mari/Tm/Vega	a 31"601
22)	33	Savard (F)	Tecno/Rotax/Dunlop	a 31"984
23)	2	Manetti (I)	Crg/Tm/Bridg.	a 59"957
24)	19	Gustafsson (D)	Mach-1/Kzh/Bridg.	a 1 giro
25)	4	Azzolina (I)	Gold/Hrt/Dunlop	a 3 giri
26)	30	Piccini (I)	Crg/Pavesi/Dunlop	a 5 giri
27)	13	Correia (P)	Crg/Pavesi/Vega	a 8 giri
28)	18	Gagliardini (I)	Birel/Tm/Vega	a 9 giri
29)	32	Ryttarbris (S)	Birel/Pavesi/Dunlop	a 12 giri
30)	9	Berteaux (F)	Tony/Pavesi/Dunlop	a 12 giri
31)	10	Biasuzzi (I)	Pcr/Tm/Vega	a 12 giri
32)	8	Balistreri (I)	Birel/Tm/Bridg.	a 12 giri
33)	41	Mognolle (F)	Brm/Pavesi/Dunlop	a 12giri
34)	6	Bakos (H)	Mach-1/Kzh/Vega	a 12giri

Final

Pos	N.	Driver	Equipment	Lap
1)	1	Beggio (I)	Biesse/Tm/Bridg.	in 26'06"950
2)	28	Palmieri (I)	Gold/Tm/Bridg.	a 4"208
3)	27	Misljevic (S)	Tony/Pavesi/Bridg.	a 4"735
4)	29	Pantano (I)	Crg/Tm/Bridg.	a 6"048
5)	12	Cesetti(I)	Birel/Tm/Bridg.	a 7"781
6)	26	Maggio (I)	Tony/Pavesi/Bridg.	a 10"913
7)	2	Manetti(I)	Crg/Tm/Bridg.	a 11"180
8)	31	Rossi (I)	Crg/Cassani/Bridg.	a 12"112
9)	8	Balistreri (I)	Birel/Tm/Bridg.	a 12"814
10)	30	Piccini (I)	Crg/Pavesi/Dunlop	a 13"483
11)	11	Biernacki (PL)	Crg/Tm/Bridg.	a 16"832
12)	32	Ryttarbris (S)	Birel/Pavesi/Dunlop	a 17"017
13)	17	Gabrielsson (S)	Top Kart/Tm/Vega	a 19"459
14)	7	Baldelli (I)	Crg/Tm/Dunlop	a 19"617
15)	34	Zetterstroem (S)	Dino/Tm/Bridg.	a 19"675
16)	10	Biasuzzi (I)	Pcr/Tm/Vega	a 19"839
17)	18	Gagliardini (I)	Birel/Tm/Vega	a 24"646
18)	4	Azzolina (I)	Gold/Hrt/Dunlop	a 26"688
19)	22	Kaell (S)	Pcr/Tm/Dunlop	a 26"795
20)	19	Gustafsson (D)	Mach-1/Kzh/Bridg.	a 28"993
21)	13	Correia (P)	Crg/Pavesi/Nega	a 29"991
22)	6	Bakos (H)	Mach-1/Kzh/Vega	a 32"442
23)	21	Hesselink (NL)	SwissH/Kzh/Bridg.	a 32"798
24)	41	Magnolie (F)	Brm/Pavesi/Dunlop	a 40"975
25)	25	Lemmers (NL)	Mari/Tm/Vega	a 58"718
26)	44	Heinrich (D)	Birel/Pavesi/Dunlop	a 1 giro
27)	5	Baetz(F)	Birel/Tm/Dunlop	a 2 giri
28)	16	Fore' (I)	Tony/Pavesi/Dunlop	a 2 giri
29)	40	Van Lenl (NL)	Birel/Pavesi/Vega	a 5 giri
30)	9	9 Berteaux (F)	Tony/Pavesi/Dunlop	a 19 giri
31)	42	Lancieri (I)	Dfm/Pavesi/Vega	a 19 giri
32)	36	Tarabelli (I)	Gold/Pavesi/Bridg.	---
33)	38	Woulers (NL)	Birel/Pavesi/Dunlop	---
34)	24	Knknoff (F)	Brm/Pavesi/Bridg.	---

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The split of the two maximum gearbox categories was still, however, present even in Formula C: the 125 Intercontinental C (C National or C2 as it was otherwise called) was for racers who wanted performance without, however, excessive expense. Hence, while prototype engines, carburetors, compression and free tires were initially allowed in FC, in the Intercontinental C the single-tire system was in force, prototype engines were forbidden and, above all, their preparation allowed for parts to be removed, but not added. Obviously the 125 ICC was less expensive than the Formula C thanks to these regulatory corrections or variations: those who wanted to run without any desire or need to experiment had their

category, while others who wanted to play a completely different game had theirs to play...

