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SUBSCRIPTIONS

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ANNUAL SUBSCRIPTION

62 Euro Europe
93 Euro USA, Canada
104 Euro Rest of the world

BACKDATED ISSUES:

5 Euro per copy

PRINTERS: ARTI GRAFICHE

via Vaccareccia, Pomezia (RM) Italy
on behalf of Grafiche Professionali
via Sequals, 4 - 00188 Roma - Italy

Registered at Law-court in Latina

N°714

date: 19.10.2000

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IPKARTING LAUNCHES OK1 BRAND

IPKarting S.r.l., the manufacturer of Praga karts, introduced the new “re-branded” line of orange karts, called OK1 at its first conference held in Verona, Italy in early October. Praga was present at the event with its factory team Praga Kart Racing, along with Praga owner Petr Ptacek, Praga marketing team, and representatives from Praga Racing. IPKarting Chairman of the Board Daniel

Sliva welcomed guests, and introduced how the company will be moving forward with its Praga and OK1 brands. The sales and commercial department presented the “orange” kart, a re-branded version of what was formerly known as Intrepid. **The re-branding is strictly a visual one, and the OK1 kart still maintains all the technical aspects and details it previously held,** only with a

also introduced the **new line of rental karts (PRAGA Raceline EVO and OK1 Raceline EVO) and “entry level” karts (PRAGA Dark and OK1 Start),** with a price point set to attract novice kart drivers.

new name. Dealers were assured that the factory would help with the transition into this new brand, including providing new sticker kits and other kart accessories and team wear.

Praga team manager Petr Ulbert spoke about the factory team, the work they put into preparing for their first season and the goals they achieved. Then it was time to hear from Praga factory driver and 2012 KZ1 World Champion Bas Lammers, who recounted his first season with Praga and his satisfaction with both the brand and the company. The new marketing and media features were also discussed, including the IPKarting website, where dealers can find all the information they need about the Praga and OK1 brands, as well as the many tools implemented by the Praga marketing team including the Praga team website, social media outlets Facebook and Youtube, and the Praga Journal magazine. CEO of Praga Racing Dusan Maly also spoke about the **Praga New Generation racing program,** which helps talented young kart drivers make the transition into professional racing, as well as introduced the new Praga R1 race car, which will be available in 2013. The purpose of the event was not only to provide



THE TECHNICAL DEPARTMENT PRESENTED THE NEW LINE OF "ENTRY LEVEL" KARTS, PRAGA DARK AND OK1 START

new information, but also to create a family atmosphere amongst the dealers, to let them know that they have a complete support system behind them from the IPK factory. Many dealers were impressed with the level of professionalism displayed by IPKarting, and noted that an event such as this is unprecedented in the karting world. IPKarting and Praga are very pleased with how the event was received, and plan to make this an annual event for the dealers.

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2013 TEXAS LONE STAR GRAND PRIX DATE OUT



The Texas Lone Star Grand Prix has been scheduled for **March 2-3, 2013** and will be held in the historic Lockhart, Texas. Following the first event held March of 2012 in Dallas, the establishing street race will move to the city located 25 miles from Austin, Texas. The 2012 edition welcomed competitors from 18 states and five different countries, averaging 20 racers in most classes, with the same expected to contest the smooth and scenic streets of downtown Lockhart in 2013.

The 2013 Texas Lone Start Grand Prix will be contested on a 7/10-mile course in the downtown section of the over 12,000 populated city in Caldwell County. The streets are smooth, and a very technical layout featuring a 900 foot straightaway should provide high speeds and exciting racing. Lockhart, the 'Barbecue Capital of Texas', is planning to host a Chili Cook Off competition, with plans of live music and other activities to welcome over 40,000 people during the race weekend.

"The feedback on the 2012 race was overwhelmingly positive," according to Co-Race Director and former IKF President **James 'Mac' McMillan**. *"With the exception of the pavement issues that were unfortunately not corrected as promised, the racers loved the inaugural Lone Star Grand Prix. We were disappointed by roughness of the track but were really happy with the other aspects of the event. The support from the racers has been tremendous."*

For more info visit www.lonestargrandprix.us

2013 FWT VENUES CHANGE

In 2012, the FWT featured over 400 drivers from 28 countries and all 6 continents, and for the 5th consecutive year was the world's largest official Rotax Max Challenge series. In 2013, the 15th Florida Winter Tour will visit facilities familiar to previous FWT participants. But



when the 2013 FWT participants arrive at this year's venues they will see some significant changes and improvements.

JANUARY / PALM BEACH INTERNATIONAL RACEWAY

FWT returns to the multi-purpose Palm Beach International Raceway facility for the opening rounds. Changes made to the PBIR karting track during late 2011 effectively turned two 500ft straightaways, separated by a tight "chicane" (turn 1 and 2), into one 1000ft straightaway. The overall effect was not well received by the FWT racers, and many asked for the chicane to be "fixed". MRP Palm Beach management will break ground on the chicane "fix", with completion expected to take just a few days.

FEBRUARY / HOMESTEAD-MIAMI SPEEDWAY

The February rounds of the 2013 FWT will feature the track that most drivers consider the best racing track in the state. Unfortunately, and due somewhat to its "temporary" nature, the facility itself has lacked even the most basic amenities. Homestead Karting facilities manager Tony Schroeder have recently announced a focused effort to improve the quality of the service provided, making one of the driver's favorite tracks into one of the FWT's best venues.

MARCH / OCALA GRAN PRIX

The final rounds of the 2013 FWT make what many consider to be a mandatory stop at one of the best prepared karting facilities in the country. Facility owner Jorge Arellano is continuing to make improvements to the property. 2013 FWT participants will notice a new Timing and Scoring building, among other things, which will makes the final stop of the FWT one not to miss.

For more information visit the official FWT web site at www.floridawintertour.com



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- V. ROMANOV
- KF3**
- S. FERRUCCI



THREE LEGENDS - ONE NIGHT

Three of Australia's Karting Legends - John Pizarro, Jon Targett and James Courtney - were part of the 160 attendees at the Castrol EDGE CIK Stars of Karting Series Awards Dinner in Melbourne.

It was the first time in a number of years that the trio were re-united with each of them on hand to present the trophy to the Pro Champions with the perpetual trophy named in their honour. Adam Hughes received the James Courtney trophy as the Pro Light (KF1) champion from the 1995 and 1997 World Karting Champion. Hughes joins the likes of Jamie Whincup, Mark Winterbottom, Barclay Holden and Fothergill as former champions of the category.

Pro Gearbox (KZ2) Champion Chris Hays received the John Pizarro trophy from the 15-time Australian champion while Cameron Hill was presented the Jon Targett Trophy as Champion in the Pro Junior (KF3) category. All three champions will receive \$10,000 to compete in an overseas CIK-FIA accredited event.

The championship runner-up and third place getters in each of the three CIK-specification categories will also receive their race tyres (second) and entries (third) for the 2013 series supplied to them. Lenzo Kart Australia driver Anthony Martin was presented with the Dunlop Most Improved Driver Award. Kosmic Racing Australia driver Cian Fothergill was crowned the Dunlop Driver's Driver for the second consecutive year. In accepting the Award, voted by series drivers on who they believe has been the best and fairest driver of the year and is a great ambassador for the sport of karting, Fothergill was overwhelmed by the accolades from his peers. *"I'm just blown away with this award, to be held in such high regard by my peers is just an amazing feeling,"* said **Fothergill**. *"Last year I was shocked to have won it, so to win it two years in a row was completely unexpected and very surreal."*

In a tight battle for the Trans-West Manufacturers Challenge it was the Tim Craig and Fergus Symes-led Top Kart team that secured a narrow victory over the Kosmic outfit. It is the second year in succession that the Kosmic brand has finished runner-up in the prestigious title. Last year's Champions CRG Australia, claimed third place. A new team to the Pro ranks this year, Harrington Doyle Racing, took out the Best Presented Team Award while one of their drivers, Brooke Topp, was chosen as the KARTX Magazine Rookie of the Year, narrowly ahead of Lachlan McHugh. Jace Lindstrom, mechanic for Pro Gearbox (KZ2) competitor Lee Mitchener, took out the Mechanic of the Year Award - one point ahead of JAM Racing's Josh Brooker.

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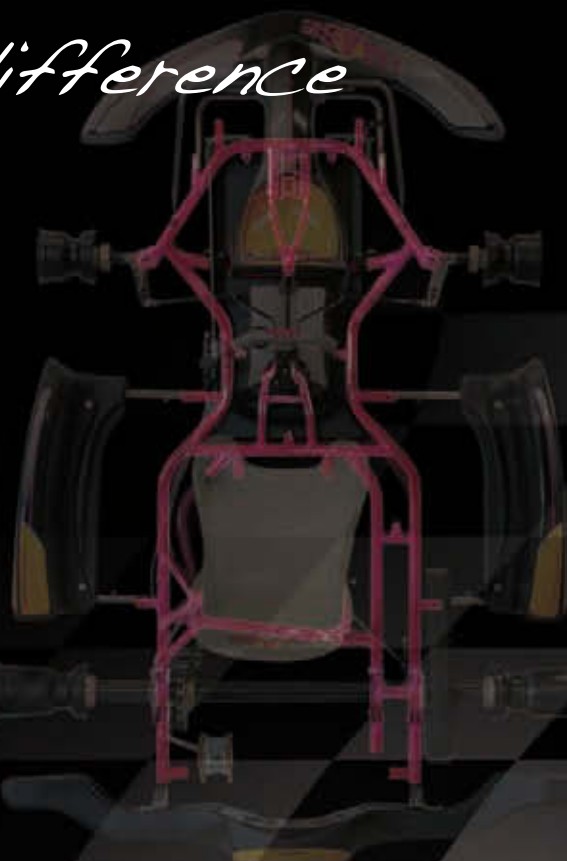
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because her 13 year-old son had won 80-20 in a game between two societies which had evidently used different means?

On a report on the Italian Referee Association, where they actually mentioned this episode, which happened at the Gualandi stadium, we read that one of the parents after this event said, "we are going to protest, stop playing, stop the championship until adults start being adults and let the children get on with the game." *It's true*, how can we talk of sport as a context where

We could give loads of examples, but what happened on May 7th 2008 at football field in Gualandi di Firenze during a match between Virus Firenze 96 class and Sporting Grassina is worth remembering.

The Series B championship only foresees one winner



▲ **Michele Aglieri**
University Professor and trainer with lots of hobbies and also the author of several publications on the sports in the educational field

and one defeated party, but it used to also reward the team that had used more players and had applied more fair play. The two teams played the game that had been divided into three 20 minutes sessions, but that was suspended before time was up. First of all, the coaches stepped in with time out, and then some referees with whistles the match has ended. Some children on the field were crying, some others simply couldn't play being distracted by the shouts coming from parents and by the parents banging on the ... bars. Amidst reports and novel, we are told that the children left the field holding each other by the hand, giving a unique sports lesson against non educative sport!

Why should we remember such things? *Why* do we often see parents of young



drivers fighting holding regulations and results while the youngsters are together playing at the back of the pit area?

Why is it that when a child driver is last we see parents hurry to pack up and go away as though it were family humiliation and defeat?

Why did I once see a mother shouting and challenging another

children and young people learn to respect rules and behave when adult, as tutors, are away if this goes on.

Let's think about this before allowing our child to take up a sport. *We should think about it, so we won't hear our child saying: "Mom please don't!" Humiliating, isn't it?*



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Where can I improve?

I'm a 100cc class driver ex-club class and I am writing to you so that you can help me to understand my telemetry data better, for this reason I am sending you two sessions of the circuit were I go to practice, "Valle del Pantano" in Artena. In both sessions I used to mount new tyres and my best time stopped is 41"950. Where can I improve?

(Ludovico, email)

To analyse your drive style

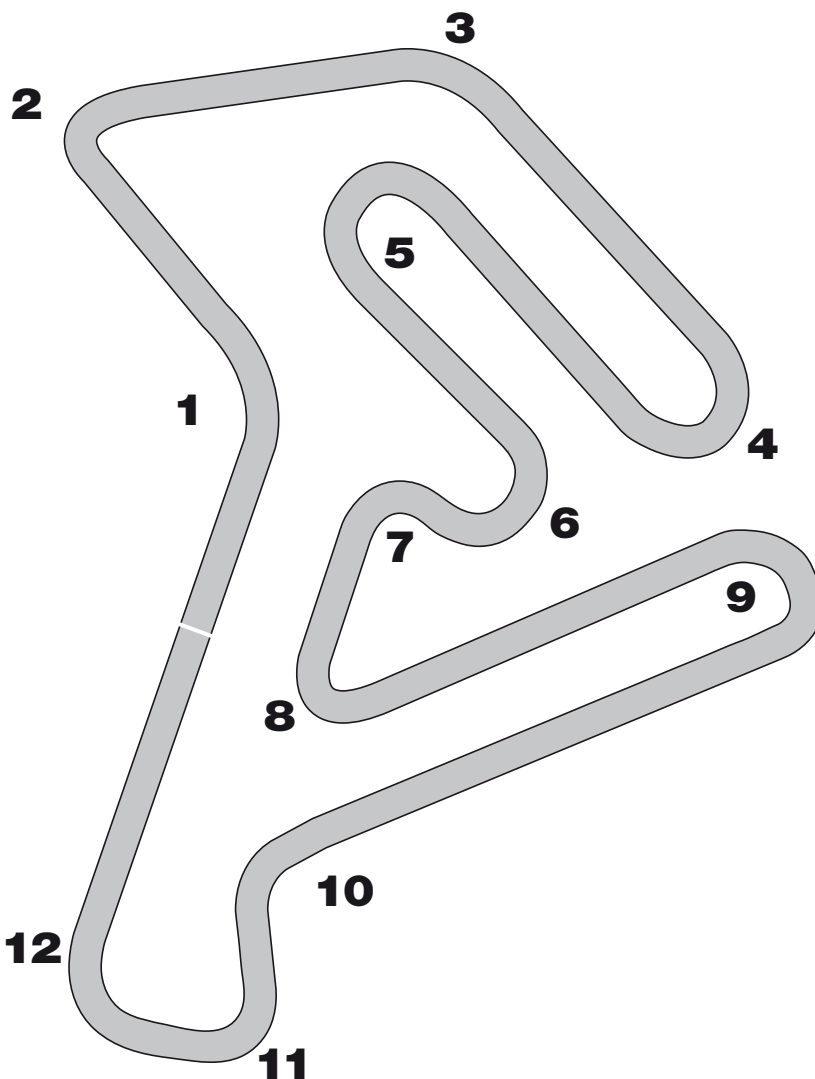
through the data that you have sent us, let's take a look at the graph from top to bottom, "Speed Canal", the lateral acceleration canal, a mathematical canal for curve radius (that can be added manually using the appropriate mathematical formulas) and the one for comparing lap time that can be seen after having loaded two laps and digiting "Time Compare" from the settings.

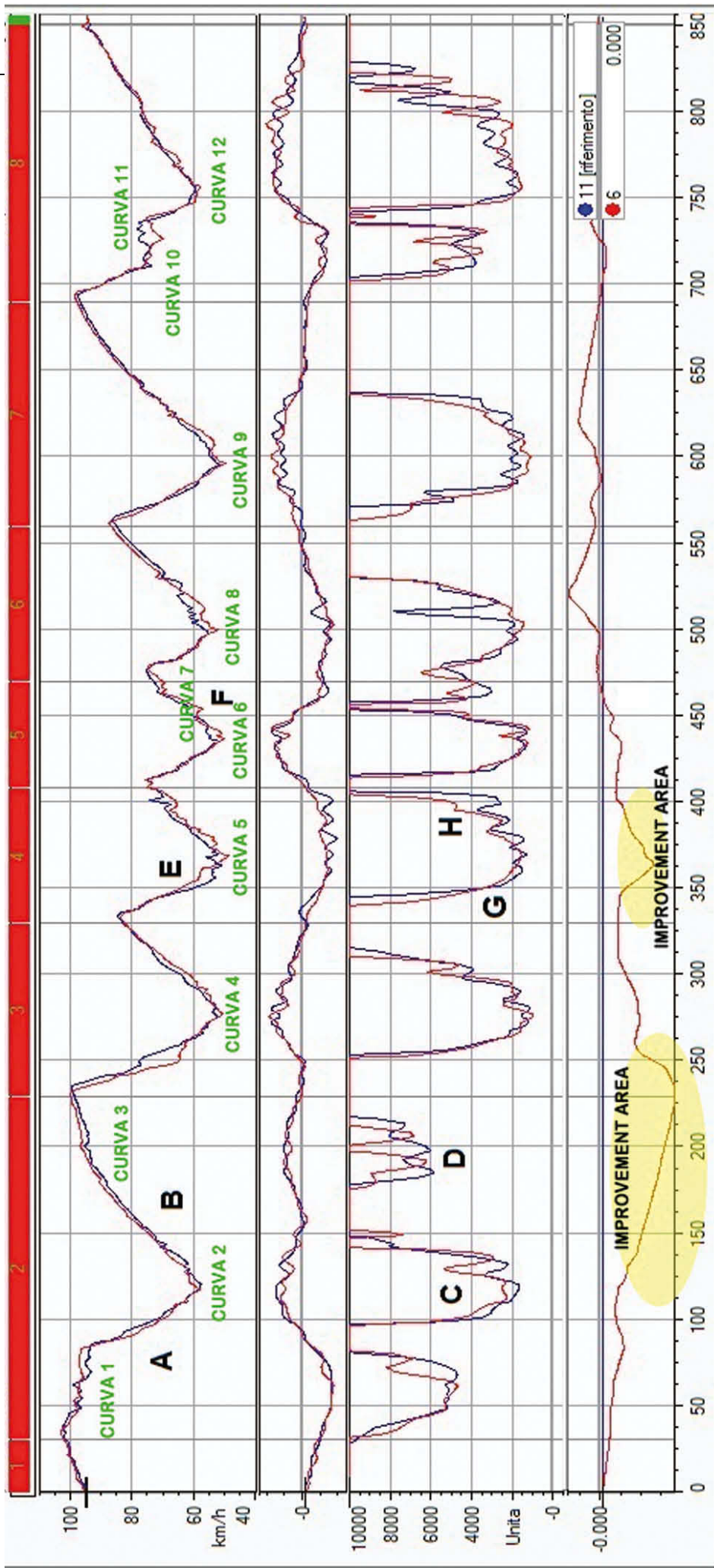
With speed you can see



▲ Engineer. Alessandro Mattei

He comes to Motorsport as a very young kart driver, a very important experience that allows him to step out into the professional field earlier, from his studies, mechanical engineering. He works now as circuit engineer on a single seater in Formula Renault, Formula BMW, Formula Atlantic, Formula 3, Formula SuperLeague, and obviously has had loads of technical experience in karting too. He is technical manager in the UniRacer programme doing fine tuning of set up and telemetry data analysis.





