

VROOM

INTERNATIONAL KARTING

FACTORY ROTAX

EXCLUSIVE!
IN THE REIGN
OF ENGINES
■ WE PAYED A VISIT TO
ROTAX BRP-POWERTRAIN

PHOTO S.BUUR



SKUSA SUPERNATIONALS XV, LAS VEGAS (USA)

Abbasse, et voilà

At last, French Sodikart driver Anthony Abbasse manages to grab the win in the most hotly contested category, KZ2, after hearing victory several times in previous editions.

SPECIAL CHASSIS HOMOLOGATION 2012/2018 PART 2

TRACK TEST MARANELLO RS RANGE ■ CLOSE UP ITALCORSE
■ SPECIAL CIK-FIA HALL OF FAME 1964-2011



**25 YEARS
OF SUCCESS
(1986-2011)**



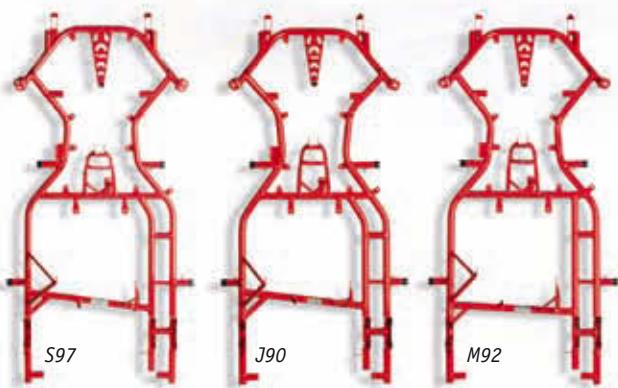
WORLD CHAMPIONSHIP 2011 KZ1 (WORLD CUP) JONATHAN THONON 2010 KF2 NYCK DE VRIES 2009 SUPER KF ARNAUD KOZLINSKI 2009 KZ1 (WORLD CUP) JONATHAN THONON 2008 KZ1 (WORLD CUP) JONATHAN THONON 2007 KZ1 (WORLD CUP) JONATHAN THONON 2003 FORMULA A WADE CUNNINGHAM 2002 FORMULA SUPER A GIEDO VAN DER GARDE 2001 FORMULA SUPER A VITANTONIO LIUZZI 1999 FORMULA SUPER A DANILO ROSSI 1999 FORMULA SUPER A (WORLD CUP) VITANTONIO LIUZZI 1997 FORMULA SUPER A DANILO ROSSI 1994 FORMULA SUPER A ALESSANDRO MANETTI 1994 FORMULA A (WORLD CUP) LUCA CASAZZA 1994 100 JUNIOR (WORLD CUP) GIORGIO PANTANO 1993 FORMULA A (WORLD CUP) PAOLO MORO 1993 FORMULA C (WORLD CUP) ALESSANDRO PICCINI 1993 100 JUNIOR CADET (WORLD CUP) GIORGIO PANTANO 1993 100 JUNIOR CADET (WORLD CUP) ENNIO GANDOLFI 1992 100 JUNIOR CADET (WORLD CUP) ENNIO GANDOLFI 1992 FORMULA K DANILO ROSSI 1992 FORMULA C (WORLD CUP) DANILO ROSSI 1992 FORMULA K (WORLD CUP) DANILO ROSSI 1992 FORMULA A (WORLD CUP) ALBERTO PEDEMONTE 1990 FORMULA K JAN MAGNUSEN 1990 FORMULA A DANILO ROSSI 1989 FORMULA K MIKE WILSON 1989 FORMULA C (WORLD CUP) GIANLUCA GIORGI 1988 FORMULA K MIKE WILSON 1988 FORMULA A EMMANUEL COLLARD

EUROPEAN CHAMPIONSHIP 2011 KZ2 FABIAN FEDERER 2008 KZ1 JONATHAN THONON 2006 100 ICA NICOLA NOLE' 2003 125 SUPER ICC ALESSANDRO MANETTI 2003 100 ICA NICOLA BOCCI 2002 100 ICA JONATHAN THONON 2002 100 ICA JUNIOR SEBASTIEN BUEMI 2001 125 FC ALESSANDRO PICCINI 2000 125 ICC VALERIO SAPERE 2000 FORMULA A LEWIS HAMILTON 1998 100 ICA JULIEN PONCELET 1998 100 JUNIOR CADET ALVARO PARENTE 1998 FORMULA A CESAR CAMPANICO 1996 125 ICC STEFAN HAAK 1996 FORMULA C ALESSANDRO PICCINI 1996 FORMULA A GIORGIO PANTANO 1995 FORMULA A GIORGIO PANTANO 1994 100 JUNIOR CADET LUKAS LUHR 1993 125 ICC STEFANO MARCOLIN 1993 100 JUNIOR CADET GIORGIO PANTANO 1992 125 ICC STEFANO RODANO 1992 FORMULA K GIANLUCA BEGGIO 1991 100 JUNIOR JORDI SURRELES 1988 100 JUNIOR GIANLUCA MALANDRUCCO 1989 FORMULA C/2 GIANLUCA PAGLICCI 1988 FORMULA C/2 VINCENTO SAITTA 1987 FORMULA K ALESSANDRO ZANARDI 1987 FORMULA C/2 PAOLO PULLIERO 1987 INTERCONTINENTAL A MICHAEL SCHUMACHER 1986 FORMULA K IVAN MULLER 1986 FORMULA C/2 LAMBERTO DI FERDINANDO

2011 KF2 WSK EURO SERIES MAX VERSTAPPEN 2010 KF3 WSK NATIONS CUP MAX VERSTAPPEN 2010 KZ2 WSK WORLD SERIES JONATHAN THONON 2010 KF3 WSK WORLD SERIES MAX VERSTAPPEN 2010 KZ1 WSK EURO SERIES JONATHAN THONON 2010 KF3 WSK EURO SERIES MAX VERSTAPPEN 2009 SUPER KF WSK INTERNATIONAL SERIES ARNAUD KOZLINSKI 2007 KZ2 WSK INTERNATIONAL SERIES JONATHAN THONON 2006 100 ICA WSK INTERNATIONAL SERIES MIQUEL JULIA PERELO

2010 ASIA-PACIFIC CIK-FIA KF3 MATTHEW GRAHAM 2010 MONACO CUP CIK-FIA KZ2 NORMAN NATO 2010 ASIA PACIFIC CIK-FIA KF2 KIYOTO FUJINAMI 2008 SKUSA SUPERNATIONALS LAS VEGAS KZ2 JONATHAN THONON 2006 SKUSA SUPERNATIONALS LAS VEGAS KZ2 GARY CARLTON 2004 ASIA-PACIFIC ICA RYUJI YAMAMOTO 2002 ASIA-PACIFIC FORMULA A ALESSANDRO MANETTI 1998 NORTH-AMERICA FORMULA SUPER A ROBERTO TONINELLI 1998 NORTH-AMERICA FORMULA A RYAN BRISCOE 1998 NORTH-AMERICA 125CC GARY CARLTON 1998 PANAMERICAN JUNIOR ERNESTO VISO 1998 MONACO CUP JUNIOR ROBERT KUBICA 1997 NORTH-AMERICA FORMULA SUPER A DANILO ROSSI 1997 PANAMERICAN 125 CIK MAXIMILIANO LIBAAK 1996 OCEANIA FORMULA SUPER A ALESSANDRO MANETTI 1996 OCEANIA JUNIOR RYAN BRISCOE 1995 ASIA-PACIFIC ICA MITSUYOSHI UEHARA 1995 NORTH-AMERICA FORMULA A GIORGIO PANTANO 1994 ASIA-PACIFIC ICA JUICHI WAKISAKA 1994 CHALLENGE ASIA FORMULA A ANDRE' COUTO 1994 NORTH-AMERICA FORMULA A MARCO DU PAU 1993 ASIA-PACIFIC ICA BENJAMIN HORSTMAN 1988 RACE OF CHAMPIONS FORMULA K MIKE WILSON

Danilo Rossi
racing emotions



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Discover the
2012 Racing Range





FIRST LISTEN, “STAY TUNED” WITH CUSTOMERS

Here we are, another year is about to begin... and the question is always the same: what is the future of karting going to be? Will Van de Grint (for those who don't know, he is the top Cik/Fia manager) manage to unravel things? Let's hope he manages to, because if he, a karting fan and a connoisseur of motor sport policies, doesn't, I don't know who will be able to. Building up credibility in karting is very important indeed. Also the international scene has suffered several blows and the KF motorisation is also in part responsible

for the situation. But don't forget that this project, which seems to run against current, has been brought forth in a moment of important transition in the history of federal policies. That is, when some manufacturers decided to do away with Ernest Buser, the deus ex machine of the International Federation up to 1999, appealing to the Fia, run at that time by Max Mosley, who for some reason stepped in and promoted Frenchman Ivon Leon to lead the Cik, someone who, obviously, didn't know anything about karting. Thus riding the anti-pollution policy at that time, brought in the 4-stoke engine into karting too, something that Leon had looked to very much. And in the end, after lots and lots of debates between Cik manufacturers they found a way out, or trick: make an engine similar to the Rotax, denominated KF. Similar, and not at all suitable for the characteristics that a "free" racing engine should have transmitted. So what should have been a solution, a life jacket for karting, now risks being a boulder that is very hard to get rid of. The meeting with the Cik operators in this field, first and foremost, on Wednesday 14th December, at the 7 Laghi

circuit, led to believe that this problem is going to be difficult to solve. And Van de Grint must decide as soon as possible what to do about it, seeing that the next engine homologation period starts at the end of 2012. However, I wouldn't make the mistake of bringing back the 100cc. One thing we are sure of is that the engines that aught to be developed are the 125cc gearbox class. This is the most popular engine today. And from this truth you could elaborate an engine that could suit young drivers today without taking too long. It is something, in fact, that Giancarlo Tinini (Crg/Maxter) is, in fact, already thinking of doing, even if in a limited local field like the "Single-make Trophy" event. A solution that combines well with present day situation, where young 15-year-olds without any alternatives end up in car racing, or for the more unfortunate ones who end up changing sport. Well, there is no time to waste and for this reason it would be better to, at least, try to put into practice some sensible alternatives.

Giuliano Ciucci Giuliani

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VROOM AND MULTIMEDIA REQUIREMENTS

Internet is a great opportunity for karting, as our spot is - more than most of other sports - international by vocation. We find though, that among the operators in this field there is difficulty in understanding its importance. Often, manufacturers are too focalised on their products and on international events and forget about their customers, a relationship that internet can be of great help to solidify. Unfortunately, in other fields things are going differently, while the "made in Italy" just doesn't seem to see this important opportunity. In the meanwhile, Vroom keeps going and invests in the new multimedia technologies and the strategy can be summed up in thee points:

- CAPILLARY SPREADING OF KARTING**
- LISTEN TO THOSE WHO PRACTISE KARTING**
- COLLABORATE WITH KART DRIVERS TO IMPROVE KARTING**

The first in order of importance is Diffusion, spread karting, and make the sport known to more people. It is very important that the media, especially, should respond in a responsible manner, particularly to readers and operators, sponsor included. To improve this service and guarantee a growing number of contacts Vroom has developed a network of media partners throughout the world capable of echoing any information there is to divulge. Same situation on Facebook, where the Post we publish on our home page is automatically replicated on other pages enough to create a vast number of contacts. This way the number of contacts increases exponentially, and 40-50 thousand users registered on Vroom website multiply 10-15 times thanks to the web synergy that convey through the web to our portal.

The second point is the Karters' voice. All too often in the karting world, kart drivers are ignored. Instead, in other fields, the customer is at the centre of attention, constantly listened to what he or she has to say. Vroom listens to the network to try and see what the karters' needs are, that is anyone who practices karting, from young ones to 50-year-olds.

To conclude, Vroom's aim is to develop a project of sensibilization that involves a group of karters so as to define tomorrow's karting. Enthusiasts from all over the world who meet and compare experiences and ideas on internet: Do you think that a gear class kart is suitable for a teenager? What do you think the queen class of karting should be like? All these are important strategies to avoid losing the necessary requirements for promoting karting, and avoid making the same mistakes made when the discredited KF class was introduced.

G.C.G.

20. THE BIGGEST KART EXHIBITION IN THE WORLD!



**21.-22. Januar 2012
Messe Offenbach-Main**



www.kartmesse.de

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LATEST NEWS FROM CIK

2012 WORLD CHAMPIONSHIP ENGINES ALLOCATION



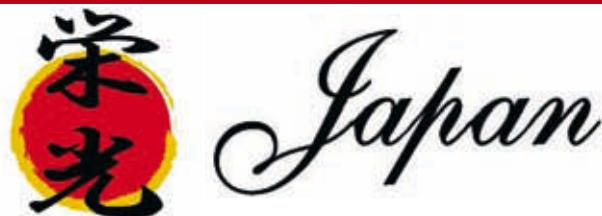
The operating mode will of course be different and specifically adapted to the standard of KF1.

Contrary to what is practised in the "U18", engine supply in KF1 will thus not be provided by a single-supplier, and competition will be open to every engine Manufacturer wishing to enter, subject to accepting the basic principles. At the time they enter, the Drivers will have to choose their engine make amongst those which are specifically entered in the Championship. At the venue of the events, two engines of their selected make will be allocated to them by drawing lots.

A working meeting aimed at discussing the modalities of this original system was held on 14 December in Casteletto (ITA). The CIK-FIA Vice-President, Kees Van de Grint, and the Head of the CIK-FIA technical Department, Laurent Arnaud, gathered the bosses of the engine Manufacturers BMB, FIM, Maxter, Maranello, Parilla, TM, Vortex and XTR.

Although the exact terms of the regulations are still to be drafted and validated by the decision-making bodies of the CIK and of the FIA, most participants have agreed to define:

- the minimum number of engines that the engine Manufacturers will have to supply at each World KF1 Championship event (according to the number of Drivers they will have to service),
- the instauration of an engine lottery on Saturday and of another one on Sunday,
- the storing of engines in the Parc Fermé throughout racing days (Saturday and Sunday),
- the duration of the sessions dedicated to the indispensable running-in of engines,
- the conditions of intervention of engine Manufacturers after the allocation of engines,
- the package allocated by drawing lots to the Drivers (engine,

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ignition and exhaust),
■ the conditions and deadlines within which Entrants will be authorised to change engine brands between two events.

INTERNATIONAL KARTING COMMISSION-FIA

On proposal of the World Motor Sport Council, the FIA General Assembly has designated the President, Vice-President and Members of the CIK for the coming year. Shaikh Abdulla bin Isa Al Khalifa (BHR) has been renewed as President of the CIK and Mr Kees Van de Grint (NLD) as Vice-President.

FIA INTERNATIONAL SPORTING CODE

Modifications to the International Sporting Code, proposed by the World Motor Sport Council for implementation as from 2012, were approved. In particular, the following amendments were made:

National Event (Article 18):

■ The obligation to be holder of an international licence for any foreign Driver or Competitor participating in a national Karting Event entered on the calendar of an ASN, for which the said ASN authorises foreign participation.

- The obligation for licence holders entered in a national event to have obtained the authorisation of their own ASN.
- Foreign Competitors and Drivers cannot gain points in the rankings of national Championships and Series that they take part in.

Right of issuing licences (Article 110):

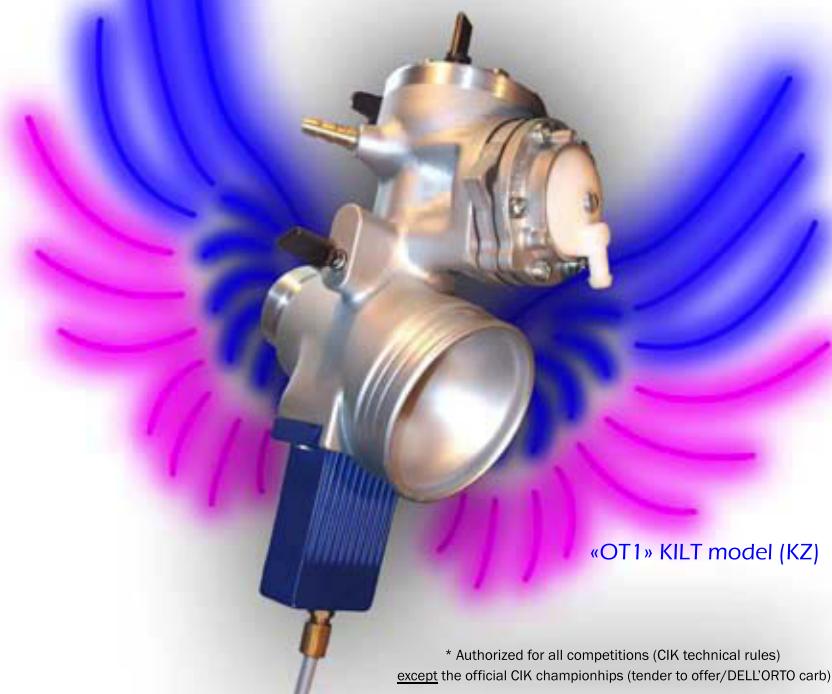
- Each ASN shall be entitled to issue licences to its nationals and, possibly, to the national of other countries represented on the FIA, in compliance to the existing statutory conditions, plus a new condition for Drivers aged less than 18 years, who must provide an attestation that they are in full-time education in the country where they apply for the licence.

Judicial and Disciplinary Rules

The General Assembly approved, for implementation as from 1st January 2012, a reduction of the appeal fee before the International Court of Appeal. The current fee is 12,000 €, irrespective of costs. As an exception, the amount of the appeal fee for the Karting events is set at 6,000 €, also irrespective of costs.

A NEW CARB FOR KZ ... (*)

- 100 % new concept
- adjustment facility (screws)
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Next step ... «OT2» model
for HOBBY (Rotax Max,...)
Available in march/april.

* Authorized for all competitions (CIK technical rules)
except the official CIK championships (tender to offer/DELL'ORTO carb)

SINGLE-MAKE TROPHY FOR ALL

FORMULA 5 BY MAXTER



During Crg end of season celebration party in Lonato, Maxter presented the new Formula 5 kart powered by a brand new 125cc gearbox engine.

On Friday 16th December, Giancarlo Tinini presented Formula 5, his brand new creature to all motorsport operators and celebrities, among them Alex Zanardi. Formula 5 project aims at involving different types of customers, going from the more mature driver all the way to the newcomer, thanks to the innovative mechanical solution that allows to change the traditional 6-gear engine to a 4-gear one. By the activation of a knob and changing the silencer you can reduce the power from 38 to 27 hp. Before launching the single-make trophy in Italy, Italian federation CSAI has to approve it.



In these first pictures you can see the brand new graphics of Giancarlo Tinini's new creature based on black/orange of Crg and blue of Maxter, as well as the logo. Top, Formula 5 new engine realized to satisfy both young and old drivers. Note (yellow arrow) the knob necessary to activate the gear change from 6 to 4, according to necessity.



MARGUTTI TROPHY IN LONATO AT THE END OF MARCH

MARGUTTI AND INDUSTRY TROPHY DATES ARE OFFICIAL



With the definition of the Italian national racing calendar, the dates of the next Margutti and Industry trophy have now been definitely established. The Margutti will be held on 25th March



and the Industry Trophy on 21st October, both on the track in Lonato. The two classic events organized by Parma Karting of the Pellegrino Family have now reached the 23rd and 41st edition respectively. Since the San Pancrazio circuit in Parma was closed, these two events have been hosted by other circuits in the North of Italy, and this time it is up to the South Garda in Brescia. To note that this race named after Andrea Margutti will see the participation of drivers in the KZ2, KF2, KF3 and Minikart 60 (the latter racing to the Junior Trophy) and that the entries will open on 23rd January.

For more information and entry form please visit the official website www.trofeomargutti.com.

HAASE

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chassis preview



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ERDF MASTERS KART, PARIS-BERCY



ERDF MASTERS KART IN FIGURES

- 20: number of "Stars" drivers
- 10: number of "Juniors" drivers
- 35: number of electric karts Sodi STX brought by Sodikart
- 8: number of the races per day
- 5 000: surface in m² of recyclable bituminous coated put by Colas
- 12: number of hours needed to install the recyclable bituminous coated
- 550: length, in meters, of the track put by Colas
- 8: average width, in meters, of the track
- 1 500: number of TechPro on track side
- 1/10'000: precision of timing used by TAG Heuer
- 17 000: total number of spectators
- 800: number of VIP's guests in the PR Village
- 30 000: number of people watching live the show on Dailymotion
- 170: total number of journalists on Saturday and Sunday
- 90: total number of media on Saturday and Sunday

RESULTS

Saturday December 10th

- 1 – Jules Bianchi – France
- 2 – Jean-Eric Vergne – France
- 3 – Stéphane Sarrazin – France

Sunday December 11th

- 1 – Jean-Eric Vergne – France
- 2 – Jérôme D'ambrosio – Belgium
- 3 – Julien Jousse – France

During the two days, the electric karts and the drivers made the show at the Paris-Bercy Arena in front of a happy public. The French drivers knew how to get the best of the track and of the kart, especially the French younger driver with the victories of Jules Bianchi on Saturday and Jean-Eric Vergne on Sunday. The ERDF Masters Kart show made true the sustainable performance.

The aim at organizing the 1st ever 100% electric competition, set by Philippe Streiff, his sons and Hervé Bodinier, was an audacious bet. After the event, the entire organizing team is happy to succeed in this first spectacular demonstration for a sustainable performance. The other target, also reached, was to show that motor racing doesn't have to be loud to be spectacular. Sunday's Final was the perfect example! All drivers were impressed by the Sodi STX performance. If some drivers had difficulties to feel the electric racing kart particularities, the other likes Jean-Eric Vergne understood quickly the kart. "This kart has a lot of torque, it is so perfect for a circuit such as Bercy where you just need boost. Batteries are set at the best place. We are not feeling too much their weights in the driving. I did not feel to lose power during the race." Sébastien Bourdais said more: "This is a wonderful product. It is very innovative and has a lot of potential for the future. Obviously, this vehicle is precursory but it's a wonderful way to explore. If fun is still there without impacting Nature, why not!" As to Franck Montagny, his teammate at the Peugeot Sport Team, the electric kart is the future: "We cannot go against what takes place in the world. This kart is a showcase and I am happy to show it to the public for the first time."

Gildas Merian, CEO of Sodikart: "We are very satisfied of the entire week-end and the ERDF Masters Kart will allow helping the fame of karting." The public of the Paris-Bercy Arena was able to feel this passion for motor-racing thanks to fights in packs and intense races between drivers from the biggest disciplines of motor-racing.

ROTAX
NEW AGE KARTING



REVISED OFFICIAL STATEMENT OF BRP-POWERTRAIN

BRP, manufacturer of Rotax engines, announced the final standings of the ROTAX MAX Challenge Grand Finals 2010 in Junior category, following the appeal of Martin Rump accepted by CSAI.

"Our official statement regarding "ROTAX MAX Challenge Grand Finals 2010 – Martin Rump" dated 2011/11/10 - BRP-Powertrain will maintain its original ruling and not reinstate Mr. Martin Rump as the winner of the 125 Junior MAX class 2010 - has caused various reactions.

With our statement we clearly wanted to point out that BRP-Powertrain and all Rotax customers (except one) do not agree on the decision of CSAI. Unfortunately we missed the opportunity (due to inefficient communication) to appeal against the decision of CSAI. The Rotax Max Challenge is a CIK-FIA approved race series which also requires that organisational structures of CIK-FIA must be accepted. Not to endanger a future CIK-FIA approval of the ROTAX MAX Challenge, BRP-Powertrain has to respect the decision of CSAI."

Official Classification
Rotax Max Challenge Grand Finals 2010 - La Conca / Italy
1. Martin Rump* (Estonia)
2. Jordi Van Moorsel (Netherlands)
3. Joel Affolter (Netherlands)
4. Pierce Lehane (Australia)

* primarily disqualified due to an infringement of the RMC technical regulations but reinstated later by CSAI after an appeal of Mr. Martin Rump.

the racing trademark



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2011 PRI TRADE SHOW



The PRI Trade Show took place December 1-3, 2011, at the Orange County Convention Center, in Orlando. The number of exhibitors, at 1048, was up over 2010. There were 170 new and returning companies exhibiting at the PRI Trade Show that were not on the Show floor plan the previous year. Several karting manufacturers, supported by the respective US distributors, were also present at the world's largest gathering of racing professionals.

"It was a very strong show," said Steve Lewis, PRI Trade Show producer. "We had three big exhibit days with substantial buying in all categories and exhibitors writing orders well into the afternoon. More important than it being a good week for PRI, it was a really good week for the racing industry. What was going on in that building for those three days will affect

people at race tracks and racing businesses around the world."

The Show attracted approximately 38,000 buyers from throughout the US, and over 70 countries. There was a higher percentage of first-time visitors to the PRI Trade Show than in 2010. No less than six major events ran in conjunction with the show beginning on Monday the week of the Show:

- Advanced Engineering Technology Conference (AETC)
- Claude Roelle's Optimum G Advanced Vehicle Dynamics Seminar
- Professional Motorsports Circuit Owners and Operators Convention
- International Council of Motorsport Sciences (ICMS) Annual Congress
- PRI Industry Roundtable
- EFI University Training Course on EFI in Racing Applications



THE SHOW ATTRACTED APPROXIMATELY 38,000 BUYERS FROM THROUGHOUT THE US, AND OVER 70 COUNTRIES.

In an outstanding night of action-packed racing under the lights before a standing-room-only crowd of 3,500 members of the racing industry, Jan Heylen won the 2011 All-Star division race at the Red Bull Kart Fight at PRI Powered by Rotax.

Preparation for the 2012 PRI Trade Show, which will take place Nov. 29-Dec. 1 at the Orange County Convention Center in Orlando officially began at 4:01 p.m. Saturday, right after the close of a very successful 2011 event.



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BY P. MANCINI

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The return of Italcorse, one of the most winning karting brands on a national and international level in the 1990s can but be a welcoming surprise. The two brothers Mirko and Samuele Mizzoni have breathed new life into the glorious firm founded by Achille Parrilla. Mirko was an official dive in force with Italcorse in the year 2000, while Samuele has always looked after the technical side of business. The two lads together have had brilliant success in the Champion's Cup, the Italian Championship in 1999 and lots of other important wins. After having left racing for not having been able to find the budget required for racing in the single seater, Mirko eclipsed into the world of karting. Then, two years ago, by chance he entered for a race. Inevitably his desire for karting came back and with it the idea: why not take over Italcorse and liven up the factory with which he had raced and won in the past? No sooner said than done, they got in touch with Achille Parrilla who knew how serious the Mizzoni brothers were, so it was easy to

hand things over to the young businessmen from Lazio who started to work on the new chassis immediately so they would be ready for the 2012-2018 homologation.

Mirko, is it difficult to be a manufacturer in Lazio?

It's not easy, but for us it is a question of pride. Our family runs a garage with all the services to go with it, something that they have done for a long time. Building a kart means using special material, doing particular machining that our suppliers have had to assimilate over these months. But our enthusiasm together with the know-how of a genius like Achille Parrilla, has enabled us to get over several early difficulties.

I would like to underline that we are manufacturers: tubes are bent and shaped in this room. We do everything on our site.

Achille Parrilla: the man who invented modern karting; how much does he still have to do with Italcorse?