THE ARRIVAL OF THE "SUPERMONO"

The first homologation of the new single-cylinder engines in 1987 was full of interesting innovations, with the entry of important constructors and adventurous technical solutions, which made the category extremely interesting that, though orphaned of twin-cylinder engines, was, in fact, the top of world karting, given the total failure of the class that was meant to hold this scepter: the 135 Formula K. On this epochal turn of events, all the constructors began to focus on 125, even those who had always snubbed the gearbox class. With these constructors,

another type of drivers came to the forefront: those with clean driving styles, with their sensitivity to carburetion and the ability to exploit those very powerful engines even more, all made life difficult for the gearbox class specialists. Those 125s were not easy: rotary disc intake, carburetors with diffusers often bigger than 40 mm, ultra-soft tires ... to be successful one had to rely on a skilled mechanic and a real driver, not one who could not distinguish if an engine ran rich or lean. It was a decade of great turmoil: drivers who alternated between 100 and 125, experimentation, technical rivalries between solutions completely antithetical to each other, and more.

THE SACRIFICE OF FORMULA C
On the racetrack, no matter how

This is what the technical regulations of 125 Formula C prescribed: a kind of windfall for technicians, who could thus express their ideas and experiment with new solutions until, note upon note, regulations that equate KZ categories and KZ2 have now been reached.



hard one tried, the lamellar intake engines had no chance against the rotary valve, especially with the massive arrival of new ultra-fast tracks. The constructors found themselves having to handle a series of requisites. The first was to reduce the performance of vehicles that were reaching truly frightening levels of power. Then there was the problem of the double stock and the double homologation: in the Intercontinental C, lamellar engines were compulsory, while in Formula C one ran with the rotary valve. The latter were more powerful, but more sensitive in setting up and complicated to manage. At a heated meeting in Carole, in the aftermath of the 1996 World Championship, the "valves" were banned and only lamellar engines were allowed.

With increasingly restrictive regulations, which ended up imposing a single carburetor, limitations on the compression ratio, fixed advance ignitions (fortunately always analogous) and, finally, the possibility of using only one sequence of gear ratios, which had to fall in and comply to homologation, the differences between ICC and Super ICC became increasingly diluted only to then completely align themselves with the KZ and KZ2, the only difference being the drivers' license.

After analyzing the history, and the glory, of Formula C, let us try to understand what can be exploited from the past to recreate a performance scale or ladder that is hardly appropriate between the top class and the cadets class

with gearbox. The obligation of the lamellar emission, perhaps, was what really flattened the technological progress in the category and, perhaps, the choice of whether to use the lamellar intake or rotating disk should be left to the constructors and technicians: at bottom, maintaining a 30 mm carburetor, the valve setup problems are not so far from those found in lamellar.

The set gearbox could be a valid choice in KZ2, while it would be nice to see KZ1 drivers struggling with the choice of gears, which would make the difference between a skilled tuner/driver versus just a skilled driver. Another interesting field of action could be mufflers, which could return free in KZ with the same homologated silencer.



RATHMANN XTERMINATOR FUEL TANK REPRODUCTION

Restoration of karts that are over 50 years of age can be an extremely satisfying hobby especially if the kart undergoing restoration was the same type of kart that you had back in the day. This type of project can demand hours of involvement but most folks that undertake such tasks are usually retired from regular employment and have the required time on their hands that is needed for such work. Article and Photos **Frank Weir**

Finding missing parts for karts from the late 50's or early 60's which were originally made in limited production runs can be a challenge especially if you want the kart to be exactly the way it was when you first owned such a marque. Technology today has certainly made it much easier to fabricate intricate parts using tools such as laser profilers and CNC press formers, not to mention the 3D printer. Mike Anderson, a gentleman from Indiana, who collects and restores Rathmann Xterminator karts recently enquired on various vintage karting forums if anyone had a spare fuel tank for his latest Xterminator restoration project in their surplus pile that he could buy. The fuel tank in question has a triangular shape and is almost 3.5 inches in depth and was normally mounted to the rear of the seat back.

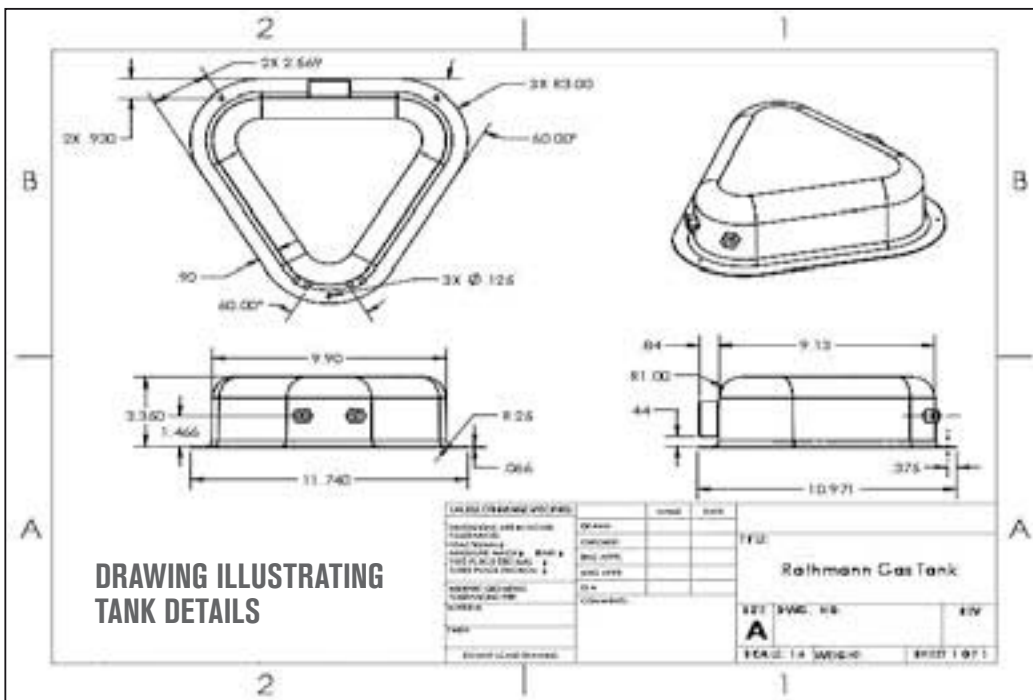
Mike Anderson, a gentleman from Indiana, who collects and restores Rathmann Xterminator karts recently enquired on various vintage karting forums if anyone had a spare fuel tank for his latest Xterminator restoration project in their surplus pile that he could buy. The fuel tank in question has a triangular shape and is almost 3.5 inches in depth and was normally mounted to the rear of the seat back.