TOP, GRAPH OF THE CIRCUIT IN ARTENA (NEAR ROME) WHERE OUR READER PRACTICES KARTING. FROM THE FILES WE RECEIVED, MR A. MATTEI HAS TAKEN THE TWO BEST LAPS AND HAS ANALYSED THEM WITH A MATHEMATICAL CANAL OF THE "CURVE RADIUS". DATA READING MAY SEEM VERY EASY FOR ANYONE TO DO, BUT ONLY A GOOD TECHNICAL ANALYSIS CAN REALLY HELP TO IMPROVE PERFORMANCE EFFICIENTLY.

performance each instant, that is, the faster or the slower tracts.

With lateral accelerations, on first look you can see the changes of direction, where in this case the negative values show a left turn and the positive ones a right turn, after you can start evaluating things like grip.

Furthermore, we decided to add the curve radius canal, which the results of a mathematical operation using the two previous canals, to get to a more "evolutive" treatment of the data, so as to be able to

make the most of the device you have.

Remember that this canal does not give information on the position of the vehicle is on the track, but it helps to understand drive path, bearing in mind that the less the value is the greater the width of the curve is. At first, it is difficult to interpret this canal because you must bear in mind the radius of a path and the inverse of the turn. Let's move on to the analysis: having found in your data another lap (41"956, in red on the graph) that

is similar to your best lap (41"950, in blue) and having told us that in both sessions you mounted new tyres (**by the way, which ones?**), we overlaid these two laps because they have some aspects of drive style and path followed that could allow you to easily improve because you already have them "on your foot". A first look at Time Compare (last graph below), we immediately see that compared to our reference (your best lap 41"950 in blue), in the slowest lap in red (41"956) you have gained time at two points, which we shall call "**Improvement Area**" and has been evidenced in yellow. So, to be clearer, if during your best lap, you could lap those two tracts with the same drive style you had **during the slowest lap**, you would improve your lap time. **Let's see in detail how:** after coming out of turn 1, slightly marked on the speed graph because it was covered nearly at full throttle (but clear on lateral acceleration and curve radius graphs), the first "Improvement Area" is between turn 2 and turn 3, more precisely, between turn 2 entry phase (letter A and C) and the next phase round turn 3, this one too is slightly evidenced on the speed graph because it has been covered nearly in full speed but you can see it clearly on the other two graphs (letters B and D).

Letter A shows braking phase in turn 2: in the red lap, you reach the braking point in higher speed and acceleration is greater too, two components that help you to follow a more accurate path (wider on entry, closet to the curb and wide on exit). You can see this in the radius curve (letter C), where the red

graph is on average smaller. This leads to high speed following in the part that goes from turn 2 exit to turn 3, which is generally done in full. **While covering this turn (letter B)**, in red (41"956) you not only have benefited from the extra speed on arrival, but also for an improved path followed (radius on average less, letter D) with which you have avoided the "braking effect" due to greater steering angle. Only in this part, the difference between the laps is of three tenths, advantage for the red lap. Basically, even if turn 3 is a simple turn, you have to be very careful there too and let your kart flow round without closing your path line too much.

The second "Improvement Area" is further on, near turn 5. On corner entry, red speed is a good 5km/h faster and the red curve radius is less than the blue one (letter G): this means that probably you have arrived too fast slightly delayed braking, because you have advanced entry. This inevitably makes you exit wider always from turn 5, as the red shows (letter H) with a greater curve radius. This path line compromises turn 6 exit (letter F), because it is a turn that is opposite to the previous one. In this sequence you drop just a bit more than a tenth. As you can see, **we have compared two laps that are basically the same** but it would help you to improve by about 4 tenths by putting together the best parts. We suggest you continue doing the same thing, compare all the laps from both sessions and you will see that it is possible to improve more than "just" 4 tenths. **Good luck!**



MY DEVICE IS A UNIPRO

Hello, I have bought a new external kit for tyre temperature, are there any particular instructions for mounting it? I also wanted to know if there is a reference distance from the wheel where it has to be mounted. My device is a Unipro.

(Giovanni Campani)

Unipro allows you to mount temperature sensors for tyres Laptimer 6002, 6003, 7002, 7003, with the addition of an External Box and adding both a lap Timer (la test version V1.51) and a

software PC Analyser (version 0.2.0.15).

The kit Unipro is well made and includes supports for fixing to chassis, already shaped for both the front and rear.

The distance in this case depends on the manufacturer's instructions.

Remember that the sensors are infra-red, similar to code bar readers see in any supermarkets; putting a sensor at a further point corresponds to a wider reading.

If you want to find temperature value only external to wheel, for example, you should maintain a correct distance. Vice versa if you put it further away you would risk getting the average temperature of all the points that the focal lens reaches.

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Bred by karting Royalty

Young up and coming ART Grand Prix star Charles Leclerc has what it takes to make it to Formula 1. He's fast, already holds some international karting titles, he's got the his head screwed on and he is managed by one of the most successful motorsport managers out. We learned more about Charles at the World Cup for KF2 in Zuera.

REPORT S.MURTAS / PHOTOS KSP, SPORTINPHOTO

Born in the Principality of Monaco, raised in close contact with Sahara Force India Formula 1 Team driver Jules Bianchi, managed by bold entrepreneur Nicolas Todt, and coached by experienced Armando Filini, Charles Leclerc has everything one can dream of at this stage in his career to land a seat in Formula 1 in the future. The young Monegasque also

proved to be fast, landing several titles in international karting competitions that make him one of the top drivers in his category. What's most striking about his persona is the fact that at only 15, Charles talks, behaves and races like a veteran, underlining the growing importance of top management also in karting.

Tell us about your season and your WSK title in KF2.

"The whole WSK Euro Series has been very positive for us. We started by winning the first round in Samo, then we managed to be very consistent always finishing in the top 5. So at the end the work of the team during the entire season paid off."

Do you think several-rounds championships suit you better than one-off races?

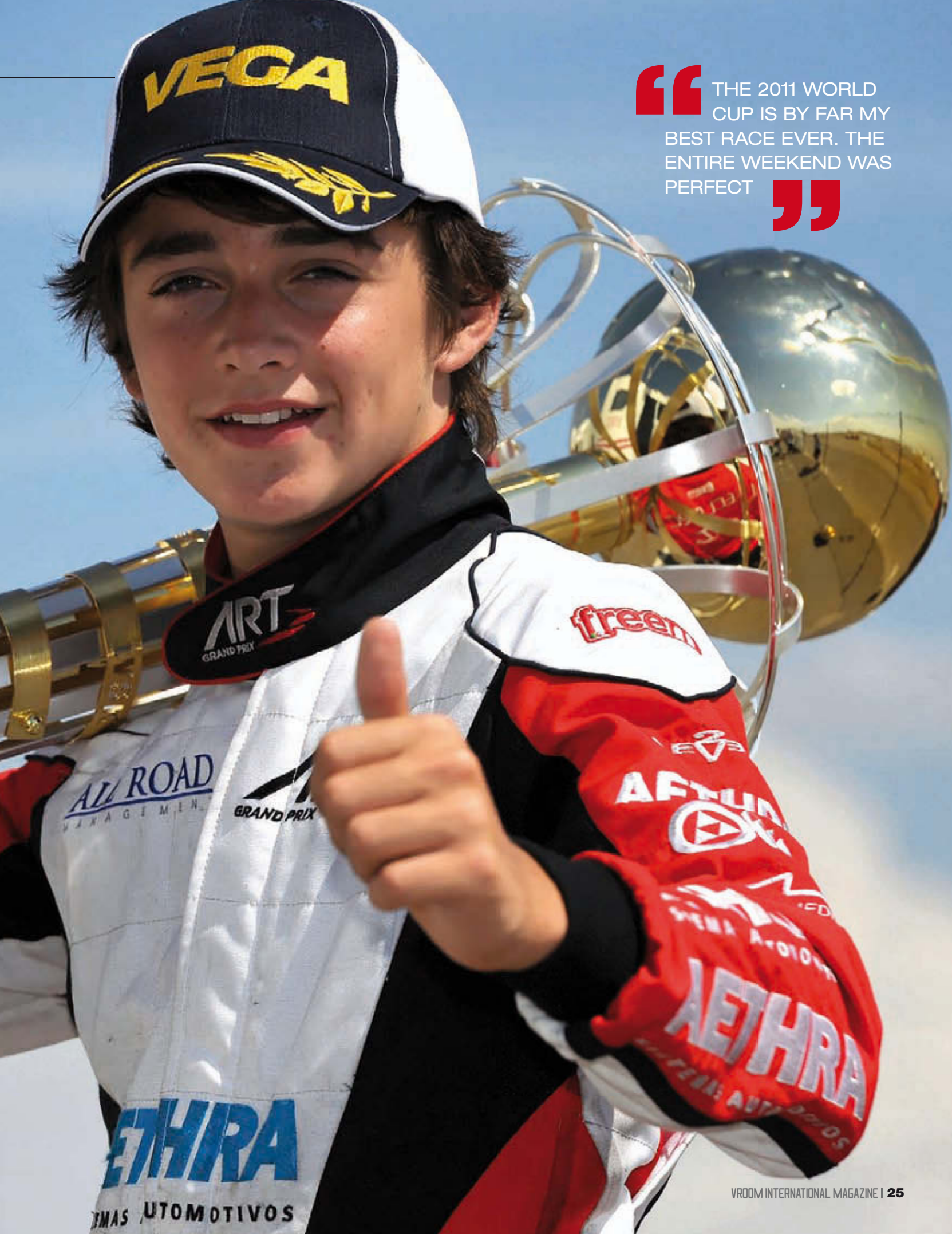
"Obviously, a championship

contested on several rounds give the opportunity to make up for errors, whereas single round championships force you to get it right there and then."

Do you feel the pressure of single round championships?

"Not particularly. It goes without saying that I want to win every single race, but this doesn't hinder my performance, as I always try to keep focus on what I have to do to achieve the best result possible."





“ THE 2011 WORLD CUP IS BY FAR MY BEST RACE EVER. THE ENTIRE WEEKEND WAS PERFECT ”

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CHARLES LECLERC KARTING CAREER

POB Monaco (MCO) DOB 16/10/1997

2012

CIK-FIA European Championship - KF2 (P. 2 - 42 points)

CIK-FIA World Cup - KF2 (P. 5)

WSK Euro Series - KF2 (P. 1 - 232 points)

Andrea Margutti Trophy - KF2 (P. 7)

2011

CIK-FIA World Cup - KF3 (P. 1)

CIK-FIA Karting Academy Trophy (P. 1 - 253 points)

Lonato Winter Cup - KF3 (P. 8)

2010

CIK-FIA Monaco Kart Cup - KF3 (P. 1)

CIK-FIA Karting Academy Trophy (P. 5 - 59 points)

French Championship - KF3 (P. 2)

2009

French Championship - Cadet (P. 1)

2008

French Championship - Minime (P. 2 - 186 points)

“ I WOULDN'T SAY IT WAS EASY, BUT IT'S NATURAL. AFTER ALL, THE STEP FROM KF3 TO KF2 IS QUITE STRAIGHTFORWARD, THE MAIN DIFFERENCE BEING FRONT BRAKES. ”

This was your debut season in KF2. Was it easy to adapt to the new category?

“I wouldn't say it was easy, but it's natural. After all, the step from KF3 to KF2 is quite smooth, the major difference being the front brakes. Then, of course there are many experienced drivers on track, but that's what makes us progress and improve all the time.”

Looking back at when you started racing, have you achieved everything

“The 2011 World Cup is by far my best race ever. The entire weekend was perfect, it went on without a hitch, but it was very hard fought nonetheless. In the final I didn't have the best of starts and I got passed, but then I managed to take the lead back and win the title. Truly an amazing feeling.”

2012 vice-European Champion behind your teammate. A fantastic result for Art Grand Prix, but to begin with you seemed to be favourite for the win...



Above, Charles with Sahara Force India Formula 1 Team driver Jules Bianchi back in 2009. Left, Charles with the World Cup trophy and in Monaco.

you planned?

“I started racing at 5 years old, and back then I didn't really have any objective or aspiration. I did it just for the fun of it. Then we entered the French championship and I won the title, and the whole thing just became a snowball. We entered few international races, the first year in KF3 was all about learning, but the second season we managed to win the World Cup, which was a fantastic achievement. We took it step by step, and so far it seems to have been the right strategy.”

So which is your most memorable race to date?

“We didn't do too bad at the first round in Wackersdorf. I was very competitive and grabbed the win in the first final, then in Final 2 I had few problems at the start, but I still managed to finish 8th in the German downpour. Round 2 at PF International proved somewhat more difficult for me. I already knew the track but not the new part, which I found a bit complicated to learn. I just didn't find the feeling with the new layout and didn't manage to have a strong pace over the weekend. In the first Final the chain came loose and I had to retire, and in Final 2 I was able to make a good comeback from the back of the field and to finish a strong 7th place.”

What does the future hold for you? Will you move up category?

“I still don't know what I will race next year. Almost certainly I will still be with Art Grand Prix. In terms of categories, if I were to race in KZ2 next year it would be to gain as much

experience as possible in preparation for my future racing career.”

Not that it is necessary to underline it, as the well-measured words were already good proof, but in completing the interview Charles' statement demonstrates to be fast moving up the ladder to become a very successful driver.

“I would like to thank my sponsors Aethra, Program Store, and Richard Mille, All Road Management and my manager Nicolas Todt, and Formula Medicine that takes care of my physical and mental training.”

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- 2ND CIK-FIA EUROPEAN KF2 - CHARLES LECLERC**
- 3RD CIK-FIA WORLD KZ1 - BEN HANLEY**

Well done boys!

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FAMILY AFFAIR

What a fantastic season this has been for Pex Racing. The Dutch team supported by Crg and Tm, which thrust Jorrit Pex to conquer the European KZ1 Championship and WSK Euro Series in KZ2, puts family bond and friendship at the core of its karting activity. Richard Pex, true heart and soul of Pex Racing, welcomed us in his 'family' - because this is how you feel when entering his tent - in Sarno for the KZ1 World Cup.

REPORT S.MURTAS / PHOTOS SPORTINPHOTO, KSP, CARPY.NL

Around the paddock, Pex Racing is certainly one of the teams that embodies the original spirit of karting. Sure, the competition is the main drive, but the core of his approach (and that of all his family members) to karting is strikingly simple, yet spot on: having fun, challenge yourself, always remembering it's just a hobby, and as such, it must make your life happier.

And this is what makes Pex Racing quite unique in its nature: family bond and friendship are the very key of its success, which makes us realize that Pex Racing ought to be defined a 'family' team, rather than a 'private' one.

"Pex Racing is a private team," Richard proudly points out. "I have three sons - Yard, Jorrit and Stan - and all of them race in karting. We do most of the things by ourselves. Together with my long-time friend Jos Verstappen we prepare the engines, we repair the chassis and we work as mechanics for our sons. Crg helps us with the chassis, it also provides us with some technical support, and TM provides us the engines, but it's a family thing and we like it this way."

Below, Richard Pex and his son Jorrit before and after the final at the WSK Euro Series in Zuera. The title in the gearbox category against the best drivers international karting has to offer came after the brilliant (and lucky) performance in Wackersdorf, Germany, for the CIK European KZ1 Championship.



“TO HAVE WON THE EUROPEAN TITLE IS AN AMAZING FEELING, AND IT’S ALSO VERY IMPORTANT FOR THE FAMILY AS A WHOLE.”

How did it all start?

“About ten years ago I used to ride horses as a hobby, but we realized we only had one horse power and we wanted more... so I thought ‘why not trying karting’, and I bought a go-kart, which my sons fell immediately in love with. Straight after I decided to buy a mini kart so that my sons could race, and we’ve never stopped ever since.”

How come all your three sons are into karting?

“I guess the passion runs in the family. The role of my wife is also very important. She does a lot of the organization for the weekend’s racing and she is also very indulgent with us when we have to test or travel across Europe for the races.”

After all these years in the sport spent competing with the best but without the means of official teams, how does it feel to have won the European KZ1 Championship, the WSK Euro Series in and German KZ2 Championship ?

“It’s really incredible. It’s an amazing feeling and it’s also very important for the family as a whole. We’ve worked a lot and we’ve

come a long way, but it’s still unbelievable. But I like to think that our international success started last year, with Yard finishing 2nd in the World Cup for KZ2 and Jorrit winning the German title.”

This has been a fantastic season for Pex Racing. But which is the worst moment you can remember?

“The last four years. As I said, we try to do everything by ourselves, and having to fight against the engines tuned by Tec-Sav has been really difficult for us. We’ve worked day and night to learn, improve, and it has taken us a lot of effort and time. This is why this season is so important for us. Having managed to beat Tec-Sav is the crowning of all these years of hard work, and victory is even sweeter now.”

During the low times that you describe, when you were struggling to find the top performance, how did you find the motivation to carry on?

“It’s very simple. I found the motivation in my sons. As a father, I would do everything for them, and they wanted me to push harder and harder. When we went home after a

good performance, we thought ‘ok, we have to improve’, so we tested day in day out and we got better and better.”

Have you ever been tempted to get an engine tuned by Tec-Sav, just for the sake of winning when things weren’t going well on track?

“Winning is not my hobby. Racing with my sons and tuning their engines is my hobby. Every Sunday we go back home with a result, good or bad is not that important, and the following weekend we’re back at the track trying to improve on the last performance. Back in 2009 we rented an engine by Tec-Sav and I must admit that we learnt a lot, it really helped us to understand how to improve our own engines. You see, it’s all part of a learning curve, and our success of today comes from many different experiences, good and bad alike.”

Tell us about your close relationship with Jos Verstappen. How did it come about?