At first Achille was willing to help us and give

us his inestimable technical consultancy. Then when he realised that we weren't kidding, he was enveloped in this project and poured an enormous amount of enthusiasm into this project, in a certain way. He designed the chassis with us and he has always been at our side for any test that we had to do (he has done an awful lot with the tests for the new karts) and has always been very eye opening. Having a person like Achille with us and a bit of pride, he is a constant stimulus to give the best in any circumstance. I can say that he has gone back to the same rhythm of work as he used to have, when they used to test a new chassis every week at Italcorse!

DAM has homologated two frames: Italcorse and the De Luxe. The first is a traditional chassis, with conventional geometry and 30/32 mm tubes. The De Luxe, with 28/30 diameter tubes is perhaps the most innovative one in this homologation...

Yes, actually the De Luxe is a revolutionary chassis where adjustments of camber and



✓ COSTRUZIONE KART
✓ MANUFACTURER KART
ITALCORSE

✓ VENDITA KART
KART FOR SALE
✓ NOLEGGIO KART
RENTAL KART

THE TWO BROTHERS
MIRKO AND SAMUELE
MIZZONI HAVE
BREATHED NEW LIFE
INTO THE GLORIOUS
FIRM FOUNDED BY
ACHILLE PARRILLA.

DAM HAS HOMOLOGATED TWO FRAMES: ITALCORSE AND THE DE LUXE. THE FIRST IS A TRADITIONAL CHASSIS, WITH CONVENTIONAL GEOMETRY AND 30/32 MM TUBES.

caster are separate. To get this result in collaboration with Parrilla we have made a particular support for front spindle: by working on the two disc supports you change caster, while if you work on the uniball you change camber. Adjustments are simple, separate and very quick to do. The double steering column, connected through a special cinematic, makes the steering wheel work in a more orthogonal position than the chassis, similar to a single seater. Varying the lever arm, you vary the hardness of the steering wheel when diving, being able to make it heavier and more accurate for diving on a wet track and lighter for when diving on a dry track and on tracks with much grip. As a manufacturer then, I can say that what may seem a common tube, can have unique characteristics and peculiarities. Everyone has his secret, his winning recipe. We are sure that we have made brilliant chassis and we have used the right material both for the chassis made for official races and for chassis made for our customers.

Have you reached agreements with any drivers?

Yes, for the moment we are set to put Matteo Gasparrini in KF2 for the most important events, but we are also contacting other drivers. Engineer Marco Ubaldi will be helping Matteo on the track.

In a beautiful display there are the best engines made by Italsistem. Will you be making engines in the future?

We are setting off with great enthusiasm, but with the awareness of entering into the karting world in a moment of great financial difficulty. But, that doesn't mean though, that in future Italcorse won't be able to amplify its range of action in the world of karting. A lot depends on the racing results and the commercial results of the business...



NOW LET'S SEE WHAT ACHILLE PARRILLA HAS TO SAY

We asked Achille Parrilla to say something about the re-birth of Italcorse. I am very happy to collaborate with the Samuele and Mirco Mizzoni. It is impossible to build a sky scraper alone: you must have a team to build one. I work well with them, we get along well and I have had the chance to develop some ideas I had. I must say that Italcorse isn't a surprise, it is a real manufacturing business: a small set up well organised that makes chassis on the site with all the required attention to get a perfect, top quality end product. In this sense, it is the only manufacturer in central Italy and I am proud to be part of the business. The enthusiasm of these lads is really contagious...

...FOR THE MOMENT WE ARE SET TO PUT MATTEO GASPARRINI IN KF2



Above, one of the biggest innovations introduced on the Delux chassis is the separate and simplified adjustments of camber and caster. Here, the split steering column allows for different steering wheel tilt in orthogonal respect to the level. The exclusive adjustable leverage detail allows you to vary the hardness of the steering wheel. The particular characteristic of the jig made by Dam allows you to drastically reduce allowance between the chassis made. Top, Amv water pump mounted on Italcorse chassis.

TROFEO ANDREA MARGUTTI

23rd Edition

by Parma Karting



23-24-25 MARZO 2012

SOUTH GARDA KARTING
LONATO (ITALY)

KZ2 - KF3 - KF2
60 Junior Trophy



Alitest

Test Rapidi per il Latte



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SPECIAL

CIK-FIA Hall of Fame 1964-2011



Nyck De Vries is the undisputed king of the world in KF1 after winning the 2010 and 2011 titles. Now that the Dutch abdicates to move to single seaters, the battle for the throne of world karting in 2012 is expected to heat up

MANUFACTURERS 1964/2011

CHASSIS

CRG	65
TONYKART	55
BIREL	54
SWISS HUTLESS	12
TECNO KART	11
INTREPID	10
ALL KART	8
ENERGY	7
ZANARDI	6
BIESSE	5
HAASE	5
MARANELLO	5
PCR	5
BM	4
DAP	4
GILLARD	4
TECNO	4
TOP KART	4
DINO	3
MIKE 1	3
ROBARDIE	3
SODI	3
MACH 1	2
MARI	2
TAIFUN	2
BRM	1
FULLERTON	1
GOLD	1
ITALSISTEM	1
LENZO	1
MERLIN	1
SIRIO	1
TRULLI	1
YAMAHA	1
ZIP	1

ENGINES

IAME	67
TM	52
ROTAX	46
VORTEX	39
PAVESI	23
MAXTER	21
ITALSISTEM	11
BM	7
PCR	7
BMC	4
DAP	3
BALEN	3
DINO	3
ATOMIK	2
COMER	2
KALI-KART	2
KZH	2
FOX	1
MS-CZ	1
MORBIDELLI	1
SIRIO	1
TITAN	1
XTR	1

Dear readers, here we are again counting the titles awarded by the CIK-FIA from 1964 to date. It's not the first time we do this, as we have already published the hall of fame back in 2009, but neither then nor at this time we managed to provide a fully complete list. A major effort to research results never or poorly recorded at a time when the press offices and data collection did not fit in the needs of the moment.

Even the Cik, for example, is working to fill in the blanks. The writing of the official hall of fame is a useful article and at the same time precious, because it is about the names of those who took the win in these 47 years and more than 300 titled competitions by CIK-FIA. What we refer to here are World Championships, continental Championships and World Cups.

We report the history of world karting with the drivers who have left a permanent mark on climbing to the top step of the podium. As well as the chassis and engines manufacturers that together with the tuners achieved so resounding victories thanks to their products and strategies. So important is to draw up and publish the hall of fame, so as to give proper emphasis to the commitment of the teams and companies that have sponsored world karting events by CIK-FIA.

As many of you may recall, in January 2010 Vroom published the updated hall of fame. Despite some natural blanks emerged, it was clear which makes have been playing the leading role in all these years in the various categories. Starting from 100cc direct drive categories to

WE REPORT THE HISTORY OF WORLD KARTING WITH THE DRIVERS WHO HAVE LEFT A PERMANENT MARK

WORLD CHAMPIONSHIP (100/135/125 direct drive)		
1964	GUIDO SALA (I)	Tecno/Parilla
1965	GUIDO SALA (I)	Tecno/Bm
1966	SUSANNA RAGANELLI (I)	Tecno/Parilla
1967	EDGARDO ROSSI (CH)	Birel/Parilla
1968	THOMAS NILSSON (S)	Robardie/Bm
1969	FRANÇOIS GOLDSTEIN (B)	Robardie/Parilla
1970	FRANÇOIS GOLDSTEIN (B)	Robardie/Parilla
1971	FRANÇOIS GOLDSTEIN (B)	Taifun/Parilla
1972	FRANÇOIS GOLDSTEIN (B)	Taifun/Parilla
1973	TERRY FULLERTON (GB)	Birel/Komet
1974	RICCARDO PATRESE (I)	Birel/Komet
1975	FRANÇOIS GOLDSTEIN (B)	Bm/Bm
1976	FELICE ROVELLI (I)	Bm/Bm
1977	FELICE ROVELLI (I)	Bm/Bm
1978	LAKE SPEED (USA)	Birel/Parilla
1979	PETER KOENE (NL)	Dap/Dap
1980	PETER DE BRUIJN (NL)	Swiss Hutless/Parilla
1981	MIKE WILSON (GB) FK	Birel/Komet
1982	MIKE WILSON (GB) FK	Birel/Komet
1983	MIKE WILSON (GB) FK	Birel/Komet
1984	JORN HAASE (DK) FK	Kali/Komet
1985	MIKE WILSON (GB) FK	Kali/Komet
1986	AUGUSTO RIBAS (BR) FK	Birel/Komet
1987	GIAMPIERO SIMONI (I) FK	Pcr/Pcr
1988	MIKE WILSON (GB) FK	Crg/Komet
1989	EMMANUEL COLLARD (F) SUPER 100	Crg/Rotax
1989	MIKE WILSON (GB) FK	Crg/Komet
1989	GERT MUNKHOLM (DK) SUPER 100	Pcr/Atomik
1990	JAN MAGNUSEN (DK) FK	Crg/Rotax
1990	DANILO ROSSI (I) FA	Crg/Rotax
1991	JARNO TRULLI (I) FK	All Kart/Parilla
1991	ALESSANDRO MANETTI (I) FA	Tonykart/Rotax
1992	DANILO ROSSI (I) FK	Crg/Rotax
1992	NICOLA GIANNIBERTI (I) FA	Tonykart/Rotax
1993	NICOLA GIANNIBERTI (I) FSA	Haase/Rotax
1993	DAVID TERRIEN (F) FA	Sodi/Rotax
1994	ALESSANDRO MANETTI (I) FSA	Crg/Rotax
1994	MARCO BARINDELLI (I) FA	Haase/Rotax
1995	MASSIMILIANO ORSINI (I) FSA	Swiss Hutless/Italsistem
1995	GASTAO FRAGUAS (BR) FA	Tonykart/Italsistem
1996	JOHNNY MISLJEVIC (S) FSA	Tonykart/Vortex
1996	J.CHRISTOPHE RAVIER (F) FA	Tonykart/Vortex
1997	DANILO ROSSI (I) FSA	Crg/Crg
1997	JAMES COURTNEY (AUS) FA	Tonykart/Vortex
1998	DAVIDE FORÈ (I) FSA	Tonykart/Vortex
1998	RUBEN CARRAPATOSO (BR) FA	Tonykart/Vortex
1999	DANILO ROSSI (I) FSA	Crg/Crg
1999	FRANCK PERERA (F) FA	Tonykart/Vortex
2000	DAVIDE FORÈ (I) FSA	Tonykart/Vortex
2000	COLIN BROWN (GB) FA	Top Kart/Parilla
2001	VITANTONIO LIUZZI (I) FSA	Crg/Maxter
2002	GIEDO VAN DER GARDE (NL) FSA	Crg/Maxter
2003	WADE G. CUNNINGHAM (NZ) FA	Crg/Maxter
2004	DAVIDE FORÈ (I) FA	Tonykart/Vortex
2005	OLIVER OAKES (GB) FA	Gillard/Parilla
2006	DAVIDE FORÈ (I) FA	Tonykart/Vortex
2007	MARCO ARDIGÒ (I) KF1	Tonykart/Vortex
2008	MARCO ARDIGÒ (I) KF1	Tonykart/Vortex
2009	ARNAUD KOZLINSKI (F) SKF	Crg/Maxter
2010	NYCK DE VRIES (NL) KF2	Zanardi/Parilla
2011	NYCK DE VRIES (NL) KF1	Zanardi/Parilla

"U18" WORLD CHAMPIONSHIP

2010	JAKE DENNIS (GB)	Top Kart/Wke
2011	MATTHEW GRAHAM (GB)	Zanardi/Fim

WORLD CUP 100/125 direct drive (FK/FSA/FA/KF1/SKF)

1991	DONNY CREVELS (NL) FK	Tecno Kart/Rotax
1991	DARRELL SMITH (AUS) FA	Pcr/Pcr
1992	DANILO ROSSI (I) FK	Crg/Rotax
1992	ALBERT PEDEMONTE (I) FA	Kali/Rotax
1993	NICOLA GIANNIBERTI (I) FK	Haase/Rotax
1993	PAOLO MORO (I) FA	Kali/Italsistem
1994	JARNO TRULLI (I) FSA	Tonykart/Rotax
1994	L. CASAZZA (I) FA	Crg/Rotax
1995	JARNO TRULLI (I) FSA	Tonykart/Rotax
1995	DANIEL WHELDON (GB) FA	Fullerton/Rotax
1996	MASIMILIANO ORSINI (I) FSA	Swiss Hutless/Italsistem
1996	MILOS PAVLOVIC (I) FA	Birel/Rotax
1997	KAZUSHI SANO (J) FSA	Italsistem/Italsistem
1997	KOSUKE MATSUURA (J) FA	Biesse/Rotax
1998	TAKAO MATSUYA (J) FSA	Yamaha/Rotax
1998	FA - NON DISPUTED	-----
1999	VITANTONIO LIUZZI (I) FSA	Crg/Crg
1999	JULIEN PONCELET (F) FA	Swiss Hutless/Italsistem
2000	DAVIDE FORÈ (I) FSA	Tonykart/Vortex
2000	LEWIS HAMILTON (GB) FA	Crg/Parilla
2001	NON DISPUTED	-----
2002	JEROME D'AMBROSIO (B) FA	Birel/Tm
2003	NON DISPUTED	-----
2004	NON DISPUTED	-----
2005	NON DISPUTED	-----
2006	ARNAUD KOZLINSKI (F) KF1	Intrepid/Tm
2007	MARCO ARDIGÒ (I) KF1	Tonykart/Vortex
2008	DAVIDE FORÈ (I) KF1	Maranello/Maxter
2009	YANNICK DE BRABANDER (B) SKF	Intrepid/Tm
2010	OLIVER ROWLAND (GB) SKF	Zanardi/Parilla
2011	NON DISPUTED	-----

EUROPEAN CHAMPIONSHIP 100/125 direct drive (FK/FSA/FA/KF1/SKF)

1982	PETER DE BRUIJN (NL) FK	Tecno Kart/Parilla
1983	MIKE WILSON (GB) FK	Birel/Parilla
1984	MIKE WILSON (GB) FK	Birel/Parilla
1985	STEFAN FRIETSCH (D) FK	Kalikart/Komet
1986	YVAN MULLER (F) FK	Kalikart/Komet
1987	ALESSANDRO ZANARDI (I) FK	Kalikart/Komet
1988	FEDERICO GEMMO (I) FK	Tecno Kart/Komet
1988	GER MUNKHOLM (DK) SUPER 100	Pcr/Pcr
1989	MARC GOOSSENS (B) FK	Tecno Kart/Komet
1989	JOS VERSTAPPEN (NL) SUPER 100	Swiss Hutless/Rotax
1990	MARTIJN KOENE (NL) FK	Swiss Hutless/Rotax
1990	FABIANO BELLETTI (I) FA	All Kart/Parilla
1991	M. ORSINI (I) FSA	Tonykart/Rotax
1991	ALESSANDRO MANETTI (I) FA	Tonykart/Rotax
1992	GIANLUCA BEGGIO (I) FK	Kalikart/Rotax
1992	DANIELE PARRILLA (I) FA	Mari/Italsistem
1993	N. GIANNIBERTI (I) FSA	Haase/Rotax
1993	GUY DE NIES (B) FA	Tecno Kart/Rotax
1994	JARNO TRULLI (I) FSA	Tonykart/Rotax
1994	DAVIDE FORÈ (I) FA	Tonykart/Rotax
1995	M. ORSINI (I) FSA	Swiss Hutless/Italsistem
1995	GIORGIO PANTANO (I) FA	Crg/Rotax
1996	JONNY MISLJEVIC (S) FSA	Tonykart/Vortex
1996	GIORGIO PANTANO (I) FA	Crg/Crg
1997	JENSON BUTTON (GB) FSA	Tecno Kart/Rotax
1997	ANTONIO GARCIA (E) FA	Mari/Italsistem
1998	DAVIDE FORÈ (I) FSA	Tonykart/Vortex
1998	CESAR CAMPANICO (P) FA	Crg/Crg
1999	G. PALMIERI (I) FSA	Swiss Hutless/Italsistem
1999	JULIEN PONCELET (F) FA	Swiss Hutless/Italsistem
2000	M. SIEGERS (NL) FSA	Trulli/Vortex
2000	LEWIS HAMILTON (GB) FA	Crg/Parilla
2001	CARLO VAN DAM (NL) FA	Gillard/Parilla
2002	DAVID HEMKEMAYER (D) FA	Mach1/Kzh
2003	BAS LAMMERS (NL) FA	Swiss Hutless/Vortex
2004	NIC DE BRUIJN (NL) FA	Gillard/Parilla
2005	MARCO ARDIGÒ (I) FA	Tonykart/Vortex
2006	MARCO ARDIGÒ (I) FA	Tonykart/Vortex
2007	MARCO ARDIGÒ (I) KF1	Tonykart/Vortex
2008	MARCO ARDIGÒ (I) KF1	Tonykart/Vortex
2009	AARO VAINIO (FIN) SKF	Maranello/Maxter
2010	NON DISPUTED	-----
2011	NON DISPUTED	-----



SPECIAL

CIK-FIA Hall of Fame 1964-2011

WORLD CUP 100/125 direct drive (JUNIOR/KF2/KF3)		
1968	AMEDEO PACITTO (I) JUNIOR	Tecno/BM
1969	D.CARLSSON (S) JUNIOR	/Parilla
1970	ALAN LANE (GB) JUNIOR	-
1971	M. WOUTERS (B) JUNIOR	-
1972	DEREK BLISS (GB) JUNIOR	Zip/Komet
1973	ALAIN PROST (F) JUNIOR	Birel/Parilla
1974	FELICE ROVELLI (I) JUNIOR	Birel/Parilla
1975	ADRIAN WEPFER (CH) JUNIOR	BM/BM
1976	ANDREA DE CESARIS (I) JUNIOR	Sirio/Sirlo
1977	PAOLA BANDINELLI (I) JUNIOR	-
1978	STEFANO MODENA (I) JUNIOR	Birel/Parilla
1979	THOMAS GLAUSER (CH) JUNIOR	Birel/Parilla
1980	BERND SCHNEIDER (D) JUNIOR	Birel/Parilla
1981	MICHEL VACIRCA (NL) JUNIOR	All Kart/Pcr
1982	ROMEO DELLA (I) ICA	Birel/Pcr
1983	FRANK VAN EGLEM (NL) ICA	Tecno Kart/Parilla
1984	ANDREA GILARDI (I) ICA	Birel/Pcr
1985	ANDREA GILARDI (I) ICA	Birel/Pcr
1986	FABRIZIO DE SIMONE (I) ICA	Birel/Parilla
1987	JAN MAGNUSEN (DK) ICA	Tonykart/Rotax
1988	GIANLUCA MALANDRUCCO (I) ICA	Crg/Parilla
1989	JAN MAGNUSEN (DK) ICA	Tonykart/Rotax
1990	JÉRÉMIE DUFOUR (F) ICA	Dino/Dino
1991	SÉBASTIEN PHILIPPE (F) ICA	Sodikart/Dino
1992	BRUNO BALOCCHI (I) ICA	Mike 1/Parilla
1993	ENNIO GANDOLFI (I) ICA	Kalli/Parilla
1994	GIORGIO PANTANO (I) ICA	Crg/Rotax
1995	JAMES COURTNEY (AUS) ICA	Tonykart/Vortex
1996	FERNANDO ALONSO (E) ICA	Mike 1/Parilla
1997/2006	NON DISPUTED	-
2007	RYALL MICHAEL (GB) KF2	Birel/Tm
2008	ROWLAND OLIVER (I) KF2	Tonykart/Vortex
2009	DAVID DA LUZ (P) KF2	Zanardi/Parilla
2009	GUILIANO NICETA (I) KF3	Tonykart/Vortex
2010	NON DISPUTED	-
2010	ALEXANDER ALBON (GB) KF3	Intrepid/Tm
2011	LORIS SPINELLI (I) KF2	Tonykart/Vortex
2011	CHARLES LECLERC (MCO) KF3	Intrepid/Tm

EUROPEAN CHAMPIONSHIP 100/125 direct drive (JUNIOR/JICA/KF3)		
1989	GIANLUCA MALANDRUCCO (I) JICA	Crg/Parilla
1990	BAS LEINDERS (B) JICA	Tecno Kart/Rotax
1991	JORDI SURALLES (E) JICA	Crg/Parilla
1992	MASSIMO DEL COL (I) JICA	Tonykart/Parilla
1993	M. RUSSOMANO (I) JICA	Mike1/Parilla
1994	PHILIP CLOOSTERMANS (B) JICA	Birel/Parilla
1995	WILLEM-JAN KEIJZER (NL) JICA	Haase/Titan
1996	MARINO SPINOZZI (I) JICA	Tonykart/Vortex
1997	NELSON VAN DER POL (NL) JICA	Tonykart/Vortex
1998	FRANK PEREIRA (F) JICA	Tonykart/Vortex
1999	REINHARD KOFLER (A) JICA	Tonykart/Vortex
2000	M. AMMERMULLER (D) JICA	Tonykart/Vortex
2001	SEBASTIAN VETTEL (D) JICA	Tonykart/Vortex
2002	SEBASTIEN BUÉMI (CH) JICA	Crg/Maxter
2003	NICHOLAS RISITANO (I) JICA	Birel/Tm
2004	STEFANO COLETTI (MC) JICA	Birel/Parilla
2005	MICHAEL CHRISTENSEN (DK) JICA	Gillard/Parilla
2006	MIGUEL MONRAS (E) JICA	Maranello/Parilla
2007	JACK HARVEY (GB) KF3	Maranello/Xtr
2008	AARO VAINIO (FIN) KF3	Maranello/Maxter
2009	NYCK DE VRIES (NL) KF3	Zanardi/Parilla
2010	ALEXANDER ALBON (GB) KF3	Intrepid/Tm
2011	GEORGE RUSSELL (GB) KF3	Intrepid/Tm

125cc gearbox ones, all the way to the new millennium with the arrival of the KF: a 125cc direct drive engine with electric starter mounted on a super accessorised kart (batteries, cables and fairings), a category that shook the world karting scene from both the commercial and racing point of view.

EUROPEAN CHAMPIONSHIP 100/125 direct drive (EUROPE/ICA/KF2)		
1978	JEAN-PIERRE KNOPS (B) EUROPE	-
1979	CATHY MULLER (F) EUROPE	Swiss Hutless/Parilla
1980	TONI ZOESERL (A) EUROPE	Birel/Parilla
1981	PETER DE BRUIJN (NL) ICA	Tecno Kart/Parilla
1982	JOSEF BERTZEN (D) ICA	Zip/Parilla
1983	STEFANO MODENA (I) ICA	Dap/Dap
1984	STEFANO MODENA (I) ICA	Dap/Dap
1985	JUKKA VIRTANEN (FIN) ICA	Birel/Parilla
1986	LINUS LUNDBERG (S) ICA	Dino/Dino
1987	MICHAEL SCHUMACHER (D) ICA	Kali/Parilla
1988	MARTIJN KOENE (NL) ICA	Tonykart/Rotax
1989	JOS VERSTAPPEN (NL) ICA	Swiss Hutless/Rotax
1990	EDDY COUBARD (F) ICA	Dino/Rotax
1991	DANIELE PARRILLA (I) ICA	Birel/Rotax
1992	OLIVER FIORUCCI (F) ICA	Merlin/Atomik
1993	ARNAUD SARRAZIN (F) ICA	Tecno Kart/Rotax
1994	NARCIS CALLENS (B) ICA	Biesse/Fox
1995	ARNAUD LECONTE (F) ICA	Tecno Kart/Rotax
1996	LUDOVIC VEVE (F) ICA	Biesse/Rotax
1997	ALESSANDRO BALZAN (I) ICA	Top Kart/Comer
1998	JULIEN PONCELET (F) ICA	Crg/Crg
1999	STEFANO FABI (I) ICA	Tonykart/Comer
2000	JULIEN MENARD (F) ICA	Tonykart/Vortex
2001	JEAN PHILIPPE GUINET (F) ICA	Tonykart/Vortex
2002	JONATHAN THONON (B) ICA	Crg/Maxter
2003	NICOLA BOCCHELLI (I) ICA	Crg/Maxter
2004	KEVIN ESTRE (F) ICA	Sodi/Tm
2005	JAMES CALADO (GB) ICA	Tonykart/Vortex
2006	NICOLA NOLÈ (I) ICA	Crg/Tm
2007	STEVENS WILL (GB) KF2	Tonykart/Vortex
2008	FLAVIO CAMPONESCHI (I) KF2	Tonykart/Vortex
2009	JORDAN CHAMBERLAIN (GB) KF2	Tonykart/Tm
2010	NICOLAJ MOLLER-MADSEN (DK) KF2	Energy/Tm
2011	SAMI LUKA (B) KF2	Energy/Tm

1990/2011 THE MODERN KART

As they say, times change, and not always for the better, unfortunately. By looking at our updated and improved hall of fame you can see some brands that strongly

rise to the top in the very last two decades, those straddling the old and the new millennium, starting from 1990 up to 2011, which we like to call "modern."

Far from wanting to demean or not give appropriate

recognition to those who have left their mark in the '70s and '80s, at the same time it seemed more accurate to



BY LOOKING AT
OUR UPDATED AND
IMPROVED HALL
OF FAME YOU CAN
SEE SOME BRANDS
THAT STRONGLY
RISE TO THE TOP
IN THE VERY LAST
TWO DECADES



WORLD TITLES 125 with GEARBOX (FC/S-ICC/KZ1/KZ2)

1983	GIANNI MAZZOLA (I) FC	Birel/Balen
1984	GABRIELE TARQUINI (I) FC	Kalikart/Balen
1985	PIER MARIO CANTONI (I) FC	Kalikart/Balen
1986	FABRIZIO GIOVANARDI (I) FC	Tonykart/Pavesi
1987	ALESSANDRO PICCINI (I) FC	Dap/Pavesi
1988	PETER RYDELL (S) FC	All Kart/Pavesi
1989	GIANLUCA GIORGI (I) FC	Kalikart/Kalikart
1990	ALESSANDRO PICCINI (I) FC	Birel/Pavesi
1991	ALESSANDRO PICCINI (I) FC	Birel/Pavesi
1992	DANILO ROSSI (I) FC	Crg/Pavesi
1993	ALESSANDRO PICCINI (I) FC	Kalikart/Pavesi
1994	JARNO TRULLI (I) FC	Tonykart/Pavesi
1995	GIANLUCA BEGGIO (I) FC	Biesse/Tm
1996	GIANLUCA BEGGIO (I) FC	Biesse/Tm
1997	GIANLUCA BEGGIO (I) FC	Birel/Tm
1998	GIANLUCA BEGGIO (I) FC	Birel/Tm
1999	FRANCESCO LAUDATO (I) FC	Birel/Tm
2000	GIANLUCA BEGGIO (I) FC	Birel/Tm
2001	NON DISPUTED	-----
2002	NON DISPUTED	-----
2003	ROBERT DIRKS (NL) S-ICC	Birel/Tm
2004	ENNIO GANDOLFI (I) S-ICC	Birel/Tm
2005	FRANCESCO LAUDATO (I) S-ICC	Birel/Tm
2006	DAVIDE FORE' (I) S-ICC	Tonykart/Vortex
2007	JONATHAN THONON (B) KZ1	Crg/Maxter
2008	JONATHAN THONON (B) KZ1	Crg/Maxter
2009	JONATHAN THONON (B) KZ1	Crg/Maxter
2010	BAS LAMMERS (NL) KZ1	Intrepid/Tm
2011	JONATHAN THONON (B) KZ1	Crg/Maxter
2011	JOEY HANSEN (NL) KZ2	Lenzo/Tm

To note: World Championship status from 1983 to 2000; World Cup status from 2003 onwards

implement a review on the evaluation system analyzing the latter period, the one that I experienced in person attending all appointments at the track, the one that I consider more exciting. And it's ultimately what we still see on the track today, especially with respect to the gearbox class.