programme. Then the task of finding an engineering shop capable of fabricating the work was undertaken. Three or four shops in Indianapolis, the heart of American race car fabrication and preparation, were approached but all declined. A company in India was also contacted but after what appeared to be a positive response they also said no to the job.

To press form the tank it was essential that the fabrication shop was capable of handling deep draw forming as the depth of the tank was almost 3.5 inches not including the 0.75 inch wide edge used to facilitate the mounting of the tank to the seat back. The characteristic of deep drawing is the high pressure, in the order of 100,000 pounds per square inch (PSI) involved in the operation, thus requiring dedicated plant.

After disappointingly dealing with the fabrication shops which were unable to undertake the making of the tank, a light appeared at the end of the tunnel for Mike. A company was found in Northern Ireland that had the knowledge and the facilities required to make the tank. Derek Crossen the founder of Crossen Engineering located near Belfast is an engineer who just relishes the challenge of fabricating a component that others would not undertake. Crossen Engineering (www.crossenengineering.co.uk) has during the last 30 years grown into a leading manufacturer of custom made parts in metals and polymers.

Derek thought that the project could be used as an excellent training exercise to teach the apprentices at his company the art of deep draw forming. For this reason the manufacturing of the tank was entrusted to their metal forming department which is equipped with hydraulic and mechanical power presses capable of providing loads from 35 to 500 tonnes.



FORM TOOL SETUP

- Steel plate, the die ring.
- Press tool.
- Clamp plate/binder.
- Base plate to which the draw punch is attached and then clamped to press bed



The Rathmann kart was made by Temco Industrial, an aircraft frame manufacturer located at that time in Dallas, Texas. Kart production at Temco lasted just over two years and came to an end around the end of 1961 or early 1962 over 55 years ago.

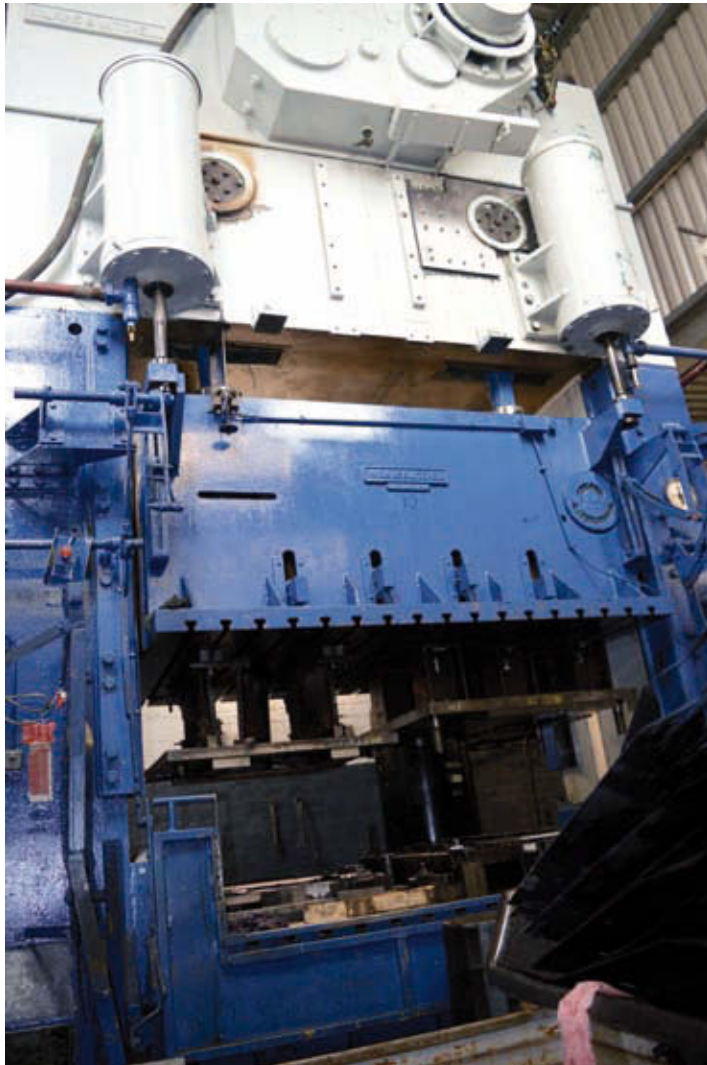
People on the forums speculated that the tank may have been an off the shelf liquid container used by aircraft but nothing could be established to verify that assumption. The only option open was to have the fuel tank reproduced so Mike started by copying all the dimensions from an existing tank. Next a drawing was produced using a computer draughting

Vintage

ICONIC KARTS FROM THE EARLY DAYS OF KARTING



1



2

Incidentally Crossen Engineering is a family owned and managed firm whose principals are all motorsports orientated especially were the disciplines of karting and rallying are concerned.