“We just happen to live very close to each

Below, family atmosphere at Pex Racing, Richard welcomes us at the World Cup for KZ1 in Sarno. The long-time friendship between Richard and Jos Verstappen started when they took the respective sons to a karting circuit for the first time. From then on, Jos has been Jorrit's mentor. Below Jorrit with his little brother Stan.



other. When I became interested in karting, Jos was the one to organize our first outing at the racetrack. Jos' son Max and my son Jorrit were always together. When we started getting more serious Jos would come with us to help Jorrit and Max was also there with us."

Your long-lasting friendship with Jos is very unique in karting, where jealousy and envy often play a role...

"The thing is that Jos and I are very similar. We both have a very strong personality and character, we understand each other immediately, we are quite stubborn,

we fight a lot but then it's like nothing happened. I like him and he likes me, we always fight for the win, I enjoy helping Max as he enjoys helping Jorrit, and this is what's been keeping us friends for so many years. Anybody else in the paddock is not important to us, as our friendship will always come first."

Jorrit has always been very fast and this season he proved to be up there with the best kart drivers in the world. What does the future hold for him?

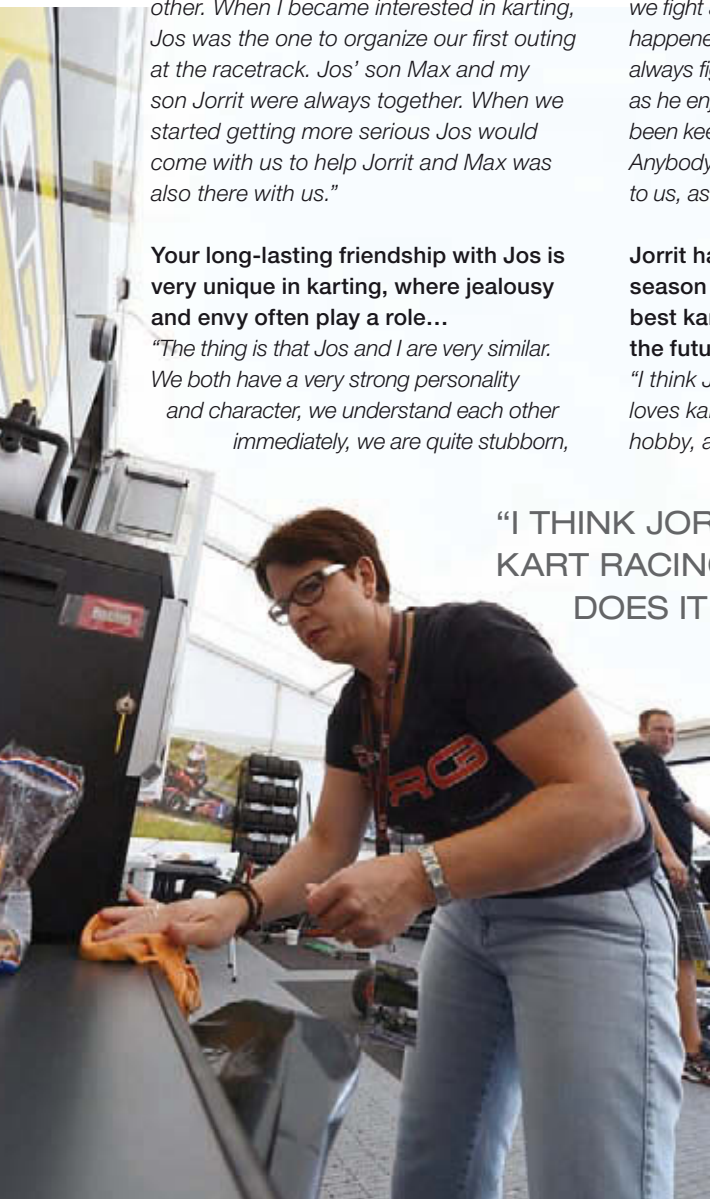
"I think Jorrit wants to stay in karting. He loves kart racing, it's his passion and his hobby, and he does it to have fun. Plus, we

don't have the financial resources for him to eventually step up to car racing, and we don't have the contacts either. I think the moment we didn't enjoy karting anymore we would just stop."

So once your sons decide they don't like karting anymore, will Pex Racing continue to exist?

"I don't know. I love tuning engines, working as a mechanic for my sons, and being involved with kart racing in general. Maybe when they decide to stop, and Max is off to his Formula 1 career, Jos and I could go on tuning engines for other drivers."

"I THINK JORRIT WANTS TO STAY IN KARTING. HE LOVES KART RACING, IT'S HIS PASSION AND HIS HOBBY, AND HE DOES IT FOR FUN.



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ANTHONY ABBASSE BY DANIELE LEONE



2006 CIK-FIA EUROPEAN KARTING CHAMPIONSHIP FORMULA A & ICA

AMPFING (D), 20th AUGUST 2006



IF I TURNED BACK THE CLOCK I'D DO IT ALL OVER AGAIN

Anthony Abbasse and Nicola Nolé are the two talented drivers duelling for the ICA European Championship title. They offer great excitement to spectators on the field, one of the best races ever seen, wheel to wheel overtaking worthy of Arnoux and Villeneuve, and a surprising final...a horrible surprise for Abbasse.

Ampfing. Germany, 20th August 2006. During a nice weekend in Germany, heavy, continuous rain tries to flood out numerous spectators on the nearby hill. In the pits, mechanics didn't know what to do. The drivers wait on grids. The rain stops. Drivers wait for the green light. They are off.

"We had just started, track conditions weren't normal, wet but rapidly improving. I knew I was good on the wet. I could see Nolé's figure, in front of me, getting closer and closer."

Nolé had been the protagonist during the prefinal and heats, but in those conditions, the Italian ace seemed to be having some difficulties.

"I was gaining several meters, drawing closer and closer. My Sodikart was well balanced; we were ready for the rain. I was confident, I was sure that I would take him after a few laps."

After nine laps, then ten. The two rivals were very close. On lap eleven Abbasse attacks. **"I had worked out where to overtake him for a few laps, then determinedly I passed to the**



“MAYBE WITHOUT THAT PENALTY MY CAREER WOULD HAVE TAKEN A DIFFERENT TURN. OR MAYBE NOT. BUT ONE THING IS SURE, I DID MY BEST AND IF I COULD TURN BACK THE CLOCK, I'D DO IT ALL AGAIN.”

inside of the turn and I was leading. I was going to win the European title.”

Half way through the race. Nearly there. Anthony leads, he's faster. The win is becoming almost a formality, if it wasn't for Nol . A hard nut to crack, one who never gives up.

“The track was drying out and I just couldn't pull away from Nol . I thought it would be much easier, but I realised the fight was going to last longer. Back then, I had yet to learn that in such variable conditions, grip and set up play a big role. And yet, it wasn't this that took the win away from me.”

Last lap. The two rivals are shoulder to shoulder.

It's a breathtaking race. Unpredictable. Spectators are watching one of the most exciting races ever. Abasse and Nol , two young promising talents. Just a few metres from the chequered flag, and better than any thriller, the ending is going to be a surprise.

like a flash. Then I was there on the finishing line. First. I was on the podium, holding the Cup. I had grabbed a win too.”

However, the Sport Marshals had other ideas. After the podium, they call the French driver to the Race Director's office because one of the race marshals had seen all four wheels out of the white line that delimits the track.

“I was on the white line, not out! Obviously the coincidence was strange: the Marshal was Italian, the driver I had beaten was Italian. Today I no longer want to blame anyone, but back then, it was easier to think that it was done on purpose.”

After the penalty, Abasse and SodiKart appealed to the Court of Appeal. They lost.

“What really niggles me most is having won, and then watched the dream vanish away. In fact, I had



Entering the chicane before the finishing line, Nol  passes to lead again, while Abasse tries to stop him and puts all four wheels on the white line that delimits the circuit.

“Nol  overtook me in the first part of the ‘S’, true, I wasn't expecting it. But I held my ground and was first over the finishing line.”

Wheel to wheel. Nol  slips in and Abasse defends himself. They are very close round the turn, and then he overtakes again. The Frenchman wins, the Italian is there behind.

“Everything happened so quickly,

nightmares for a few years after that. It was terrible at first, a real torment, then thanks to the people who really love me I gradually picked up again. It was a real shock.

I really couldn't understand why, there was no other turn where I could make up.

Maybe without that penalty my career would have taken another turn. Or maybe not. But I know that I have given all of myself, and if I could turn back the clock I'd do exactly the same thing... exactly the same.”



KARTING Show

PHOTOS: KSP, FM PRESS, SPORTINPHOTO, LLC PHOTOGRAPHY



WORLD SUCCESS

FOR ITALIAN FLAVIO

CAMPONESCHI, AT LAST



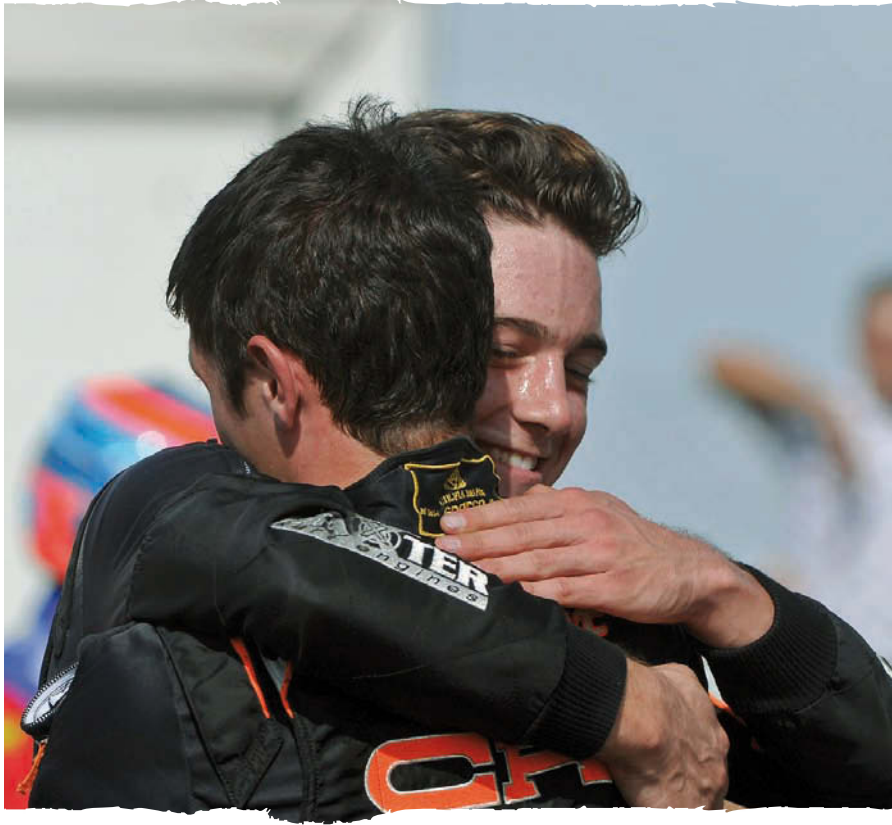
Left, the Crg squad made his presence felt in Macau for the second and decisive round of the World Championship and left the historic circuit with the hands full. All Tinini Group drivers were protagonists during the Asian weekend, starting with Tom Joyner's dream performance. Also Max Verstappen put a lot of pressure on the rivals by stopping the fastest lap time in Saturday's qualifying and finishing 2nd in Race 1. Shame he was unlucky all day Sunday with two ignition problems which forced him to retire. Fantastic races also by Felice Tiene, 2nd and 3rd to finish 3rd in the championship, Davide Forè, author of two superb comebacks, and Jordon Lennox-Lamb, always in the mix grabbing a 3rd and two 4th places. Top, Tony Kart team celebrates Flavio Camponeschi and his cool performance in Macau, worth the 18th World Championship title conquered by the Italian manufacturer. Opposite page, Polish driver Karol Basz in search of some tranquility. His efforts and those of his team will gain Birel a podium in the final race in Macau.



“ FLAVIO CAMPONESCHI: I BUILT MY TITLE IN SUZUKA, BUT RACE 2 IN MACAU WAS MY BEST RACE, WHEN I CLIMBED FROM 30TH TO 2ND. ”



KARTING show



AllBlack September. Crg has reached another important aim in the same month that it has taken home the KZ2 World Cup. So here again we see a group picture to celebrate the historical KF2 World Cup win, three Crg drivers complete the podium. Left, Lennox and Tiene hug in Zuera; above, the “water-bomb” for Tiene... team picture, fun and laughter while Tinini hugs his number one driver (opposite page). Top right, Tom Joyner enjoys his perfect weekend in Macau for the World Championship. The British driver grabs a dominant 4 out of 4 wins and claims the vice-World Championship title.





“ TOM JOYNER: TO PUT IT SIMPLY, IT WAS THE PERFECT WEEKEND. WE WORKED WELL AS A TEAM, EVERYTHING WENT BRILLIANTLY. **”**



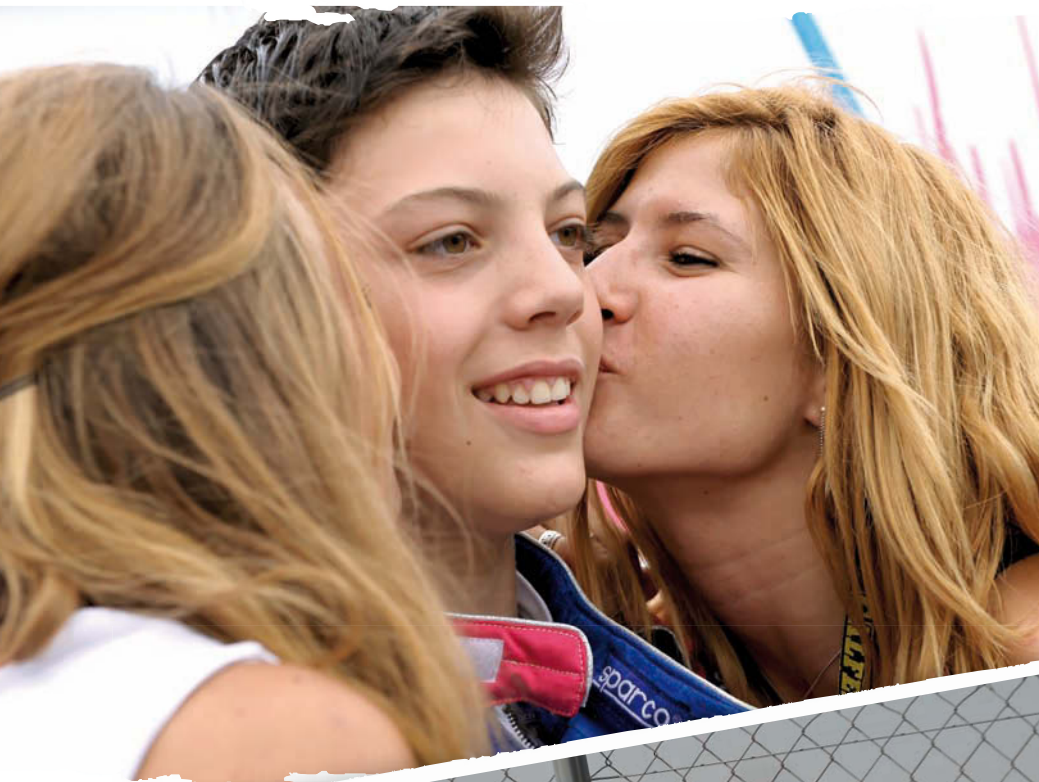
FELICE TIENE: I DON'T THINK I WILL MOVE TO CARS, MY PLACE IS IN KARTING...





KARTING show

**LUCA CORBERI: AFTER THE FINISH, I
COULDN'T BELIEVE IT, BUT I HEARD THE CHEERS
AND THE CROWD CALLING MY NAME,
SO I THOUGHT: "I THINK I HAVE WON"**



Top, Luca Corberi with his mother Silvia, father Marco and Kosmic team: a well deserved title. Left, at last, Luca is happy... And so he should be! Below, on the other side of the fence, Marco and Silvia Corberi thrilled as they watch their child lift the KF3 World Cup.

You ought to know that Luca Corberi despite being in contact with karts since his birth - his parents are the owners of the South Garda circuit in Lonato - he actually started racing when he was ten, and in five years he has reached a goal that any karter would dream of.





LUCA CORBERI: I WANT TO BE A DRIVER...

TRAVELLING AROUND THE WORLD IS FANTASTIC...



“ CALLUM ILOTT: SEEING HOW THINGS WERE GOING IN THE HEATS, I DIDN'T THINK I WOULD HAVE MANAGED TO REACH THE FINALS. THEN I MADE UP FOR IT DURING THE PREFINAL AND MY SELF CONFIDENCE WAS RESTORED. ”



KARTING show



Top, close up of Jan Straka, owner and manager of KVS together with his son, a set up for elaborating engines which collaborates with Bmb, the same engines with which Crg has reached important goals. Below, Dennis Olsen drinking a Red Bull, however in Zuera it wasn't enough to make him... fly. To conclude, this tattoo on someone's back in Zuera makes me think that he too needs a Vroom T-shirt, obviously the one with the skull.

IF SAVARD IS THE WIZARD WITH KZ

ENGINES, JAN STRAKA IS KING MIDA

WITH KF ONES





black/red



white/black



black/blue



black/white

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Italian driver Flavio Camponeschi resists the tough competition in Macau and grabs the long awaited, awesomely deserved World Championship crown in the year of Dragon. With his performance in Macau - plagued by an electrical problem and a retirement before Race 1 – where the Italian overcomes misfortune, races his boots off but keeps away from trouble also showing great speed, Camponeschi proves at last to be a Top driver (everyone already knew how fast he is!) and deserves the status of Karting Dragon. Big credit must go also to his rivals, who put up a fight worthy of a World Championship event. Above all, to Brit Tom Joyner - at his first full season matching up with the Big Boys - who scores an amazing four out of four wins in Macau, bagging the vice-World

Championship title. But also to the Crg squad, which fields many stars in Macau all bringing the fight to the leader. Result: Tiene is the best-placed Crg driver in the standings after Suzuka, he's on a high after the KF2 World Cup title he won in Zuera the month before, he's very fast in qualifying also thanks to the KVS-tuned Bmb engines his kart is equipped with, and yet he has to settle for 3rd in the championship after a coming-together with Forè in Race 1 which results in a compromised weekend for both. **REPORT S.MURTAS / PHOTOS KSP, FM PRESS**

CAMPONESCHI THE DRAGON

The debacle of 2009 - with a track surface anything but up to World Championship standards - is a distant memory. This time around the AAMC, the Macau Federation, made sure all details were accurately taken care of, and the second and decisive round of the 2012 World Championship goes into the books as very successful event. Not only the organization went well above and beyond the average standard of CIK events - also thanks to a well prepared, always present staff coordinate by PR+ that supported the media in impeccable fashion - but the entire Macau weekend was blessed by good

weather - as opposed to what happened back in 2009. The racing was also very spectacular mainly due to a starting grid filled with many of the best drivers in direct drive racing karting has to offer. Only one low point in the weekend springs to mind and yet deserves to be brought to attention: the very low participation in the support category, the KF3 Asia-Pacific Championship, with only 12 entries none of whom coming from Europe. Certainly anything but a good publicity for the category!