TONYKART JUMPS TO THE LEAD

In this historical ranking of chassis manufacturers that goes over the past 20 years, Tonykart stands tall at the command for having achieved 51 CIK-FIA titles, 7 lengths ahead of CRG with 44, and Birel that stops at 29 titles.

In comparison with the complete historical ranking (from 1964 to 2011) it is clear that Tonykart gave its best precisely in the modern period, taking part in all CIK-FIA competitions. Despite CRG registers significant results during both modern and historical period (when it was still called Kali-Kart), it preferred to take part in World Championship competitions with the official team, leaving private teams to dispute the continental titles in the cadet KF and KZ categories.

Tonykart jumped on top of the list of the modern period, especially in direct drive

EUROPEAN CHAMPIONSHIP 125 with GEARBOX (FC/FC-2/S-ICC/ICC/KZ1/KZ2)

1975	BEN VAN VELZEN (NL) FC	-----
1976	FRANCO BARONI (I) FC	/BMC
1977	FRANCO BARONI (I) FC	/BMC
1978	FRANCO BARONI (I) FC	/BMC
1979	GIANCARLO VANARIA (I) FC	Kali/Pavesi
1979	JAN SVANEBY (S) FC-2	Kali/Rotax
1980	FRANK LEEZE (D) FC	Mach 1/KZH
1980	MILAN SIMAK (CZ) FC-2	Simak/MS-CZ
1981	FRANCO BARONI (I) FC	Birel/BMC
1981	GIANFRANCO BARONI (I) FC-2	Birel/Rotax
1982	ALESSANDRO PICCINI (I) FC	All Kart/Morbidelli
1982	MARIO BERTUZZI (I) ICC	All Kart/Rotax
1983	PIER MARIO CANTONI (I) ICC	All Kart/Pavesi
1984	RICCARDO FRANCHINI (I) ICC	Kali/Pavesi
1985	PIETRO SASSI (I) ICC	Birel/Pavesi
1986	LAMBERTO DI FERDINANDO (I) ICC	Kali/Pavesi
1987	PAOLO PULLIERO (I) ICC	Kali/Pavesi
1988	VINCENZO SAITTA (I) ICC	Kali/Pavesi
1989	GIANLUCA PAGLICCI (I) ICC	Kali/Kali
1990	WALTER VAN LENT (NL) ICC	All Kart/Tm
1991	ROBERTO MONTAGNANI (I) ICC	Tonykart/Tm
1992	STEFANO RODANO (I) ICC	Kali Kart/Tm
1993	STEFANO MARCOLIN (I) ICC	Kali Kart/Tm
1994	VINCENZO AZZOLINA (I) ICC	Gold/Pavesi
1995	PAOLO GAGLIARDINI (I) ICC	Birel/Tm
1996	ALESSANDRO PICCINI (I) FC	Crg/Pavesi
1996	STEFAN HAAK (D) ICC	Crg/Tm
1997	GIANLUCA BEGGIO (I) FC	Birel/Tm
1997	FILIPPO FLENGHI (I) ICC	Birel/Tm
1998	GIANLUCA BEGGIO (I) FC	Birel/Tm
1998	VALERIO SAPERE (I) ICC	Birel/Tm
1999	RONNI QUINTARELLI (I) FC	Tonykart/Vortex
1999	CLAUDE MONTEIRO (F) ICC	Birel/Tm
2000	FRANCESCO LAUDATO (I) FC	Birel/Tm
2000	VALERIO SAPERE (I) ICC	Crg/Pavesi
2001	ALESSANDRO PICCINI (I) FC	Crg/Tm
2001	ALESSANDRO SFERRERA (I) ICC	Top Kart/Pavesi
2002	FRANCESCO LAUDATO (I) S-ICC	Birel/Tm
2002	ROBERT DIRKS (NL) ICC	Birel/Pavesi
2003	ALESSANDRO MANETTI (I) S-ICC	Crg/Pavesi
2003	MANUEL COZZAGLIO (I) ICC	Birel/Pavesi
2004	FRANCESCO LAUDATO (I) S-ICC	Birel/Tm
2004	RICCARDO VAN DER ENDE (NL) ICC	Energy/Tm
2005	FRANCESCO LAUDATO (I) S-ICC	Birel/Tm
2005	ERIK JANIS (CZ) ICC	Birel/Pavesi
2006	ROBERTO TONINELLI (I) S-ICC	Brm/Tm
2006	ERNST BEHRENS (D) ICC	Energy/Tm
2007	ALESSANDRO MANETTI (I) KZ1	Intrepid/Tm
2007	THOMAS KNOPPER (NL) KZ2	Pcr/Tm
2008	JONATHAN THONON (B) KZ1	Crg/Maxter
2008	TONY LAVANANT (F) KZ2	Energy/Tm
2009	BAS LAMMERS (NL) KZ1	Intrepid/Tm
2009	ANGELO LOMBARDO (I) KZ2	Tonykart/Vortex
2010	BAS LAMMERS (NL) KZ1	Intrepid/Tm
2010	PAOLO DE CONTO (I) KZ2	Energy/Tm
2011	PAOLO DE CONTO (I) KZ1	Energy/Tm
2011	FABIAN FEDERER (I) KZ2	Crg/Tm

events, grabbing titles both with the old engine (100cc) and with the new KF. Completely the opposite for CRG, that prevailed in KZ, and now occupies the prestigious position that belonged to Birel until 2005. The renowned Milan-based company – as opposed to Tonykart – has always proved excellent in the gearbox class and counts as many as 9 world titles and 13 European in the modern period.

CIK-FIA Hall of Fame 1964-2011

Tm at the top as engine manufacturer
Let's take a look at the modern period hall of fame for engine manufacturing companies and how it has changed in relation to the historical.

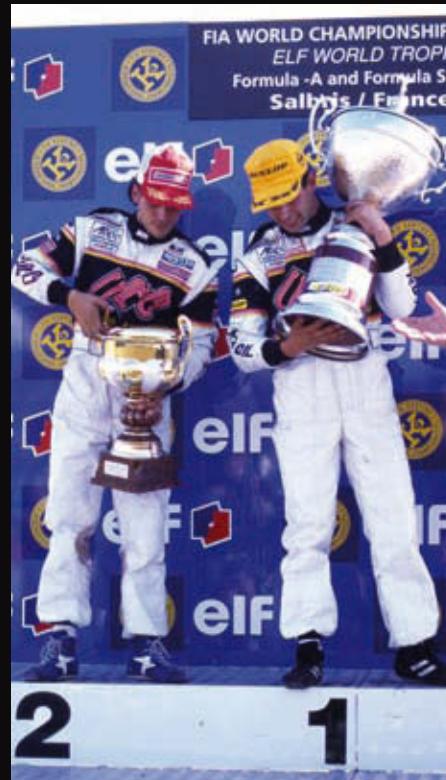
Tm plays the leading role with 52 titles – world and European in both direct drive and gearbox classes. Vortex, established in the '90s, follows with 39 titles especially in the direct drive classes, advancing Rotax that dominated the previous two decades in the 100cc and 125cc. Next in line are lame (23) and Maxter (21), the latter established in the new millennium and quickly become a top player with 4 World Cup titles in KZ and 4 in direct drive. Pavesi (12) and Italistem (10) are the two very prestigious brands that close our special list.

THE MODERN CHAMPS

The victories in karts are never the sole prerogative of chassis, engines, or tuners, but a good part of the credit belongs to the driver, who has to interpret best the conditions and the performance of his equipment (especially tires) and its strategic capabilities. With regards to our analysis that reflects an important period in the evolution of this engineering discipline, the premise is that regardless of the equipment, the pilot determines the result to a great degree, possibly even a higher percentage (70%) when racing with direct drive rotary valve engines. Today, however, racing the KF, the percentage is levelled in favour of the vehicle, and although it can still make the difference, the driver is less crucial.

So this being the premise, here is a list of drivers that made it to the hall of fame of the modern period. At world level, the list includes a dozen of first-class drivers, in the period that we like to call modern (1990/2011). This is the period that best presents the characteristics essential to recognize the true driving skills of the driver, at least those that today would be hard to match. And this is mainly thanks to the type of engines (those of the '90s and early in the new millennium) that offered a compelling idea about why kart racing provided such spectaculars show, allowing champions to show off their talent. Each and everyone of these unrivalled drivers had a very personal

driving style that marked so strongly their character and made them recognisable. As opposed to today, it was easier to read the race and what could happen when few of these champions were fighting out front. It was easier to guess if and when one would try to pass or close in a defensive line to hold on to his position, would brake late to gain one, made contact and the subsequent sparks ... And yet, the result was always unpredictable.



These photos show the importance of some drivers for the prize room of their respective manufacturers. Laudato and Beggio for Birel/Tm; Rossi and Manetti (left) for the CRG colours, Forè and Ardigò (top) for Tonykart/Vortex.



DAVIDE FORÈ
4 WORLD CHAMPIONSHIPS,
2 EUROPEAN FSA/FA,
1 WORLD CUP S/ICC



Forè above all

So who are the magnificent 9? **Mike Wilson, Alessandro Piccini, Gianluca Beggio, Danilo Rossi, Davide Forè, Alessandro Manetti, Francesco Laudato, Marco Ardigò, Jonathan Thonon** are the drivers who, put together, have won a massive 49 CIK-FIA titles, World and European titles, in direct drive category (FSA/FA/KF) and gearbox category (FC/ICC/KZ).

A good team, no doubt about it. Each of them has left his mark in more than a few occasions. And if we really wanted to go for the thin, we would select who among them has been able to assert himself in both categories. And that is, in chronological order: Gianluca Beggio (5 World Championships FC, 1 European FC and 1 European FK); Danilo Rossi (4 World Championships FSA and 1 World Championships FC); Davide Forè (4 World Championships, 2 European FSA/FA Championships and 1 World Cup S/ICC); Alessandro Manetti (2 World Championships and 1 European FSA, 2 European S/ICC-KZ1); Jonathan Thonon (4 World Cups and 1 European KZ1, 1 European ICA). At this point, there is only one thing left to do, and it is to add the titles won by each of these champions to determine the number 1 driver of the modern period from 1990 to 2011.

- 1) **Davide Forè** – 7 titles: 4 World Championships, 2 European FSA/FA, 1 World Cup S/ICC
- 2) **Gianluca Beggio** – 7 titles: 5 World Championships FC and 1 European FC, 1 European FK
- 3) **Jonathan Thonon** – 6 titles: 4 World Cups and 1 European KZ1 European ICA
- 4) **Danilo Rossi** – 5 titles: 4 World FSA Championships, 1 World Championships FC

5) **Alessandro Manetti** – 5 titles: 2 World Championships and 1 European FSA, 2 European S/ICC-KZ1

Davide Forè is the driver that has won more in the last twenty years.

Just like Danilo Rossi, he is the only one to have claimed the world title in both direct drive and gearbox categories. It is worth noting that in this ranking the Suzuka World Cup was not included, despite being a CIK/FIA competition comparable to the World Championship where the best drivers in the world took part. For the record, Davide Forè has won it twice, while Danilo Rossi once. Even Beggio, who has been included in this list thanks to his continental title in FK - later become FSA – and is the one to have won more World titles in 125 gearbox class, boasts no less than 7 titles, but in the ranking he lacks the World FSA title and has to be penalized. Likewise for Thonon, master in KZ1, entered in the standings thanks to the win of the European ICA Championship in 2002. Fourth is Danilo Rossi, but only by virtue of the amount of titles. The value of titles of the Roman champion is second only to that of Forè. The latter, together with Thonon and Ardigò is the only one to still hit the tracks as an official driver. By pure coincidence, his efforts match the period that we took in consideration to draw the list. Forè stepped again on the podium in a World Cup race in 2011.. And this result has not come by coincidence of course, confirming the value of a complete driver who measured himself with the greatest of all times: Trulli, Orsini, Rossi, Liuzzi, Beggio, Thonon, Manetti and Ardigò .

PART 2

New tendencies!

Let's go back to our new lot of chassis that have been homologated for the next five years, 2012 - 2018, with a second lot of manufacturers.

BY P. MANCINI

IN THIS ISSUE:

- ✓ Arrow
- ✓ Art Grand Prix
- ✓ CKR
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- ✓ Gillard
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- ✓ Sodi Kart
- ✓ Taifun
- ✓ Tecno
- ✓ Top Kart
- ✓ Zanardi
- ✓ Wildkart

The tendency to look to chassis that are more flexible is now the happy news of the new homologations for the next five years, 2012 - 2018. If on one hand several manufacturers have re-homologated the tested frames made with 32 mm tubes, many stiff, nearly all the last test chassis are made with 30 mm tubes or, even in some cases a mixed structure 28/30 mm! Research for more flexibility is to be found in the new types of tyres, which work very well with a flexible frame, but it is also to be found in wanting to avoid having to work with tubes that must be changed after a couple of races: with the same hardness, it seems that the tubes with a smaller diameter are more resistant compared to those with a bigger diameter and are not as thick.

Don't forget, however, that the geometry of the bodywork is important in this sense and, not by chance, some manufacturers recommend using chassis with small tubes on tracks that have a lot of grip and also in international events. As far as the structure, no one has felt like doing strange things, like homologating special or experimental chassis: the minimum number of chassis to make (and sell...) has discouraged any extreme project that could have been developed. The final response, however, will concern the track: the new season is approaching and everyone is sharpening their weapons!

ARROW

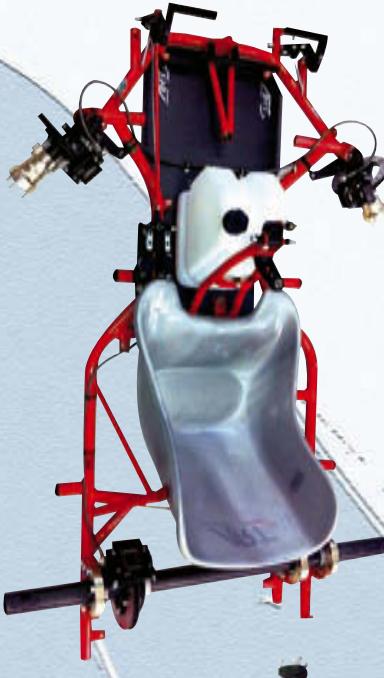
Arrow has homologated a rather traditional chassis for this five-year period. The X1E; its structure is very traditional, 9 curves and a frame made with mixed tubes, longitudinal members are 30 mm and 32 mm. Wheelbase, 1045 mm, is adjustable.

ARROW

Manufacturer	Drew Price Engineering
Brand and model	Arrow X1E
Homologation number	4/CH/17
Classes it is homologated for	All
Tube diameter	Longitudinal member 30 mm, cross member 32 mm
Wheelbase - mm	1045 adjustable
Number of curves	9
Axle	50mm
Possible adjustments	camber, caster (camber and caster adjustable separately), height
Braking system	Arrow
Disc size	Not available
Cost VAT inc.	Not available
ARROW www.arrowkarts.com	

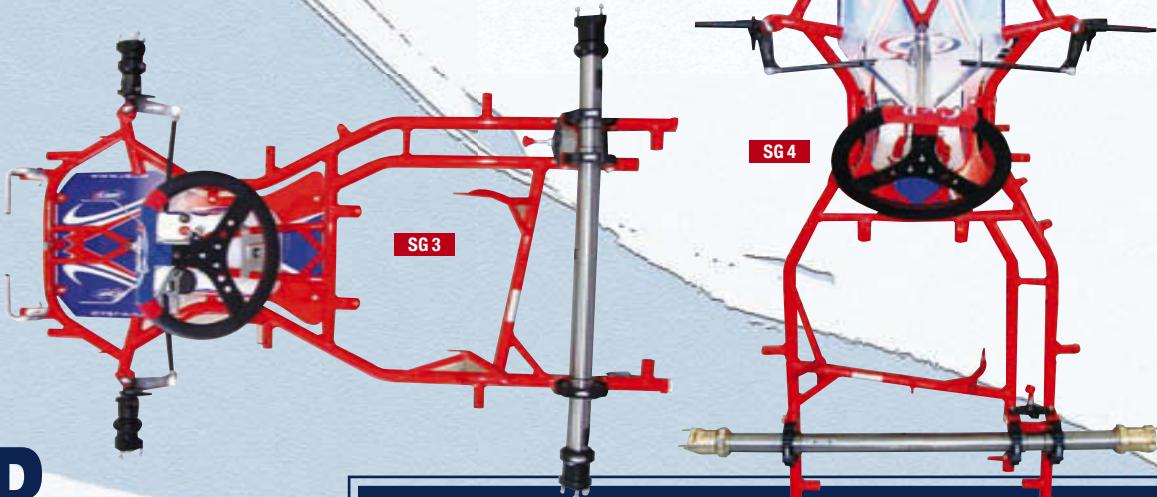


ART GRAND PRIX



Art Grand Prix, Nicholas Todt's team, makes its debut in the karting world. Armando Filini has been called in to run the karting field, and he soon saw that a new chassis denominated TS01 was homologated. In this case too, they have tried to make a flexible chassis so as to make the most of the latest generation tyres. In fact, the structure of the frame is made with 30 mm tubes and wheelbase is variable. Filini underlined that the chassis Art Grand Prix being sold is the same as that used by their official team, consequently there are no additional kits to buy and, also the accessories are the same as those used on karts used by professional art Grand Prix drivers.

ART GRAND PRIX	
Manufacturer	Art Grand Prix
Brand and model	Art Grand Prix
Homologation number	70/CH/17
Classes it has been homologated for	All
Tube diameter	30 mm
Wheelbase	Variable with flange 1045-1050-1555 mm
Number of curves	9
Axle	50mm camber, caster, height, hacker man, wheelbase
Possible adjustments	Art Grand Prix
Braking system	Rear 192 mm, front. KF 140 mm, front KZ 155 mm
Disc size discs	
Cost VAT inc.	Not available
ART GRAND PRIX www.art-grandprix.com	



CKR

Two new homologations for CKR, which presents its models the SG3 and the SG4. The SG3 is made with 32 mm diameter tubes and is a re-homologation of a frame that has gained lots of important results, while the SG4 is made with 30 mm diameter tubes and, in counter-tendency compared to the others, it has proved to guarantee excellent yield on rubbery tracks mounting soft compound tyres. The SG4 is a chassis with a different wear and is really indicated for those who race at the top level. For both wheelbase is 1045 mm and it is fixed.

CKR		
Model	SG3	SG4
Manufacturer	OMAPS	OMAPS
Brand	CKR	CKR
Homologation number	20/CH/17	21/CH/17
Class it has been homologated for	KF4 – KF3 – KF2 – KZ2	KF4 – KF3 – KF2 – KZ2
Material and type of tube	CrMo	CrMo
Tube diameter of main structure	32	30
Wheelbase - mm	1045	1045
Number of curves	9	9
Axle	Average	average
Adjustment possibilities	Adjustable caster and camber, adjustable with bushing made in series	caster and camber, adjustable with bushing made in series
Braking system	V05 cast iron	V05 cast iron
Disc size	Front 150 width X 13 mm thickness; rear 195x19 mm	front 150 wide X 13 mm thickness; rear 195x19 mm
Cost VAT included	Not available	Not available
CKR www.ckr.it		

FK

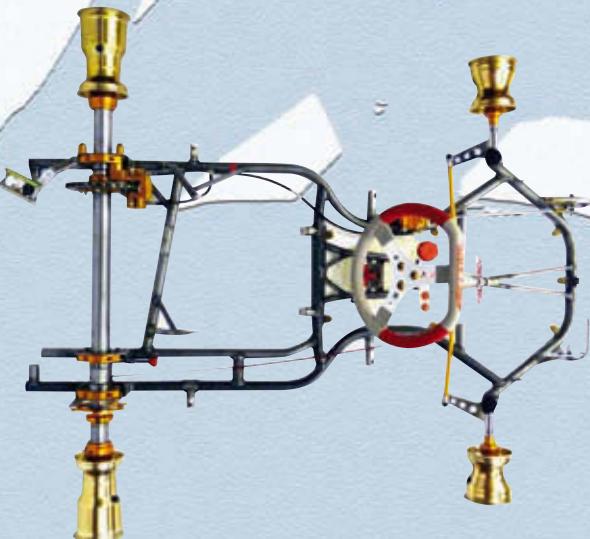
Three different homologations for FK for the 2012 – 2018 homologation period, they are respectively called FK01, FK02 and FK03. The three chassis, structure wise are quite similar: wheelbase is 1050 mm adjustable, body has 9 curves and flow is rather typical. The difference can be seen in tube diameter. The FK 01 is characterised by a structure made of 30 mm diameter longitudinal member and just the rear cross member is 32 mm; the FK02 instead uses longitudinal 30 mm members combined with all 32 mm cross members, while the FK03 has 28 mm longitudinal members and 30 mm cross members. This way KF has offered its clients a

complete range of chassis capable of working properly with any type of tyre and in different conditions of climate or track.


FK

Manufacturer	FK	FK	FK
Brand and model	FK 01	FK 02	FK 03
Homologation number	84/CH/17	84/CH/17	84/CH/17
Classes it has been homologated for	All	All	All
Tube diameter	30 mm longitudinal members, 30 mm cross members, 32 mm rear member	30 mm longitudinal members, 32 mm cross members	28 mm longitudinal members, 30 mm cross members
Wheelbase – mm	1050	1050	1050
Number of curves	9	9	9
Axle	50 mm	50 mm	50 mm
Possible adjustments	camber, caster, height, Hackermann	camber, caster, height, Hackermann	camber, caster, height, Hackermann
Braking system	Not available	Not available	Not available
Disc size	Not available	Not available	Not available
Cost VAT inc.	Not available	Not available	Not available

FK www.formula-k.it


GILLARD

Manufacturer	Gillard
Brand and model	Gillard TG14
Homologation number	80/CH/17
Classes it has been homologated for	All
Tube diameter	30mm
Wheel base – mm	1046
Number of curves	11
Axle	50mm
Possible adjustments	camber, caster, height, Hackermann
Braking system	MK3
Disc size	Not available
Cost VAT inc.	Not available

GILLARD www.gillardkarts.net

GILLARD

The British Gillard distributed by PDB has homologated a new chassis for the 2012/2018 homologation period called TG14. Also in this case the chassis is made with 30 mm tubes, looking to improved flexibility. Wheelbase is 1046 mm, with +0 – 10 allowance. This time too, the geometry of the chassis is quite conventional and has 11 curves, with a cross member under the seat that is characterised by an arched shape. It is possible to carry out all the typical adjustments.



Sodi
so different

www.sodikart.com

SODI, the world's N°1 Kart manufacturer.

The most successful karts are always the result of 100% commitment. Whether it's in our Research & Development centre or by analyzing the numerous trials conducted on circuits throughout the world, on a daily

basis Sodi pursues its quest for an exceptional product that can satisfy all drivers, be they amateur or professional, from the youngest to the most experienced.



LOTUS KARTS

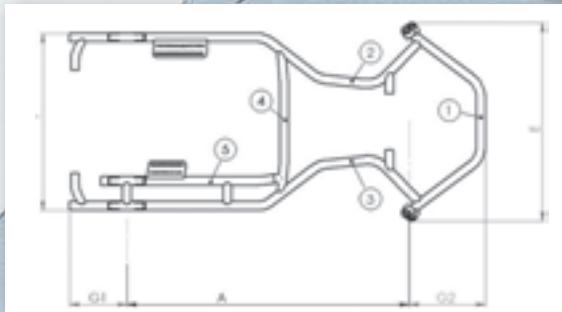
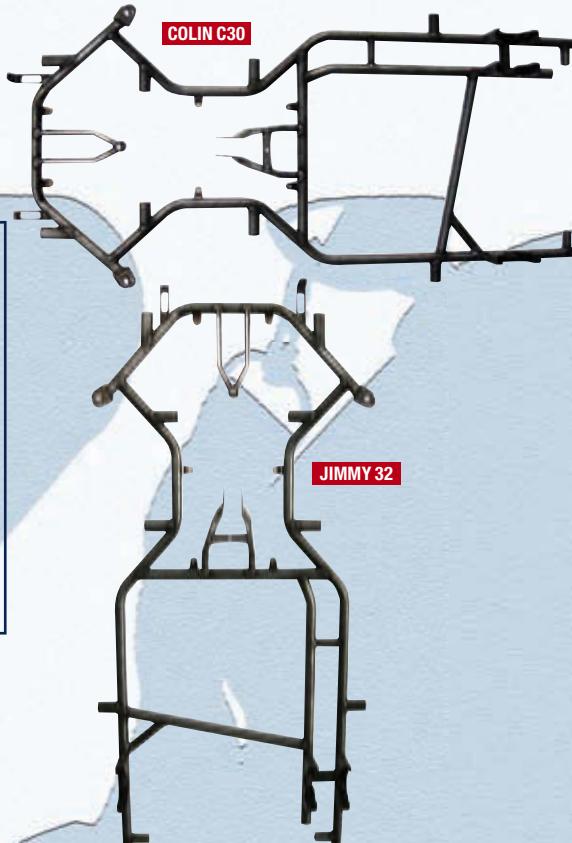
LOTUS KARTS

Manufacturer	Wild Kart SRL	Wild Kart SRL
Brand and model	Lotus Karts Colin C30	Lotus Karts Jimmy 32
Homologation number	58/CH/17	57/CH/17
Classes it has been homologated for	All	All
Tube diameter	30 mm	32 mm
Wheelbase - mm	1040 +o- 10 mm	1040 +o- 10 mm
Number of curves	9	9
Axle	50 mm	50 mm
Possible adjustments	camber, caster, height, etc...	camber, caster, height, etc...
Braking system	Wild Kart DB 12	Wild Kart DB 12
Disc size	Front 147 mm, rear 200 mm	Front 147 mm, rear 200 mm
Cost VAT included.	Not available	Not available

LOTUS KARTS www.lotuskarts.com

Made by Wild Kart, they mark the entry of a prestigious British brand into the artistic world motoring scene. The model Jimmy 32 is made of 32 mm diameter tubes and has a rather conventional geometry, 9 curves. The

model Coli, which has been dedicated to the legendary designer and founder of Lotus, Colin Chapman, is instead still characterised by a 9-curve frame and is made entirely of 30 mm tubes.



THE NEW PCR CHASSIS, CALLED SUPER STRILLO, HAS BEEN HOMOLOGATED FOR ALL THE KZ AND KF CLASSES

PCR

Manufacturer	PCR
Brand and model	PCR Super Strillo
Homologation number	96/CH/17
Classes homologated for	All
Tube diameter	Longitudinal members 28 mm, cross members 30 mm
Wheelbase - mm	1050
Number of curves	9
Axle	50 mm
Possible regulations	camber, caster, height, hacker man, wheelbase
Braking system	PCR
Disc size	
Cost VAT inc.	Not available

PCR www.scuderiapcr.it

PCR

The new PCR chassis, called Super Strillo, has been homologated for all the KZ and KF classes (except for KF1 and KZ1, where no homologation is required). The frame is a structure made of 28 mm longitudinal members and 30 mm cross members. Practically speaking, PCR uses a 28 mm tube which is 2 mm thick, a solution that is thought to be better compared to the solution with 30mm tubes that are 1.5 mm thick. The other solution it is very interesting to think that the rear cross member is not welded, but fixed with two small clamps: this way it is possible to work on stiffness to change chassis behaviour that because of its geometry, the adjustable rear cross member and due to the special tubes that have been used results extremely versatile and suitable also for tyres with intermediate compound tyres.