To get the tank fabrication underway at the Crossen

tank fabrication drawing. Additional machining was undertaken to make the die ring (steel plate A) using 50 mm thick steel; a plate from a previous job was altered to fit the Rathmann project hence the visible holes which were for water cooling channels in its former use. A clamp plate/



3

premises the first job undertaken was the making of the former over which the tank would be pressed. RAKU-TOOL working board material manufactured by RAMPF in Wixom Michigan USA was sourced. The board which combines high quality with excellent mechanical properties was machined to the shape as detailed on the

binder was also machined for the work using 25 mm thick steel. This part releases the drawn metal from the press tool. It also controls the smoothness of the tank edge to which the back plate is attached by varying the die air cushion pressure.

The specification on the tank material called for steel 1.6 mm thick. The auto



4



5



6



industry use a sheet metal called 'Turn Plate' which has a galvanised coating for making fuel tanks. As this project was basically to prove that the tank could be pressed a trial run was made using light aluminium sheet on a hydraulic press with a capacity of 200 tonnes. Hydraulic presses allow the pressure to be adjusted so only 100 tonnes of load was used on the first trial.

Before offering the flat metal to the press it has to be coated with lubricant. This is to help cool the die and the work piece, provide boundary lubrication between the die and the work piece, prevent

metal-to-metal adhesion or welding and cushion the die during the drawing operation; Crossen Engineering use 'Medocut 530 Special' lubricant. The initial attempt at forming the shape resulted in cracking at one corner which indicated that a much heavier press was going to be needed so all the tooling was relocated to a nearby unit capable of providing a load of 500 tonnes.

Meanwhile the triangular shaped back plate for the tank with 3 inch radius rounded corners was laser cut from 1 mm thick mild steel plate. Fuel outlet peacock holders (2 per tank) were then machined

from 1/2 inch hexagon steel bar to take the standard 1/8 inch NPSC Azusa fitting and a filler neck salvaged from a tin solvent container sourced from surplus to accept a standard 1.5 inch diameter Ace Hardware tank cap.

Bright mild steel 0.8 mm thick was now to hand and was guillotined to the size of the developed shape. The use of the heavier press as predicted eliminated the preliminary problem of the metal tearing; however it was noticed that the binder plate pressure needed to be increased to stop the ripple effect along the edge of the tank flange. The pressure was increased from the initial setting of 20 PSI to 40 PSI and finally using a value of 50 PSI a smooth flat ripple free edge surface was achieved. It is important to have a flat surface to which the back plate of the tank is attached to facilitate the welding procedure.

Meanwhile a trim tool was laser cut from 3 mm thick mild steel to allow the edge distances around the triangular shaped tank to be exactly the same and to standardise the positions of the seat back mounting holes. Then it was time to 'fix' it all together. First the filler neck was silver soldered in position followed by the outlet peacock holders and then finally the

tank back was attached using fusion welding.

If a large production run of the tank was required then the back would be better attached using furnace brazing which is a specialized procedure and would be required to be sourced elsewhere. The fusion welding used to seal the edge of the tank on this occasion tended to curve the tank back which required an amount of hide mallet work to produce a flat surface. The use of the mallet in turned fractured part of the seam welding necessitating a repair. Last but very importantly the tank was tested for leaks using water. Had the tank leaked then a product such as POR-15 Petrol Tank Sealer would have been a good alternative fix to additional welding.

There you have it, a remanufactured Rathmann fuel tank courtesy of Derek Crossen founder of Crossen Engineering, a man who still relishes an engineering challenge.

1. Trial run using light alloy sheet, crack failure was an excellent teaching tool as was the rippling indicating that the pressure needed to be increased on the binder plate.
2. This press with a capacity of 500 tonnes which was required for the job.
3. Sample pressings, the pressing on the left used a binder plate pressure of 20 PSI which was unsatisfactory because of the deep ripples on the edge flange. The middle pressing was achieved using a binder plate pressure of 40 PSI pressure producing a flange with smaller ripples. Right example using a pressure of 50 PSI on the binder plate gave a smooth satisfactory edge flange.
4. Trim tool on left to ensure all flanges were the same width and the seat back mounting holes were always in the same place.
5. All the pieces required to fabricate the tank, back plate, filler neck and cap, peacocks and fuel valves and the tank body.
6. Tank after silver soldering the filler neck and peacocks; fusion welding was used to attach back

FOOD IN THE WORLD OF RACING



Here are some tools to measure BMI: above, impedance meter scale with 8 detectors OMRON BF-511, a fast and quite accurate instrument; below, the bodymetrix adipometer, sophisticated and precise.