LIVE SHOW!

Few weeks prior the Macau weekend, the

CIK announced that the event was going to be broadcasted live on CIK-FIA web TV, with the support of British TV crew CMC. No previous attempts of this sort were made, so anticipation built up as the races approached.

The skill and professionalism of CMC crew proved once again a winner, as the Live action was quite a lot better compared to what karting has been used to in recent times. Congratulations to the CIK for the bold move, to CMC for imposing proper standards to our sport, and also to legendary karting voice Ken Walker for the commentary.

Let's just hope is not the last...

Below, Flavio Camponeschi (2) starts from pole in Race 3 after stopping fastest time in qualifying. The Italian driver seems to have it under control, but on turn 2 Verstappen (36) uses all his experience from the tricks book, helping Camponeschi off line and wide, so the Crg train storms through and the Italian has to race in the group. Cool and composed, the Italian doesn't lose it and bags an important 6th position at the chequered flag, which will turn into 5th after the Dutch gets 10" penalty for his manoeuvre. Opposite page, Camponeschi stands in between the other two protagonists of the Macau weekend: Tom Joyner (left) and Felice Tiene.



What a weekend for Eddy Tinini. The Italian driver is not used to such a high level, and despite a very strong pace and super driving, he has to come to terms with fitness in the second part of the races. Fourth fastest time in Q2 and 8th in Race 2 are his best results in Macau, but he's always in the mix helping out his team mates.



► The Race

Coming to Macau, the standings saw Flavio Camponeschi leading the Championship with 75 points, Daiki Sasaki sitting in 2nd (60), Felice Tiene in 3rd (49) and Davide Forè in 4th (47). Inevitably, all eyes were on these four, but the weekend would provide us with the underdog, by the name of Tom Joyner. The British driver had an ace up his sleeve, which no one was aware of. In fact, despite the very good performance in the World Cup for KF2 in Zuera where Tom ended up 4th from 11th on starting grid, his equipment never proved outstanding, until Macau that is! The LH driver opted for a 28mm chassis that turned out to be the perfect choice with the Spec tyres over the distance. Because even in the free practice or qualifying, Joyner's advantage was not evident.

Going back to racing, not much happened on Thursday and Friday, with both days dedicate exclusively to free practice. Lap

times did not tell pretty much anything interesting, but two things were certain: the track surface was not what drivers are used to (the grip level was quite low, and the track layout though seemingly straightforward with several straights and hairpins was made more difficult by few bumps and surface elevation changes); the Special Bridgestone tyres had a toll on some drivers (it's only the second time in the season the Special tyres are the rubber of choice).

DAY 1 - JOYNER DOUBLES, CAMPONESCHI MAKES UP

Early morning warm-up was followed by qualifying, which saw Max Verstappen stopping the fastest time with 45"599, and Camponeschi and Tiene clocking at one and a half and two tenths off pole respectively.

The first final of the World Championship decisive round started with drama, as Flavio Camponeschi failed to start the engine

due to ignition problems. The Italian was nowhere to be seen on starting grid. He was soon searched and found by the TV cameras sitting powerless in his kart while the mechanics tried (unsuccessfully) every last minute trick to have the engine start. Following the pre-race drama, the championship suddenly looked wide open, and at the green lights with clear road ahead Verstappen and Tiene led the pack. In the early stages the Italian looked struggling a little and lost few positions, while Art Grand Prix' Ben Hanley, Tom Joyner and Spaniard Pedro Hiltbrand were all in the mix fighting for the lead. In the meantime, main title contender Daiki Sasaki had dropped to 10th from 4th on starting grid. Comes lap 4 with Verstappen able to make a slight gap on the followers, and disaster struck for Tiene and a charging Forè in P5 and 6 respectively. The 4-time World Champion tried to make his move on turn 8, but Tiene closed the door resulting in a contact which forced



Art Grand Prix' standard bearer Ben Hanley concentrating before race start. The experienced Brit was always among the fastest drivers, leading in several occasions and also grabbing a podium in Race 3. Shame he had a tough ride in Q1 and Q2...



Above, Felice Tieni smiles on the podium with Tom Joyner, but his weekend could have been different... below, the Italian leads on title contender Daiki Sasaki (4), not in his best shape in Macau. The Kosmic driver was at his second kart race of the season (he moved up to Formula racing) reason why he probably lost some sharpness.



DRAMA AT PREFINAL START OF THE FIRST WORLD CHAMPIONSHIP DECISIVE ROUND. FLAVIO CAMPONESCHI'S ENGINE FAILS TO START.

Forè to retire and Tieni to carry on with a damaged kart (a bent chassis for the rest of the weekend) three positions down. Verstappen ended set to grab an easy win, as the fighting behind was full on, but Joyner, Hanley and Hiltbrand didn't let him go. Particularly the LH driver, who tailed the Dutch for few laps and overtook him

on lap 8 pulling away almost effortlessly. Verstappen had to settle for 2nd defending from a charging Hanley, who had his share of blocking and shutting doors to prevent the Hiltbrand from gaining the position on the last lap. Good performance also by Lennox-Lamb, 5th after starting 10th, and by his teammate

Eddy Tinini who fought hard with Tieni in the early stages ending 8th right ahead of a very impressive Cian Fothergill from Australia, at his first outing abroad with the aggravation of being the first time on Special Bridgestones tyres. Championship standings number 2 Sasaki was not particularly brilliant finishing only 7th behind

his fellow countryman Takashi Kasai, the latter moving up to 5th following 10" penalty inflicted to Hanley for pushing Hiltbrand (the Spaniard did pretty much the same but was not punished by the Stewards).

In Race 2, Joyner picked up where he left off hitting a superb double win. The LH driver kept the lead at the start shadowed by Verstappen with Hiltbrand, Hanley and Sasaki also on the look out. On lap 4 the Dutch moved past for the lead, which he kept until half race distance when he is forced to retire with problems at the ignition. Also Lennox was on the move after dropping to 12th in the initial stages. The British driver was up to 4th but soon came under pressure from a charging Camponeschi, who stole the limelight with an incredible comeback from the back of the field. Camponeschi showed incredible speed and pressed hard to make up places. The Italian driver was non-stop excitement, with passes one after the other, making up 29 places to finish 2nd at 4"591 from the winner. Sure he was on fresher tyres, he was also very determined to leave the disappointing Race 1 retirement behind him, but what a masterpiece!

Also Hanley showed all his speed in the first part of the race seemingly able to fight for the victory. But Joyner proved unbeatable, and as Hanley seemed able to bag 2nd place he got passed by Camponeschi with 4 laps to go and then the tyres let him down forcing him to end in 5th behind Lennox-

Lamb and Sasaki, back in shape to keep his championship hopes alive. And to reminisce what might have been, the Italian Crg duo Tiene-Forè was author of a prodigious comeback from the back of the grid to finish 6th and 7th respectively. Without the retirement in Race 1 for either driver it might have been a whole different Championship.

DAY 2 – JOYNER COMPLETES DREAM WEEKEND, CAMPONESCHI BAGS THE TITLE

Following the morning qualifying, Camponeschi hit the pole position for Race 3 with 45"323 and was joined on row 1 by Verstappen, only 5 hundredths slower. Tiene and Tinini made up row 2, Lennox-Lamb and Sasaki row 3, and Joyner and Hiltbrand row 4.

At the green lights the fight was superb, the field getting shuffled, Verstappen pushing

Camponeschi wide at the second corner forcing the Italian to lose several positions (the Dutch will get 10" penalty after the chequered flag for it). The hot action carried on throughout the first part of the race, with Verstappen getting passed by Tiene in the first lap, Lennox, Joyner and Tinini advancing, then Hiltbrand and Hanley making up several positions from 15th grid start ahead of Sasaki.

Tiene carried on with a blistering pace in the early stages followed by Hiltbrand who moved past both Lennox and Joyner in the same lap, and Tinini also in the mix. On lap 5 Joyner made his move on Lennox soon followed by Tinini, and shortly after on the Spaniard too, who lost the position to Verstappen and Hanley in the following lap.

Half way through the race,

Tiene still led on Joyner, Verstappen, Hanley, Hiltbrand, while

Camponeschi shadowed Sasaki pressing hard.

In the following lap the action was still on, Joyner grabbing the lead as Camponeschi moved past Sasaki, and Hanley conquered the virtual podium in the following lap.

The pace was still as fast as in the early stages, and with 2 laps to go Lennox sneaked

Tom Joyner will remember the Macau weekend for the rest of his life. Arrived in the Asian circuit as the underdog, the Brit had nothing to lose and did his best on a terrific LH chassis





Above, Birel driver Karol Basz (9) had his share of struggling in Macau. Supported by his veteran teammate, 2006 S-ICC European Champion Roberto Toninelli, the young Pole finally managed to grab 3rd podium place in Race 4 showing off incredible speed... better late than never! Left, Davide Forè (20) is left powerless sideways on the circuit after trying to make his move on Tiene in Race 1 on turn 8. Too bad they both retired when they could have taken advantage of Camponeschi ignition failure. Top, the four title contenders arrive in Macau.

KF1 QUALIFYING PRACTICE 1 (QP1)

P	N	Driver	NAT	CHASSIS/ENGINE	TIME
1	36	Verstappen, Max	NLD	CRG / TM	45.599
2	2	Camponeschi, Flavio	ITA	Tony Kart / Vortex	45.740
3	14	Tiene, Felice	ITA	CRG / BMB	45.805
4	25	Joyner, Tom	GBR	LH / BMB	45.847
5	4	Sasaki, Daiki	JPN	Kosmic / Vortex	45.871
6	20	Fore, Davide	ITA	CRG / BMB	45.932
7	17	Hiltbrand, Pedro	ESP	FA Kart / Vortex	45.944
8	45	Ling, Kang	CHN	Tony Kart / Vortex	45.944
9	41	Hanley, Ben	GBR	ART GP / TM	45.975
10	12	Lennox-Lamb, Jordon	GBR	CRG / BMB	46.027

KF1 QUALIFYING PRACTICE 2 (QP2)

P	N	Driver	NAT	CHASSIS/ENGINE	TIME
1	2	Camponeschi, Flavio	ITA	Tony Kart / Vortex	45.323
2	36	Verstappen, Max	NLD	CRG / TM	45.382
3	14	Tiene, Felice	ITA	CRG / BMB	45.400
4	22	Tinini, Eddy	ITA	CRG / BMB	45.429
5	12	Lennox-Lamb, Jordon	GBR	CRG / BMB	45.441
6	4	Sasaki, Daiki	JPN	Kosmic / Vortex	45.460
7	25	Joyner, Tom	GBR	LH / BMB	45.475
8	17	Hiltbrand, Pedro	ESP	FA Kart / Vortex	45.491
9	44	Chang Wing Chung, Andy	MAC	Tony Kart / Vortex	45.508
10	9	Basz, Karol	POL	Birel / Parilla	45.550

KF1 RESULTS AFTER MACAO

P	N	Driver	CHASSIS/ENGINE	NAT	JPN1	JPN2	JPN3	JPN4	MAC1	MAC2	MAC3	MAC4	Pt.
1	2	Camponeschi, Flavio	Tony Kart / Vortex	ITA	25	25	25	(16)	0	20	11	13	119
2	25	Joyner, Tom	LH / BMB	GBR	9	(7)	9	10	25	25	25	(25)	103
3	14	Tiene, Felice	CRG / BMB	ITA	13	16	20	0	0	10	16	20	95
4	4	Sasaki, Daiki	Kosmic / Vortex	JPN	20	20	(13)	20	9	13	6	(5)	88
5	12	Lennox-Lamb, Jordon	CRG / BMB	GBR	10	0	10	6	13	16	13	0	68
6	20	Fore, Davide	CRG / BMB	ITA	11	(2)	11	25	0	9	0	9	65
7	9	Basz, Karol	Birel / Parilla	POL	16	6	0	13	0	5	8	16	64
8	36	Verstappen, Max	CRG / TM	NLD	3	13	16	0	20	0	0	0	52
9	41	Hanley, Ben	ART GP / TM	GBR	-	-	-	-	(10)	11	20	11	42
10	17	Hiltbrand, Pedro	FA Kart / Vortex	ESP	0	0	7	0	16	7	10	0	40
11	7	Kasai, Takashi	Tony Kart / Vortex	JPN	0	10	0	2	11	8	(3)	8	39
12	44	Chang Wing Chung, Andy	Tony Kart / Vortex	MAC	-	-	-	-	5	(3)	9	10	24
13	22	Tinini, Eddy	CRG / BMB	ITA	0	0	0	0	8	0	7	7	22
14	3	Paz Patric Armand, Philo	Tony Kart / Vortex	IDN	8	0	0	11	0	0	0	2	21
15	1	Graham, Matthew	Zanardi / TM	GBR	0	3	8	7	-	-	-	-	18
16	6	Gromanová, Tereza	Kosmic / Vortex	CZE	5	0	5	4	0	0	2	1	17
17	8	Petjoi, Teemu Markus	Tony Kart / Vortex	FIN	0	5	2	8	1	0	0	0	16
18	39	Hubert, Anthoine	FK / TM	FRA	6	0	6	3	-	-	-	-	15
19	30	Shiraishi, Yuta	Sodi / TM	JPN	1	0	0	0	2	6	4	0	13
20	5	Gil, Carlos	Tony Kart / Vortex	ESP	0	0	3	9	-	-	-	-	12
21	26	Kozlinski, Arnaud	PCR / TM	FRA	7	0	0	5	-	-	-	-	12
22	23	Yamashita, Kenta	CRG / BMB	JPN	0	11	0	0	-	-	-	-	11
23	42	Fothergill, Cian	Kosmic / Vortex	AUS	-	-	-	-	7	4	0	0	11
24	32	Umegaki, Hiroshi	Birel / BMB	JPN	0	9	0	0	-	-	-	-	9
25	21	Nakamori, Takeharu	DR / BMB	JPN	0	8	1	0	-	-	-	-	9
26	49	Iriawan, Yasuo Senna	Kosmic / TM	IDN	-	-	-	-	3	0	0	6	9
27	31	Sorensen, Christian	LH / BMB	DNK	0	4	4	1	-	-	-	-	9
28	45	Ling, Kang	Tony Kart / Vortex	CHN	-	-	-	-	6	0	0	0	6
29	47	Suzuki, Yuya	Sodi / TM	JPN	-	-	-	-	0	0	5	0	5
30	48	Tang, Andrew	Kosmic / TM	SGP	-	-	-	-	0	2	0	3	5
31	40	Toninelli, Roberto	Birel / Parilla	ITA	-	-	-	-	4	0	0	0	4
32	37	Blom, Dave	FK / TM	NLD	4	0	0	0	-	-	-	-	4
33	50	Solomon, Matthew	Kosmic / TM	HKG	4	0	0	0	-	0	0	4	4
34	38	De Brabander, Yannick	FK / TM	BEL	2	E	E	0	-	-	-	-	2

IN RACE 2, JOYNER PICKED UP WHERE HE LEFT OFF HITTING A SUPERB DOUBLE WIN.



Max Verstappen (36) gave a big helping hand to his teammates, claiming pole for Race 1 and fighting always at the top.
Left, U18 World Championship paddock style in Macau... very warm and welcoming, but not so comfy for the teams



CAMPONESCHI, PROTAGONIST OF A BRILLIANT PERFORMANCE, HE IS AT LAST CROWNED AS WORLD KARTING CHAMPION WITH 119 POINTS.

in the inside to displace Hiltbrand from 5th, while Hanley moved up another position forcing Verstappen in 3rd. In the meantime, Joyner's advantage increased and he went on to grab the third win of the weekend. Verstappen tried to gain 2nd back, but Hanley closed the door to grab a deserved 2nd place, with Tiene and Lennox not far behind, and Camponeschi gaining another position on Hiltbrand to close in 6th. With Sasaki's 11th place finish, Camponeschi stronghold on the championship title was more decisive. Two points in the last final would be sufficient for the Italian to grab the World Championship crown were Sasaki to score a win. Coming to Race 4 Sasaki still had arithmetic keeping his championship

was very exciting, with Hanley putting up the challenge to Joyner, Tiene and Lennox-Lamb staying with the leaders and Camponeschi keeping away from trouble in 5th. After all, the Italian had to race on Sasaki to put his hands on the title, and the Japanese was anything but impressive falling to 14th place in the opening lap. After leading for 2 laps, Joyner got passed by Tiene, soon followed by Hanley, with Lennox and Camponeschi keeping within distance. Few laps later, and a revived Karol Basz joined the mix starting to lap like the fastest drivers after a difficult weekend. The Birel driver spent most of the event trying to find the right set up, and he obviously had it sorted out in the final race by using a lower tyre pressure. By halfway through the race

hopes alive, but the early developments were to put the final word on the title to Camponeschi's favour. The start

the Polish driver was up to 5th and looking strong, putting pressure on Camponeschi who had too much at stake to risk a scrap with the Pole, the latter moving past on lap 14 for 4th place. With Tiene still within half a second from leader Joyner, and Hanley starting to lose ground, Basz was through for a well deserved podium place, and two laps later the Art GP driver had to give in also to the new World Champion. Joyner proved once again unbeatable, as Tiene had nothing left and settled for 2nd ahead of Basz, Camponeschi, Hanley, local hero Chang and Davide Forè up from 28th grid start. Camponeschi, protagonist of a very mature performance, was at last crowned World Karting Champion with 119 points. Joyner's outstanding weekend brought him and LH Racing team a superb vice-Championship title with 103 points, and Felice Tiene saved the day with two positive results on Sunday finals grabbing 3rd in the Championship with 95 points.