THE SODI CELESTA HAS 9 CURVES AND IS MORE CONVENTIONAL THAN THE FUTURA. THE CELESTA MODEL IS MADE WITH 28MM AND 30MM TUBES, WHILE THE SIGMA ST32 MODEL IS MADE WITH 32MM TUBES ONLY.

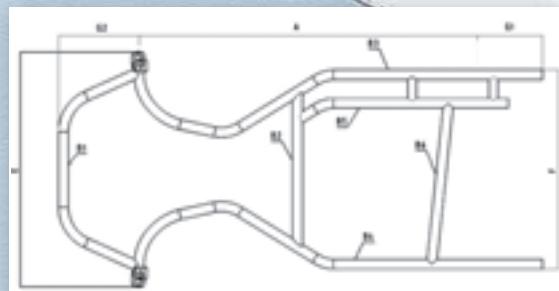
SODI KART

The French manufacturer homologated 3 new chassis for 2012/2018. The Sodi Futura is once again the most interesting of the lot, featuring a varying fixing system for the spindles (the top triangle is made of a light alloy, lower tube). This system allows to rapidly change camber and caster independently. The chassis is made with 30mm and 32mm tubes. The Sodi Celesta has 9 curves and is more conventional than the Futura. The Celesta model is made with 28mm and 30mm tubes, while the Sigma ST32 model is made with 32mm tubes only. All 3 chassis present a 1040mm wheelbase, one of the shortest of this latest homologation.

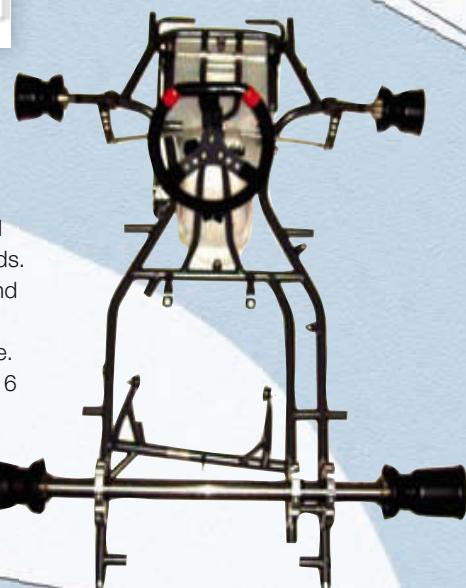
SODI KART

Costruttore	Sodi	Sodi	Sodi
Marca e modello	Futura S2	Celesta	Sigma ST32
N° omologazione	50/CH/17	52/CH/17	43/CH/14
Categorie in cui è omologato	KF4/KF3/KF2/KZ2	KF4/KF3/KF2/KZ2	KF4/KF3/KF2/KZ2/KZ1/ICE
materiale e tipologia tubo	TTT	TTT	TTT
Diametro tubo struttura principale	30/32	28/30	32
Passo - mm	1040	1040	1040
N° curve	9	9	10
Assale	50	50	50
Possibilità regolazioni	NC	NC	NC
Impianto frenante	Hydraulic	Hydraulic	Hydraulic
Misure dischi	205mm	205mm	205mm
Prezzo KF (IVA 19,6% compresa)	4.350 €	3.450 €	3.450 €
Prezzo KZ (IVA 19,6% compresa)	x	x	4.150 €

Sodi Kart www.sodikart.com



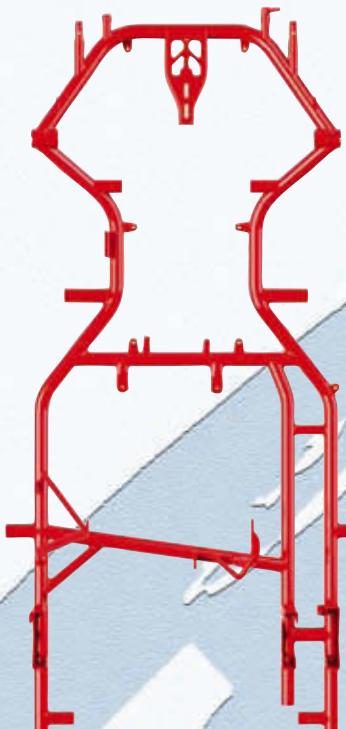
TAIFUN



TAIFUN

Manufacturer	Taifun
Make and model	Taifun 121
Homologation number	19/CH/17
Classes homologated for	all
Tube diameter	32 mm
Wheelbase - mm	ND
Number of curves	9
Axle	50 mm
Possible regulations	camber, caster (camber and caster adjustable independently), height, Hackermann
Braking system	Taifun
Disc size	Not available
Cost VAT inc.	Not available
Taifun	

Taifun, German firm, has homologated the 121 model both for gear class and direct dive categories. The shape is rather original, nine curves and longitudinal members that have rather wide bends. Tube diameter is 32 mm. Camber and caster without cam bushing can be adjusted separately, with linear guide. Wheelbase is adjustable with a + o - 6 mm range.



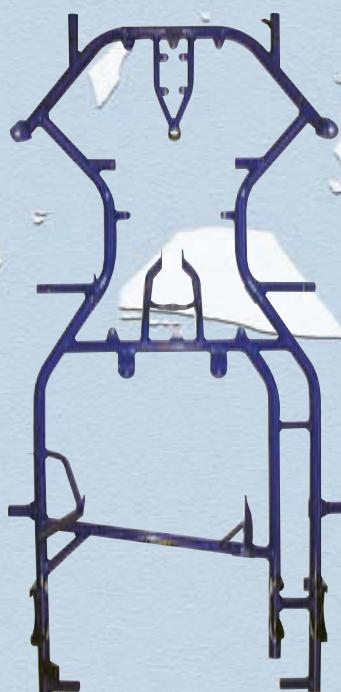
»TECNO

This factory situated in Turin, northern Italy, has always applied original and intelligent technical solutions, its accessories are top level and made of magnesium; it has now homologated a new chassis, the SS30, which is made of 30 mm diameter tubes. Together with a new geometry, but not strange, compared to its predecessor, the SS30 chassis combines a very innovative fore-carriage. Besides the usual adjustments possible, you can work on camber and caster separately without one change affecting the other. This then makes adjustments quick and simple to carry out. Another distinction, a very interesting one, is the opportunity to change Ackermann's angle. Besides all this, this chassis is traditional but at the same time innovative. New braking systems for KZ and KF have been homologated.

TECNO	
Manufacturer	TECNO
Brand and model	TECNO SS30/30
Homologation number	41/CH/17
Classes homologated for	KF4 - KF3 - KF2 - KZ2
Material and type of tube	CrMo
Diameter of main tube structure	Ø30
Wheelbase - mm	1040
Number of curves	9
Axle	Ø50
Possible adjustments	independent camber/caster setting rapid toe-in setting KF manual front brake pump/ rear pedal brake pump/radial joint calliper
Braking system	KZ front pedal brake pump and rear/ radial joint calliper
Disc size	KF front 140 x 3mm KZ front 150 x 10mm KF/KZ rear 196 x 15mm / 206 x 16mm
Cost VAT inc.	Not available
TECNO www.tecnokart.com	

»TOP KART

Top Kart has homologated a chassis denominated Twister, quite a traditional chassis with 9 coves made of both 30 and 32 mm tubes. It is already available, consequently this chassis has helped to complete the range of chassis that experts at Top Kart consider to be the most flexible and more suitable for beginners because it forgives driving errors, where the 32 tends to be more specialist. Also performance wise the new Twister can be compared to the model made with 32 mm tubes, even if the 30 mm tube seemed more suitable for tyres whose compound it not excessively hard. Excessively hard.



ALSO PERFORMANCE WISE THE NEW TWISTER CAN BE COMPARED TO THE MODEL MADE WITH 32-MM TUBES

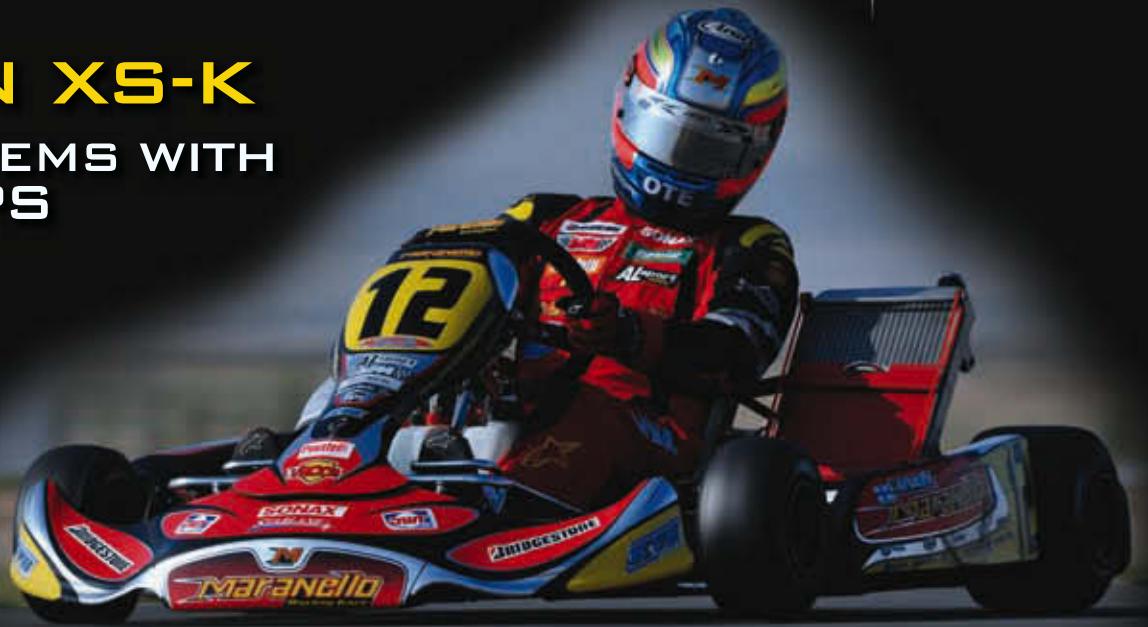
TOP KART	
Manufacturer	Comer SPA
Brand and model	Twister
Homologation number	103/CH/17
Classes homologated for	All
Tube diameter	30 mm
wheelbase - mm	1050
Number of curves	9
Axle	50mm
Possible adjustments	camber, caster, height, Hackermann
Braking system	Top Kart Spring
Disc size	Not available
Cost Vat inc.	Not available
TOP KART www.comer-topkart.it	

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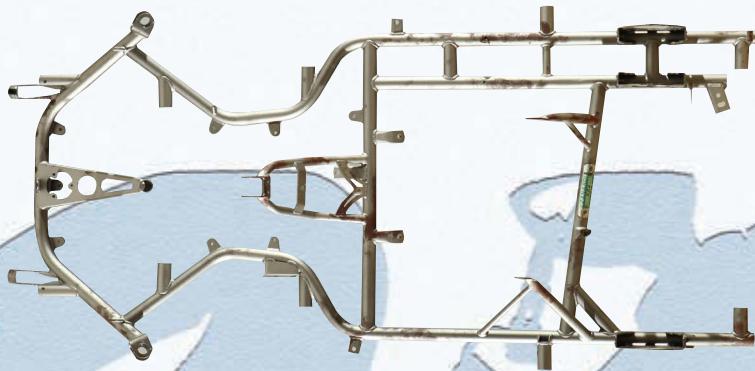
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A 1/100 SECOND RESOLUTION SATELLITE SYSTEM.
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WHEREVER REQUIRED TO IMPROVE THE DRIVER'S PERFORMANCES.



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ZANARDI

Craig, in collaboration with Dino Chiesa, the engineer who is in charge of the production of the Zanardi chassis, has homologated the chassis with which Nyck De Vries won the 2011 Wold Championship. The KZ3 is made with 28 mm tubes for the longitudinal members and 30 mm for the cross members. The decision to reduce tube diameter derives from the fact that on the 28 mm you can have, according to the engineer's experience better quality of the product: this means that you get the same characteristics concerning flexibility as a chassis made with 30 mm tubes, but without endangering the life of the chassis. This way Chiesa has made a chassis that really does last a long time, longer than those made with 30 mm tubes that have to be changed after one or two races. The rest of the chassis is quite traditional; small changes have been made concerning angles: judging by the results obtained over the past two years, the philosophy of taking small steps has paid off for Zanardi. The KZ1 and KZ2 chassis have been re-homologated until 2017.

**ZANARDI**

Manufacture	CRG
Brand and model	Zanardi KZ3
Homologation number	34/CH/17
Classes it has been homologated for	All
Tube diameter	28 mm longitudinal members,
Wheelbase - mm	30 mm cross members
Number of curves	1050
Axle	9
Possible adjustments	50mm
Braking system	camber, caster, height, Hackermann
Disc size	CRG
Cost VAT inc.	Rear. 185 mm, front KF 135 mm, front KZ 155 mm

CHIESA CORSE www.chiesacorse.it

CHIESA HAS MADE A CHASSIS THAT REALLY DOES LAST A LONG TIME, LONGER THAN THOSE MADE WITH 30 MM TUBES

WILDKART

WILD KART**Manufacturer**

Wild Kart SRL

Manufacturer

Wild Kart SRL

Brand and model

Wild Kart FY 30

Brand and model

Wild Kart FY 32

Homologation number

45/CH/17

Homologation number

60/CH/17

Classes that they have been homologated for

All

Classes that they have been homologated for

All

Tube diameter

30 mm

Tube diameter

32 mm

Wheelbase - mm

1040 +o- 10 mm

Wheelbase - mm

1040 +o- 10 mm

Number of curves

9

Number of curves

9

Axle

50 mm

Axle

50 mm

Possible adjustments

camber, caster, height, etc...

Possible adjustments

camber, caster, height, etc...

Braking system

Wild Kart DB 12

Braking system

Wild Kart DB 12

Disc size

Front 147 mm, rear 200 mm

Disc size

Front 147 mm, rear 200 mm

Cost VAT included.

Not available

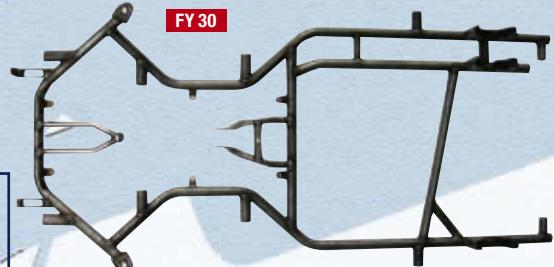
Cost VAT included.

Not available

WILD KART www.wildkart.it

For the 2012-2018 homologation period Wild Kart has presented 2 new chassis. The first model is the FY30, a traditional design with nine curves and it is entirely mad of 30 mm diameter tubes, both for longitudinal members and cross members. Instead the FY 32 has 32 mm tubes both for

cross members and longitudinal members; its geometry is similar to the FY30, with 9 curves. For both wheelbase is 1040 mm, with a range of +o-10 mm. obviously you have all the adjustments camber, caster, height, etc.... Both have been homologated for all the classes.





Polar wings make you fly !!



www.KARTING.IT

**ROTAX**
NEW AGE KARTING

IT IS BASICALLY IMPOSSIBLE FOR ANY KART DRIVER NOT TO KNOW THE ROTAX BRAND NAME, SEEING THAT ITS MAX CHALLENGE HAS BECOME THE MOST POPULAR CLASS THROUGHOUT EUROPE

A detailed close-up photograph of a mechanical component from a Rotax engine. The component features several brass-colored bolts and a prominent circular metal cap. The cap has the words "OIL" and "SAE 5" embossed on it. The background is dark, making the metallic parts stand out.

EXCLUSIVE!

IN THE REIGN OF ENGINES

We went to see BRP-Powertrain at Gunskirchen in Austria: it is the factory where Rotax engines for karting are made, but they don't just make engines, a production that goes from snowmobiles to ultra-light planes. A real temple in the manufacturing of engines where 1100 people work and aim to get best quality and reliability

REPORT: MAURIZIO VOLTINI – PHOTOS: DOMENICO PAOLICELLI (STUDIO BONAGA)

What do karts have in common with other vehicles like quad, snowmobile, ultra light aeroplanes, boats and water scooters? Well, it is the fact that they all have an engine. Not only: often it is an engine manufactured in the same factory. Because not only does Rotax put its brand name on engines for each class mentioned, often or nearly always it does so in a wide range, dominating the markets; directly or through other associate brands like Evinrude, which together with Rotax is part of the Bombardier BRP group. Or, by making them for well-known firms in the two-wheel field like BMW and Aprilia. It is basically impossible for any kart driver not to know the Rotax brand name, seeing that its Max Challenge has become the most popular class throughout Europe, even if it hasn't had as much success in Italy. Then again the concepts at the base of the success that the Rotax Max engine has had are somewhat unpopular in our environment, at least for the way it has been made to involve: we are talking about expense, reliability and ease to run it. Just to mention all the qualities that are excellent when defining the engines for the KF International classes, many have tried to copy the basic technical characteristics of the Rotax Max but without really having captured their true philosophy. However, let's get on and see what welcomed us on our visit to the central plant in Austria.

WELCOMED BY THE FIRST SNOWMOBILE

Just on the side on the road that goes from Wels to Gunskirchen, hidden from view by one or two houses, BRP-Powertrain plant spreads out before our eyes. The impression we got is clear from the aerial pictures here, but I assure you that even from below it is amazing, even if you can see just a part of it all. And this site in Northern Austria is "just" headquarter, the main plant of BRP-Powertrain that develops in 5 factories in America too. Not to mention the entire group BRB better known to many of you as Bombardier.

On entering there is a beautiful first Sky-Doo, that is, the first snow mobile designed and made by J.Armand Bombardier powered by a Rotax engine: a "small thing" very simple but also very efficient in its use, which eventually became today's snow mobiles that mount Rotax engines up to 1200 cm³ and up to 164 horse power. Here we meet no other than Christian Mundigler, general manager of the karting and air engine department. And with great pleasure (you can see the justified pride when he shows us the various engine assembly lines and other things) he shows us around the factory. So we are able to appreciate the 4 assembly lines of engines and all the other things done to avoid or at least reduce any loss of time due to unexpected surprises. Even coffee breaks are planned (several) to make sure that they all go together and production doesn't suffer. Also the canteens are really well set up.

Below, BRP-Powertrain entrance, the main plant in Austria where they make Rotax engines, also karting engines. The workers' entrance is regulated by magnetic cards. In the big picture there are two examples of destination of Rotax motoring products: kart and snow mobiles. But there are also water scooters, ultra light, three wheeled roadster, and quad and so on, with bands like Evinrude, Johnson, Can-Am, Ski-Doo, Lynx, Sea-Doo, and BMW and Aprilia in the motorcycling field. The "banner" also reminds us of the millionth Mojo kart tyre made (Rotax owned brand), while with the Max Challenge engine they hit the 70,000 mark!



NEARLY EVERYTHING IS HOME MADE

The visit continues going round practically the whole site, each time re-measuring our standards as far as engine manufacturing and anything connected with it, is concerned. We therefore see the specific tests and then engine being taken to pieces and the test for each single part; the employees and collaborators' instruction centres in the assistance points: to the centre for control quality where all the components made by external suppliers are thoroughly checked. Here we must add that nearly all the main components are made by Rotax: as we are told, all those that start with a "C" (obviously in English) hence connecting rod, shafts and so on. Piston and others.

We ask information about the lamps on the big round tables that we see, every now and then, in the factory: well, they are where the leading managers meet every morning, next to the assembly line, not far from the offices, to check and see how production is going and see if there are any innovative changes that could be made to improve final product.



AT THE ENTRANCE
THEE IS THE FIRST
SKI-DOO, THAT IS,
THE FIRST SNOW
MOBILE DESIGNED AND
MADE BY J.ARMAND
BOMBARDIER WITH
ROTAx ENGINE.





MAX CHAIN

In the end, here we are, the thing that interests us most: an assembly line for kart engines, that is, the Rotax Max. Here too we see the same standard used in the other assembly lines, even if it is small also because of the simplicity of this engine, the gear box is missing and everything boils down to the thermal group and a bit more. In any case, you can see that even so the attention paid and efficiency is the same, each phase is documented in the given pictures. Here we have Karl Steckbauer with us too, among other things; he is responsible for this line too.

The difference that we notice though is at the end, where differently to the other "assembly lines" we have the usual test bench. In fact, the Rotax Max does not foresee this. This is because all considered they believe in their product or because in the end, it is a component for racing to be given to the racing team, because to make the engine work you must put water and lubricant in it: this could change classification in transport and would mean added cost on overall expense. And on the final price. At Rotax they care and really don't want the final consumer to spend more money so they carry out a final check before putting the engine on the market.



ROTAX CIK TITLES AN OUTSTANDING HERITAGE

WORLD CHAMPIONSHIP

- 1988 - FA (E.COLLARD)
- 1990 - FK (J.MAGNUSEN)
- 1990 - FA (D.ROSSI)
- 1991 - FA (A.MANETTI)
- 1992 - FK (D.ROSSI)
- 1992 - FA (N.GIANNIBERTI)
- 1993 - FSA (N.GIANNIBERTI)
- 1993 - FA (D.TERRIEN)
- 1994 - FSA (A.MANETTI)
- 1994 - FA (M.BARINDELLI)

WORLD CUP

- 1991 - FK (D.CREVELS)
- 1992 - FA (D.ROSSI)
- 1992 - FK (A.PEDEMONTI)
- 1993 - FSA (N.GIANNIBERTI)
- 1994 - FSA (J.TRULLI)
- 1994 - FA (L.CASAZZA)
- 1995 - FA (D.WHEDDON)
- 1996 - FA (M.PAVLOVIC)
- 1997 - FA (K.MATSUURA)
- 1998 - FSA (T.MATSUYA)

EUROPEAN CHAMPIONSHIP - FA

- 1989 - (J.VERSTAPPEN)
- 1991 - (A.MANETTI)
- 1993 - (G.DE NIES)
- 1994 - (D.FORÉ)
- 1995 - (G.PANTANO)

EUROPEAN CHAMPIONSHIP - ICA

- 1988 - (M.KOENE)
- 1989 - (J.VERSTAPPEN)
- 1990 - (E.COUBARD)
- 1991 - (D.PARRILLA)
- 1993 - (A.SARRAZIN)
- 1995 - (A.LECONTE)
- 1996 - (L.VEVE)

EUROPEAN CHAMPIONSHIP - JICA

- 1990 - (B.LEINDERS)

HERE ARE THE DURATION OF SPECIFIC TESTS AND THEN THE DISASSEMBLY OF THE ENGINE AND THE TEST FOR EACH SINGLE COMPONENT; INSTRUCTION CENTRES FOR WORKERS AND COLLABORATORS AT THE ASSISTANCE CENTRES.



OTHER NUMBERS OF THE ROTAX BOMBARDIER BRP-POWERTRAIN

- 5** plants altogether with Gunskirchen (Austria), Juarez (Mexico), and Waukegan, Sturtevant and Spruce Pine in the USA, for the Powertrain Division
- 1700** employees altogether, of which 1100 in Gunskirchen (6000 if we include Bombardier plant in Canada too)
- 280,000** engines made every year
- 7,000,000** made altogether from the start
- 70,000** the number (now more) of Rotax Max engines from karting products
- 1,000,000** karting tyres branded Mojo
- 47** distributors throughout the world for karting products
- 328,400,000** euro invoiced over the last year
- 25,000,000** euro invested last year just in the driving shafts sector
- 44** test benches
- 4,000** litres fuel used daily for testing engines
- 70%** or more for exportation to USA



DATES OF THE ROTAX BRP-POWERTRAIN

1920	Rotax Werke AG Factory opens in Germany
1947	They move to Gunskirchen in Austria
1959	Lohner Werke GmbH buys majority shares
1962	Production of Bombardier Sky-Doo engines start
1970	Fusion between Rotax and Bombardier
1986	Homologation of the first Rotax 100 karting engine
1999	Birth of Rotax Max Challenge
2002	Model RM1-DD2 launched
2003	Sale of Bombardier Recreational Products
2007	Production of engines for Can-Am Spider starts and assembly of ATV in Mexico
2008	Reached sale of 50.000 Rotax Max products. First 2-stroke engine for the snowmobile line
2009	New denomination in BRP-Powertrain GmbH & Co KG
2010	RIC (Regionales Innovations Centrums) inaugurated and the start of production of first vehicle with seats next to one another, the Can-Am Commander
2011	7 millionth Rotax engine manufactured

Where possible the processes are atomized but you always need man to do his share and you also need a good old hammer sometimes: top, bearings being put into the casing. Furthermore, each phase looks to maximum efficiency and in the end some main guide lines for assembly that is carried out at the test bench for each engine.

HOW THE MAX CAME INTO BEING

Our visit to Rotax was illuminator even to get the feeling of how production is aimed for elements such as – kart engines, extra light, snow mobile and so on – which in the end are for allowing people to enjoy themselves or help to solve problems concerning transport that would otherwise be heavy and difficult. Therefore, the basic concept is that their engines must be as perfect as possible, they must work well. The same philosophy has also been adopted for the karting field. Despite the fact that they started off adapting to the environment, but soon understanding that perhaps it wasn't the case...

During our chat with Helmut Voglsam, who has been responsible for marketing and karting for over 12 years, we were told that they have been able to cover all the phases that has brought them to today's success. In fact, remember that already in the 80s Rotax was indirectly present in the gear class, especially in the 125 Senior, thanks to SWM engines that were water-cooled, which Sezzi modified bringing the carburettor right next to the cylinder, along the same line as the rotary valve. A first contact with the karting world that brought Rotax to creating their first line of direct drive engines for the 100 cc class. First with a mild success, then gradually getting more and more competitive. And then we still remember today the time when the Austrian factory introduced fairing fins on the cylinder for channelling the cooling air better. Among the "plus" of these engines they

often said the excellent quality of the material, first and foremost the raw iron with which the barrel is made, result of years and years of experience just like the snow mobiles: resistance to devastating thermal stress like when you start an engine that has been in the freezing cold all night at 30° below zero, is what makes one define material as suitable...

MARKET AND FUN

But also Rotax (just like what happened with Yamaha) realised that the karting environment didn't have a good correspondence between work e results, the latter both from an image and commercial point. The market was too limited. And after a period when everything was at a stand still, we came through in 1997 with something that for others was really unthinkable: an engine with an electric start and centrifugal clutch, besides a balancing countershaft for a class of its own where they weren't looking to pure performance (not at all bad) and fun without any problems. Then again, already at first sight, despite the extra elements and being water-cooled, this engine derived from a previous project for the Aprilia (so made with components that already existed and had been tested too) and was therefore really simple and compact. For example, a small radiator (when you make an efficient system you don't need any bit surface space) mounted directly on the engine therefore mounting and assembly on karts are very





...A BIG SUCCESS
THAT DOESN'T
DROP AND THAT HAS
BROUGHT TO EXCEED
PRODUCTION OF 70,000
ROTAX MAX.