A fair and balanced diet is absolutely essential to be in 100% shape from a physical and mental point of view during sporting events. Of course, a good nutritional diet will not be enough to win but it will surely guarantee drivers the right amount and quality of energy to perform at their best when training and help obtain results during the many tests, heats, qualifications and races, without, for starters, having the body risk dehydration. By **Uniracer**



FOOD DIET FOR DRIVERS:

ERRORS & ADVICE

The main rule is very simple: there are no foods that can win you a race, but there are many foods and ways to eat that can make athletes easily lose one. Starting from this assumption it is necessary to create a food awareness program for oneself and become familiar with a few concepts useful for setting up a correct, balanced and personalized diet based on the physical efforts to be sustained. The diet should be established by a sports nutritionist for their expertise and tools. In fact, for an athlete it is important to set up a diet in keeping with their own rhythms and training programs and personal body type and composition, mass, body fat, and related. There are different methods and tools for measuring mass/body fat, some of which, more or less common, we mention:

- DEXA (Dual Energy X-rayAbsorptiometry), precise but expensive;
- hydrostatic weighing, precise but expensive;
- bioimpedance, conventional, precise, very common;
- plicometry, easy, but not very reliable;
- NIR (Near Infra-Red), simple, fast but not very precise;
- impedance scale, fast and fairly precise;
- BOD POD plethysmography, fast and automated;
- TOBEX (Total Body Electrical Conductivity), very precise but very expensive;
- Wilmore-Behnke formula, simplistic, not appropriate;
- 40, very precise but very expensive;
- AdipometroBodyMetrix, sophisticated and precise.

PRE-RACE NUTRITION

Pre-race and post-race nutrition must be specific and programmed, both in terms of food and timing schedule, even if during sporting events there are several mistakes made by both professional and neophyte drivers. Some of these errors often do not affect the performance of the driver, especially among young drivers, because the latter enjoy digestive abilities well above the norm and therefore manage to have no disturbance. In any case, the consumption of foods or drinks that are not recommended, in addition to producing negative health effects, can create critical situations that combined with fatigue, tensions or anxiety typical of a race, may negatively affect the sporting performance.

Among the various misconceptions found in the field of racing, one of the most frequent errors is to see the drivers be at the race



FOOD DIETS OF F1 DRIVERS

F1 drivers are subjected to extreme situations to say the least, which perhaps a normal human being would not be able to handle. In a race, a driver may even lose about 40% of their body liquids. In addition, this year's cars are much faster than in the past, with much more aerodynamics and wider tires. Drivers must undergo special physical training to be ready for higher G-forces and especially body and head movements. During races in summer races or in extremely hot places (Malaysia, Bahrain, Brazil to name only three), F1 drivers are forced to withstand high temperatures inside the cars over long distances at speeds that often exceed 300 km / h, the heat and fatigue combined a danger to their health. In some GPs, between the beginning and end of the race, some drivers lose from two to three kg. Nutrition plays an important and fundamental role in best preparing for races, and so, what do F1 drivers usually eat?

Team McLaren, the historic British team, has revealed the ideal diet of its two drivers Fernando Alonso and Stoffel Vandoorne:

- **Breakfast:** eaten at 7.00 am and consists of 550 calories divided between oatmeal, assorted fruit and seeds, about 40 cl of water with a little lemon to better hydrate, along with a green tea;
- **Morning snack:** 285 calories consisting of cereals and peanuts, mixed fruit rich in vitamin C and about 25 cl of coconut water;
- **Lunch:** set at 12.30, does not exceed 780 calories, divided into a menu that includes soy, vegetables, brown rice. All complemented by a coffee or green tea and a small amount of dark chocolate;
- **Afternoon snack:** banana and apple juice;
- **Dinner:** at 21.00, with a menu that includes meat or fish, a baked potato and salad and for dessert a yogurt and red fruit. Finally three-four biscuits with a little jam, a portion of fruit and a green tea before going to sleep.

track for many hours without eating, or spending too much time without food, while others finish eating shortly before the start of a race session, which involves having a digestive phase in progress during the sports activity. Since there is a reciprocal influence between digestive activity and physical activity, the contemporaneity of the two phases can cause problems to the driver both at the gastric level (heaviness, acidity, nausea, vomiting) and general problems (dizziness, loss of strength), disorders that can affect his or her sport or athletic performance. What might be a few of the precautions and nutritional tips to follow before the visor comes down on entering the track?

Here is a list of things to do / not do to be on top form during physical activity:

- Reduce fat content in the meal: avoid deep-fried foods and cooked fats (no huge fries with ketchup and mayonnaise found in karting bars and kitchens); limit sausages (bresaola and prosciutto are fine); reduce fat, condiments, cheeses and whole milk as fats require long digestion times;
- do not fill up with protein foods before the competition, as they are not needed;
- take foods rich in carbohydrates, usually more easily digested, and they promote the increase of glycogen stores in muscles and liver;
- limit sugars, including cooking sugar;
- avoid mismatches that slow or make the digestive phase more problematic, mixing a dish rich in starches with protein food (pasta or rice dish with steak or other types of meat or eggs or cheese), or two different protein dishes (meat and cheese, meat and eggs, eggs and cheese, milk and meat, milk and eggs);
- do not eat food you have not tried before; better to eat familiar foods;
- drink small but frequent doses of water during the day and also associate hydro-saline drinks; keep in mind also the advice of the great Jackie Stewart: "When you drive, never drink", clearly referring to alcohol.