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Daruvala makes history



While all eyes were on the final round of the World Championship, the Asia-Pacific KF3 Championship saw the crowning of a very fast young driver from India, Jehan Daruvala, who will go down to history as the first Indian driver to win a CIK event after making a clean sweep leaving only the scraps to his rivals.

REPORT S.MURTAS / PHOTOS KSP, LLC PHOTOGRAPHY

Despite the very low turn-out in Macau for the Asia-Pacific KF3 Championship (only 12 drivers on starting grid), with all the European stars staying home and only one driver from Australia, Joshua Smith, to join the almost completely Asian field, the races proved quite a kick, offering some exciting action in the heats, and an eye-popping finale. And yet, if the final showdown surely makes good promotion for karting, the lowest ever entries make anything but a good publicity for the category!

► The Race

Right from qualifying, Indian driver Jehan Daruvala showed why he was selected to join the Sahara Force India Academy by stopping the fastest lap (47"121) almost 2 tenths faster than Japan's Joe Ishida who shared the front row for the heats. Thailand's Sasakorn Chaimongkol and Japan's Sato Marino completed row 2.

Heat 1 proved somewhat tough, with local hero Jacky

Chan leading the group in the first two laps followed by Amin Noorzilan from Singapore, with Daruvala and Marino right behind. Comes lap 3 and the two went through to lead the pack followed by Smith, the three going on to close in this order, Daruvala also stopping fastest lap of the race. The following two heats saw the sheer dominance of the Indian driver, who beat Chaimongkol by over 3"5 and 1"4 in Heat 2 and 3 respectively (and stopped fastest laptime on both occasions), the two occupying front row start for the prefinal. Smith and Noorzilan completed row 2, while Marino and Chan row 3.

Another solo race for 14-year old Jehan in the prefinal. The driver coached by former Karting World Champion Terry Fullerton put up another commanding performance,





PHOTO: KSP



Above, the final podium with Jehan Daruvala (centre), Sato Marino (left) and Joe Ishida. Marino had the merit of taking the fight to the Indian driver in the final, despite the latter dominated by and large the entire weekend. Daruvala clocked the fastest time in every single session, finished first in every single session, but when the final came the Japanese surprised all by putting pressure on the Indian from the very first turn and going very close to steal the win in the end. Only his mistake with few turns to go gifted Daruvala with a truly deserved win.




keeping the lead at the start, building a gap of 1"4 in the first lap, which increased to almost 6" by the end of the 13 lap race. Second place was a non-stop fight between Jacky Chan and Smith in the early stages, the latter having to fend off Noorzilan's attacks in the second part, though unsuccessfully. With four laps to go, the driver from Singapore stormed through to grab front row start for the final, with the Aussie demoted to 4th at the same time by Ishida. Quite unexpectedly, the final provided fireworks with a relentless scrap for the win

from start to finish. This time, Daruvala was not able to keep the lead at the start, with Marino coming through from 5th to 1st in the opening lap. The leading duo pulled a 2" gap over the group by lap 3, and from then the show was on. Marino and Daruvala lapped pretty much the same times, with the Indian managing to shadow the Japanese for most of the race keeping within 5 tenths all the way through. Comes lap 18, and Jehan made his move, Sato fought back, and the last two laps were just a slugfest, with the final lap drama. Daruvala was back in the lead with one lap

PREFINAL						
P	N	Driver	NAT	CHASSIS/ENGINE/TYRES	13 LAPS	
1	109	Daruvala, Jehan	IND	Kosmic / Vortex / Vega	in	47.156
2	102	Noorzilan, Amin	SGP	Birel / Parilla / Vega	+	5.836
3	110	Ishida, Joe	JPN	Kosmic / Vortex / Vega	+	6.264
4	113	Smith, Joshua	AUS	Kosmic / Vortex / Vega	+	8.464
5	112	Marino, Sato	JPN	Maddox / Parilla / Vega	+	8.559
6	101	Chan Cheuk Hin, Jacky	HKG	CRG / BMB / Vega	+	8.832
7	111	Mangkuluhur, Darma	IDN	Kosmic / TM / Vega	+	10.159
8	107	Wongsanganan, Veravich	THA	Intrepid / TM / Vega	+	11.947
9	104	Chaimongkol, Sasakorn	THA	Intrepid / TM / Vega	+	14.617
10	105	Chokklangtanakul, Sanhanat	THA	Intrepid / TM / Vega	+	15.977
11	108	Chan, Tsun Piu	HKG	Energy / Parilla / Vega	+	16.196
12	106	Kongpatanakul, Sasint	SGP	Intrepid / TM / Vega	+	18.134

FINAL						
P	N	Driver	NAT	CHASSIS/ENGINE/TYRES	21 LAPS	
1	109	Daruvala, Jehan	IND	Kosmic / Vortex / Vega	in	46.964
2	112	Marino, Sato	JPN	Maddox / Parilla / Vega	+	0.666
3	110	Ishida, Joe	JPN	Kosmic / Vortex / Vega	+	3.683
4	101	Chan Cheuk Hin, Jacky	HKG	CRG / BMB / Vega	+	6.658
5	104	Chaimongkol, Sasakorn	THA	Intrepid / TM / Vega	+	6.840
6	102	Noorzilan, Amin	SGP	Birel / Parilla / Vega	+	6.977
7	113	Smith, Joshua	AUS	Kosmic / Vortex / Vega	+	9.897
8	105	Chokklangtanakul, Sanhanat	THA	Intrepid / TM / Vega	+	10.502
9	108	Chan, Tsun Piu	HKG	Energy / Parilla / Vega	+	16.598
10	106	Kongpatanakul, Sasint	SGP	Intrepid / TM / Vega	+	17.552
11	111	Mangkuluhur, Darma	IDN	Kosmic / TM / Vega	+	36.154
12	107	Wongsanganan, Veravich	THA	Intrepid / TM / Vega		9 Laps

to go, but Marino was determined to bag this one and tried a very late braking on turn 4 which forced both slightly off track, with Marino entering the last lap in the lead. But when Daruvala's hopes seemed to have disappeared (after having dominated every single session of the weekend!) the Japanese overcooked it on turn 5 exciting wide and leaving the door wide open for the Daruvala to make history, becoming the first Indian driver to win a CIK event. Joe Ishida completed the podium 3"683 down the winner.

A high-angle photograph of two young karting drivers. The driver on the left is wearing a blue and red racing suit with 'sparco' and 'S.M.I.C.' logos. The driver on the right is wearing a black racing suit with 'S.M.I.C.' and 'D.I.D.' logos. Both are holding large, silver trophies. The background is dark, and the lighting is dramatic, highlighting the drivers' faces and the metallic surfaces of the trophies.

Luca Corberi, aged 15, is KF3 World Cup winner. Right, Felice Tiene, 21 in December, crowns a season as protagonist going on to get KF2 World Cup win.

Luca has grown up on the track in northern Italy near Brescia, while Felice has worked hard in Campania, near Naples. The first dreams F1, the latter dreams of a future in karting.

Together they represent the fruit of potential energy that can suddenly break through from the Italian breeding round for pilots.

ITALIANS A BREED OF PILOTS!

First of all, I'd like to say that the temptation to go into a wider vision of how "the made in Italy" influences, for better and for worse the policies of this particular motoring discipline was impellent, but I've thought that the important space reserved for the event in Zuera and more important that our 2 champions, Felice Tiene and Luca Corberi, World Cup KF2 and KF3 winners deserved was more important. This is the event that as from next year the Fia will accredit with World Championship title, the only difference will be that together with the KZ1 and KF the denomination KF3 is going to be called Junior.

REPORT: GIULIANO C. GIULIANI - PICTURES: SPORTINPHOTO

Felice Tiene and Luca Corberi have deservedly gained the cup and with it have re-accredited the school of Italian karting, the same that used to get brilliant results. A very important result and in a more national profile a result that has given credit, proving wrong all those who thought that the line of champions produced by the Italian school of karting had come to an end.

Felice Tiene and Luca Corberi are the heroes who with their action have brought back hope, the ones who have managed to rip through the clouds that had built up over the Italian racing school.

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the driver from San Giuseppe Vesuviano is the one who made the difference showing special driving skills, which are not common to all drivers, or we could say, skills that only special breeds have, the winning breed. Yes, we had said, this is Felice Tiene's season, just as we underlined Luca Corberi's qualities after his performance at PF International.

The driver from Brescia, northern Italy is an emerging champion

driver from our poor breeding round – and a good job too, we may add: few but good. Luca Corberi, differently to Tiene, managed to control with authority the final stage of Sunday's race, had to work overtime to get the KF3 World Cup especially after what had happened in the prefinal.

However, the final did leave everyone in awe, also because there were several strange rumours on Sunday morning on who the winner would be. So strange that, at one point they thought that also Lance Stroll was among the probable winners. And, rightly so, seeing that the Canadian, part of Ferrari's future projects had gained pole start on prefinal grids next to Corberi.

Then, the accident that Brescian Kosmic driver suffered in the prefinal didn't promise anything good, so the bookmakers' quotations dropped. Obviously, he went faster and faster, sure of having what was needed to win, but from row six, well things really were going to be tough. Instead, Luca Corberi proved yet again that he would not give up his maximum aim. That is the reason why this all Italian affirmation of two young future champions is quite convincing. Apart from the win which is at the same time unavoidable, it is the way they have managed to win the World Cup that has given more satisfaction and that has allowed to formulate an evaluation that leaves no room to interpretation. What we saw in Zuera is ineluctable, a win a real win not a casual one, grabbed thanks to skill in tackling a race. Tiene is already at the top and, racing wise Corberi has the right cards to improve... Well, today we can confirm once again that the Italians are still a breed of drivers to bet on from here on.



TIENE GREAT

CRG STANDARD BEARER with this important and somewhat expected affirmation enters by right in the World Championship Top Ten of karting. He did very well at round one of the World Cup held in Suzuka, at the European Championship and the World Cup in Sarno, in KZ2. Felice is fantastic on whatever vehicle he driver and on any sort of track. In Zuera he showed everyone that he had the makings of a professional driver. In his conditions it wasn't at all difficult to handle the race. It's also true to say that the champion has always proved, in different circumstances that he has no problems in facing the different changes that are made in racing, particularly intense as those in kart races; he has always tackled them level headed and quick to decide on the best strategy. It's tyres as usual with this sort of vehicle that determine good results. Felice is one of them who can treat them well, and in Zuera he has shown that, despite worn tyres he is still fast.



FOTO: KSP



LAST LAP, JOYNER COMES OUT OF THE BLUES AND PULLS A BRILLIANT MANOEUVRE THAT MAKES LENNOX DO EXTRAORDINARY THINGS

Above, Joyner and Lennox about to cross the finishing line with the British Crg driver just 45/1000 ahead of his fellow countryman LH team standard bearer... Thanks to these drivers excitement abounded, we don't see such duels very often nowadays, and it was for third podium place. A podium that in the end rewards Crg its first triple in an international Cik/Fia event since it first started its adventure. Below, Tiene, Verstappen and Lennox are leading protagonists for the 2012 season. Left, Felice Tiene thumps the air, the KF2 World cup is a deserved acknowledgment for all his hard work this season.

Yes, the unexpected is always there waiting to pounce, but Felice Tiene never gives the impression of being caught unaware. Despite his looking quiet, happy and friendly when you meet him without his helmet, it is amazing how he changes into a determined... "Out to kill" driver on the track

when he is racing. Should I wish to give some sense to the report on the KF2 World Cup prefinal we must admit that with stop-watch at hand, Felice Tiene is a machine that builds up speed constantly lap after lap, almost unnoticeable? If there is no pressure, the same

YES, THE UNEXPECTED IS ALWAYS THERE, BUT FELICE TIENE ALWAYS GIVES THE IMPRESSION THAT HE HAS EVERYTHING UNDER CONTROL.

applies for the final; his laps can vary by at most 2/10, while in the prefinal, except for the difference that allowed him to stop best time, the difference between each was even less evident. A "hammer" that has made the same Max Verstappen, one who presses hard to the end – we all know he never gives up, a born fighter. So the Dutch driver has had to settle for second place because that is all he could have hoped for with Tiene in the lead. It is however a good podium place after what has happened to him this season...

CRG, HISTORIC TRIPLET

In Zuera, Tiene is the diamond tip in Crg. But, there with him on podium we have 2 other calibre like Max Verstappen and Jordon Lennox, with the Brit fresh from KZ2 World Cup win and is now getting more and more confident with the KF. With this great result Crg confirms what we had previously mentioned, that thanks to the duo Tiene-Lennox and Verstappen, it would be the team to beat. A trio that will certainly put up a great fight in Macao too, at the last and decisive round for the world title. An historical triplet for Crg who had already before Zuera collected several double podium places before Zuera, but never a triple.

And if during these early Crg success there were no top names such as Danilo Rossi and Alessandro Manetti, Johnathan Thonon and David Forè, new starts like Tiene, Lennox and Verstappen are coming through and Crg can but smile.

LENNOX-JOYNER, WHAT A DUEL!

The racing in KF2 wasn't particularly exciting





Top, Matteo Viganò lucky excursion at Final start, shame because he was outstanding especially during the heats after having stopped sixth best time in qualifiers. Also Olsen from Denmark, best time in ahead, got caught up in a pile up at Final start. A season to forget for Energy standard bearers, despite the fact that they were among the faster drivers in KF2, unfortunately they haven't reaped what they deserve to. Above, small picture, Alberto Di Folco after a not too brilliant 27th place in qualifiers he also got a 10th second penalty in a heat. In the end, he gets eighth place (the first Italian after Tiene) all considered, the result isn't too bad after all. Things go better for the Art Grand Prix duo, European KF2 protagonist with Leclerc (below) and Barnicoat (top, right hand side in small picture) who grabbed fifth and sixth place, although we did expect a bit more. Tiene ahead of Verstappen with the Dutchman who tried keeping pace with the Italian until his tyres gave in...

because Tiene practically dominated leaving hardly anything for his rivals. Only in the end we saw some unexpected surprises and everything seasoned with suspense. We have to thank Tom Joyner mainly who was on Lennox' tail for having rewarded us with some excitement, and then the Brit in force with Crg for having unexpectedly surprised the Brit in force from LH at the last turn, the one that leads to the finishing straight. It's the last lap, just 5 turns from the end and, while awaiting to see the end with Tiene leading at a safe distance with Verstappen in second place, with a bit of "non chalance" we watch Lennox close to the last turn, at the last breaking point on the Spanish track, and like a flash of lightning along comes Joyner, although at a distance, he accelerates and makes Lennox work hard and do some overtime. The two drivers fight "shoulder to shoulder" round the left turn and at the next right turn, Lennox leads on Joyner. But the fight has just begun, both very determined, doing all they can to control their rival's

next move. Tyres are worn and pick up more dirt than usual especially when they go off the perfect paths that had been held to that point. Joyner doesn't give up and in the end he overtakes Lennox at the third right turn, the latter really had no idea what to do to hold him back. The fight goes on. This time it is Lennox who tries to take his rival, Joyner, by surprise. The Brits are at the turn that leads out to the straight and there are few chances for Lennox, we don't know if anyone has ever managed to overtake at that point, hardly likely, but we don't know. The fact is that at that instant, after everything is much harder. In the meanwhile, Joyner is unable to stay close to the inside curb

maybe due to overtaking and he wasn't able to slow down and his tyres have nearly had it, but Lennox comes up from the inside half way round the turn with his two right wheels of his Crg on the curb. But it's done: Joyner has to lift his foot off the accelerator to finish the final stage of the turn and avoid coming out at a tangent. In the end, with the chequered flag up also on Lennox and Joyner, you can imagine the surprise and the excitement for such a breathtaking final. Incredible, such a show offered by the two drivers during the final duel

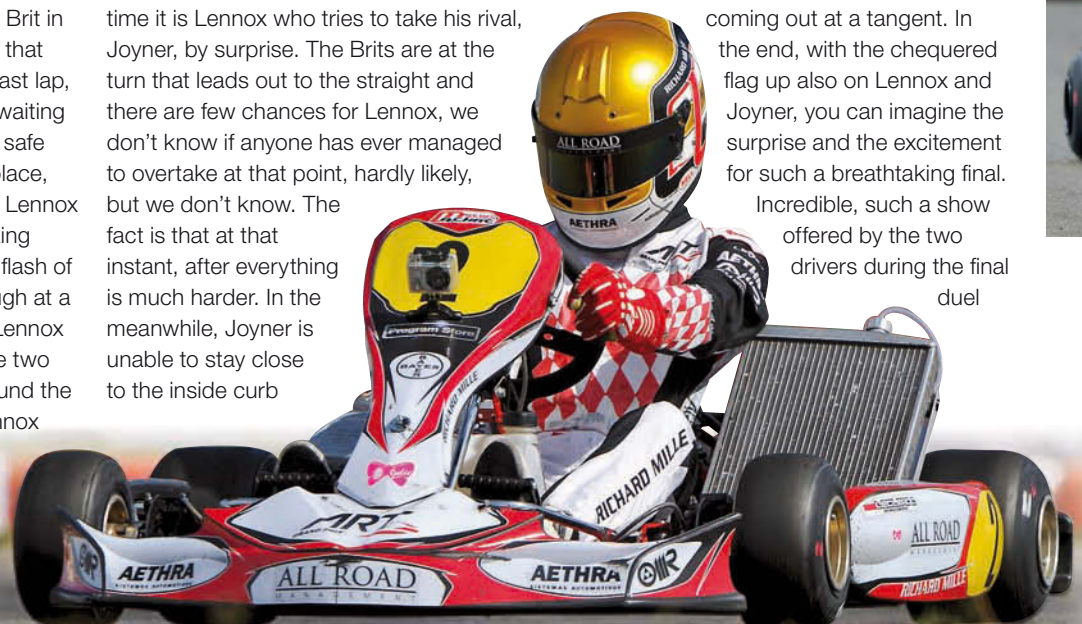




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FOTO: KSP



as they fight for the last podium step of the KF2 World Cup. Blamey, it was ages since we saw such excitement. Thanks to Joyner and Lennox who with their skill have helped to re-affirm the quality of the karting school and the opportunity that karting drivers have to show their driving skills and leave their mark, showing the maturity level they have reached in racing.