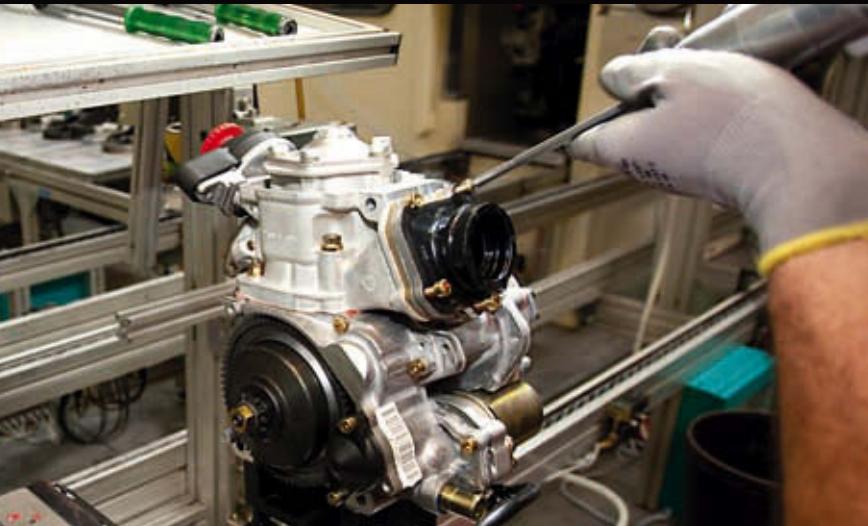
quick. Well, it is very nice engine even for those didn't race karts. This way, in 1999 an economic, full class was set up, a class that soon became popular, thanks to the idea that engines were the same and sealed for every driver (so no one could camper with them), and for which a spectacular international final was set up in exotic places that have also received CIK acknowledgement.

70,000 ENGINES and 1,000,000 TYRES

It is now more than ten years that things have been going on like this, with great success, more than 70,000 Rotax Max made. Also in the version Junior and Mini, which maintain 125 cm³ displacement and all the other basic characteristics but they are not so powerful. And then even defining a complete project like the kart RM1 with 2-stroke DD2 engine, into which they put several innovative ideas, among which what stand out is having done away with drive chain, "a blessing and a curse" of lots of kart drivers who had to check tension, often change ratio and above all often get themselves dirty (well like it dirties the whole kart in that area.)

In the end, that always with the aim of reducing costs for kart drivers, Rotax has also dealt with the

During the assembly of Rotax Max kart engine, the production of a specific production, parameters are checked continuously to see that norms are expected. In the end all the elements are assembled correctly and the engine is packed ready of shipment to final destination.



problem concerning tyres the real Achilles' heel for the cost of racing events. So we turned to the German manufacturer Heidenau for the definition of an exclusive range of tyres for karts: the Mojo. They are made in three variations of compound but always relatively hard, they have recently reached the aim of the millionth tyre made, always respecting the needs of amateur karters just as they have done for the engines. Because there is a reason if we now talk about something like 50 thousand karters who are still today using these Rotax Max around the world, 15 thousand of which are active in official races in 60 different countries.

ROTAX GRAND FINALS HALL OF FAME

YEAR	LOCALITY	MAX / SENIOR	JUNIOR	RM1 / DD2	MAX MASTERS	DD2 MASTERS
2000	Puerto Rico	Gavin Cronje	-----	-----	-----	-----
2001	Malaysia	Claudio P. Musso	-----	-----	-----	-----
2002	South Africa	Mark Cronje	-----	-----	-----	-----
2003	Egypt	Christiano Morgado	Omar Martin	-----	-----	-----
2004	Spain	-----	Benjamin Salvatore	Wesleigh Orr	-----	-----
2005	Malesia	Luuk Glansdorp	Kenneth Hildebrand	Wesleigh Orr	Satya Rasa	-----
2006	Portugal	Ricardo Romkema	Jorrit Pex	Ben George	Luc Sauriol	-----
2007	UAE	Benji Russell	Kevin Korjus	Pier-Luc Ouellette	Colin Davis	Christophe Adams
2008	Italy	Ben Cooper	Facundo Chapur	Leeroy Poultier	Martin Pierce	Dennis Kroes
2009	Egypt	Luke Varley	Ukyo Sasahara	Caleb Williams	Christophe Adams	J. Perez Santander
2010	Italy	Caleb Williams	Martin Rump	Daniel Morad	-----	Scott Campbell
2011	UAE	Ben Cooper	Ukyo Sasahara	Pier-Luc Ouellette	-----	Christiano Morgado



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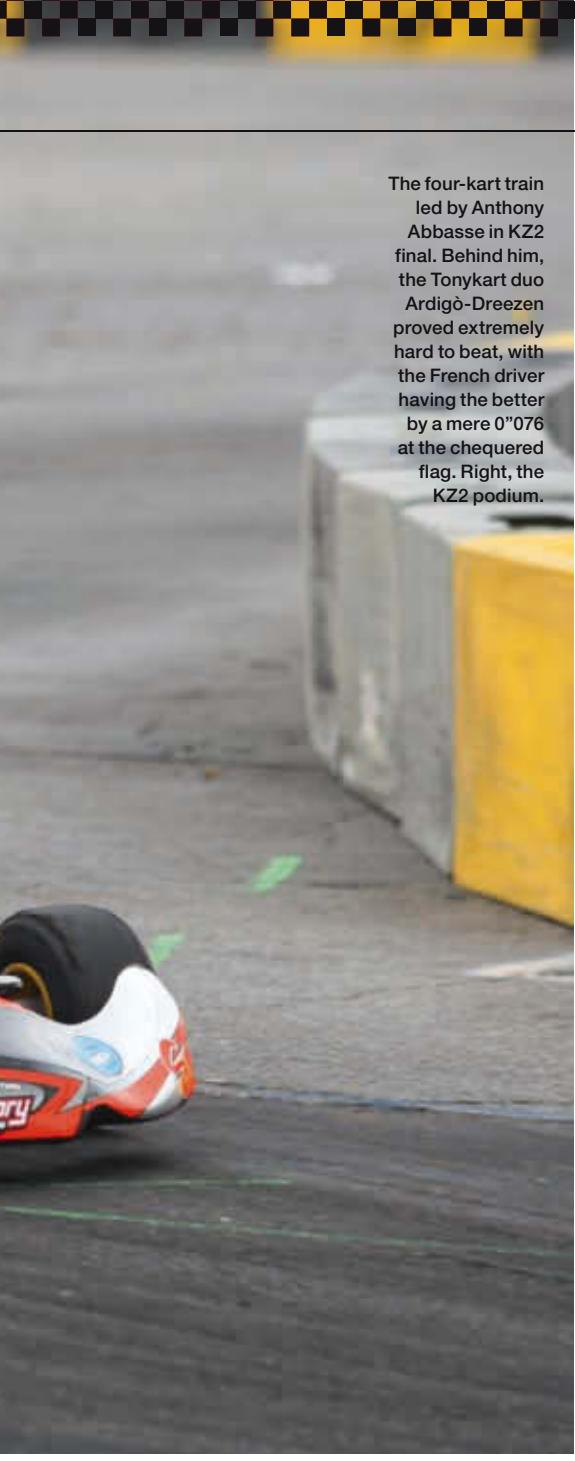


ABBASSE AT L

Fifteen years in the making, the 2011 Superkarts! USA SuperNationals crowned 11 winners outside the Rio All-Suite Hotel and Casino in Las Vegas, NV. After nearing victory several times in previous editions, at last, French Sodikart driver Anthony Abbasse managed to grab the win in the highest fought contested category, KZ2.

REPORT EKARTINGNEWS.COM / PHOTOS S.BUUR (GO RACING MAGAZINE)





The four-kart train led by Anthony Abbasse in KZ2 final. Behind him, the Tonykart duo Ardigò-Dreezen proved extremely hard to beat, with the French driver having the better by a mere 0"076 at the chequered flag. Right, the KZ2 podium.



A record number of 528 entries and over 500 drivers from around the world gathered for the five-day event to close out the organizations Pro Tour championship series. Over \$122,000 in cash and prizes were doled out at the Sunday evening award ceremonies, non bigger than the \$10,000 check awarded to KZ2 driver Anthony Abbasse for his victory in the headline category. Italian Mirko Torsellini and Canadian Phillip Orcic rounded out the Pro categories, taking the checkered flag in S1 and TaG Senior.

►KZ2

The KZ2 drivers showed the crowd in Vegas why they are the top drivers in the world of karting. Among the many European and World Champions in the field, it was Anthony Abbasse - always fast in Vegas but yet to win the title - that emerged in pole position, laying down a 44"785 lap. 2009 winner Bas Lammers was just 0"002 off pole with Rick Dreezen and two-time SuperNats winner Marco Ardigò all within a tenth of one another. With \$10,000 on the line, mistakes needed to be at a minimum. Heading into SuperSunday, Abbasse was the driver to beat after sweeping the first two days. The French Sodi driver and Dreezen sat on the front row as the lights went out to begin the 25-lap main event. Abbasse grabbed the holeshot with Dreezen holding on to the second spot as Lammers, Ardigò and Yannick De Brabander slotted in behind. Lammers was the driver on the move early, working by Dreezen, he began to run down Abbasse who pulled out to a 1"2 lead in the first two laps. That distance vanished six laps

later with Lammers diving inside Abbasse for the lead in turn six. Abbasse held his ground until lap 10, when he returned to the point with a draft manoeuvre into turn one. The shuffling allowed Ardigò and Dreezen to close the gap. At the same time, it appeared that Lammers made contact with a barrier as his pace slowed. First with Ardigò working around and then Dreezen through as well, Lammers continued on and eventually finished 10th. With Ardigò now in challenger position, he and Dreezen inched closer and closer to Abbasse, and by lap 22, it was a three-way battle for the win. Ardigò made his move on lap 24, getting side-by-side through the fast and narrow kink of turn four, Abbasse holding him off as they exited turn five. From there, the Frenchman raced a defensive line with no mistakes and no contact with Ardigò, unlike their DNF result in 2008 when they crashed out leading the race. At the line, Abbasse claimed the checkered flag and the \$10,000 payday. Ardigò earned second, just 0"076 behind, recording his fourth podium finish in five years. Dreezen added a third to his second from one year ago. Also returning to the podium was Birel driver Thomas Mich as he ran a solid fourth. The driver on the move late was Beitske Visser. Starting 14th, she put on a show with fastest lap of the race and nearly scored a podium finish, only to be held back by KZ2 World Cup runner-up De Brabander as the Vegas rookie rounded out the podium. American Gary Carlton finished seventh, proving why he is the top shifter kart driver in the country.

►S1

At the top of the order was last year podium finisher, Dutch driver Indy Dontje. His

AST!

HEADING INTO SUPERSUNDAY, ABBASSE WAS THE DRIVER TO BEAT AFTER SWEEPING THE FIRST TWO DAYS.



45"807 lap put him on the pole position. The order was tight behind him with Jason Toft clocking in just 0"007 off his time and Tom Dyer just off the mark as well. Dontje completed the sweep up to Sunday as he scored the win in Heat 2 and Heat 3 to start from the P1 grid box. For the first time in the event's history, the S1 Pro category was won by a non-American driver. Italian Mirko Torsellini was a late entry as the CRG factory driver elected to compete in both KZ2 and S1 in his first trip to the SuperNationals. Coming to grips with the Honda engine, Torsellini improved each session on track. Qualifying eighth, he was top-three in all three heats to start outside row one alongside top performer Indy Dontje. The Dutch driver grabbed the holeshot tailed by Torsellini, the two out to a solid lead early. On lap four, Torsellini made his move for the lead into turn one. From there, Mirko continued to get quicker and quicker. Posting his fastest lap with one lap to go, Torsellini gave the international contingent its first S1 victory by just over 4". Dontje ran alone to place second, improving one spot on last year's performance.

The driver making it a show was Kiwi Daniel Bray. The Pro Tour point leader started 13th after trouble in qualifying and a heat race. Bray drove to third place finish to clinch the #1 plate for the 2012 season. 2010 Pro Tour champ Fritz Leesmann drove to his second straight SuperNats podium in fourth, with S1 rookie Joey Wimsett grabbing fifth after dealing with issues early on in the event.

►TaG Senior

With 80 drivers in the TaG Senior category, Canadian Phillip Orcic stopped 47"453



KZ2 FINAL

P	N	Driver	NAT	EQUIPMENT
1	44	Anthony Abbasse	FRA	Sodikart/Maxter
2	51	Marco Ardigò	ITA	Tony Kart/Vortex
3	6	Rick Dreezen	BEL	Tony Kart/Vortex
4	27	Thomas Mich	FRA	Birel/Tm
5	61	Yannick de Brabander	BEL	Formula K/Tm
6	127	Beitske Visser	NED	Intrepid/Tm
7	50	Gary Carlton	USA	LH/Maxter
8	55	Matt Jaskol	USA	CRG/Maxter
9	28	Alessandro Piccini	ITA	Tony Kart/Vortex
10	109	Bas Lammers	NED	Praga/Tm

S1 FINAL

P	N	Driver	NAT	EQUIPMENT
1	111	Mirko Torsellini	ITA	CRG
2	15	Indy Dontje	HOL	Energy
3	62y	Daniel Bray	NZL	GP
4	1	Fritz Leesmann	USA	CRG
5	27t	Joey Wimsett	USA	CRG
6	21	Lucie Panackova	CZE	
7	10y	Jason Toft	USA	GP
8	32h	Lukas Johnson	USA	GP
9	124	Tyler Bennett	USA	Tony Kart
10	6t	Jake French	USA	Birel

TAG SENIOR FINAL

P	N	Driver	NAT	EQUIPMENT
1	11	Phillip Orcic	CAN	Zanardi/Leopard
2	137	Danny Formal	USA	Intrepid/Leopard
3	4	Joel Miller	USA	FA Kart/Leopard
4	88	Felipe Fraga	BRA	Zanardi/Leopard
5	435y	Brett Felkins	USA	Intrepid/Leopard
6	55x	Devin Lindsey	USA	Tony Kart/Rok TT
7	117y	Matt Johnson	USA	Tony Kart/Rok TT
8	355c	Louie Pagano	USA	Birel/Rok TT
9	19x	Shawn Cricca	USA	FA Kart/Rok TT
10	135	Nicolas Morales	COL	Tony Kart/Rok TT

KF2 FINAL

P	N	Driver	NAT	EQUIPMENT
1	77	Teemu Suninen	FIN	Intrepid/Tm
2	61	Yannick de Brabander	BEL	Formula K/Tm
3	25	Nicolas Maranzana	ARG	Kosmic/Vortex
4	10	Dave Blom	NED	Formula K/Tm
5	20	Dennis Olsen	NOR	Energy/Tm
6	1	Sami Luka	BEL	Energy/Tm
7	9	Matias Koykka	FIN	PCR/Tm
8	14	Sam Snell	GBR	Energy/Tm
9	11	Phillip Orcic	CAN	Zanardi/Jame
10	78	Damiano Fioravanti	ITA	Tony Kart/Vortex

S2 SEMI PRO STOCK MOTO FINAL

P	N	Driver	NAT	EQUIPMENT
1	151	Nick Neri	USA	Tony Kart
2	14	Milan Dontje	HOL	Energy
3	138r	Scott Hargrove	CAN	Italkart
4	44j	Josh Lane	USA	DR Kart
5	5d	Cory Milne	USA	GP
6	6t	Jordon Musser	USA	Birel
7	27u	Patrick Cushenberry	USA	CRG
8	88c	Matias Podboj	ARG	CRG
9	23k	Nicky Freytag	USA	Intrepid
10	24k	Kyle Hathcox	USA	GP

S4 MASTER STOCK MOTO FINAL

P	N	Driver	NAT	EQUIPMENT
1	49u	Bonnie Moulton	USA	Tony Kart
2	4	Mike Jones	USA	Sodi Kart
3	14	Eddie Olpin	USA	Kosmic
4	27c	PP Mastro	USA	CRG
5	06t	Jordon Musser	USA	Birel
6	66c	Nick Firestone	USA	Zanardi
7	90g	Brian Fisher	USA	DR Kart
8	22	Eduardo Leon	MEX	GP
9	33x	Rob Logan	USA	CRG
10	8m	Carlos Ferdez	MEX	Energy



THROUGHOUT THE WEEK, THE NAME AT THE TOP IN KF2 WAS **TEEMU SUNINEN**. EACH AND EVERY SESSION, THE FINNISH DRIVER WAS THE FASTEST.

for the pole position. 2010 winner Andre Nicastro recorded the second fastest lap with 2007 winner Joel Miller the third. After the heats, Miller put himself on the pole position for SuperSunday, as Orcic started outside the front row. After the green flag, a number of incidents around the opening corners put a handful of contenders on the sidelines and shuffled up the running order up front. Brazilian Felipe Fraga came away with the lead over defending champion Nicastro. Orcic fell to third with Miller dropping outside the top-five. After some swapping for the lead, Orcic found his way to front on lap seven. Entering turn eight, Fraga attempted a pass on Nicastro and the two made contact. Nicastro was left on the sidelines while Fraga continued outside the top-five. That allowed Orcic some space out front with Daniel Formal slipping through to take second. Behind them, a great battle for third continued with Brett Felkins,

Devin Lindsey and Miller in the mix. In the end, Orcic would go unchallenged to take his first SuperNationals title by 1"844 and the \$2,000 pay-check. Formal, at his first Vegas start, finished second. Miller muscled his way to third over Fraga with Felkins recording his first ever podium at the event.

►KF2

All week long, the name at the top in KF2 was Teemu Suninen. Each and every session, the Finnish driver was the quickest on the sheets. After sweeping through the qualifying and heat rounds, Suninen led the field to the green flag with David Blom alongside. Untouched through the opening corners, he drove away to a dominant 4"735 victory. Yannick de Brabander moved to second in the first lap but was unable to match the pace of the 2011 Winter Cup KF2 winner. Argentina's Nicolas Maranzana advanced

to third, pushing Blom back to fourth with Dennis Olsen up from 10th to 5th.

►S2

The S2 Semi-Pro Stock Moto category contains a number of rising shifter kart stars. Among the latest is Florida's Nick Neri. Sweeping the action up to SuperSunday, Neri left the grid from the P1 box. Off the line clean, Neri paced the field through the opening lap. Bit by bit, Neri stretched out his lead and increased as they battled for the second position behind him. After 20 laps, the drive to victory was impressive, scoring the SuperNats title by over 5". Dutch driver Milan Dontje started second. After falling back to third early, he retained the second position but was unable to match the pace of Neri settling for second. Starting 18th with a mechanical DNF in heat three, Canadian Scott Hargrove



FOR THE FIRST TIME IN THE HISTORY OF THE EVENT, THE S1 PRO CATEGORY IS WON BY A NON-AMERICAN DRIVER. ITALIAN MIRKO TORSELLINI WAS A LATE ENTRY AS THE CRG FACTORY DRIVER ELECTED TO COMPETE IN BOTH KZ2 AND S1 ON HIS FIRST TRIP TO THE SUPERNATIONALS.

was in the top-10 by the end of the opening circuit. Lap by lap, he picked off a position until reaching third place on lap 10. Unable to catch Dontje in time, Hargrove completed a stellar drive to the third step on the podium. Capping off the top-five was Josh Lane on DR, and title contender Cory Milne.

►S4

Bonnier Moulton, the 'Fastest Journalist in Karting' began this year's stint qualifying second and followed it up with three heat wins to score the P1 starting position. He and second place starter Mike Jones took off from the rest of the field. Jones began the challenge, taking over the lead on lap three. Moulton returned the favour in turn three to begin what looked like a race-long battle. After more exchanges for the lead, Moulton put down quicker laps than Jones, extending his lead

little by little. At the checkered, Moulton scored his first S4 victory, as

Jones settled for the runner-up spot. Eddie Olpin backed up his second place last year with a third place performance. PP Mastro was fourth in his class debut with S4 rookie Jordon Musser up from 14th to fifth.

►TaG Master

After relinquishing the TaG Master title to Brazilian Leonardo Nienkotter last year, it appeared the title would return back to the American contingent with veterans Jim Russell Jr. and Robby Mott leading the field to the green flag. The duo was joined by Nienkotter out front to begin the 20-lap battle. They began swapping positions around lap six with Nienkotter pulling the trigger. That forced Russell to step up, as he worked his way back forward to the point after Mott led the first seven laps. This shuffling allowed a charging Kip Foster to close in. Starting 11th, the provisional winner one year ago was into



TAG MASTER FINAL

P	N	Driver	NAT	EQUIPMENT
1	121	Leonardo Nienkotter	BRA	Kosmic/Rok TT
2	21e	Jim Russell Jr.	USA	Parolin/Leopard
3	15	Robby Mott	USA	Margay/Motori 7
4	19c	Billy Cleavelin	USA	CRG/Motori 7
5	85y	Randy Froom	USA	Intrepid/Leopard
6	25j	Brian McHattie	USA	Kosmic/Rok TT
7	79j	Brian McEvoy	USA	Merlin/Leopard
8	20b	Paul Bonilla	USA	Arrow/Motori 7
9	1	Ethan Wilson	USA	Tony Kart/Motori 7
10	3s	Chuck Gafarlar	USA	Parolin/Leopard

G1 FINAL

P	N	Driver	NAT	EQUIPMENT
1	101x	Jimmy McNeil	USA	CRG/Maxter
2	2	Eduardo Martins	BRA	Tony Kart/Vortex
3	8	Guilherme Jacob	BRA	CRG/Maxter
4	14	Fabrizio Nannini	ITA	Energy/Vortex
5	09	Antonio Canedo	BRA	CRG/Maxter
6	27	Fernando Penna	BRA	CRG/Maxter
7	81	Luis Sousa	BRA	CRG/Maxter
8	61	Petr Ulbert	CZE	Praga/Tm
9	25j	Kurt Mathewson	USA	Birel/Maxter
10	4	Carlos Lopes	PRT	CKR/Debei

S5 FINAL

P	N	Driver	NAT	EQUIPMENT
1	2	Austin Schimmel	USA	GP
2	11d	Ryan Rudolph	USA	CRG
3	13t	Miguel Lopez	USA	GP
4	3	Alex Tartaglia	USA	Intrepid
5	16	Alessio Piccini	ITA	Tony Kart
6	73c	Micah Hendricks	USA	Intrepid
7	42	Salvador de Alba	MEX	CRG
8	27z	Andrew Evans	USA	Italkart
9	18	Nathan Addis	USA	SodiKart
10	70	Yigal Rached	MEX	Italkart

TAG JUNIOR FINAL

P	N	Driver	NAT	EQUIPMENT
1	221	George Russell	GBR	Intrepid
2	5	Connor Jupp	GBR	Energy
3	197	Bruna Tomasesili	BRA	Kosmic
4	21	Thiago Vivacqua	BRA	Energy
5	15y	Austin Dement	USA	DR
6	35	Joel Jens	USA	Tony Kart
7	17	Ashley Rogero	USA	Tony Kart
8	10	Lance Stroll	CAN	Zanardi
9	85	Matthew Graham	GBR	Zanardi
10	119	Joao Viera	BRA	Tony Kart

TAG CADET FINAL

P	N	Driver	NAT	EQUIPMENT
1	524	Logan Sargeant	USA	Tony Kart
2	566	Patricio O'Ward	USA	Tony Kart
3	07n	Anthony Gangi Jr.	USA	CRG
4	88j	Emerson Reed	USA	Merlin
5	66	Zane Smith	USA	Top Kart
6	29y	Hunter Corbitt	USA	Top Kart
7	00	Devlin DeFrancesco	USA	Top Kart
8	04	Jamie Williams	USA	PCR
9	13	Kami Moreira-Laliberte	CAN	Tony Kart
10	06c	Anthony Sawyer	USA	Neovoso BA-1



fourth by lap eight and was in the mix at the halfway point. In three consecutive laps, Foster gained a position until he was in P1 on lap 12. The two Kosmic drivers gained a gap over the Americans with Foster just too strong as he led the remaining laps to cross the line first. The results however were decided in the tech barn once again as mismatched information on Foster's engine forced officials to remove him from the results. This gave Nienkotter his second straight SuperNationals victory. Russell

would move to second, Mott third. Former two-time winner Billy Cleavelin was quite all week until the main event, moving up to fourth with Randy Froom capping off his second start in Vegas with an impressive podium run in fifth.

►G1

Jimmy McNeil made the G1 feature race very uneventful. From the pole position, the 2010 S4 SuperNationals champion

powered away from the field and led the entire 20 laps for his second event victory. Consistent lap times allowed McNeil to pull away to a near 4" win. Behind him, 2001 G1 winner Eduardo Martins showed he still has it, driving up from fourth to runner-up for his best finish since winning 10 years ago. Penalties helped shape up the rest of the podium. Defending winner Fabrizio Nannini, Antonio Canedo and Emilio Padron crossed the line third through fifth. Nannini and Canedo were penalized for jumping the start

Here, another shot of Abbasse right before the final.

Opposite page, Italy's Mirko Torsellini (111) gets better and better over the weekend and claims the final win in S1 gearbox class.

Canadian Phillip Orcic (11) had the better of Danny Formal and Joel Miller in TaG Senior, with his teammate Felipe Fraga from Brazil finished 4th.





Above, TaG Junior with Austin Self (07) and Bruna Tomaselli (197) fighting for the lead. Just behind the two, Connor Juup (5) and George Russell (221) will move past to contend the win between them, with the Intrepid driver coming out on top by 1"995 over his fellow countryman on Energy. Below, TaG Senior podium. Right, after dominating big part of the weekend, Indy Dontje (15) leading S1 over Torsellini gives in to the Crg driver.



while Padron was removed after post-race tech inspection. That advanced Guilherme Jacob to third, moving Nannini and Canedo to fourth and fifth.

»**S5**

Starting from the pole position, Austin Schimmel was shuffled back to second by top qualifier Miguel Lopez. Schimmel kept to his rear bumper until lap 10 when he retook the lead. At the same time, fellow Colorado driver Ryan Rudolph was charging forward after working around Italian Alessio Piccini for third. Closing lap by lap on the top-two, Rudolph took over the second position on lap 14. Running down Schimmel with the fast laps of the race, Rudolph made one last effort heading to the checkered, coming up just 0"072 short. His efforts put him to third in the final Pro Tour standings. Alex Tartaglia advanced from ninth to finish fourth with Piccini capping off the podium.

»**TaG Junior**

Austin Self swept his heat races to score the pole position for the main event with a host of international stars lined up behind him. Holding the point through the opening laps, a train of eight karts made up the early lead pack until contact on lap five allowed Self and European KF3 Champion George Russell to break away. Each took their turn at the point, keeping their distance from the fight for third. Trouble struck on lap 13 for Self as his exhaust system failed and was left dragging off his rear bumper, ending his race and chance at the victory. This allowed Russell to cruise the remaining laps and score the win by nearly 2". Connor Jupp and Bruna Tomaselli held their starting positions, finishing second and third. Thiago Vivacqua came from 22nd to fourth, edging out American top finisher Austin Dement. Canadian Lance Stroll was eighth with U18 World Champion Matthew Graham ninth and last year's winner Joao Viera tenth.

»**TaG Cadet**

With two heat wins, Logan Sargeant led the Cadet field to the green flag. Getting away clean, Sargeant built up a lead over the opening laps of the 15-lap race until it all disappeared on lap five. An incident in turn three involving a handful of drivers brought out the red flag. Sargeant led the train of karts remaining to a second green flag. Unchallenged, Sargeant went on score the victory. O'Ward emerged from the battle to earn second. Canadian Grant Quinlan crossed the line third but was moved down the order for a penalty on track during the last lap, involving Jake Drew. That advanced Anthony Gangi Jr. to third, Emerson Reed to fourth and Zane Smith rounding out the podium. Despite not recording the finish he desired in Vegas (36th), Colton Herta defended his Pro Tour championship, earning another ticket to the Rok Cup International Finals in 2012.