FACE-TO-FACE WITH THE DRIVER: SIMON OHLIN

The Swedish seventeen-year-old Simon Ohlin, who stood out last year during the Kristianstad race of the European CIK-FIA championship, tells us about his eating habits and style.

Simon knows the difference between carbohydrates, fats, proteins, vitamins and minerals quite well. Despite his perfect physique, he is not very scrupulous in following a real personalized sports diet based on his body type and his competitive activity, and he still does not make use of a specialized dietician: this did surprise us, since to prepare for competitions, he trains at the gym five to six times a week.

In any case, he is very careful to eat food that is healthy and suitable for his needs. On race day, what does he eat?

He has breakfast around 7.30 am with yogurt, cereals, fruit juice, dried fruit and protein powder mixed with banana or a little milk. He sometimes skips a morning snack, and may opt for energy bars. He has lunch 1.5 hour before the competition: he prefers to eat a lot of pasta and vegetables. After the race, Simon basically does not eat anything but confesses that in case of an excellent result, he will give in to a "not recommendable" food, such as a nice dessert. Finally, dinner is based on carbohydrates (he is a pizza lover) and dried fruit to regenerate the energy lost during the day and add the supply of good fats needed. As for liquids, Simon drinks a lot of water during race weekends and also benefits from isotonic drinks for a better and more accurate hydration of his body.

Pros and cons of Simon's way of feeding on the day of competition?

Surely skipping morning snack is a pretty serious flaw, and he is aware of this: this lack sometimes leads him to entering the track without the right energy reserves he needs. Very positive, on the other hand, is the methodical approach he adopts on the day of truth: the times and the food setting are always the same and this aspect helps him to be ready when he goes racing.

NUTRITION AT THE END OF A TRACK SESSION

At the end of the tests, free and qualifying sessions or the race, what to do? The goal of post-session nutrition is to reintegrate the hydrosaline losses generated during sport activity into the driver's organism to favor the resynthesis of the consumed muscle glycogen, to repair the structural damage consequent to the sustained physical effort and to avoid further metabolic overload. As a result of the intense and prolonged effort on track, it takes normally about 20 hours to restore muscle glycogen stores, but the first two hours after the end of the performance are the most crucial to fill and restore the energy deficit.

It is advisable to:

- take carbohydrates but with a lower quantity than those foreseen pre-race;
- consume protein dishes with cooked and / or raw vegetables;
- drink and sip large amounts of liquids remembering that thirst is often not a true indication of the real need for fluids lost through sweating: better to drink in excess (easily eliminated through sweat and urine) than to limit oneself; from sources and scientific studies, a loss of water of 5% of body weight can lead to a 50% drop in efficiency.