KF2 QUALIFYING HEATS

P	N	Driver	NAT	CHASSIS / ENGINE	QP	A-B	C-D	A-E	D-E	B-C	A-D	C-E	B-D	A-C	B-E	Pt	
1	10	Verstappen, Max	NLD	CRG / Tm	3	-	2	-	0	-	0	-	0	-	0	-	2
2	3	Tiene, Felice	ITA	CRG / Bmb	4	-	0	-	0	-	0	-	2	-	-	-	2
3	76	Lennox-Lamb, Jordon	GBR	CRG / Bmb	2	3	-	-	-	2	-	-	0	-	0	5	
4	5	Nielsen, Nicklas	DNK	Kosmic / Vortex	11	4	-	0	-	-	3	-	-	2	-	9	
5	8	Olsen, Dennis	NOR	Energy / Tm	1	0	-	3	-	-	4	-	-	3	-	10	
6	1	Barnicoat, Benjamin	GBR	Art Gp / Parilla	5	-	-	4	2	-	-	4	-	-	2	12	
7	55	Vigano, Matteo	ITA	Top Kart / Parilla	6	2	-	6	-	-	2	-	-	5	-	15	
8	4	Speedy, (A. Fuoco)	ITA	Kosmic / Vortex	12	6	-	-	-	3	-	-	3	-	4	16	
9	60	Hiltbrand, Pedro	ESP	Fa Kart / Vortex	20	-	-	2	6	-	-	2	-	-	8	18	
10	17	Gil Contreras, Carlos	ESP	Tony Kart / Vortex	7	5	-	-	-	8	-	-	4	-	6	23	
11	27	Hubert, Anthoine	FRA	FK / Parilla	19	-	6	-	8	-	5	-	7	-	-	26	
12	45	Rudakov, Pavel	RUS	Tony Kart / Bmb	10	-	-	10	7	-	-	7	-	-	7	31	
13	9	Tiihonen, Niklas	FIN	FK / Parilla	16	8	-	12	-	-	6	-	-	9	-	35	
14	78	Heinonen, Johannes	FIN	LH / Bmb	18	-	10	-	-	5	-	10	-	10	-	35	
15	66	Maestranzi, Marco	ITA	PCR / Parilla	28	-	8	-	-	9	-	6	-	12	-	35	
16	2	Leclerc, Charles	MCO	Art Gp / Parilla	13	-	4	-	-	6	-	22	-	4	-	36	
17	29	Moineault, Valentin	FRA	Tony Kart / Vortex	26	9	-	9	-	-	7	-	-	11	-	36	
18	14	Romanov, Vasily	RUS	Energy / Parilla	15	-	-	18	14	-	-	3	-	-	3	38	
19	23	Camponeschi, Flavio	ITA	Tony Kart / Vortex	24	-	5	-	9	-	12	-	12	-	-	38	
20	40	Di Folco, Alberto	ITA	Tony Kart / Tm	27	10	-	-	-	17	-	-	6	-	5	38	
21	22	Lavelli, Kevin	ITA	Top Kart / Parilla	21	11	-	5	-	-	16	-	-	7	-	39	
22	6	Snell, Sam	GBR	Energy / Parilla	8	-	3	-	-	4	-	29	-	6	-	42	
23	11	Joyner, Tom	GBR	LH / Bmb	14	-	12	-	3	-	23	-	5	-	-	43	
24	80	Iriawan, Yasuo Senna	IDN	Kosmic / Tm	17	20	-	-	-	7	-	8	-	12	47		
25	15	Ippolito, Paolo	ITA	Kosmic / Vortex	34	-	9	-	19	-	10	-	9	-	-	47	
26	74	Waliko, Igor	POL	LH / Bmb	9	-	7	-	5	-	8	-	30	-	-	50	
27	46	Vivacqua, Thiago	BRA	Zanardi / Parilla	35	-	-	31	4	-	-	5	-	-	10	50	
28	24	Graham, Matthew	GBR	Zanardi / Parilla	23	-	14	-	-	11	-	11	-	19	-	55	
29	51	Vita, Mattia	ITA	PCR / Parilla	37	17	-	-	-	12	-	-	11	-	18	58	
30	68	Nylund, Niclas	FIN	Art Gp / Parilla	46	21	-	7	-	-	15	-	-	16	-	59	
31	73	Tang, Andrew	SGP	Kosmic / Tm	22	15	-	-	-	21	-	-	15	-	9	60	
32	16	Fukuzumi, Nirei	JPN	Kosmic / Vortex	62	16	-	-	-	15	-	-	14	-	15	60	
33	36	Compere, Victor	FRA	Kosmic / Parilla	41	7	-	21	-	-	21	-	-	14	-	63	
34	18	Basz, Karol	POL	Birel / Bmb	42	24	-	-	-	10	-	-	13	-	16	63	

KF2 PREFINAL

P	N	Driver	NAT	CHASSIS / ENGINE	LAPS
1	3	Tiene, Felice	ITA	CRG / BMB	12
2	10	Verstappen, Max	NLD	CRG / TM	+0.670
3	76	Lennox-Lamb, Jordon	GBR	CRG / BMB	+1.867
4	60	Hiltbrand, Pedro	ESP	FA Kart / Vortex	+3.941
5	8	Olsen, Dennis	NOR	Energy / TM	+4.128
6	4	Speedy, (A. Fuoco)	ITA	Kosmic / Vortex	+4.641
7	55	Vigano, Matteo	ITA	Top Kart / Parilla	+5.625
8	9	Tiihonen, Niklas	FIN	FK / Parilla	+6.614
9	1	Barnicoat, Benjamin	GBR	ART GP / Parilla	+7.892
10	2	Leclerc, Charles	MCO	ART GP / Parilla	+9.603
11	11	Joyner, Tom	GBR	LH / BMB	+10.710
12	46	Vivacqua, Thiago	BRA	Zanardi / Parilla	+10.820
13	40	Di Folco, Alberto	ITA	Tony Kart / TM	+11.213
14	29	Moineault, Valentin	FRA	Tony Kart / Vortex	+12.352
15	17	Gil Contreras, Carlos	ESP	Tony Kart / Vortex	+14.671
16	18	Basz, Karol	POL	Birel / BMB	+14.970
17	5	Nielsen, Nicklas	DNK	Kosmic / Vortex	+15.530
18	15	Ippolito, Paolo	ITA	Kosmic / TM	+18.108
19	51	Vita, Mattia	ITA	PCR / Parilla	+18.299
20	27	Hubert, Anthoine	FRA	FK / Parilla	+18.335
21	6	Snell, Sam	GBR	Energy / Parilla	+18.800
22	36	Compere, Victor	FRA	Kosmic / Parilla	+19.950
23	14	Romanov, Vasily	RUS	Energy / Parilla	+20.046
24	23	Camponeschi, Flavio	ITA	Tony Kart / Vortex	+20.181
25	24	Graham, Matthew	GBR	Zanardi / Parilla	+20.892
26	22	Lavelli, Kevin	ITA	Top Kart / Parilla	+22.304
27	74	Waliko, Igor	POL	LH / BMB	+23.762
28	66	Maestranzi, Marco	ITA	PCR / Parilla	+23.835
29	80	Iriawan, Yasuo Senna	IDN	Kosmic / TM	+24.137
30	16	Heinonen, Johannes	FIN	LH / BMB	+26.094
31	16	Fukuzumi, Nirei	JPN	Kosmic / Vortex	+27.040
32	68	Nylund, Niclas	FIN	ART GP / Parilla	+29.995
33	73	Tang, Andrew	SGP	Kosmic / TM	+3 Laps
34	45	Rudakov, Pavel	RUS	Tony Kart / BMB	+12 Laps

KF2 FINAL

P	N	Driver	NAT	CHASSIS / ENGINE	LAPS
1	3	Tiene, Felice	ITA	CRG / BMB	18
2	10	Verstappen, Max	NLD	CRG / TM	+1.451
3	76	Lennox-Lamb, Jordon	GBR	CRG / BMB	+4.475
4	11	Joyner, Tom	GBR	LH / BMB	+4.520
5	2	Leclerc, Charles	MCO	ART GP / Parilla	+9.374
6	1	Barnicoat, Benjamin	GBR	ART GP / Parilla	+10.337
7	6	Snell, Sam	GBR	Energy / Parilla	+10.965
8	40	Di Folco, Alberto	ITA	Tony Kart / TM	+11.485
9	5	Nielsen, Nicklas	DNK	Kosmic / Vortex	+12.042
10	45	Rudakov, Pavel	RUS	Tony Kart / BMB	+17.104
11	18	Basz, Karol	POL	Birel / BMB	+17.194
12	8	Olsen, Dennis	NOR	Energy / TM	+17.234
13	22	Lavelli, Kevin	ITA	Top Kart / Parilla	+17.242
14	14	Romanov, Vasily	RUS	Energy / Parilla	+17.492
15	27	Hubert, Anthoine	FRA	FK / Parilla	+18.250
16	51	Vita, Mattia	ITA	PCR / Parilla	+21.397
17	66	Maestranzi, Marco	ITA	PCR / Parilla	+21.731
18	78	Heinonen, Johannes	FIN	LH / BMB	+21.973
19	68	Nylund, Niclas	FIN	ART GP / Parilla	+25.653
20	73	Tang, Andrew	SGP	Kosmic / TM	+26.452
21	16	Fukuzumi, Nirei	JPN	Kosmic / Vortex	+29.800
22	55	Vigano, Matteo	ITA	Top Kart / Parilla	+32.129
23	9	Tiihonen, Niklas	FIN	FK / Parilla	+36.446
24	23	Camponeschi, Flavio	ITA	Tony Kart / Vortex	+8 Laps
25	46	Vivacqua, Thiago	BRA	Zanardi / Parilla	+9 Laps
26	24	Graham, Matthew	GBR	Zanardi / Parilla	+10 Laps
27	36	Compere, Victor	FRA	Kosmic / Parilla	+15 Laps
28	4	Speedy, (A. Fuoco)	ITA	Kosmic / Vortex	+15 Laps
29	17	Gil Contreras, Carlos	ESP	Tony Kart / Vortex	+15 Laps
30	60	Hiltbrand, Pedro	ESP	FA Kart / Vortex	+15 Laps
31	15	Ippolito, Paolo	ITA	Kosmic / Vortex	+15 Laps
32	29	Moineault, Valentin	FRA	Tony Kart / Vortex	+18 Laps
33	74	Waliko, Igor	POL	LH / BMB	+18 Laps
34	80	Iriawan, Yasuo Senna	IDN	Kosmic / TM	+18 Laps



LUCA CORBERI

SURPRISING

MAYBE HE WAS TOO EXCITED on the eve of this important meeting. One thing sure though, after his performance at the last round of the European Championship in England, Corberi came here with his own credentials one who could fight with the best. But, he didn't start off in the best of ways. His qualifiers re-dimensioned him, took him down a peg or two. Even if there was a long way to go yet. And who knows if this unfavourable situation, at least on paper had in some way made him re-set everything to get a proper feeling with the track and with his kart so as to face the heats with the right determination. Seeing him on front row grid for prefinal start, next to Stroll led to believe that at this point Corberi was ready and had

enough determination, perhaps too much, in him to make it. Also in the last heats on Sunday, the driver from Brescia was in great shape, lap time confirmed it. But at the bottleneck before the first braking point, especially for those lined up on the outside, they had to be very careful something typical of this track is finding yourself delayed or completely out of the game. Well, the suspense increased at prefinal lights and maybe Luca Corberi was also aware of the risk that he was running for having accumulated too much adrenalin. He is sixth, and not bad too, the important thing is having passed the bottleneck safely. Corberi knowing his set up and his personal conditions

starts pressing hard and gains places and starts to hunt down the leaders: Russo, Aubry, Stroll, Van Leeuwen and Sitnikov. Then on lap two he is already in third and heads straight for the leading duo Russo and Stroll and being 2/3 tenths faster he starts tailing Stroll a few laps. He attacks on lap seven (-2 from race end) the usual turn, two turns after the straight that leads to the finishing line. Corberi cuts inside but is a bit too fast at the braking point, the rear lightens as he reaches the path-line, and Stroll, gives him a hand in going into a spin.

SUSPENSE BUILDS UP

FROM PREFINAL LIGHTS...

KF3



Luca Corberi between Britain's Iloft bad Dane Ivanovic, this is the KF3 podium that had at first seen Russian driver on third podium place, but later he was given a 10" penalty for unfair play, Left, Luca Corberi thumps the air, brilliant win... but he too hadn't realised what he had done. Yes, because despite being one of the favourites on the eve, Corberi is on six row grid for the final due to a spin during the prefinal. The Brescian is fantastic, leaving everyone in awe, after a few laps he has gobbled up his rivals and taken over the lead. Top, the crucial moment of the Final race: After 3 laps Corberi is in the lead and the fight behind him enables him to pull a distance and proceeds undisturbed to the finishing line.

The famous turn at the track in Argon the scene of several crashes and overtaking manoeuvres. On lap one of the KF3 prefinals, with Spain's Guillermo Russo (159) leading the pack. A little bit on, lap seven, Luca Corberi goes into a spin, also due to a lucky contact with Stroll, risk of ruining any chances of winning this KF3 World Cup. It's always at the braking point of this turn that De Vries, in 2010, took his first world championship win fooling Chamberlain on the last lap.

In the end Corberi is 11th. You can imagine how he and the team felt. The bookmakers' quotations for a possible win went up. Forecasts no longer saw him favourit. Instead, already at the start, in all that pile up that the start causes, and with the dust that makes it even more difficult to see what is happening, we see that Luca Corberi is

sixth, then before the first lap is over, he is fifth. But the karts are all together, duelling hard. On lap two he is third and keeps his foot down as if it was a premonition: now or never because on lap three Corberi is in the lead. Incredible!!! The good thing is that at that instant when Corberi is in the lead, there is a hell of a lot going on behind


KF3 QUALIFYING HEATS

P	N	Driver	NAT	QP	A-B	C-D	E-F	A-C	D-F	B-E	A-D	B-F	C-E	A-F	D-E	B-C	A-E	C-F	B-D	Pt
1	121	Stroll, Lance	CAN	1	0	-	-	4	-	3	-	-	0	-	0	-	0	-	-	7
2	105	Corberi, Luca	ITA	21	-	0	-	0	-	-	-	2	-	-	9	-	0	-	11	
3	159	Russo, Guillermo	ESP	2	6	-	-	-	2	-	2	-	-	-	3	-	-	2	15	
4	155	Elpitiya, Bryan	FRA	7	3	-	-	3	-	4	-	-	2	-	-	4	-	-	16	
5	120	Aubry, Gabriel	FRA	13	4	-	-	6	-	2	-	-	6	-	-	2	-	-	20	
6	117	Cunati, Simone	ITA	17	-	-	4	-	5	-	-	8	-	3	-	3	-	-	23	
7	128	Van Leeuwen, Martijn	NLD	16	-	11	-	-	2	-	6	-	-	2	-	-	-	4	25	
8	122	Cobian, Javier	ESP	15	-	4	-	5	-	-	-	7	-	-	8	-	7	-	31	
9	176	Sitnikov, Nikita	RUS	8	8	-	-	-	0	-	0	-	-	-	0	-	-	27	35	
10	138	Lorandi, Alessio	ITA	34	-	8	-	-	4	-	9	-	-	9	-	-	-	5	35	
11	179	Baptista, Vitor	BRA	5	-	-	0	-	6	-	-	0	-	23	-	7	-	-	36	
12	163	Gil, Albert	ESP	37	14	-	-	2	-	5	-	-	7	-	-	8	-	-	36	
13	148	Bale, Thomas Michael	ARE	4	-	5	-	-	6	-	11	-	-	0	-	-	-	15	37	
14	102	Palou Montalbo, Alex	ESP	6	-	-	5	-	20	-	-	3	-	4	-	-	6	-	38	
15	170	Ivanovic, Slavko	DNK	23	-	-	2	-	-	11	-	-	9	-	4	-	14	-	40	
16	142	Travisanutto, Lorenzo	ITA	3	-	2	-	27	-	-	-	-	3	-	-	5	-	4	41	
17	136	De Leval, Romain	BEL	27	-	7	-	10	-	-	-	-	5	-	-	11	-	8	41	
18	107	Jupp, Connor	GBR	42	-	-	9	-	9	-	-	7	-	11	-	-	5	-	41	
19	110	Ticktum, Daniel	GBR	10	-	3	-	-	0	-	8	-	-	-	28	-	-	3	42	
20	103	Boccolacci, Dorian	FRA	14	5	-	-	-	4	-	32	-	-	-	2	-	-	0	43	
21	141	Darras, Julien	FRA	61	16	-	-	8	-	7	-	-	8	-	-	5	-	-	44	
22	119	Ilott, Callum	GBR	18	-	-	26	-	5	-	-	4	-	9	-	-	2	-	46	
23	140	Kari, Niko	FIN	24	-	-	11	-	7	-	-	9	-	12	-	-	9	-	48	
24	115	Piccini, Alessio	ITA	32	21	-	-	-	7	-	6	-	-	-	10	-	-	8	52	
25	192	Bertonelli, Diego	ITA	28	-	21	-	-	3	-	10	-	-	-	5	-	-	14	53	
26	135	Naud, Valentin	FRA	11	-	-	3	-	3	-	-	4	-	25	-	19	-	-	54	
27	201	Raspatelli, Matteo	BEL	29	-	-	8	-	-	12	-	-	20	-	6	-	13	-	59	
28	166	Lessennes, Benjamin	BEL	50	12	-	-	-	9	-	15	-	-	-	12	-	-	11	59	
29	168	Atoev, Vladimir	RUS	46	-	10	-	-	19	-	16	-	-	-	8	-	-	7	60	
30	108	Florescu, Petru Gabriel	ROU	56	17	-	-	-	-	10	-	14	-	-	-	15	-	9	65	
31	101	Russell, George	GBR	12	-	-	6	-	22	-	-	32	-	3	-	-	3	-	66	
32	130	Besancenez, Paolo	FRA	31	2	-	-	30	-	-	0	-	-	-	5	-	29	-	66	
33	162	Caroline, Jamie	GBR	43	7	-	-	7	-	-	12	-	-	18	-	-	25	-	69	
34	150	Daruvala, Jehan	IND	38	30	-	-	-	-	8	-	8	-	-	-	14	-	-	10	70