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One for Asia, one for Europe

A European driver, Yannick de Brabander, dominated the KF1 meeting but did not win the final, leaving the honour to an excellent Daiki Sasaki. Another European driver, Niklas Nielsen, dominates the KF3 and takes final win despite his last row start.

REPORT & PHOTOS M.PETROTCHEKO (KARTINGPHOTOGRAPHY.COM)

KartingPhotography.com



With bright blue skies and temperatures as low as 10 degrees Celsius in the morning Macau offered us this year a sort of Winter Cup, Asian style. Perhaps because the meeting was too late in the season or, more likely because of the crisis in Europe which tightened budgets, the number of entrants was small, with only 28 participants equally divided between the KF1 and KF3 classes.

KF1

The three drivers fastest in time trials (Camponeschi, de Brabander and Sasaki in that order) were also at the top in the qualifying heats. Despite somewhat slow starts Yannick came back to win two of the three heats and finished second in a heat 3 won by Camponeschi. Flavio finished 2nd

and 3rd in his other two heats while Sasaki finished 3rd in two of the qualifying races. Pedro Hiltbrand, 2nd in heat 2, was the only driver capable of disturbing the order imposed by the leading trio. Jordon Lennox-Lamb finished the 3 heats in fourth position, which gave him... fourth position on the pre final grid, behind de Brabander (pole), Camponeschi and Sasaki.

Sasaki was leading in lap 1 of the pre final, ahead of de Brabander, Lennox-Lamb and Camponeschi. On lap 2 it was de Brabander in the lead followed by Sasaki, Camponeschi, Lennox-Lamb, Sean Gelael and Felice Tiene. This remained the order until the end of the pre final. Otherwise Hiltbrand's kart took fire on lap 2, which obviously caused the retirement of the Spanish driver.

JORDON LENNOX-LAMB TOOK 4TH IN ALL 3 HEATS THIS GAVE HIM GRID 4 PREFINAL START BEHIND DE BRABANDER (POLE), CAMPONESCHI AND SASAKI.



Below, Yannick de Brabander (4) proves very fast in KF1, winning the prefinal over Sasaki (7) and Camponeschi (3) and leading the final till lap 15 when he's forced to retire. Camponeschi and Sasaki are then left to battle for the win, which went to the Japanese driver, with the Italian out with 3 laps to go. Lennox-Lamb (10) improves from 4th in prefinal to 2nd in the final. Below, Solomon (114), Shiraishi (107) and Nielsen (111) fight in KF3, with the driver from Hong Kong taking the prefinal and the Danish the final.



Below, Japan's Teruhisa Tanaka (106) slips in the inside of Italy's Andrea Russo to grab 3rd podium step in KF3 final.

Below right, the great reception with traditional masks payed to the drivers. The race in Macau always proves a great success.


KF1 PREFINAL

P	N	Driver	NAT.	CHASSIS/ENGINE	LAPS
1	4	De Brabander, Yannick	BEL	Parolin / TM	13
2	7	Sasaki, Daiki	JPN	Birel / Parilla	+2.354
3	3	Camponeschi, Flavio	ITA	Tony Kart / Vortex	+5.244
4	10	Lennox-Lamb, Jordon	GBR	CRG / Maxter	+6.205
5	9	Sean, Ricardo Gelael	IDN	FA Kart / Vortex	+6.833
6	11	Tiene, Felice	ITA	CRG / Maxter	+13.424
7	17	Paz Patric Armand, Philo	IDN	Tony Kart / Vortex	+13.801
8	12	Kasai, Takashi	JPN	Tony Kart / Vortex	+17.465
9	18	Tinini, Eddy	ITA	CRG / Maxter	+22.577
10	16	Tan, Wei Ron	MYS	Kosmic / Vortex	+26.468
11	14	Homi Mehta, Bryan	JPN	RK / Parilla	+27.019
12	6	Tillett, Laura	GBR	CRG / Maxter	+1 Lap
13	19	Wong, Tim Wai	HKG	Birel / Parilla	+7 Laps
14	8	Hiltbrand, Pedro	ESP	Kosmic / Vortex	+12 Laps

KF1 FINAL

P	N	Driver	NAT.	CHASSIS/ENGINE	LAPS
1	7	Sasaki, Daiki	JPN	Birel / Parilla	25
2	10	Lennox-Lamb, Jordon	GBR	CRG / Maxter	+1.604
3	8	Hiltbrand, Pedro	ESP	Kosmic / Vortex	+4.057
4	17	Paz Patric Armand, Philo	IDN	Tony Kart / Vortex	+5.003
5	11	Tiene, Felice	ITA	CRG / Maxter	+5.364
6	12	Kasai, Takashi	JPN	Tony Kart / Vortex	+5.606
7	6	Tillett, Laura	GBR	CRG / Maxter	+8.728
8	16	Tan, Wei Ron	MYS	Kosmic / Vortex	+11.529
9	14	Homi Mehta, Bryan	JPN	RK / Parilla	+12.802
10	18	Tinini, Eddy	ITA	CRG / Maxter	+13.348
11	3	Camponeschi, Flavio	ITA	Tony Kart / Vortex	+3 Laps
12	4	De Brabander, Yannick	BEL	Parolin / TM	+11 Laps
13	19	Wong, Tim Wai	HKG	Birel / Parilla	+12 Laps
14	9	Sean, Ricardo Gelael	IDN	FA Kart / Vortex	+14 Laps

KF3 PREFINAL

P	N	Driver	NAT.	CHASSIS/ENGINE	LAPS
1	114	Solomon, Matthew	HKG	Intrepid / TM	13
2	107	Shiraishi, Yuta	JPN	Tony Kart / Vortex	+1.560
3	102	Piccini, Alessio	ITA	Tony Kart / Vortex	+1.822
4	104	Chang, Wing Chung	MAC	Tony Kart / Vortex	+1.916
5	106	Tanaka, Teruhisa	JPN	Maddox / Parilla	+2.559
6	108	Reyes, Franco Puey	PHL	Kosmic / Parilla	+10.336
7	112	Mohite, Dhruv	IND	Birel / Parilla	+10.637
8	116	Sumartono, Wili Mursito	IDN	Tony Kart / Vortex	+11.398
9	105	Chan Cheuk Hin, Jacky	HKG	CRG / Maxter	+12.967
10	110	Maini, Arjun	IND	Gillard / Parilla	+13.282
11	113	Armand, Jethro	IND	Tony Kart / Vortex	+15.642
12	115	Rivera, Estefano	PHL	Kosmic / Vortex	+4 Laps
13	109	Russo, Andrea	ITA	Kosmic / Vortex	+8 Laps
14	111	Nielsen, Nicklas	DNK	Tony Kart / Vortex	+10 Laps

KF3 FINAL

P	N	Driver	NAT.	CHASSIS/ENGINE	LAPS
1	111	Nielsen, Nicklas	DNK	Tony Kart / Vortex	21
2	114	Solomon, Matthew	HKG	Intrepid / TM	+4.222
3	106	Tanaka, Teruhisa	JPN	Maddox / Parilla	+6.582
4	115	Rivera, Estefano	PHL	Kosmic / Vortex	+11.168
5	109	Russo, Andrea	ITA	Kosmic / Vortex	+12.972
6	107	Shiraishi, Yuta	JPN	Tony Kart / Vortex	+13.311
7	104	Chang, Wing Chung	MAC	Tony Kart / Vortex	+13.653
8	102	Piccini, Alessio	ITA	Tony Kart / Vortex	+19.389
9	108	Reyes, Franco Puey	PHL	Kosmic / Parilla	+22.220
10	105	Chan Cheuk Hin, Jacky	HKG	CRG / Maxter	+22.484
11	116	Sumartono, Wili Mursito	IDN	Tony Kart / Vortex	+22.950
12	113	Armand, Jethro	IND	Tony Kart / Vortex	+41.910
13	110	Maini, Arjun	IND	Gillard / Parilla	+42.337
14	112	Mohite, Dhruv	IND	Birel / Parilla	+18 Laps



THIRD PLACE IN THE FINAL WENT TO JAPANESE TERUHISA TANAKA WHO, AFTER HAVING PROBLEMS IN QUALIFYING HEATS, HE MANAGED TO GRAB PREFINAL 5TH.

It would take more to discourage Pedro who, starting from the last row, staged a solid comeback and finished in third position at the end of the final. Yannick de Brabander was heading towards a well-deserved victory in the final when he retired on lap 15, leaving the lead to Camponeschi with Sasaki right behind him.

The ensuing battle between the 2 drivers provided the highlight of the KF1 meeting. Sasaki took the lead on lap 17 (only for one lap) then regained it after a decisive attack four laps before the end of the race. We were deprived of a potential thrilling race finish

when Camponeschi had to retire soon after being taken over by Sasaki. Congratulations to both drivers for this inspiring battle at the top. Jordon Lennox-Lamb was delighted to finish the race second, followed by a determined Hiltbrand, by Indonesian Patrick Armand Paz and by Felice Tiene.

KF3

A great performance by Hong Kong driver Matthew Solomon who was the fastest in time trials, won qualifying heat 3 and finished second in heat 1, then went on winning the pre final and finished second in the final. An

even greater performance by Niklas Nielsen, second fastest in time trials and winner of two qualifying heats. Niklas retired in the early stages of the pre final and starting the final from last row took the lead on lap 3 and won the race. Behind these two top contenders Alessio Piccini was a solid and regular 3rd (in the three heats and in the pre final) but things went wrong in the final. Third position in the final went to Japanese Teruhisa Tanaka who, after encountering problems in the qualifying heats, made it to 5th position in the pre final and joined Niklas Nielsen and Matthew Solomon on the podium.

**WINTER CUP 2011**

1° PLACE KF3 OLSEN DENNIS (N)
3° PLACE KF3 HANSSON ROBIN (S)

MARGUTTI TROPHY 2011

2° PLACE KF3 HANSSON ROBIN (S)

EUROPEAN CHAMPIONSHIP CIK FIA KZI/KZ2 2011

1° PLACE KZI DE CONTO PAOLO (I)
2° PLACE KZ2 JOHANSSON JOEL (S)

EUROPEAN CHAMPIONSHIP CIK FIA KF2/KF3 2011

1° PLACE KF2 LUKA SAMI (B)
2° PLACE KF3 HANSSON ROBIN (A)

VIKING TROPHY CIK FIA 2011

1° PLACE KF3 OLSEN DENNIS (N)
2° PLACE KF3 HANSSON ROBIN (S)
3° PLACE KF3 SKARE CEDRIK FORM (N)
2° PLACE KZ2 OSTVOLD KENNETH J (N)

GRAF BERGHE VON TRIPS MEMORIAL

1° CLASSIFICATO KF3 VIVACQUA THIAGO (BR)

WSK EURO SERIES 2011

1° PLACE KZ2 JOHANSSON JOEL (S)
2° PLACE KF2 LUKA SAMI (B)
3° PLACE KF3 OLSEN DENNIS (N)

WSK EURO CUP 2011

1° PLACE KZ2 ENERGY CORSE
2° PLACE KF2 ENERGY CORSE
2° PLACE KF2 ENERGY CORSE

WSK MASTER SERIES 2011

1° PLACE KZI DE CONTO PAOLO (I)
2° PLACE KF3 HANSSON ROBIN (S)

WSK MASTER CUP 2011

1° PLACE KF3 ENERGY CORSE
2° PLACE KZI ENERGY CORSE

CIAO THOMAS KNOPPER MEMORIAL RACE

1° PLACE KZ2 DE CONTO PAOLO (I)

GERMAN CHAMPIONSHIP DKM 2011

1° PLACE KF3 OLSEN DENNIS (N)

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88 drivers entered the last round of the AKOC 2011 Championship in Macau.

20 in Mini Rok, 20 in Junior class and 48 entries in Senior categories.

REPORT & PHOTOS M.PETROTCHEKO (KARTINGPHOTOGRAPHY.COM)

Mini Rok Thai driver Veravich had already clinched the title in round 4 but the Macau meeting was to decide the Championship winner in the Junior and Senior classes. Three drivers were contending for the Junior crown: Indonesian Yasuo Iriawan,

the 2010 champion, Sasakorn Chaimongkol from Thailand and Franco Reyes from the Philippines. The title went to Sasakorn who managed to secure a 1-point lead in the Championship over Yasuo Senna. In the Senior class the leader in the championship, Andrew Tang, was still recovering from the

injury he had suffered in round 4 and was not racing in the Macau round. His absence could have benefited 3 other drivers (Kittitai Vongprai, Sean Gelael and Senna Sulaiman Noor), provided however that one of them would be able to clinch victories in both the pre final and the final. This was not the



Right, Senior drivers Noor Senna (309) and Mohammad Nasri (313) fighting for the lead. Senna managed to win the final ahead of Nasri grabbing 2nd in the championship behind Andrew Tang, who did not take part in the final round due to the incident he was involved in the Philippines. In the big picture, Ang Kittitatt (302) in a scrap with Kittitatt (316) in Senior. Top, Sasakorn (213), Franco (201) and Yasuo (211) are the three protagonists in Junior.



case and Andrew finally received his well-deserved trophy, which pleased everybody.

Mini Rok As usual the Mini Rok races were hard-fought and the gaps on the finish line minimal. Indonesian drivers dominated the heats with two wins for Perdana Putra Minang and one for Presley Martono. Their competitors were never too far behind: in the first heat four drivers (Veravich, Presley, Prassetyo and Jakkarin) finished in the same second as the winner. In the second heat Veravich finished 0"027 behind Presley while his teammate Jakkarin finished 0"131 behind the winner. Same scenario in the third heat won by Perdana, with Presley in second position (+0"080) and Veravich third (+0"260). On the pre final grid Perdana was in pole, sharing the front line with Presley

while Veravich and Jakkarin were on the second row. Presley won the pre final, closely followed by 5 other racers who again crossed the line within the same second (Veravich, Perdana, Prassetyo, Muhammad Harrits and Jakkarin). The final saw the victory of Prassetyo who finished the race exactly one kart-length ahead of Veravich.

Junior The results of the time trials with Sasakorn clocking the fastest lap (49"259), followed by Yasuo (49"305) and Franco (49"452) actually gave us the final hierarchy in the 2011 championship. It was Sasakorn first and Yasuo second in heat 1, Yasuo first and Sasakorn second in heat 2 and again Sasakorn first and Yasuo second in heat 3. In each case the two drivers crossed the line within the same second. Behind the leading duo Daniel Woodrooff clinched

third position in two of the heats, which also gave him a third position on the pre final grid, sharing the second row with Franco Reyes. Yasuo Senna, who is said to have used his new set of tyres for that race, won the pre final ahead of Sasakorn and Franco Reyes. This might have been a wrong move as Yasuo could only finish 5th in the final won by Sasakorn in front of Franco, Daim Hishammudin and Toby Earle. The verdict: Sasakorn 109 points in the championship, Yasuo 108 points, Franco 98 points.

Senior Racers were divided into 3 groups A, B and C for the qualifying heats. Winning his two heats gave Indonesian Sean Gelael pole position for the pre final. He shared front row with Mohammad Nasri who won one of his heats and finished second in the other one. On the second



Above and right, Mini Rok drivers. Perdana, Veravich, Presley, Prassetyo and Jakkarin were the protagonists in Macau. The final win went to Prassetyo (604) over Veravich (601), the latter managing to grab the title. Below, Sean Gelael (301) leads on Kittitat (316) in Senior.

row were Gilbert Ang (2nd and 3rd in the heats) and Christian Silvano (5th and 2nd). A severe crash involving several karts caused the pre final to be red-flagged on lap 18. At the time of the interruption Kittitat Vongprai was leading the race ahead of Mohammad Nasri and Sean Gelael. The race was restarted for 7 laps and Mohammad Nasri crossed the line in first position ahead of Sean Gelael. The main beneficiary of the



interruption was Senna Sulaiman Noor who managed to gain 5 positions in the second

part of the pre final to finish 3rd. Disaster for Kittitat Vongprai who had finished third but was later disqualified (underweight). Senna Sulaiman Noor won the final ahead of Mohammad Nasri (the race's initial leader) and Sean Gelael. As no driver could win both the pre final and the final Andrew Tang became the 2011 senior champion despite the fact that his accident at Clark prevented him to score points in the last 2 rounds.

>> CHAMPIONSHIP

Mini Rok 1) Veravich Wongsanganan (THA), 165; 2) Presley Martono (IDN), 111; 3) Perdana Putra Minang (IDN), 100; 4) Kush Maini (IND), 85; 5) Prasetyo Hardjo (IDN), 70
Rotax Junior 1) Arya Gandhi (IND), 75; 2) Ananda Julio Prost (IDN), 40; 3) Cao Tianyi (CHN), 35; 4) Willi Mursito (IDN), 30; 5) Dirsa Said (IDN), 22
Formula 125 Jr. Open 1) Sasakorn Chaimongkol (THA), 109; 2) Yasuo Senna Iriawan (IDN), 108; 3) Franco Reyes (PHL), 98; 4) Estefano Rivera (PHL), 70; 5) Timothy Yeo (MYS), 66
Rok Senior 1) Matthew Chan (PHL), 40; 2) Archim Lagman

(PHL), 20; 3) Fong Yuk Hang (CHN), 20
Rotax Senior 1) Raj Ganatra (IND), 54; 2) Mohammad Sharif Harardjo (IDN), 40; 3) Cheong Chi On (MAC), 40; 4) Ameya Bafna (IND), 35; 5) Hermes Lai (MAC), 32
Formula 125 Veteran 1) Freddy Numan Lawan (MYS), 187; 2) Lo Kwok Chuen (HKG), 35; 3) Denny Massie (IDN), 33; 4) Paul Halliday (IDN), 32; 5) Jeffry Ibrahim (IDN), 27
Formula 125 Sr. Open 1) Andrew Tang (SGP), 90; 2) Senna Sulaiman Noor (IDN), 84; 3) Sean Gelael (IDN), 81; 4) Zahir Ali (SGP), 60; 5) Kittitat Vongprai (THA), 59





THE SECRET BEHIND SUCCESS



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ALGUERSUARI WINS

The city of Florianópolis, in Santa Catarina, Brazil, hosted the 6th edition of the International Challenge of Stars, promoted by Ferrari Formula 1 driver Felipe Massa, bringing together drivers from top categories of international and Brazilian motorsport.

Again, the paradise island of Florianopolis received the stars of motorsport for the International Challenge of Stars. The promoter of the event, Felipe Massa, invited and met nine Formula 1 drivers, as well as former drivers from Brazilian auto racing series. "It's a fantastic event and I am very happy to be

able to gather so many drivers. Florianopolis is a beautiful city and the drivers love it," said Massa. In 2011, a total of 29 drivers competed in the race. The final winner, Toro Rosso Formula 1 driver Jaime Alguersuari took the title after the Ferrari driver Jules Bianchi was disqualified from Race 2 for being underweight. The go-karts took

to the track on Friday night for the initial practice. From this moment, Vitantonio Liuzzi, who was World Karting Champion back in 2001, showed he would be a big favourite for the final win. Besides him, Brazilian driver Leonardo Nienkotter, who recently claimed the championship title at the SKUSA in the TAG Master category,

THE NEXT EDITION OF THE INTERNATIONAL CHALLENGE OF STARS WILL BE HELD IN DECEMBER 2012, FLORIANÓPOLIS, AGAIN.



The Desafio Internacional das Estrelas saw once again a big success with many international drivers taking part to one of the most glamorous events of the international calendar.

Two sessions have been organized, both won by Ferrari F1 driver Jules Bianchi. The French star got DQ in Race 2, and the overall win went to Jamie Alguersuari, with event organizer Felipe Massa finishing 2nd.



also stood out. Rubens Barrichello, Williams F1 driver, one of the leading kart drivers in the history of Brazil, and Felipe Massa also proved favourites. *"It was the second time I participated in the International Challenge of Stars. Last week, I was champion at the SKUSA and I am very happy. It is a high-level event, with very good drivers,"* said Nienkotter, who competes in the Trofeo Linea in Brazil. The qualifying session was held on Saturday afternoon. Liuzzi confirmed his top form and grabbed the pole position of the first race, with Jules Bianchi joining him on front row. NASCAR driver Nelson Piquet Jr. was third and Felipe Massa fourth. *"I managed to complete a good lap and grab pole-position. The kart felt good, it was perfect for the entire qualifying session,"* said Liuzzi.

The first race was raced at night. All the 29 drivers were already lined up on the grid

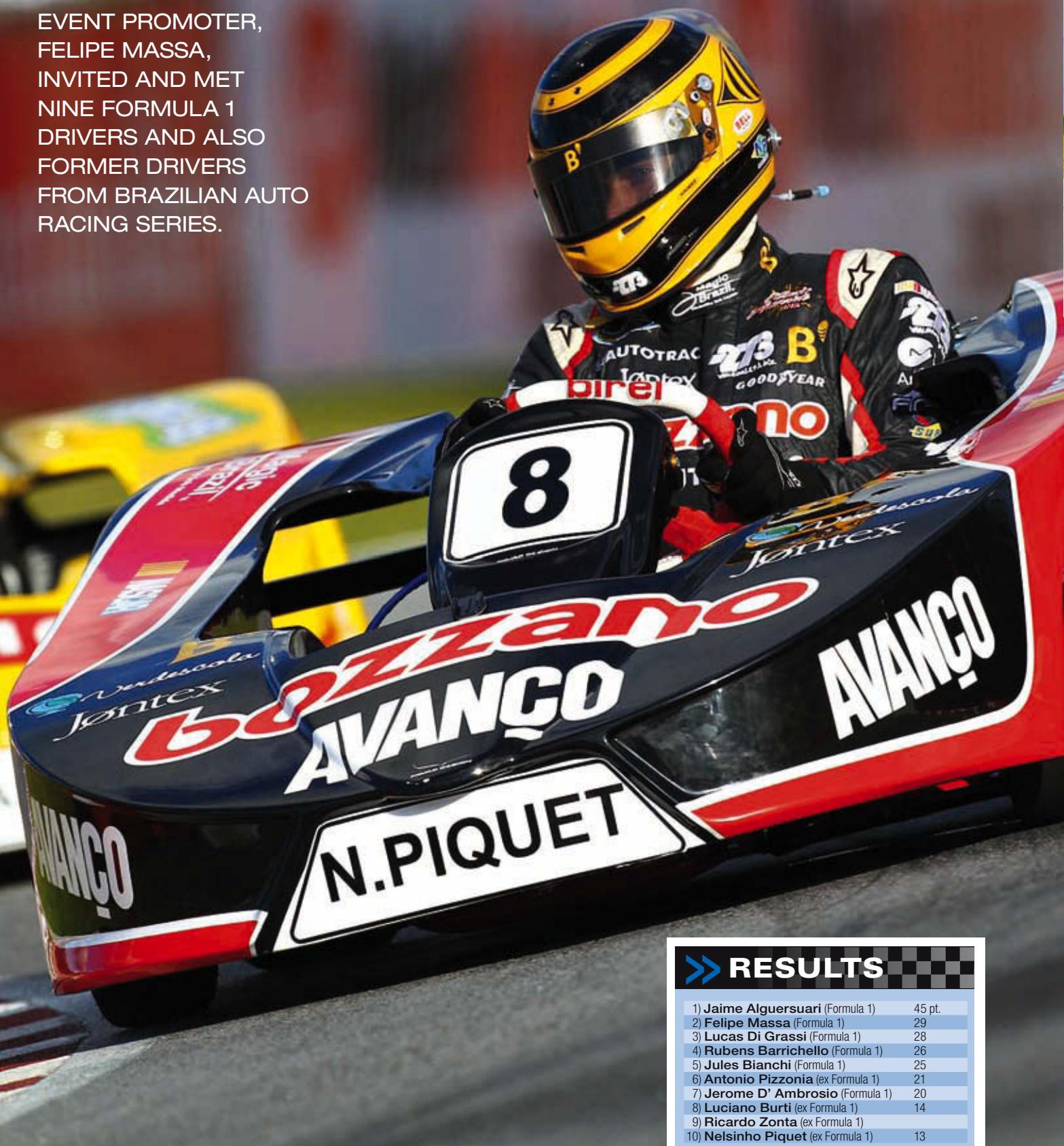
when it started to rain. In five minutes, the mechanics changed the tires, as the rain stopped. So mechanics were forced to change tyres once more, with all drivers opting for slicks. When the start was given, it started pouring down again forcing the drivers to mount rain tyres once again. *"It was an extra thrill at the beginning of the race,"* Massa said.

With the karts on the track, the Frenchman Jules Bianchi proved very comfortable in the rain and managed to be the fastest on track. While the drivers were fighting over intermediate positions, the third Ferrari driver pulled away building up a good

margin. After 25 laps, Bianchi won the race by over 7" on Alguersuari who finished second. Massa was third, after a tough fight with Alguersuari. *"I knew how to take advantage of Liuzzi's mistake at the start of the race, as I like to race in wet conditions. It has been almost two years that I didn't race in a go-kart. I'm very happy for the win,"* said Bianchi.

On Sunday, the second and decisive race was held in the morning. The top eight positions of Saturday's race were reversed on the grid. So, Lucas di Grassi, 2010 International Challenge of Stars Champion and Pirelli test driver in Formula 1, started

EVENT PROMOTER,
FELIPE MASSA,
INVITED AND MET
NINE FORMULA 1
DRIVERS AND ALSO
FORMER DRIVERS
FROM BRAZILIAN AUTO
RACING SERIES.



>> RESULTS

1) Jaime Alguersuari (Formula 1)	45 pt.
2) Felipe Massa (Formula 1)	29
3) Lucas Di Grassi (Formula 1)	28
4) Rubens Barrichello (Formula 1)	26
5) Jules Bianchi (Formula 1)	25
6) Antonio Pizzonia (ex Formula 1)	21
7) Jerome D' Ambrosio (Formula 1)	20
8) Luciano Burti (ex Formula 1)	14
9) Ricardo Zonta (ex Formula 1)	
10) Nelsinho Piquet (ex Formula 1)	13



Among the many stars, former F1 driver Nelsinho Piquet (8), Tonio Liuzzi (23), Rubens Barrichello, Jerome D'Ambrosio and many others. Top, Alguersuari with the Toro Rosso customized kart. Top right, Race 1 podium with Alguersuari, Bianchi and Massa.

from the pole position, while Bianchi started from eighth place. Jerome D'Ambrosio shared the front row with Di Grassi. After the green lights, Bianchi showed he likes go-kart races and took the lead early in the race. Meanwhile, the second position was disputed between Di Grassi and Alguersuari. Barrichello, Massa and D'Ambrosio took turns in the fourth position. After 33 laps, Bianchi was the winner, Alguersuari was second, Di Grassi third and Barrichello fourth. As a result, Bianchi would be the champion, as the only driver in history to win both races in the same event, but his go-kart did not reach the minimum weight required and was disqualified. With Bianchi disqualified from race 2, Alguersuari won the second race and



was declared the winner with 45 points. Felipe Massa was second with 29, and Di Grassi third with 28. *"I didn't know that Bianchi had been disqualified. I feel sorry for him, but rules are rules. The result is not the most important thing. What's important is to participate in this great feast with friends. I love Brazil and Florianopolis and I will definitely come back here,"* said Alguersuari. Massa was happy for the success of the 2011 International Challenge of Stars. *"On Saturday it rained, but later the sun came out. We had everything in this race. For me it was very important, because I went to the podium after a difficult season in Formula 1,"* joked the Brazilian. *"I would like to thank everyone who came. In 2012 we will prepare an even more beautiful event. Florianopolis always welcomes us very well and we love racing here,"* added Massa.