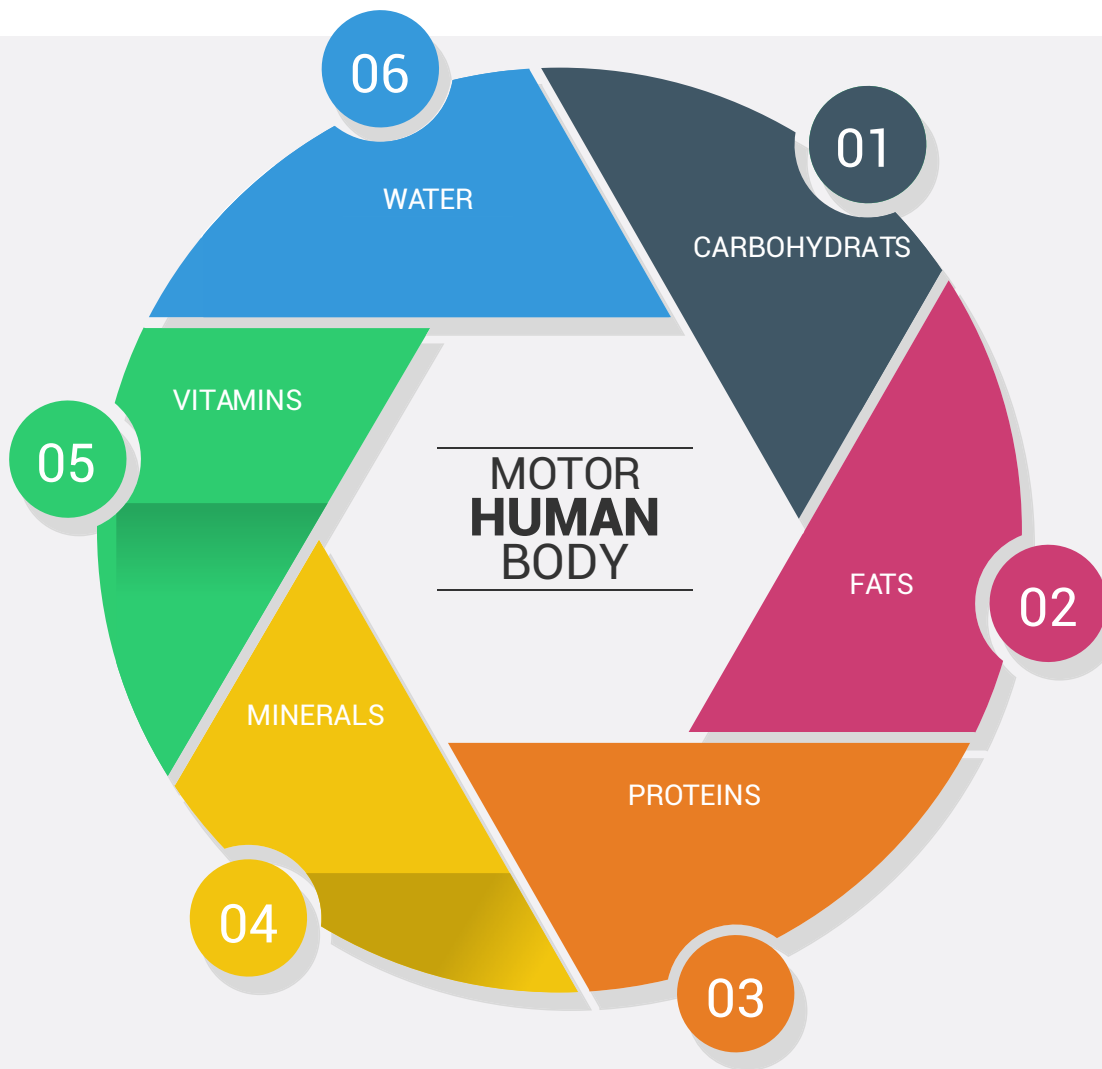
EXAMPLE OF FOOD DIET: **RACE DAY**

The nutritional goal is to guarantee an optimal hydration of the organism and to provide the driver with a sufficient amount of energy that is well distributed throughout the day to avoid the risk of incurring digestive disorders, sense of hunger, or weakness. Meals must be administered in quantity, quality, time and manner so they do not create excessive effort to the gastro-enteric apparatus as it is already intensely stimulated by anxiety and tension typical of pre-race moments.

An example of a competitive day's sports food diet can be divided as follows:

- 1.** Protein or carbohydrate breakfast, depending on the driver's taste, at least ninety minutes before the warm up;
- 2.** Morning snack with fresh seasonal fruit (no bananas, as they require long digestion), or with a sandwich with ham, prosciutto or bresaola;
- 3.** Lunch with a first course dish (pasta with or without tomato, or white rice), a little bresaola or prosciutto with a little Parmesan cheese and jam tart, to be consumed an hour and a half or two hours before the race;
- 4.** Afternoon snack with seasonal fruit (limit bananas) or smoothies;
- 5.** Dinner with a first course dish (pasta with no condiments, or simple tomato sauce), a protein dish and salad.

NO FOODS CAN WIN A RACE, BUT THERE ARE MANY FOODS AND WAYS TO EAT THAT CAN EASILY LOSE ONE



increase cholesterol levels in the blood and therefore can contribute to the increased risk of cardiovascular diseases. Foods of animal origin are generally rich in saturated fatty acids while plant-based foods are generally low in saturated fats. The unsaturated fatty acids - instead - are good for the body and have a good impact on cholesterol. Unsaturated fats are called “good” fats. Plant-based foods often contain unsaturated fatty acids.

3) proteins: the main plastic material used for the construction of tissues and organs. For example, muscles are mainly composed of proteins. Protein intake is therefore very important for the regeneration of tissues, especially after intense sports activity. In addition, proteins have an important function for the immune and hormonal system and can be used to produce energy in carbohydrate deficiency. The main food sources of protein are meat, fish, milk, eggs and legumes.

4) minerals: essential elements that group some inorganic compounds, without carbon molecules, not necessarily salts. They play a fundamental role in the functioning of all living organisms. In humans, the amount of minerals accounts for about 4% of body weight. They must be constantly reintegrated as they are constantly eliminated by the body through faeces, urine and sweat. The minerals are classified in turn into three main groups:

- a)** macro-elements, with a requirement of more than 100 mg / day (calcium, chlorine, phosphorus, magnesium, potassium, sodium, sulfur);
- b)** micro-elements, with a requirement of less than

FOOD GROUPS

The human body is considered a real engine, perfectly complicated and sensitive: as such it needs a real fuel, a detailed mixture of macronutrients properly mixed to work better, without forgetting that everything that is introduced into the body must also serve to perform different and certain tasks all at the same time. Nutrition is the means by which men and women introduce and assimilate, in addition to the nutrients, the energy he or she needs. The main objective is to compensate, through an adequate supply of nutrients, the consumption of energy and biological materials

imposed by both the basal and functional metabolism, due to the more or less intense physical activity exercised. Food can be divided into six groups:

1) carbohydrates: the main energy source because they rapidly metabolize into glucose, the real fuel necessary to perform all the functions of cells and tissues. The main food sources of carbohydrates are farinaceous foods (pasta, bread, rice, pizza, ...), starchy tubers (potatoes), legumes, fruit and sugar;

2) fats: also called “lipids”, an important source of energy

and can act as a reserve energy source because they are used more slowly than carbohydrates. They are essential for the maintenance of cell membranes and for the absorption of some vitamins. Fats are mainly contained in condiments such as butter, oil, lard, but also in meat, fish and dried fruit. The quality and health effects of lipids are directly related to their fatty acid content, which differs greatly between animal and vegetable fats. Fats are divided into two types: saturated and unsaturated. The difference lies in their structure and their effect on the body. Saturated fatty acids can be harmful, because they

100 mg / day (iron, copper, zinc, fluorine, iodine, selenium, cobalt, manganese, molybdenum);

c) trace elements, with a requirement of less than 200 mg / day (arsenic, bromine, boron, chromium, germanium, nickel, silicon, tin, vanadium, tungsten). There are several foods rich in mineral salts such as milk, dried fruit, soy, cocoa, table salt, legumes, potatoes, tomatoes, bananas, meat, eggs.