KF3 PREFINAL

P	N	Driver	NAT	CHASSIS / ENGINE	Laps
1	159	Russo, Guillermo	ESP	FA Kart / Vortex	9
2	176	Sitnikov, Nikita	RUS	Tony Kart / BMB	+1.509
3	121	Stroll, Lance	CAN	Zanardi / Parilla	+1.572
4	138	Lorandi, Alessio	ITA	Tony Kart / Vortex	+1.934
5	102	Palou Montalbo, Alex	ESP	CRG / BMB	+2.323
6	128	Van Leeuwen, Martijn	NLD	Zanardi / Parilla	+2.418
7	117	Cunati, Simone	ITA	Top Kart / Parilla	+2.460
8	110	Ticktum, Daniel	GBR	Zanardi / Parilla	+4.927
9	130	Besancenez, Paolo	FRA	Sodi / Parilla	+5.233
10	119	Ilott, Callum	GBR	Zanardi / Parilla	+5.412
11	105	Corberi, Luca	ITA	Kosmic / Vortex	+5.606
12	170	Ivanovic, Slavko	DNK	Tony Kart / Vortex	+5.700
13	141	Darras, Julien	FRA	Tony Kart / Parilla	+6.671
14	135	Naud, Valentin	FRA	FA Kart / Vortex	+6.789
15	192	Bertonelli, Diego	ITA	Tony Kart / Vortex	+7.541
16	142	Travisanutto, Lorenzo	ITA	Tony Kart / Vortex	+7.705
17	148	Bale, Thomas Michael	ARE	FA Kart / Vortex	+8.333
18	122	Cobian, Javier	ESP	FA Kart / Vortex	+8.912
19	201	Raspatelli, Matteo	BEL	Tony Kart / Parilla	+9.136
20	115	Piccini, Alessio	ITA	Kosmic / Vortex	+9.591
21	108	Florescu, Petru Gabriel	ROU	Zanardi / Parilla	+10.259
22	150	Daruvala, Jehan	IND	FA Kart / Vortex	+10.530
23	163	Gil, Albert	ESP	Tony Kart / Vortex	+14.578
24	168	Atoev, Vladimir	RUS	Tony Kart / Vortex	+14.807
25	120	Aubry, Gabriel	FRA	Birel / TM	+4 Laps
26	179	Baptista, Vitor	BRA	CRG / BMB	+4 Laps
27	136	De Leval, Romain	BEL	Kosmic / Vortex	+4 Laps
28	162	Caroline, Jamie	GBR	Intrepid / Parilla	+4 Laps
29	155	Elpitiya, Bryan	FRA	Zanardi / Parilla	+5 Laps
30	103	Boccolacci, Dorian	FRA	Intrepid / TM	+6 Laps
31	101	Russell, George	GBR	Intrepid / Vortex	+8 Laps
32	140	Kari, Niko	FIN	Tony Kart / Vortex	+8 Laps
33	107	Jupp, Connor	GBR	FA Kart / Vortex	+9 Laps
34	166	Lessennes, Benjamin	BEL	Kosmic / Vortex	+9 Laps

KF3 FINAL

P	N	Driver	NAT	CHASSIS / ENGINE	Laps
1	105	Corberi, Luca	ITA	Kosmic / Vortex	15
2	119	Ilott, Callum	GBR	Zanardi / Parilla	+1.324
3	170	Ivanovic, Slavko	DNK	Tony Kart / Vortex	+4.713
4	102	Palou Montalbo, Alex	ESP	CRG / BMB	+5.337
5	107	Jupp, Connor	GBR	FA Kart / Vortex	+5.802
6	138	Lorandi, Alessio	ITA	Tony Kart / Vortex	+6.717
7	179	Baptista, Vitor	BRA	CRG / BMB	+10.995
8	130	Besancenez, Paolo	FRA	Sodi / Parilla	+11.000
9	163	Gil, Albert	ESP	Tony Kart / Vortex	+11.728
10	121	Stroll, Lance	CAN	Zanardi / Parilla	+11.924
11	176	Sitnikov, Nikita	RUS	Tony Kart / BMB	+11.944
12	135	Naud, Valentin	FRA	FA Kart / Vortex	+11.982
13	140	Kari, Niko	FIN	Tony Kart / Vortex	+12.190
14	103	Boccolacci, Dorian	FRA	Intrepid / TM	+12.448
15	168	Atoev, Vladimir	RUS	Tony Kart / Vortex	+13.261
16	108	Florescu, Petru Gabriel	ROU	Zanardi / Parilla	+13.741
17	150	Daruvala, Jehan	IND	FA Kart / Vortex	+14.236
18	115	Piccini, Alessio	ITA	Kosmic / Vortex	+14.631
19	148	Bale, Thomas Michael	ARE	FA Kart / Vortex	+16.000
20	122	Cobian, Javier	ESP	FA Kart / Vortex	+16.463
21	166	Lessennes, Benjamin	BEL	Kosmic / Vortex	+17.023
22	162	Caroline, Jamie	GBR	Intrepid / Parilla	+20.008
23	117	Cunati, Simone	ITA	Top Kart / Parilla	+20.149
24	110	Ticktum, Daniel	GBR	Zanardi / Parilla	+21.044
25	201	Raspatelli, Matteo	BEL	Tony Kart / Parilla	+22.150
26	192	Bertonelli, Diego	ITA	Tony Kart / Vortex	+25.000
27	155	Elpitiya, Bryan	FRA	Zanardi / Parilla	+26.520
28	159	Russo, Guillermo	ESP	FA Kart / Vortex	+1 Lap
29	101	Russell, George	GBR	Intrepid / Vortex	+9 Laps
30	136	De Leval, Romain	BEL	Kosmic / Vortex	+13 Laps
31	128	Van Leeuwen, Martijn	NLD	Zanardi / Parilla	+14 Laps
32	141	Darras, Julien	FRA	Tony Kart / Parilla	+15 Laps
33	142	Travisanutto, Lorenzo	ITA	Tony Kart / Vortex	+15 Laps
34	120	Aubry, Gabriel	FRA	Birel / TM	+15 Laps

HERE IS THE SEQUENCE OF PREFINAL LAP SIX, LUCA CORBERI (105) ATTACKS AT THE BRAKING POINT RUSSO





BRILLIANT DEBUT IN ZUERA FOR LORENZO TRIVISANUTTO, HIS FIRST SEASON IN KF3



him. Eight drivers complicate their lives helping the Brescian Kosmic driver to pull away. A race that doesn't leave any signs of surprises because Corberi has no rivals. However, Sitnikov keeps up the excitement just as he did in the prefinal prefinal. Ilott is in front of him, but the Russian is unable to make podium because he gets a 10" penalty for unfair play: too hazardous in some overtaking manoeuvres for his unfortunate rivals. And unfortunately, F1 is still a too evident consequence that testimonies an inexistent promotional policy to draw new talent to karting.

Above, Lorenzo Trivisanutto (142) leading in a qualifying heat of the KF3 World Cup in Zuera. The driver from Friuli, northern Italy, entered as a private driver assisted by his father Fabrizio and his mechanic friend Mauro Bertolami who has been assisting him since he started karting. Lorenzo, debuting in KF3, stopped third best time in qualifiers. Also in heats, he is outstanding and if it wasn't for that crash in the early phases of the race, typical for this track, Lorenzo would have been up front with the leaders on starting grids. In Zuera, Simone Cunati (centre) seemed to have all the right cards to do well after what he had done in the heats. But, during the final he was unable to keep up with Corberi and was immediately out of the final fight for podium, he was even involved in a crash...

AND STROLL... THE REAR OF HIS KART GETS TOO LIGHT AND ON CROSSING PATHS STROLL GIVES HIM A HAND TO GO INTO A SPIN





Pan Am Showdown

With 118 total entries, the Pan Am Championship continues to grow. As the final chance for American drivers to qualify for the 2012 Rotax Grand Finals, there was plenty of attention given to this year's Rotax Pan American Championships.

REPORT & PHOTOS C.SCHINDEL-CKN
(CANADIANKARTINGNEWS.COM)

Entries may have been dominated by the host country, but all in all, drivers from eight different countries travelled to The Track at Centennial, located just outside Denver, Colorado. The beautiful circuit provided drivers with multiple elevation changes, and a very technical internal section covering a 19-turn, one-mile layout.

Utilizing the Rotax Euro Challenge heat-race format, which is rarely seen in North America, drivers qualified on Friday afternoon, raced three heat races on Saturday, and concluded with a pre-final

and Championship Final on Sunday. Aside from a slight tire issue in DD2, the event was flawless, and perfect weather made for a very enjoyable week.

► **Rotax Senior** Louie Pagano dominated the early stages of the weekend in Colorado - fast qualifier and winner in two heat races - but at the start of the pre-final he was tagged exiting corner one, triggering a 26-kart pile up that forced race officials to stop the race and re-grid the field. Once things got going a second time, Pagano's beat up go-kart was only able to maintain



Below, the final winners of the Rotax PanAmerican Championship with the last ticket to the Rotax Grand Finals, which will be held in Portimao, Portugal on 29/11-1/12. From left to right, Collin Daley, Ashley Rogero, Louie Pagano, and Mike Jones. Bottom, Rogero and Selliken celebrate on Junior podium. Left, Louie Pagano (125) and Phil DeLaO (177) fight for the lead at the first turn in Rotax Senior.



fourth, while Phil DeLaO cruised to victory with Jay Howard second. The start of the final saw the outside row get a great jump as the green flag was waved. However, for Howard, a move to the lead earned him a 10" penalty for jumping the start. He held the lead nonetheless, with Pagano in tow through lap three, while Pearce Herder assumed second position after back-to-back moves from fourth. This allowed Howard to sneak away early, but by lap eight the group had caught him. Just as Herder, DeLaO and Pagano were able to catch Howard, Herder was forced wide

exiting the tight hairpin corner nine, allowing DeLaO and Pagano by, and once again Howard had a significant advantage on his rivals. Along with all the action up front, the battle for fifth was heating up as Stepanova Nakeel had moved up from his tenth-place starting position, overtaking Marco Di Leo, Will

Owen and Jesus Rios. The mid portion of the race saw very little change up front as Howard cruised comfortably, and Pagano and DeLaO were able to break away from Herder. It wasn't until lap eighteen when DeLaO finally made his move for second, in the tricky 2-3-4 downhill tic-tac-toe section. With Pagano in hot pursuit, DeLaO was able to keep cool and hold the position to the finish.



Mike Jones (304) fends off Scott Falcone's attacks in DD2 Masters. The Sodi driver will have the better by the end.



While he was clearly out front, with a ten-second penalty Howard fell down the order after the final flag and DeLaO was deemed the winner. Pagano scored second and Herder third. Howard would fall all the way to twelfth in the final results. Since DeLaO had already qualified for the 2012 Grand Finals, Pagano earned the ticket, and will join a very strong Team USA in Portugal.

▶ **Rotax Junior** Similar to Rotax Senior, there was an early favourite in Rotax Junior as Luke Sellikan posted the fastest

time in qualifying before winning two of three heat races.

However, a DNF in his other heat moved him

down the standings for the pre-final, a wild race that saw Ashley Rogero drive to victory and the pole position for the final.

Rogero grabbed the holeshot as a 30-kart strong Rotax Junior division barrelled into turn one. However, her lead would not last long as Kyle Kirkwood dove to the inside in corner fourteen to take the early lead. Rogero went back to the lead on lap four, driving to the inside of Kirkwood into turn one and up the hill, while Juan Manuel Correa was on the move and found himself in third. The leaders quickly spread out into three groups of two, until Rogero was able to gap herself from Kirkwood on lap ten. The loss of draft allowed Correa and Jake Craig to gain on second and and create a three-kart battle. With Rogero well out front, it wasn't until lap nineteen that Correa was finally able to make a

move on Kirkwood, and after a little contact, Sellikan moved into third, Craig to fourth and Kirkwood fell all the way back to fifth. Rogero claimed the victory, and earned her second trip to the Rotax Max Challenge Grand Finals, while Correa and Sellikan were able to hold onto the final two podium positions.

▶ **Rotax DD2/DD2 Masters** Although the class turnout was less than expected, the Rotax DD2 class provided plenty of great racing action in Colorado.

A minor hiccup on Championship Sunday saw an issue with the consistency of MOJO D3 tires, but event officials were quick to find a solution, presenting each driver with a new set of tires for the Final. Some had been well off the pace in the pre-final, but certainly not the man at the front. Collin Daley steered his PSL Karting machine to pole position in qualifying, before earning two of three heat race victories as well a pre-final win to

Collin Daley stopped DD2 pole position in qualifying and went on to win the final





RESULTS

Rotax Senior

Final: 1) 177 DeLaO Jr. (Sodi); 2) 125 Pagano (Birel); 3) 131 Herder (LH); 4) 187 Nekeel (FA Kart); 5) 133 Owen (Arrow); 6) 127 Rios (Birel); 7) 117 Mehan (Praga); 8) 101 Parazinho (Zanardi); 9) 141 Rivellini (CRG); 10) 145 Edwards (Arrow)

Rotax Junior

Final: 1) 27 Rogero (Tony Kart); 2) 68 Correa (Praga); 3) 46 Selliken (Kosmic); 4) 28 Kirkwood (Arrow); 5) 60 Craig (Kosmic); 6) 67 Ptak (Birel); 7) 87 Reichelt (Tony Kart); 8) 17 Weprin (FA Kart); 9) 13 Tofa (Tony Kart); 10) 89 Salvucci (Tony Kart)

Rotax DD2

Final: 1) 212 Daley (CRG); 2) 246 Schiavo (Praga); 3) 288 McEwan (CRG); 4) 272 Burkett (LH); 5) 261 Leesmann (CRG); 6) 225 Bizzotto (CRG); 7) 207 Castaneda (Kosmic); 8) 231 Cook (CRG); 9) 219 Bain (Maranello)

Rotax DD2 Masters

Final: 1) 304 Jones (Sodi); 2) 399 Falcone (Arrow); 3) 355 Font (Praga); 4) 398 Friso (CRG); 5) 351 Olinto (Intrepid); 6) 356 Carey (Zanardi); 7) 313 Zarlengo (Arrow); 8) 379 Castro (AM)

Rotax Micro-Max

Final: 1) 414 Tavella (Tony Kart); 2) 412 Famularo (Tony Kart); 3) 411 Famularo (Tony Kart); 4) 417 Price (Kosmic); 5) 481 Durrant (Birel); 6) 401 Niemkiewicz (Energy); 7) 402 Deslauriers (Energy); 8) 408 Greenemeier (Arrow); 9) 421 Emery (Arrow); 10) 433 Shucard (Birel)

Rotax Mini-Max

Final: 1) 588 Santiago Terife (Tony Kart); 2) 505 Sergio Terife (Tony Kart); 3) 521 Benyahia (Tecnio); 4) 529 Dawlett (Tony Kart); 5) 515 Forteza III (CRG); 6) 514 Prato (Intrepid); 7) 502 Diaz (FA Kart); 8) 545 Nieto Kosmic; 9) 512 Chalman (Sodi); 10) 531 Grillet (RK)

take pole for the main event. A slow start for Daley allowed Brendon Bain and Troy Castensada to get by, but Daley dove to the inside of Bain in corner six on lap two and regained the lead. Castaneda's luck ran out as he was forced off track, and even with a short red-flag period that collected the field, Daley was untouched continuing on to victory.

The race for second saw Luis Schiavo control the position after the red flag restart,

and although Bain put forth a strong effort, the Canadian wasn't able to regain the position before a retirement on lap seventeen due to a mechanical issue. Crossing the finish line, Daley scored the victory and the ticket to the Grand Finals, while Schiavo rounded second. Winning the battle for the final step on the podium, 2011 Rotax Pan American DD2 Champion Tyler McEwan would pass Fritz Leesmann on the final circuit. In Rotax DD2 Masters, Mike Jones led from the pole to secure the win and his first ticket to the Rotax Grand Finals. Scott Falcone had to settle for 2nd as pole setter Juan Font inherited 3rd following Ariel Castro's retirement to complete the podium.

Above, a close up of Louie Pagano, who grabbed the last ticket for the Rotax Grand Finals in Senior despite finishing 2nd. Class winner DeLaO already won his trip to Portugal earlier on in the season. Left, Juan Manuel Correa (68) scored an impressive 2nd place in the very competitive Rotax Junior.

and although Bain put forth a strong effort, the Canadian wasn't able to regain the position before a retirement on lap seventeen due to a mechanical issue. Crossing the finish line, Daley scored the victory and the ticket to the Grand

The rest of show

Although David Rafailov dominated the Rotax Mini Max class throughout the week, his shot at victory ended on lap four of the Championship Final. Tagged into a spin by Venezuelan Santiago Terife in corner one, Rafailov was unable to continue. Terife controlled the race from there, and took victory ahead of his twin brother, Sergio, joined by Michael Benyahia on the podium. Dylan Tavella's drive to victory in the Rotax Micro Max class was a thriller, as a contact in the pre-final would force him to start the final from the rear of the field. It only took three laps for Tavella to work his way into the top five, and some battling by the early leaders allowed Tavella to catch up, and eventually overtake the front four! A late challenge by Venezuelan Alessandro Famularo kept Tavella on his toes, but the New York State driver kept cool and drove to victory ahead of the Famularo twins, Alessandro and Anthony.

WITH THE EVENT COMPLETE, AND ALL FOUR ROTAX GRAND FINALS TRANSFER POSITION'S ALL CLAIMED BY TEAM USA, DRIVERS AND CREW NOW BEGIN THEIR PREPARATIONS FOR THE 2012 ROTAX MAX CHALLENGE GRAND FINALS, TO BE HELD THIS YEAR IN PORTIMAO, ON NOVEMBER 24 / DECEMBER 1, PORTUGAL



DKM crosses the border for final fight

With the last round of the DKM held at Genk in Belgium, the German Kart Championship ended the season with big success.

REPORT MOTORSPORT-XL.DE
PHOTOS KARTFOTO.DE



Even if the titles had already been awarded in all categories - Dennis Olsen (DKM), Hannes Janker (DJKM) and Jorrit Pex (DSKM) - 120 drivers from across Europe made the weekend racing no less exciting. After all, the runner-up positions were still up for grabs.

DKM (KF1) In the rainy qualifying Danish driver Ole Petersen stopped the fastest time from Daniil Pronenko and

Maksimilian van Meever. However, immediately after qualifying the Dane was DQ and Pronenko inherited pole start for the heats as well as the bonus points for the fastest time.