Shannon 922 laps for a New World Record

The United States is now home to another world record thanks to the efforts of Virginia's Trey Shannon. The 24 Hours for TSA Guinness World Record attempt for driving a kart solo for 24 hours took place over Tuesday, October 25 and Wednesday, October 26 at the New Castle Motorsports Park in central Indiana.

REPORT GORACING / PHOTOS D.LEE (DAVIDLEEPHOTO.COM)



Circulating around a 0.919-mile course, Shannon drove to a new record of 847.318-miles to beat the previous record, set by Lloyd de Boltz-Miller of the UK roughly one year ago, by 46 miles. More importantly, Shannon was able to raise money and awareness for Tourette Syndrome Association (TSA).

The journey began around 10am Tuesday morning under sunny skies as Trey took to the track aboard a MRP Motorsport Birel/

Rotax machine. Guided by the Adrenaline Fix Karting crew to service the kart over the 24-hour period, the group had devised a plan to complete 900 miles to ensure they would break the record should issues arise. Within the first few hours, a battery issue struck the machine and kept the crew on its toes and was resolved in the following stops. For the rest of the time, the mechanical gremlins stayed away. The big challenge, aside from the obvious battle to go 24 hours, came around the



THERE WERE NO MAJOR MECHANICAL ISSUES OTHER THAN THE EARLY BATTERY ISSUES AND EVERYTHING RAN LIKE CLOCK WORK

2:00am hour. A storm cell was passing through the area and all were hoping it would miss the track. The call was

made to keep Trey on track as much as possible before the rain came. Just after making a stop, Shannon hit the track

Notes from the Adrenaline Fix Karting as the event unfolded:

10:15am:	Spark plug issue
11:25am:	Battery issue
3:13pm:	clutch drum nut loose
4pm:	4th stop - 14 minutes
6 hours into run:	drive system looks great
290 laps:	Fifth stop, removed rear bumper
8 hours:	passed 300 mile mark, still on first set of Hoosier tires
Sixth stop:	new chain, rear sprocket and headlight installed, PitFit workout
7:30pm:	temp lights are on
412 laps:	seventh stop, changed headlight and mychron batteries
Eighth stop:	changed engine and headlight battery, chain adjustment, 480 laps completed
12 hours:	486 laps - 447 miles
10:25pm:	Light at end of straight went out - NCMP put up temp lights to replace
Ninth stop:	13th hour, on schedule, more training
12:45am:	600 laps, 552 miles complete, stop routine
10th stop:	thunder and lightning in the area
3am:	rain hits and change to rain tires
18 hours:	720 laps, 662 miles, still raining
20 hours:	783 laps, 720 miles, track is slowly drying
21 hours:	810 laps, 745 miles still damp, still dark

Breaks record just before the end of 23rd hour

only to have the skies open up just as he began the lap, driving the rest of the lap as it rained heavily. After the crew made the change over to the rain setup, Trey went back out for a full stint in what would be his first ever time piloting a kart in the rain. Spinning the kart only once on the very first lap, he ran stints of 70 and 60 laps, which set up for the record breaking segment of around 30 laps in the 23rd hour of the run. "The main goal of Adrenaline Fix Karting was to never have a situation where Trey would end up off track and need to return on the gator and that goal was accomplished," stated Julie Conlin, PR rep for Adrenaline Fix Karting. "There were no major mechanical issues other than the early battery issues and everything ran like clock work. Adrenaline Fix Karting remained proactive on each stop by: changing the battery, sometimes changing the MyChron battery, keeping heat on the engine so that Trey would not have to go out with a cold engine, checking the brakes, checking the chain, checking the sprockets, and replacing the chain and sprocket a couple times." In total, Trey ran a total of 922 laps that equated out to 847.318-miles to beat the record by 46 miles. During many of the stops, Shannon spent time with PitFit Training's Jim Leo, based in Indianapolis, to help keep his body stretched and hydrated throughout the record-breaking attempt. New Castle Motorsports Park, aside from providing the facility to break the record, bent over backwards to make

sure everything was there, including the portable lighting for the night hours. At 10:25pm, the lights at the end of the straightaway went out. Mike Adams and the NCMP staff went into action, bringing in some replacement lights for that corner. "I have to thank our amazing crew: Dave Creech, John Vottero, Mike Unger, Mark Nevill, Julie Conlin and Tracy Conlin," stated Jim Conlin of AFK. "As you may expect, the credit for the reliability of the kart and the economy of the pit stops were largely due to preparation and planning and all the people above were involved in that. There is over 60 collective years of karting experience among those people. MRP Motorsport gave us an excellent package. The Birel was rock solid and the Rotax sounded the same at the end of the 24 hours as it did at the beginning. Many thanks to MRP's Marc Miller who sent us every imaginable spare we could possibly need. But in the end, all we used out of the huge box was a clutch drum/drive gear and 3 chains. Other than that, all we did was change the main battery every 6 hours and the Rotax never missed a beat. And a shout out goes to Motorama Kart Parts who lent us a clutch puller in case we needed to replace the clutch. Gladly we didn't. After just a couple minor issues at the very beginning of the run, everything went like clockwork. With each completed lap and on each pit stop I, as the crew chief, kept waiting for the other shoe to drop. But it didn't and the credit for that goes to everyone mentioned above."

Kart Masters

Although the karting season finished a month ago, Polish kart drivers have already started thinking about the forthcoming one. Why? Surely they need a break! Apparently not. Once you taste motorsport, it is difficult to leave it. Moreover, it is hard to survive winter when looking forward to the start of a new season.

REPORT & PHOTOS L.IWANIAK (MEDIA4U.PL)





Michał Grzyb (1) grabs KF3 title; below, Mini Rok champion Marcel Grudzinski. Top, Super Rok champ Mariusz Szymczak (5) and Jan Krencisz, winner in M60. Left, Gosia Rdest, KF2, the first female driver to win a national title



 The cards have been dealt – we now know champions of Poland as well as the winners of Rok Cup. The first and second out of twelve rounds took place in the mid-May at WallraV Race Centre in Stay Kisielin, where trophies were given by a well-known worldwide singer - Urszula Dudziak, famous for her Papaya song. The first two days were rather dull with cloud-capped sky heralding torrential rain. Two weeks later kart drivers moved to a classic track in Radom, where tricks were played not only by weather itself. It rained during one of the rounds and because it was late May the weather changed like a kaleidoscope. That didn't hinder kart drivers from competing. They remained brave in their fight regardless of wet or dry conditions on the track. Unfortunately, it brought lots of hassles for the car mechanics who had a final say how to put a kart right, bearing in mind that each second played a vital role.

The next day began with more favourable conditions. Everyone was enjoying the day until Filip Wójcik, driving in the lead, got involved in a serious accident while doubling the other participant. That stopped the competition. The accident looked rather terrifying with a young driver flying high over the ground and consequently hitting the tarmac. Not having suffered

major injuries, he checked out the hospital the following day. In mid-June, drivers came back on the track in Radom. They scored good points without any unpleasant surprises. Another great attraction was a powerful thunderstorm with a gusty wind blowing out all the service tents. Next four rounds were held in Stary Kisielin and last two in Radom, that time without any unexpected events. A weather lottery accompanied the competitions until the end of the season. Regrettably, there are only two professional tracks where Champions of Poland were competing in 2011 season, that's why great majority of drivers practise at overseas tracks in the Czech Republic, Italy or Germany.

After twelve rounds, Gosia Rdest won the Championship of Poland in **KF2** category. Gosia had been practising in Italy for a while and it was probably a factor that contributed to her success. She stood on the top of the podium four times, three times on the second position and she also didn't miss the third one. However, it wasn't easy as Filip Timporek was treading on her heels until the last race. He won twice and stood on the second step of the podium three times. The third position in the championship was taken by Marcin Jaga. Michał Grzyb and Aleksander Kowalski competed passionately in **KF3** category as well as in the higher



one with Grzyb finally winning a victory over his opponent. The champion of Poland finished on the top of the podium six times. Having a great score advantage, Paweł Małczak came after Kowalski. Apart from champion's series, the participants took part in numerous cup competitions. One of them was the Rok Cup, organized by Andrzej Orcik from Amo Sportsystem. He puts his heart to help Rok achieve the highest level of standard. In **Mini Rok**, 39 drivers participated in 2011 season, which is regarded as a fantastic result. Marcel Grudzinski turned out to be the best. The second was Jan Krencisz, followed by Filip Wójcik. Older fans of Rok Cup and supporters of **Junior 125** could celebrate a victory of Karol Lubas. He performed very well and stood on the podium as many as nine times. An interesting battle to win second position took place between Dominik Morawski and Krzysztof Frankowski, with the former having the better. **Rok 125** category saw Hubert Cebulski taking



the title. Being a well-recognized and appreciated driver both in Poland and abroad, he managed to stand on the top of the podium seven times. Bartłomiej Mirecki finished second overall, however, without a fight until the last round. The third position went to Lithuanian Ignas Gelzinis from Juta Racing Team. As the minimum age requirements were quite strict, **Super Rok** gave an opportunity for older drivers to enjoy their time too. It didn't mean there wasn't anything spectacular on the track. On the contrary, emotions reached the peak from the very first lap to the last. Mariusz Szymczak won the category, followed by Daniel Zajac and Gracjan Ambrozik.

E60, which has always been the most popular category, is what remained from Easykart Cup. In total 20 drivers took part in the competition.



Above, Junior Rok champ Karol Lubas (1); left, E60 champ Filip Wójcik; below, Maciek Banao distinguished himself in non-professional racing for 5-6 year old lads

CHAMPIONSHIP

KF2

- 1) 33 Rdest, 656
- 2) 88 Tomporek, 625
- 3) 70 Jagla, 513

KF3

- 1) 1 Grzyb, 789
- 2) 6 Kowalski, 728
- 3) 90 Małczak, 502

M60

- 1) 1 Krencisz, 629
- 2) 119 Parys, 612
- 3) 4 Kaluza, 605

E60

- 1) 88 Wójcik, 668
- 2) 33 Cegielski, 608
- 3) 40 Antoszewski, 584

Mini Rok

- 1) 7 Grudzinski, 618
- 2) 2 Krencisz, 592
- 3) 88 Wójcik, 582

Junior Rok

- 1) 1 Lubas, 762
- 2) 43 Morawski, 558
- 3) 60 Frankowski, 533

Rok 125

- 1) 2 Cebulski, 657
- 2) 116 Mirecki, 557
- 3) 20 Gelzinis, 441

Super Rok

- 1) 5 Szymczak, 633
- 2) 69 Zajac, 507
- 3) 1 Ambrozik, 417

Filip Wójcik, who suffered an injury at Radom grab the title. His strongest opponent in 2011, Mikołaj Cegielski took the second position, while Jan Antoszewski took the third position. The Polish Motor Union also held a Cup. Young drivers competed in M60 karts. A well-known Mini Rok category driver, Jan Krencisz, turned out to be the fastest. Piotr Parys and Oskar Kaluza were fighting right behind Krencisz's back. Parys scored more points, which resulted in him standing on the second step of the podium in the Polish Motor Union Cup.

It's worth mentioning the youngest kart drivers who haven't participated in the professional competitions yet. Taking the opportunity of the Karting Championship of Poland, the 5-6-year-old drivers were easy to notice on the track, equipped with specially designed

karts. We distinguished few very skilful boys, among them Maciek Banao, who undoubtedly took the passion off his father. He's the only 5-year-old driver who practises in a fully unblocked kart, which is very demanding. Surprisingly, little Maciek talks his dad into training sessions. Who knows? Maybe a new talented Kubica started to emerge.



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“Vintage” season ends

The kart racing season could not have had better ending on 11-13th November. 98 drivers lined up for the Cup of Portugal!

A great festival of national karting, open to six categories at the Baltar kart track, near Porto.

REPORT & PHOTOS RIAKART P.O.



The X30 category, the premier class, was full of top drivers.

The national champion, Diogo Silva, was not present, but most of his rivals were and fought hard to claim the ‘cup’. With 26 drivers on starting grid, the success went to Yannick Kemp. Lucas Araujo took the pole position and won the first qualifying heat, but in the final he ended up in third behind João Correia. José Pedro Faria, one of the strongest candidates to victory, also won one qualifying heat, but in lap 10 of the final he had a stroke of bad luck as he was forced to abandon the race.

In the X30 Shifter category, with seven participants, five times national champion in 125 Free João Barros was quiet in the first part of the weekend, but then

he won the second qualifying heat and the final. National champion Armando Parente finished second in the final, and Tiago Teixeira was third. David Luz took the ‘pole’ and won the prefinal, but in the decisive contest he was forced to retire.

Chaves imposes his power in Junior

Henrique Chaves, who missed something in the qualifying and in the prefinal, was the strongest of the 17 drivers in the final. Luciano Miguel and Marco Faria had a good race completing the podium. The national champion, Bruno Borlido, who dominated all events until the last contest, was forced to retire in the final stages. In the Juvenil category, Diogo

Pinto was the fastest in qualifying and dominated both heats, but in the end, he was unable to start in the final. Yohan Sousa, who holds the title of national champion, always raced in the front places and triumphed in the final. Brais Villar and Ruben Rua took second and third place respectively.

Uchôa wins in Cadets

In the class for younger drivers, the Cadet category contested by 15 drivers, the Brazilian Victor Uchôa, well-known protagonist of the Baltar track, took the top step of the podium, resisting to the attacks of Santinho Mendes, who was ranked second and was improving his performance in the qualifying heats.



OVER TO THE ORGANIZER

"We want to improve in 2012" is the goal of Riakart managers Paulo Botelho and Victor Carvalho. The kart racing season was indeed a success considering the number of drivers involved and the level of competitiveness. Paulo Botelho, Riakart manager (commercial responsible), that played a decisive role, as well as Victor Carvalho, Starsign manager (promotion responsible), were instrumental in the success.

"The Karting Championship in Portugal in 2011 was revived in full through hard work, and success in improving on 2011 is what we are after. There are ideas that we are trying to implement and we are already working to achieve them, if there will be the necessary conditions. Everything leads us to have an even stronger 2012. The dedication and commitment are our slogan. Of course, all this was due with the support of several players such as FPAK, karting clubs, Riakart and Starsign as well as the sponsors: KIA, Bahco, QF-Ltd and Bridgestone", comment the two managers.



To note also the performance of Pedro Rodrigues, because in the end he proved strong and was awarded third place. The national champion, Diogo Costa Pinto, finished in fourth place. Finally, the Initiation category (Tribute to Figueiredo e Silva) saw a very good grid of 12 participants (also due to the strong contribution of the karting School of Baltar). The party of the Cup was made by Afonso Ferreira, while David Figueiredo and Rodrigo Correia completed the podium, 2nd and 3rd respectively.



track test

MARANELLO RS12, RS10, RS9, RS7





MARANELLO POKER

The chassis and engine manufacturer bets on four different frames for 2012, new homologation and updated ones, with tubes of even 28 mm in diameter. We went and tried all four models that mounted engines of the same brand, both for gear class and direct drive.

REPORT: MAURIZIO VOLTINI - PHOTOS: DOMENICO PAOLICELLI (STUDIO BONAGA)



Ever since the three year homologations are valid for six years, it is a normal practice that the manufacturers bet every time on a new model and on a previous model, perhaps an updated version. And that is just what Maranello have done, with this new 2012 chassis homologation, but they have doubled: there are four "diamond points" made by the Brescian factory for the next season. Two models are for the gear class and two for the direct drive class; or looking at it from another point, a brand new model, and one is nearly all redone, and there are two others that have had minor updating adjustments. We will see in the detailed column the characteristics of these frames, but we must underline here that to latest model, the RS12, is characterised by what seem to be the la test trend that appears to be a common one for 2012: presence of 28 mm diameter tubes.

Making the most of the manifestation that Maranello held at the track in Lonato near Brescia, northern Italy, early November, two days that gave karting fan san opportunity for clients to get a preview of their future productions, we too had an opportunity of testing all four models. On this occasion,

two other drivers were there to help us: Chiara Poletto with KF2 karts and Marco Tessarolo with gear class karts (in both cases the karts were powered by the same Maranello) while we "enjoyed ourselves driving a Rotax Max powered RS12. Anyway, let's see what we noticed driving these new karts on the track.

THERE IS A DIFFERENCE BETWEEN THE OLD AND NEW

The first to hit the track was Chiara with the RS12 version; the new model that s very interesting for its rather "extreme" characteristics with a novelty Ø28 mm on longitudinal members. One or two laps for finding the right size and them Chiara show that she has adapted to driving a Maranello. «Once you have set corner entry well – she, in facts tells us at the end of her driving session, it helps drive flow afterwards. It almost seems that tit does everything by itself. It is very stable also on braking. It is very stable on braking too». It is now time to get into the kart with the RS9 frame, the other model destined for the direct drive class. You can tell that Chiara is already more "confused" already from the early laps and, in fact, she tells us so as soon as she gets out: «I was immediately at ease, the chassis is freer especially on corner exit where it glided outwards better. But I also felt that it was lighter when braking».

Brakes though, need to be dealt with separately, and take a closer look not just an impression: «it's not that the front discs don't break, but I found that I had to press the lever on the steering wheel hard», our assistant tester said on the matter. However, Luca lannaccone "expert" from Maranello who is present on the track comes to fill us in on the matter. In fact, he tells us that due to the drivers' requests the front lever that worked front brakes, leverage ratio has been changed. So now there is a shorter stroke, this is what the drivers asked for, and consequently (law of geometry) more force is required to get the same hydraulic pressure on the system.

INNOVATIONS MUST BE ASSIMILATED

A few more laps are needed for Chiara to get used to the two karts better and really get a good impression of how they work: <<in fact, in some situations the RS9 does tend to widen out, perhaps even a bit too much, while on the contrary, the RS12 helps with its stability, especially the fore-carriage>. Well, it looks as though you also need to get used to the chances that the newer but also less conventional chassis offers.

We saw how it is also very sensitive to the various adjustments offered by means of a front supplementary bar, which is flat and therefore can be orientated orientate, but not only. In fact, after the practice, time stopped by Chiara is slightly in favour of the RS12: 43"3 model against 43"5.

We tried this last chassis also with a Rotax Max engine, the one for the Challenge and we too registered a good overall balance.

DRIVER

Marco Tessarolo

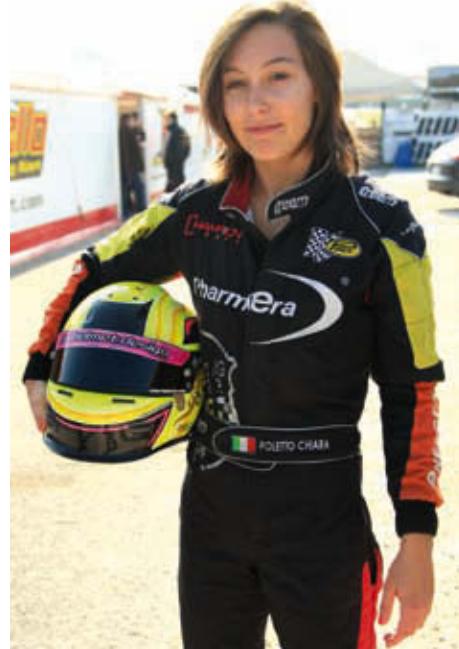
Age - 42

He started racing in karts in 1988, and then he stopped for 8 yeas where he did do something with motorcars (uphill racing) and then went back to karting in 2000. Now he races in the 125 Italia (CKR-TM) for the Rally Team and has won the regional Triveneto 5 times.



CHIARA POLETTA (KF2 KARTS) AND MARCO TESSAROLO (GEAR CLASS) HELPED US WITH OUR TEST (IN BOTH CASES THEY MOUNTED ENGINES MADE BY THE SAME MARANELLO).

DRIVER



Chiara Poletto

Age: 19

Chiara started racing in 1999 and today she's in Champion Kart in force with CKC team. She took third in the Under 18 World Championship in Spain in 2010 and in 2011 she grabbed the Italian FIM on a Parolin chassis.



We had Chiara Poletto (top) and Marco Tessarolo (opposite page) to help us with this test, to see what the Maranello 2012 production is really like. As usual, it is always well finished and with lots of innovation also for chassis that had been innovated with the last homologation, for example, tubes that go from the "C" that now tilt backwards.





track test

MARANELLO RS12, RS10, RS9, RS7







Above, the two testers together on the track with the direct drive: Voltini with an RS12 chassis and a Rotax Max, Poletto with a KF2 powered RS9. Besides a front brake, you can see (right) the Sniper for adjusting fore-carriage geometry, which enables you to vary camber and caster independently. Giancarlo Giusti is one of the Maranello Kart owners.



In our opinion the tyres used for the specific case are decisive: also the D3 compound Mojo mounted as stated in regulations for the trophy event are actually hard, therefore this chassis requires a bit of effort to mount them.

Apart from that this time too the front brakes have to be "pressed" quite a bit to get maximum stopping power, although it is better not to exaggerate so as not to

unbalance the first part of the corner, on entry you get better results by insisting a bit with the steering wheel and with release; on the contrary, better still if you continue rear braking into the turn. This way the inside rear wheel lifts the kart enough to let it glide into the chosen path. Well, the RS12 seems to be more suitable in international races, or perhaps with soft compound tyres and tracks with good grip.

STRENGTH OF TRADITION

As for the 125 gear class, there are another two other chassis models: in this case we have the Maranello RS10 and RS7. The first is a very strong evolution of the preceding bodywork, the second has some changes in details but it is highly targeted. Marco realises that, having got over one or two problems concerning the engines that were much exploited on these promotional days

in Lonato, he doesn't feel immediately at ease with the RS10 model, the first one he tried. «With the 32 mm diameter tubes I round it rather "heavy", especially at the front. This doesn't help corner entry, because when you enter a corner very fast there is a tendency to suddenly "drop so it sort of knocks us out a bit», these are his impressions after the initial test.

CHASSIS TECHNICAL FORM



	KF2	KZ2	ROTAX
CHASSIS	RS12	RS9	RS12
CIK HOMOLOGATION	38/CH/17	08/CH/14	38/CH/17
FRONT TRACK.	121.0 cm	121.5 mm	124.0 mm
REAR TRACK.	140.0 cm	140.0 mm	139.0 cm
CHASSIS HEIGHT FRONT/REAR.	low/low	low/low	High/low
TOE IN	open 2 mm	open 2 mm	open 2 mm
CAMBER/CASTER	ap. 2 mm / 0°	ap. 2 mm / 2°	neutral/neutral
HUBS	standard magnesium	standard magnesium	standard magnesium
AXLE	ø50 mm RS6 medium	ø50 mm type H (hard)	ø50 mm standard
3° BEARING	Fixed without grain	fixed	Fixed without grain
WHEELBASE	long	long	short
SUPPLEMENTARY BARS	front "flat"	front circular	Front original
TYRES	Vega XM	Vega XM	Mojo D3
PRESSURE	0.50/0.48 bar	0.50/0.48 bar	0.65/0.60 bar
ENGINE	Maranello MK11	Maranello MK11	Rotax Max
RATIO	12/80	17/24	12/77



ENGINE TECHNICAL FORM



KF3	KF2	KZ
DENOMINATION	MK11	MK11
DISPLACEMENT	124.7 cc	124.7 cc
BORE AND STROKE	54 x 54.45 mm	54 x 54.45 mm
CONROD WHEELBASE	103 mm	103 mm
CYLINDER	Aluminium with cast iron barrel	Aluminium with cast iron barrel
HEAD VOLUME	12 cc	9 cc
COOLING	Liquid with integrated water pump	
VALVE AT THE EXHAUST	None	Pneumatic choke valve
INPUT	Reed in casing carter	
CARBURETTOR	20 mm	Dell'Orto VHSH 30
IGNITION	Digital with limit at 14000 revs	PVL analogical
EXHAUST	Homologated	
CLUTCH	Dry, single piece centrifugal	Dry multiple discs
N. RATIOS	Direct drive	6-ratio gears

WE STARTED WITH THE MAIN INNOVATION ON THE MARANELLO 2012 LIST, THAT IS, THE RS12 CHASSIS MADE WITH Ø28 TUBES

His opinion was very different after having tried the RS7 though: <<This chassis made of 30 and 32 mm tubes is absolutely different! I got an excellent impression: it was light, flexible and the fore carriage was really good. It is a true chassis, as I have said it is easy to manage and it stays down! Enough to forgive you small errors, perhaps being too fast and slightly delay in braking, without problems. Also on braking it is

well balanced, braking is good , the type that you feel presses onto the ground and, continuing into the corner you feel the wheel lift properly. Well, on the whole it works really well.» Evidently, if the engineers at Maranello have decided to believe in this "old" chassis once again, extending homologation and just changing the tube that holds the front "Cs", there must be a reason.

Obviously we all know that karts have to adapt to the different track conditions on racing days, but with four possibilities of adjustment and each one with its specific characteristic and response, we think that Maranello and its drivers will not have any problem in facing the situation they may find on racing day in the best of ways.


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The axle moves in four directions

Let's see the primary manufacturing characteristics of each one of the four chassis made by Maranello, that we tested, but not before having underlined a particular technical detail that is common to each one: variable wheelbase. Especially the axle supports the "binders" of the chassis that have in fact, four series of bores placed in such a way as to be able to vary height both the longitudinal position of the axle, which has four degrees of allowance freedom in adjustment. However, we didn't have the chance of carrying out a test on this – you need more time to carry out this adjustment even if it is quite simple – but they guaranteed that the effect was good, even if the difference of about "just" one centimetre around the basic measurement, 105 cm.

Let's first take a look at the substantial innovation for 2012 on the Maranello price, that is, the RS12 chassis: it is made of 28 mm diameter longitudinal members compared to the 30 mm for the cross members. As for the rest, the design is quite traditional with part of the tube next to the tank, near the double curve and slightly converging. The cross member behind the seat is absolutely "straight" and it is possible to mount two supplementary bars, with the front one taken back onto the longitudinal members. The RS10 model, remarkably updated, also has these characteristics: the rear cross member in fact, has been "straightened" (before it was oblique) to get a response, where rear carriage is "freer", and also the front removable bar has been moved back compared to the spindles. But, in this case we have tubes, all 32 mm in diameter, even the longitudinal ones. Now they are even narrower at the side near the tank, becoming converging, and with slightly



different cures in the central part. We can practically say that, even if they have used a preceding form, the RS10 is the same design as the RS12, the only difference is tube diameter.

What is very similar though is the evolutive route of the Maranello RS7 and RS9: both already basically much appreciated; only the tube that supports the "C" and that continues to support the supplementary bar. In fact, this tube is now tending to point backward and not forward as it originally did. Then for the rest, the two models stand out because the RS7 (whose homologation expires in 2011 but has been extended) had 30 mm diameter longitudinal members and 32 mm cross members, while all the tubes for the body work of the RS9 are 30 mm in diameter.

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on the technical side

CHECKING DISPLACEMENT: ENGINE DOPING



Carom!

It looks as though after one or two little tests at the end of this past season some drivers seem to enjoy driving with displacement not conform to norms. How is it possible that these things aren't noticed during the technical checks? Can anything be done about it, what should be done about it?

REPORT: P. MANCINI



For those who love billiards, 125 is a magic number: it is the name of one of the nicest games you have. In fact, 125 is the number of points that you must get to win the game.