5) vitamins: essential nutrients of organic nature that an organism requires in

limited quantities. The intake of vitamins in the body is essential because the human body is not able to synthesize that compound in sufficient quantities. They are essential for normal growth and for the correct maintenance of cells, tissues and organs that make up a multicellular organism.

6) water: the fundamental component of all living organisms, perhaps the most important. It is essential for the transport of nutrients in all the body areas and for the elimination and excretion, by urine, of the waste produced in biochemical

reactions. The water also plays a determining role in the regulation of body temperature (through sweating) and the concentration of mineral salts; it also participates in digestion, favoring intestinal transit and absorption of nutrients. It is called “macro-nutrient” because it must be present in very large quantities in human food. Each of these groups, together, performs a specific function, and has the task of making the human body function properly in their various functions of daily life and more so during the

practice of an intensive sport. Specifically:

1. Energy function:

- a) carbohydrates [50 ÷ 60]%;
- b) fats [20 ÷ 30]%;
- c) proteins [10 ÷ 20]%

2. Protective function:

- a) vitamins;
- b) minerals;
- c) fibers;
- d) antioxidants.

3. Thermoregulatory function:

- a) water.

4. Regenerative function:

- a) proteins.



HYDRO SALINE DRINKS

Drinking in abundance is essential because sport requires and generates the loss of large amounts of water in the form of sweat. You need to sip a few quantities of water at a time but with a high frequency. It can also be useful to take advantage of special hydro-saline drinks, to get a proper supply of mineral salts. Depending on the osmotic pressure generated by their concentration of electrolytes and carbohydrates, the hydro-saline drinks are divided into:

- **isotonic:** a concentration similar to blood plasma (about 300 mOsm / l), pass fairly quickly through the stomach and quickly assimilated into intestine. It can be assumed in all circumstances that it is not a particular physical commitment with intense sweating;
- **hypotonic:** have a lower concentration than blood plasma (<300 mOsm / l), good during physical exertion, as they transit with maximum speed in the stomach, have a strong rehydrating power and are assimilated very quickly in the intestine;
- **hypertonic:** a concentration higher than blood plasma (> 300 mOsm / l), are assimilated slowly if not suitably diluted. They are particularly useful for restoring energy reserves rather than liquids lost due to the presence of many carbohydrates in it.

2018 CIK-FIA INTERNATIONAL SPORTING CALENDAR

May

■ 13/05 Wackersdorf DEU

Int. ACV Kartrennen Wackersdorf (2)

OK, OK-Junior, KZ2

■ 20/05 PF Int'l GBR

CIK-FIA EUROPEAN JUNIOR CHAMPIONSHIP

2nd round - OK-Junior/OK

■ 27/05 Mariembourg BEL

Iame X30 Euro Series (2)

X30 Jr, X30 Sr, X30 Shifter

■ 27/05 La Conca ITA

Campionato Italiano ACI Karting (2)

KZ2

June

■ 03/06 Donington GBR

CIK-FIA EUROPEAN SUPERKART CHAMPIONSHIP

1st round - SK D

■ 03/06 Ampfing* DEU

Int. ADAC Kartrennen Ampfing (3)

OK, OK-Junior, KZ2

■ 02/06 KF1 Karting Circuit SGP

Rok Cup Singapore 2018 (3)

Rok Junior, Rok Senior

■ 10/06 Kristianstad SWE

Rotax Max Euro Trophy (2)

MAX Jr, MAX Sr, DD2, DD2 Master

■ 10/06 Sarno ITA

Campionato Italiano ACI Karting (3)

OK, OK-Junior, KZ2

■ 17/06 Ampfing* DEU

CIK-FIA EUROPEAN JUNIOR CHAMPIONSHIP

3rd round - OK-Junior / OK

2018 CIK-FIA ZONE SPORTING CALENDAR

May

■ 13/05 St Raus, Novi Marof HRV

2. Memorial Roberto Raus St Raus, Novi Marof

KZ2, DD2, DD2 Master, Max Sr, Max Jr, Mini Max, Micro Max, Baby Kart

■ 20/05 Kecskemét HUN

2018 FIA Central European Zonen Karting Champs (2)

Max Sr, Max Jr, DD2

June

■ 02/06 KF1 Karting Circuit SGP

Rok Cup Singapore 2018 (3)

Mini Rok, Master Rok, KF1 Rok

■ 10/06 Bruck AUT

CEZ Zone Competition (3)

KZ2, Rotax, Mini 601

EIKO
Glory of Karting



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RACER 401S

ONE STEP AHEAD



TONY/KART
tonykart.com



Photo by KCP Reportage

Sodi
RACING TEAM

ALEX IRLANDO
VICE CHAMPION 2018 - KZ2

WSK
SUPER MASTER SERIES