In the motor racing world, it is very often the displacement that gives the name to a class: 60, 100, 125 and not the points for winning a race!

Recently though, you have acronyms: the direct drive has become KF and the gear class is the KZ. For both the bond for displacement remains as it is, it must be 125 cc.

And yet, in regional races, it seems that some have started to fiddle with displacement too, with it when it is being elaborated... as though the name KZ has put this regulamentary norm in second place. So, we get some rather strange things happening, very strange I'd say, for example better lap time in regional events than time stopped by official drivers in titled competitions, overwhelming overtaking manoeuvres on very short straights, unexplainable, a remarkable request for pistons made to measure match displacement.

IT WAS A HARD COLD WINTER...

... and someone came up with the idea of experimenting with the umpteenth cylinder that had broken on the track due to wrong carburetion, a bit too taught... "Com on, nothing can be done to save it! But, it would be a shame to throw it away... what can I do with this cylinder? Yeah, I'll buy a 56 mm piston, have the barrel re-chromed to measure and I'll have a great engine for practicing!"

We'd like to believe that whoever has launched this trend in regional races has done so by mistake. All in all, what does it take to increase displacement on a KZ? All you have to do is get a piston that is 56 mm reaming or, have the cylinder reamed, re-profile burst chamber, put the squish band right and Bob's your uncle!

It is very easy to get pistons reamed at 56 because they are used for motorcycle engines, and they have been using this size over the years. A bit more difficult to find pistons with 58 mm reaming, but still easily available, these two are perfectly compatible with karting engines.

Anyone who doesn't want to be noticed can always have a piston stamped to measure,

seeing that with this technique you can also have parts made at a reasonable cost... It is quite an easy change to make: it is a matter of putting the nikasil barrel right, with relative correction used for most; it costs just over 100 Euro and is done in a matter of 2 weeks. The big end can be modified in a garage with a lathe and a bit of patience. Maybe the drive shaft balance may have to be checked afterwards (bigger pistons are heavier so, increasing the weight of mass in alternate motion you create driving shaft imbalance...), optimize shape and diagram of ports seeing that the last part has been removed by the correction and, obviously after the engine has to be fine tuned. In both cases, with pistons having 56 mm and 58 mm reaming, displacement rises respectively to 132.9 cc and to 142.5 cc. And as if this wasn't enough, keeping the volume of the burst chamber constant, at 13 cc measured with the appropriate insert placed in the spark plug thread, the compression ratio increases drastically. Consequently, doing a quick check without measuring bore and stroke (an operation that, among other things, only takes a minute), an engine could be perfectly in



▲ Measuring displacement is very easy to do: reaming is measured on the spot, while to measure stroke you must remove the spark plug and use a digital gauge. Zero the instrument to TDC and measure the distance from BDC. Why is it that this simple operation is hardly ever carried out?

The cylinder, whether it is with integral barrel with galvanic nikasil coating or it has a cast iron barrel, can be corrected to increase bore. In the case of cylinders with nikasil barrel, you must redo the coating after doing this mechanical machining. ▶



▶ With the grinding, part of the last part of the transfer duct (the most important, on a fluid mechanic yield level) is eliminated, to this minor disadvantage in terms of scavange, on the other hand you have though, an enormous advantage in displacement that compensates for everything.



fiche as far as burst chamber, carburettor and exhaust is concerned, but, it would be out by two important parameter like displacement and the same compression ratio!

The compression ratio, whether it be measured in the European style or in the Japanese way has as it fundamental parameter the engine displacement, consequently "weight" of the notorious 13 cc volume has a totally different value depending on whether it is related to a 125 cc cylinder or a 132 or 142 cc!

ALSO THE 60...

Also in the 60 it is now a very common custom not to check displacement and consequently, also in this class they say

there are some who take advantage of the different length of the connecting rod used by the various engines in use today, have made driving shafts with pin offset to be able to get something in terms of useful stroke or, even, those who have combined cunningness to increase bore. This sort of change would be more or less invisible unless the engine is opened and the sizes of bore and stroke checked: increasing stroke together with a shorter connecting rod, in fact, you don't have to thicken the cylinder to change the height...

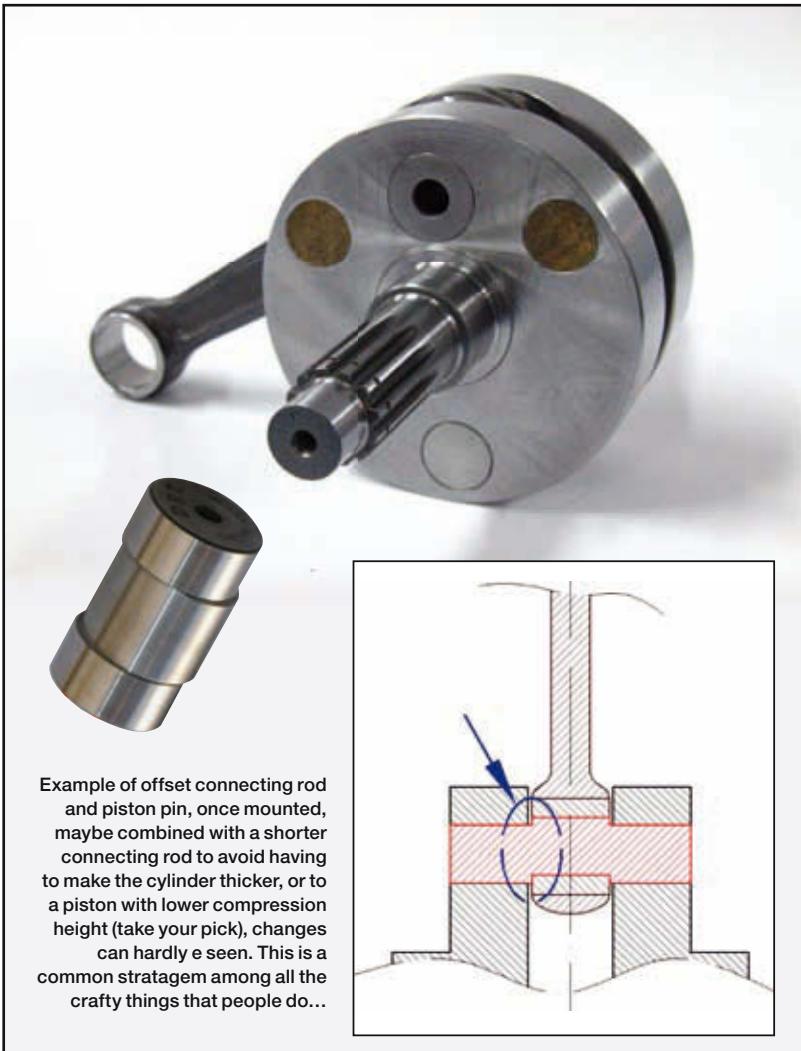
IF THE WORST COMES TO THE WORST...

We must say that, among all the technical incorrectness seen until now, the "out of

displacement" is the one that should be punished most and not just by the sports authorities. The illicit sportive usually find, in all types of sports, a double sanction. In the first place a disciplinary punishment given to be paid by their members by the authorised bodies of each single federation that organise a given racing event: think of football players expelled from a game and have to stay away from the field for several days.

Or a kart driver disqualified for a month or so....

Secondly, and only in the more serious cases, a penal sanction «common», given by a judge for violation committed on the Italian territory by a given person, whether he is a subscriber or not with a sports federation.



▲ Usually, you add a shorter connecting rod to an offset connecting rod so as not to thicken the cylinder and be caught out when doing the check up. If you use offset, that is, if the piston pin is offset by 1mm. The connecting rod must be 1mm shorter. For each millimetre of offset stroke increases by 2 mm: it is worth it!

PISTONS

You can find pistons that are 56 mm bigger on sale; they can increase displacement by up to 132 cc. The 58 mm ones can be found as spare parts for transformation kit for Vespa scooters and have been adapted for karts. Some have even had pistons made to measure: in fact this type of production allows you to have single parts made at reasonable prices.

The members of the CSAI can, for example, give different types of punishment: from depolarizing to radiation. It is interesting to remember, however, that the competitors can be declared to be co-responsible, until it be proved otherwise, of the disciplinary illicit disciplinary committed by drivers and their mechanics-tuners.

It would be a great victory to see anyone guilty of such things radiated by the Federation....

However, illicit sportive, though, is also punished by normal penal norms.

Article 1 of the 13th December 1989Act, n. 401, is an important disposition that gives penal sanction «fraud in sports competitions». The law speaks clearly: «Anyone offering money or anything else

to competitors at an event organised by a federation acknowledged by CONI, with the aim of getting different results than those reached by loyal and correct sports behaviour, that is committing fraudulent acts to get the results, is punished by law with one month in prison or a fine... The same punishment is applied to the entrée who accepts money or anything else, or any advantages» A norm that has also had indirect repercussion on a wider scale, for example article 3 of the same 13th December 1989 Act, N. 401, imposes that any cheating on what is mentioned in Article 1, «must be reported» to presidents of the national sports federations associated with CONI, and can be penalty sanctioned as in article c.p. (if it is not reported, it is against

the law»).

The norm is quite clear and can be object of interpretations very late, especially where it legislates to punishment of « other fraudulent committed for the same aim»: in fact, many Public ministers have tried in the past to use it for investigating on doping, for example and other illegal action carried out by those who enter for events with the only aim of winning.

For example, in karting the norm in question could be applied to competitors, drivers and mechanics and obviously also to testers who "might forget" to carry out elementary checks, such as displacement.

Think people think... do you really think that it is a golden plastic cup taken home after a normal regional race?

DRIVING SHAFT:

THE HEART OF OUR ENGINE THAT TURNS...



I WONDER HOW MANY OF YOU HAVE ALWAYS DREAMT OF HAVING AN OFFICIAL ENGINE AND CONVINCED THAT IT CAN WORK MIRACLES IN ALLOWING YOU TO GAIN PRECIOUS TENTHS...

Here we are talking about our engines again and, following the advice of our friend Antonello, this time we are going to take a look at the driving shaft and how to assemble it properly. Before going on to the "live" part of the operation, let's spend just a few words on the various theories and currents of thoughts that concern the possible balancing (or rather unbalancing) of the driving shaft of a 2-stroke engine, avoiding, on purpose, to go too far into the issue putting down mathematical formulas regarding calculus on inertia of the driving shaft.

I HAVE A FEW WORDS WITH SOMEONE WHO DESIGNS ENGINES

and builds them for passion, and listening to him I soon felt out of place because what he said was a bit in contrast with what I had always thought valid And it wasn't as I thought, or at least it wasn't completely, for the simple fact that there don't seem to be any, absolute and unquestionable, laws that say that balancing (or unbalancing the drive shaft in that particular way actually, you always get a certain response from your engine.

If you want to get maximum performance from your engine

in a particular arc while it is working, all its components must be optimised so that they give the best result in that particular arc of use that we were looking to. Just the "special" shaft, very expensive, does not guarantee a miracle unless you add heat with it, which is "synchronised" as best as possible with it, the same goes for carburetion, but especially for our drive style! Yes, our drive style... I wonder how many of us have ever dreamt of having an official engine available, convinced that it is the thing that can work a miracle allowing us to gain a few precious tenths over our rivals or friends we've met at the circuit bar who are our rivals on the track...

However, I can guarantee that if you cannot fine tune a "hyper-bombarded" engine, if you are unable to fine tune carburetion and you cannot make the most of it, there is nothing you can do with it except, perhaps, brag about having one when you are chatting at the bar... My dear friend, and user of our forum, Marcorex knows something about it: he exchanged his old and good "old" engine with an ex-official, really good ex-official one and. I can guarantee that on the track it is the engine that takes itself and the kart along and not him who checks what his vehicle should be... Now, don't hold it against me, but you get top performance only if you work on the whole thing,



Picture 1 and 2. You can see, two or three balancing inserts on the two semi-shafts, and in this case they are made of material which is different from one another: one is aluminium and the other is resin. The numerous possible combinations between the various sizes, material and position of inserts, give motorists ample choice of personalising their drive shafts as they want...

and this means: engine, chassis, tyres, driver and track... so if everything is well amalgamated you will get top level performance, otherwise you have only drawn blood from our bank account... Now let's go on with assembling the drive

one with the teeth is the one that will couple with the primary drive and the other with the ignition fly wheel.
On the first, you can see at its end the seat for the "third" bearing: an "accessory" that now all mechanics have been using for a long time now,

the assembly phases: there are few pieces to put together, but a minor thing is enough to spark off a chain reaction that can bring about one or more breakages, which can be more or less devastating... On the "back" of the driving

piston pin of the conrod, and it is for balancing the latter. The other two, which are near the same piston pin, they are much smaller than the previous one and they help mechanics to "play about" with the various combinations of balancing possible: in this case, one is made of aluminium and the other in resin, and they cannot be too big in size to avoid dangerously weakening shoulders near the piston pin.

THE OPERATION THAT I AM ABOUT TO SHOW YOU IS SOMEWHAT A DELICATE ONE AND IT IS ALWAYS BETTER TO LET REAL MECHANICS DO IT...

shaft, which is brand new and hasn't ever seen a drop of petrol... The operation that I am going to talk about is somewhat a delicate one and it is always a good thing to let those who have got the know-how see to it: try not to turn yourself into a do it yourself mechanic and assemble the drive shaft by yourself because a small mistake can cause really serious damage.

In **picture 1 and 2** you can see two semi shafts; the

which allows you to stiffen the whole thing and increase reliability considerably, because it doesn't make the piston pin of the conrod big end bend so much (allow me to remind you that it is the one with a bigger diameter). Less bending means less work with "stress" for the piston pin, this changes directly in longer life. Cleansing, treatment and maniacal accuracy play a fundamental role in all

shaft you can see some inserts (in this case three and that are clearly visible in picture 6) that vary balancing to "synchronise it" with the thermal heat of the engine on which it is mounted.

IN THIS CASE INSERTS ARE, A "MAIN" ONE IN TUNGSTEN

which is exactly opposite the

IN PICTURE 3 YOU CAN SEE THE ASSEMBLY JIG OR TEMPLATE:

this is not standard nor is it valid for all engines, but it has been designed and "made to measure" according to h size of the driving shaft to be assembled and without this, it would be very hard to put the driving shaft together correctly. In **picture 4** you can see the



▲ Photo 3. An assembly jig or template for the driving shaft: without it, and without a suitable hydraulic press, it is impossible to mount the drive shaft correctly.

semi-shaft inserted into the jig and with the piston pin placed in its seat. In **picture 5** it is planted inside using a press.

IN THIS PHASE IF YOU FORCE THE PISTON PIN IN AT A WRONG ANGLE

it could get ruined and with it also the housing on the semi-shaft could get ruined. Once you have put the entire piston pin in its housing,

slip in the first fifth wheel and then in sequence the cage, connecting rod and the second fifth wheel (see **picture 6-7-8**), obviously everything must be lubricated before being mounted. Move the jig under the press and slip in the second semi-shaft too (**photo 9**) and then the second part of the jig (**photo 10**). With a press (**picture 11**) press near the piston pin and bring the jig to beat on its end of stroke. At this point (**picture 12**) the drive shaft is assembled, but



▲ Photo 4 and 5. The first thing during the assembly phase is putting the piston pin onto one of the semi-shafts.

the two semi-shafts are most probably not coaxial and neither are they concentric. To make sure that coaxial and concentricity are within established values between

them (max 0.02 mm) you should put it on the jig locators (**photo 13**) and, using the two comparator on it, check the conditions they are in to decide how and

▼ Photo 6, 7 and 8. Put the following onto the piston pin in sequence: the first fifth wheel (which is just a flat bushing), roller cage, connecting rod and the second fifth wheel.





▲ Photo 9. To complete "the sandwich" you only needed the second semi-shaft...



▲ Photo 10 and 11. Under the press on the driving shaft you also put the second half of the maschera and then proceed to "lock" the same shaft.

The centring template not only keeps everything concentric and aligned on the two semi-shafts; it also establishes the right distance between them and hence gives the right axial allowance for the connecting rod when everything has been assembled.



▲ Photo 12. Driving shaft assembled as soon as it has been taken out of the maschera and ready for the following phase, the more delicate phase: alignment of the two semi-shafts.



▲ Photo 13. Once you have put it on the check table, the comparators immediately show parallelism and coaxiality between the two semi-shafts in a few hundredths that are too many to be able to use it.



▲ Photo 14 and 15. To correct the parallelism between the two semi-shafts, use two levers for tyres, and with these force the point opposite the conrod piston pin.



▲ Photo 16. To correct the error of coaxiality between the two semi-shafts you use a copper hammer: with hard but "knowledgeable" bangs hit one of the two to make it turn respect to the piston pin and take it on the same axis as the other.

where you have to work.

To correct the inevitable errors made on assembling you use two techniques: the first, is the one that foresees the use of two levers for tyres

(**pictures 14 and 15**), is for re-establishing the parallelism between the axis of the two semi-shafts; the second, the one that foresees the use of a big copper hammer (**picture 16**) to re-set concentricity between the axis of the two semi-shafts. These two techniques are used alternatively and reputedly until the two semi shafts are perfectly aligned: the operation is very

important indeed and if it is done properly, the engine works well otherwise we'd have an engine that "turns" but it isn't all that good because there would be loss due to errors alignment, and it will also work less than it should due to more work and extra vibrations that the bearings and the big end of the connecting rod have to bear. And for this month too we

have finished, if you have any particular questions or any requests, contact me in writing at soskart@vroom.it. Again I ask you to visit our forum on site www.vroom.it, bye for now and see you next month with our new issue.



TNT Kartways attracted many of the karting superstars over the years and the circuit remains one of the most recognised in the sport, which explains why so many of the sport's former partakers return to Quincy once a year for the Vintage Kart Olympics.



Vintage Kart Olympics 2011

What was initially planned as a one time only event to celebrate karting's yesteryear recognised its tenth anniversary recently. The 2011 Vintage Kart Olympics was held from the 8 to the 10 of September at TNT Kartways in West Quincy, Missouri, attracting to the area vintage karting enthusiasts from more than 14 states and generating an estimated \$135,000. REPORT & PHOTOS F.WEIR



introduced karting in Quincy 53 years ago he helped form the Gem City (as Quincy is known) Karting Club and was instrumental in getting the first track built in the Quincy area near Payson in southern Adams County, Illinois. It's Gus' contacts across the American karting fraternity that have helped make the event the success it has become.

A CELEBRATION OF KARTING GOLDEN TIMES

Thursday all day was given over to open practice in very pleasant weather, after which everyone crossed the Mississippi into Illinois to the City Centre Hotel in downtown Quincy for Gus' welcoming

The first year we had 52 entries and it went so well we decided to do it again" said organiser Gus Traeder who brought karting to Quincy in 1958. "Now we regularly have more than 100 entries. Last year we had a record 114 entries and drivers came from 17 different states". Traeder is the former head of a national karting association and a well-known pioneer of the sport. After he

party. Quincy Mayor John Spring welcomed all and then Gus introduced guests and celebrities and presented awards to those that had been to all ten vintage events at TNT Kartways. Gus then spoke at length about the achievements of a certain gentleman from Tennessee namely Lynn Haddock. Lynn is known in karting as 'The Chattanooga Choo-Choo' because of the 'train' of karts that were always behind him when he raced. When Gus finished Mayor Spring presented Lynn with the Key to the City of Quincy. Friday morning was given over to official practice in very pleasant condition. At noon the mandatory drivers and pit crew meeting was held in the track infield. Fourteen classes contested three races each, one on Friday and two on Saturday. The majority of the racing was carried out using karts built between 1958 and 1970. There was one exception which allowed equipment manufactured between 1980 and 1985 to compete in its own class. All the karts however used modern tires and some frames had upgraded braking systems fitted. The racing was very much racing. No one was giving positions away easily, one competitor finding himself upside down during practice! Thankfully the emergency medical technician had a very relaxed weekend and only karts needed repairing. Friday night at the City Centre Hotel in Quincy was kart show and swap-meet night. Awards were presented to the following categories: Best Appearing





Kart, Most Original Rear Engine Kart, Most Original Sidewinder Kart, Best Kart in the Show and Best Display. After the Show all were invited for more free food and a chance to make some money at the Mark Twain Casino in nearby La Grange.

The response of the track

Saturday racing was interrupted by rain but after the track staff dried the surface it was back to the business in hand. Unfortunately the rain returned later on during the

THE DATES SCHEDULED FOR THE 2012 EDITION ARE SEPTEMBER 6 TO SEPTEMBER 8.

SHOW AWARDS AND RACE RESULTS

AWARD	RECIPIENT
Best appearing	1966 Rupp chaparral/mc101 owned by jim thompson, cedar rapids, iowa.
Most original rear engine	1959 Bug stinger/mc6 owned by al klusman, kearney, Missouri.
Most original sidewinder	Hartman/komet k88 owned by kelly west, ottawa, illinois.
Best of show	1967/68 Evans/mc9 (rotary valve) owned by bob lapke, peoria, illinois.
Best display	1971 Margay cheetah mkiii/mc91b1 with pictures displaying its spectacular crash at quincy during the '71 nationals owned by john houseman, jerseyville, illinois.

afternoon and the event was deemed to have finished.

In the single engine rear mounted 6.1 cubic inches engines of American manufacture Terry Traeder added another victory to his impressive collection with three heat wins. As an eight year old, he won his class at the inaugural race on the TNT circuit back in 1961 driving a Moss Kart. Hal Orndorff was victorious in

the over 6.1 capacity in this division scoring a perfect 1200 points. Scott Ader's long journey from North Carolina was rewarded with first place in the single engine sidewinder 6.1 cubic inches American made engine class. Terry Traeder continued on his winning ways in the single engine sidewinder 6.1 cubic inches of foreign manufacture by winning two heats and coming second in the other.

Victory in the class for sidewinder karts from 1980 to 1985 using 100 cc engines went to Bill McCornack with 1000 points ahead of Scott Ader on 969 points.

Kalamazoo resident Jerry Culp scored 1100 points to win the single engine over 6.1 cubic inches sidewinder of American manufacture. The over 6.1 cubic inches displacement sidewinder of foreign manufacture division was won by Bob Noel with a 1200 points perfect score. The dual/triple engine of American manufacture with drivers aged 21 or older was a close fought affair between former World Karting Champion Lake Speed and Hal Orndorff. Lake finished second on three occasions but Hal's two victories and a fourth netted him victory by 69 points. The fastest karts at the meeting were the dual engines of foreign manufacture. Because of rain on Saturday afternoon it was deemed unsafe to run the last heat. Both Lake Speed and Hal Orndorff scored 700 points each, a first and a second each but Lake was victorious in the first and was declared the winner. Dr. Jay Bruninga, a retired TWA pilot now flying on the ground, scored a perfect 1200 points to win single engine senior Sportsman 6.1 cubic inches displacement of American manufacture for drivers of 60 years of age or older. Dave Romaine was unbeaten in his three races with a perfect 1200 points score in the Sportsman Historic. Victory in the rain effected class for American fan cooled engines with can/box type muffler not using a DXL clutch and appearing stock of 6.1 cubic inches displacement went to Ron Brookman with a first and second resulting in 700 points. Ty Swenson's brother Nip upheld the family name by scoring a perfect 1200 points in the McCulloch MC49 class.



Above, Jim Thompson's Best of Show Award winning 1966 Dart Chaparral/MC101.

Top, Terry Traeder's 1970 Margay Cheetah/MC91 fitted with Ramhorn exhaust with n.42 plate; Twin McCulloch powered Bug with modern tyres.

POWER TO VICTORY

2011

TOM JOYNER

(Tonykart/TM)

CIK-FIA North European Trophy for KF2 Winner

DENNIS OLSEN

(Energy/TM)

CIK-FIA North European Trophy for KF3 Winner

PAOLO DE CONTO

(Energy/TM)

CIK-FIA European KZ1 Champion

FABIAN FEDERER

(CRG/TM)

CIK-FIA European KZ2 Champion

SAMI LUKA

(Energy/TM)

CIK-FIA European KF2 Champion

GEORGE RUSSELL

(Intrepid/TM)

CIK-FIA European KF3 Champion

JOEY HANSEN

(Lenzokart/TM)

CIK-FIA World Cup for KZ2 Winner

CHARLES LECLERC

(Intrepid/TM)

CIK-FIA World Cup for KF3 Winner



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2012 international racing calendar

PREVIEW 2012

FEBRUARY

- 12 Rotax Winter Cup, Campillos (E)
19 17th Winter Cup, Lonato (I)

MARCH

- 04 WSK Master Series Rnd.1, La Conca (I)
18 WSK Master Series Rnd.2, Sarno (I)
25 23rd Andrea Margutti Trophy, Lonato (I)

APRIL

- 01 WSK Master Series Rnd.3, Castelletto (I)
01 Rotax Euro Challenge Rnd.1, Genk (B)
15 WSK Euro Series Rnd.1, Sarno (I)
29 CIK-FIA World KF1 Championship Rnd.1, Varennes s/Allier (F)
29 CIK-FIA European KF3 Championship Rnd.1, Varennes s/Allier (F)

MAY

- 06 WSK Euro Series Rnd.2, Val d'Argenton (F)
13 Rotax Euro Challenge Rnd.2, Wackersdorf (D)
20 CIK-FIA World KF1 Championship Rnd.2, Suzuka (J)
20 CIK-FIA Asia-Pacific KF2 Championship, Suzuka (J)

JUNE

- 10 CIK-FIA European KZ1 & KZ2 Championships, Wackersdorf (D)
10 CIK-FIA European KF2 Championship Rnd.1, Wackersdorf (D)
17 CIK-FIA KF2, KF3 & KZ2 Viking Trophy, Pori (FIN)
24 WSK Euro Series Rnd.3, La Conca (I)

JULY

- 08 CIK-FIA «U18» Karting World Championship & Academy Trophy Rnd.1, Braga (P)
22 CIK-FIA World KF1 Championship Rnd.3, PF Int'l, Brandon (GB)
22 CIK-FIA European KF2 & KF3 Championships

Rnd.2, PF Int'l, Brandon (GB)

29 Rotax Euro Challenge Rnd.3, Kristianstad (S)

AUGUST

- 05 WSK Euro Series Rnd.4, Zuera (E)
26 CIK-FIA «U18» Karting World Championship & Academy Trophy Rnd.2, Angerville (F)

SEPTEMBER

- 09 CIK-FIA World KF1 Championship Rnd.4, Sarno (I)
09 CIK-FIA World Cups for KZ1 & KZ2, Sarno (I)
16 Rotax Euro Challenge Rnd.4, Salbris (FRA)
23 CIK-FIA World Cups for KF2 & KF3, Zuera (E)

OCTOBER

- 07 WSK Final Cup, Castelletto (I)
14 CIK-FIA Monaco Cup for KF3 & KZ2, Monaco (MCO)
14 Rok Cup International Final, Lonato (I)
14 Easykart International Grand Finals, Castelletto (I)
21 CIK-FIA World KF1 Championship Rnd.5, Macau-Coloane (MAC)
21 41st Trofeo delle Industrie, Lonato (I)
28 Rotax International Open, TBA
28 WSK Champions Cup Rnd.1, TBA
28 Bridgestone Cup Final, Lonato (I)

NOVEMBER

- 03 CIK-FIA «U18» Karting World Championship & Academy Trophy Rnd.3, Bahrain (BHR)
04 WSK Champions Cup Rnd.2, TBA
27/11-01/12 Rotax Grand Finals, Portimao (P)



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