In the heats, PDB Racing Team driver Joel Affolter secured pole for Race 1 thanks to a win and a second place. Also Tim Zimmermann grabbed a win to start from the front row, row 2 was shared by Maksimilian van Meever and 2012 DKM Champion Dennis Olsen while the two runner-up title contenders Thomas Krebs and John Norris were separated by two positions.

Race 1 was dominated by the Irish Mach1 driver. Affolter was soon displaced as Krebs, Norris and Olsen passed the Dutchman quickly. Norris and Olsen then made the break, inching away from Krebs who had to settle for 3rd ahead of Affolter. At half race distance, it was clear that Norris had the best pace. The Irishman was relentless and took the win

by 0"7 over Olsen.

For the second race of the weekend, Norris left nothing to chance. He maintained the lead after the start, but shortly after Dylan Pereira and Vasily Romanov moved up from fifth and seventh on the grid to the lead sneaking through the Mach1 driver, with Olsen and Krebs following behind. At the halfway mark, Norris made his move on the leading duo and built up a few meters advantage taking Olsen with him. Position remained unchanged at the chequered flag, and Norris celebrated the second win of the weekend and the vice-Championship title. Pereira completed the race podium followed by Romanov and Krebs who to be content with the third place in the championship.

DJKM (KF3) With Hannes Janker already crowned 2012 champion and racing the last round in KF1, Denis Bulatov stopped fastest time in the wet qualifying session over Marijn Kremers,

Michael Kuiper and Mick Betsch rounding out the top four.

The heats saw Mick Betsch coming on top with two straight wins. Stan Pex moved up from fifth to second place and completed the front row. Otto Tjäder made a giant leap from 23rd in qualifying to 3rd after the heats, joined on row 2 by Alexey Korneev, and Denis Bulatov completing the top 5.

The start of Race 1 was turbulent. Particularly at the top, with some scuffles that saw Kremers a surprising leader. The Dutchman was able to make up no less than ten positions in the opening lap alone! Betsch was down in tenth, while Pex had no luck and had to retire early. Martijn van Leeuwen and Tjäder were the hot pursuers in second and third. After the 16-lap race, the leading Zanardi driver took a safe win over Van Leeuwen and Tjäder. Fourth place went to Benjamin Lessennes who started Race 1 from 17th on starting grid.



Left, the three final champions. From right, Jorrit Pex (KZ2) from Holland, Dennis Olsen (KF1) from Norway, and Hannes Janker (KF3) from Germany.

Below, Czech driver Jan Midrła (236) has a great weekend in Genk and manages to grab the third place in the championship behind Frenchman Arnaud Kozlinski (222).

Bottom, Dennis Olsen in action.

Opposite page, KZ2 start with Pex leading.

CHAMPIONSHIP

DKM (KF1) 1) 44 Olsen (NOR) Energy/TM, 192; 2) 5 Norris (IRL) Mach 1/TM, 138; 3) 3 Krebs (DNK) Maranello/TM, 130; 4) 7 Detmers (AUT) Tony Kart/Vortex, 98; 5) 43 Romanov (RUS) Energy/Parilla, 94; 6) 33 Maticic (DEU) Gillard/Parilla, 79; 7) 28 Pereira (LUX) Tony Kart/Vortex, 71; 8) 54 Graham (GBR) Zanardi/Parilla, 70; 9) 25 Affolter (NLD) Gillard/Parilla, 47; 10) 27 Waldherr (DEU) RK/BMB, 45

DJKM (KF3) 1) 133 Janker (DEU) Zanardi/Parilla, 156; 2) 177 Hoti (DEU) Tony Kart/Vortex, 128; 3) 130 van Leeuwen (NLD) Zanardi/Parilla, 116; 4) 145 Wolf (DEU) Energy/TM, 100; 5) 174 Wetzels (DEU) DR/TM, 85; 6) 188 Lernerz (DEU) Zanardi/Parilla, 79; 7) 115 Pex (NLD) Zanardi/Parilla, 72; 8) 126 Piro

(DEU) Mach 1/TM, 61; 9) 158 Wölfe (DEU) Zanardi/Parilla, 60; 10) 147 Bulatov (RUS) Tony Kart/TM, 60

DSKM (KZ2) 1) 201 J.Pex (NLD) CRG/TM, 188; 2) 222 Kozlinski (FRA) PCR/TM, 135; 3) 236 Midrła (CZE) Birel/TM, 129; 4) 267 Hanssen (NLD) Lenz Kart/TM, 123; 5) 210 Di Martino (DEU) Energy/TM, 93; 6) 225 Puhakka (FIN) PCR/TM, 87; 7) 245 Öberg (SWE) Gillard/TM, 64; 8) 207 Y.Pex (NLD) CRG/TM, 62; 9) 233 Davies (NLD) PCR/TM, 59; 10) 204 Geurts (NLD) Birel/TM, 58

German Championship for Teams 1) Energy Corse, 295; 2) Mach1 Motorsport, 185; 3) RS Motorsport, 160; 4) KSM Racing Team, 103; 5) Keijzer Racing, 91

HEATS: PDB RACING TEAM DRIVER JOEL AFFOLTER SECURED POLE FOR RACE 1 THANKS TO A WIN AND A SECOND PLACE.



Although Kremers did not have a dream start in Race 2, losing the lead to his teammate van Leeuwen, he immediately clung to his rear bumper. From the on, the Keijzer Racing duo pulled away, with Hoti, Betsch and Benjamin Lessennes soon closing back in. Then Betsch and Lessennes had a contact and fell to the back of the field, while Hoti continued chasing the Keijzer duo. The fight was tough, Kremers took over the lead as the duel between Van Leeuwen and Hoti for 2nd place ensued. As Kremers ended his perfect weekend, van Leeuwen manage

to have the upper hand on Hoti at chequered flag, but the latter had enough points to conquer the runner-up spot in the championship over van Leeuwen.

DSKM (KZ2) 2011 KZ2 World Cup winner Joey Hanssen stopped the fastest lap in qualifying to start the heats from pole. Second fastest was Alexander Schmitz with Sweden's Viktor Öberg Dutchman Ricardo Romkema making up row 2.

The rainy Heats proved a 'Waterloo' for Hanssen. Although the Dutchman won one heat, he had to sit on 12th place on

Below, KF1 start with van Meever (53) and Affolter (25) fighting for the lead. On the outside, Tim Zimmermann (4) on the look out and Krebs (3) also waiting for a way past. Below, DKM Coordinator Stefan Wagner said optimistic about 2013. Bottom, Irish driver John Norris (5) is vice-German Champion in KF1 for Mach1.



HALFWAY THROUGH THE RACE, NORRIS MOVED UP TO THE LEADING DUO TAKING OLSEN UP WITH HIM.

Race 1 starting grid due to a bad result. Quite the opposite, Schmitz took Race 1 pole start following a win and a second place. Next to him was Öberg, with European KZ1 Champion Jorrit Pex and Ricardo Romkema on row 2, and 2009 World Champion Arnaud Kozlinski on row 3 sided by veteran Marcel Jeleniowski. On a dry track, Schmitz had a modest Race 1 start and dropped two positions in the first lap. From there he could watch the battle for the lead, which saw Öberg and Pex in a thrilling slugfest. After just over a third of the race distance Pex had gained a comfortable lead, and went on to win almost effortlessly. Behind him the fight was still on. Schmitz was in scuffle with Öberg

but had to retire early. Also Kozlinski and Hanssen were pressing hard, and shortly before the chequered flag the Swede had to give in to both. With runner-up title main rival Jan Midrła closing in 5th, Kozlinski saw his chances increasing. The start of Race 2 saw Pex once again in the lead, followed by Kozlinski, Hanssen, Midrła and Öberg. The

quintet made the break from the rest of the field before the battle

ensued. Hanssen stood out from the pack and worked his way up to second making Pex's life difficult. The latter fought hard and skilfully countered all attacks. In the last lap, a collision sent the two off, with Hanssen also having to kiss goodbye his runner-up title hopes. Midrła inherited the win and 3rd championship place, Kozlinski finished second in the race ahead of Öberg to claim the vice-championship title.

ENERGY CORSE WINS THE TITLE FOR TEAMS

At the evening celebration not only the drivers were awarded their victories and titles, but also the teams. The special prize for teams went to Energy Corse.



German teams Mach1 Motorsport and RS Motorsport secured positions two and three in the championship.

DKM coordinator Stefan Wagner drew a positive balance of the season: *"We can be very satisfied with the increase in participation even in the season finale. Everyone in the paddock confirmed we've done a good job. With regards to 2013, we have made big steps to overcome the crisis and I am sure the recovery will continue. The dates for 2013 have not yet been finalized, but we have already booked the venues: Kerpen, Hahn, Wackersdorf, Amfing and Genk."*



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The 2012 Portuguese Champions are...

The Baltar Karting Circuit played host to the “Paredes Rota dos Moveis” karting event on 29-30 September, the last race of the 2012 Portuguese Karting Championship.

REPORT & PHOTOS RIAKART P.O.



With the “Movimento Sport Club” organizing the event, more than eighty drivers answered the call and put up a great karting show full of emotions.

In the **Initiation** category, for drivers between 5 and 7 years old, David Figueiredo had a perfect weekend joining the victory in the race to the victory in the Championship. This was one of the categories where anything could happen

regarding the national title. Before the start of the final nothing was decided yet. David Figueiredo made an excellent race and won the final followed by Tomás Martins in the second place and Luis Alves in third.

The **Cadete** category showed that the future of karting in Portugal is guaranteed with 18 drivers competing. The driver from Madeira Martin Fernandes was the winner of the

weekend sharing the podium with Frederico Peters in the second position and Rodrigo Ferreira in third. The Champion of the category is Frederico Peters as reward of his dedication, performance and regularity.

In the **Juvenil** category everything could happen because the first, Brais Peixoto, only have more 7 points than the fourth José João Oliveira. Brais, Diogo, Tomás and José João will only depend

on themselves to win the Champion title. Brais Villar had a great weekend joining to the victory in the final the victory in the championship. After an exciting struggle until the last laps Bruno Ponte conquered the second position followed by Tomas Apolonia in third. Brais Villar is the new winner of the Portuguese Championship of Karting.

The focus of the **Junior** category was Eduardo Jesus which had a perfect



IN THE INITIATION CATEGORY, FOR 5-7 YEAR-OLDS, DAVID FIGUEIREDO HAD A PERFECT WEEKEND ADDING HIS VICTORY TO HIS CHAMPIONSHIP WIN.



Above, the X30 podium with Faria (centre), Mora (left) and Falcao. Top, X30 action with Faria (207) and Chaves (220) fighting it out. Below, X30 Shifter starting grid with final winner Serafim (282) sided by Parente (261). Opposite page, Junior field with Sousa (188) and Borges (159) on front row, with final winner Jesus (171) starting from row 2.





Junior category was very exciting. Here Jesus (171) gets sided by Borlido (151) who will end up 4th in the final.

Below, the Juvenil drivers with Apolonia (115) finding the apex first, final winner Villar (108) putting pressure on the him and Ponte (111) on the inside.

weekend. Eduardo won the semi-finals and final dominating all the event, the rookie of the category Yohan Sousa was the only one creating difficulties to Jesus. The third position went to Ricardo Borges with an excellent performance in its track. The fourth position was sufficient to Bruno Borlido win the second consecutive title of Portuguese Champion.

In the **X30** category, José Pedro Faria was unstoppable during all the weekend and didn't give any chance to his opponents. With this victory José Pedro Faria is the new Champion of Portugal. José Mora won the second place on the

podium followed by Antonio Falcão that is showing improvement in his driving throughout the season.

The event was closed with the Category **X30 Shifter**, with Andre Serafim and Armando Parente showing a fierce fight for the first position during the semi-finals. In the Final Andre Serafim won the race. Tiago Teixeira conquered the second position after an exciting struggle during all the weekend with João Barros. In the end Barros stays in third place. Armando Parente won the title of Portuguese Champion.

THE PORTUGUESE KARTING CUP WHICH IS THE BIGGEST EVENT OF PORTUGUESE KARTING, WILL TAKE PLACE AT THE BOMBARRAL INTERNATIONAL KARTING CIRCUIT ON 27-28 OCTOBER.

RESULTS

Tributo A Figueiredo E Silva (All Engines Honda Gx35)

Final: 1) 3 Figueiredo (Birel); 2) 13 Martins (First); 3) 46 Alves (Tony Kart); 4) 48 Ferreira (Birel); 5) 4 Vieira (Parolin); 6) 39 Simões (Birel); 7) 26 Ferreira (Parolin); 8) 2 Pires (Birel); 9) 9 Borges (Jesolo); 10) 8 Barroso (FA Kart)

Cadete (All Engines Parilla Puma 85cc Restricted)

Final: 1) 65 Fernandes (Tony Kart); 2) 57 Peters (Zanardi); 3) 59 Ferreira (Birel); 4) 66 Tomaz (First); 5) 58 Quaresma (Tony Kart); 6) 68 Caçoilo (Birel); 7) 61 Santos (Birel); 8) 62 Manzano (Zanardi); 9) 70 Correia (Birel); 10) 52 Domingos (Zanardi)

Juvenis (All Engines Parilla Puma 85cc)

Final: 1) 108 Villar (Top Kart); 2) 111 Ponte (Tony Kart); 3) 115 Apolónia (Kosmic); 4) 105 Oliveira (Top Kart); 5) 107 Pires (Birel); 6) 121 Pinto (Tony Kart); 7) 132 Ventura (Tony Kart); 8) 109 Marques (Tony Kart); 9) 123 Vairinhos (First); 10) 104 Pires (Birel)

Junior (All Engines Parilla X30 125cc Tag Junior)

Final: 1) 171 Jesus (Tony Kart); 2) 188 Sousa (Crg); 3) 159 Borges (Top Kart); 4) 151 Borlido (FA Kart); 5) 198 Amaral (Intrepid); 6) 158 Pinto (Top Kart); 7) 153 Falcão (Tony Kart); 8) 164 Oliveira (Zanardi); 9) 155 Pits (Kosmic); 10) 168 Ferreira (Tecno)

X30

Final: 1) 207 Faria (Intrepid); 2) 226 Mora (FA Kart); 3) 210 Falcão (Tony Kart); 4) 203 Amaral (Intrepid); 5) 254 Correia (Kosmic); 6) 220 Chaves (Zanardi); 7) 213 Mesquita (Top Kart); 8) 256 Mendes (RK); 9) 209 Mota (Birel); 10) 216 Rodrigues (Crg)

X30 Shifter

Final: 1) 282 Serafim (Intrepid); 2) 262 Teixeira (Birel); 3) 271 Barros (Birel); 4) 267 Silva (Tony Kart); 5) 272 Barros (Energy); 6) 288 Mota (Birel); 7) 269 Carvalho (Tony Kart); 8) 263 Inácio (First); 9) 270 Carneiro (Birel); 10) 261 Parente (First)

BRAIS, DIOGO, TOMÁS AND JOSÉ JOÃO: THEIR TITLE WIN DEPENDS ON THEMSELVES.



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national race

AUSTRALIA CIK STARS OF KARTING RND.5, PORT MELBOURNE, VICTORIA, 22nd SEPTEMBER

LIKE HE HAS BEEN FOR THE MAJORITY OF 2012 HILL WAS SIMPLY DOMINANT ON HIS WAY TO VICTORY IN THE FINAL ROUND.




Great racing action in Port Melbourne for the final round of the CIK Star of Karting series. Below, Fothergill (20) leads on final champion Hughes (64) in Pro Light (KF1) class. Right, Hughes celebrates his crown by placing the n.1 sticker on his kart. Opposite page, Hill is the new Pro Junior (KF3) Champion with 674 points.



Down to the wire

It was billed as the 'Final Showdown' with two of the three championship still very much up for grabs entering the final round of the Castrol EDGE CIK Stars of Karting Series at the Port Melbourne circuit. **REPORT L.HANATSCHEK / PHOTOS A.BUDD (KARTX)**



 While Top Kart driver may have had one hand on the Pro Junior (KF3) championship trophy, and the Jon Targett perpetual trophy that goes with it, the Pro Light (KF1) and Pro Gearbox (KZ2) titles were still very much up for grabs. Along with the championship trophies, all three champions will receive a \$10,000 grant towards competing in a CIK category at an overseas event. The runner-up in each Pro category will receive free race tyres for their 2013 campaign while third place receives free entry for the 2013 series.

Pro Light (KF1) Entering the final event in the five-round schedule, JAM Racing Kosmic driver Adam Hughes and R.J Garage Doors Kosmic driver Daniel Rochford were set to battle it out for the top honour in the Pro Light (KF1) category. A mere nine points separated the pair at the top of the standings with the current holder of the James Courtney trophy, (awarded to the champion) Hughes' JAM Racing team-mate, and reigning

champion, Jake Spencer, a further 25 points back in third place. Still in with a mathematical shot was 2010 series champion Cian Fothergill, however, he would have to have luck on his side if he was going to snare his second title in three years. During the heat races Hughes was consistent throughout to maintain a slender gap between himself and Rochford in the chase for the title while Top Kart driver Joseph Mawson upstaged the championship contenders in the final 16-lap heat race to take the win. Mawson, who had been the only non-Kosmic driver to win a round in 2012, had his race flash before him entering turn one of the opening final when he speared off the circuit. Determined to fight back, Mawson showed some great speed to charge his way up the order and finish sixth in a race that moved Hughes perilously close to his maiden Pro Light title. Just as he did in the opening 27-lap final, Mawson set the track alight in the

second final charging his way through the field before claiming his second round win of the year. Joining Mawson on the podium was the champions from the past two years, Fothergill (second) and Spencer (third) while fifth place in the final race was enough for Hughes to claim the championship victory and etch his name on the James Courtney perpetual trophy. **Pro Gearbox (KZ2)** Vodafone-backed Energy Corse Australia driver Chris Hays entered the round second in the chase for the Pro Gearbox (KZ2) championship before closing the gap to championship leader Kyle Ensbej to a solitary point entering the final day of competition. When Tyler Greenbury made an ambitious passing move on Ensbej half way through the opening final, it left Ensbej stranded in the middle of the circuit and all but ended his championship hopes. Greenbury was excluded from the race for his part in the incident.

With some pressure relieved, but not gone, Hays took full advantage of his speed to win both 27-lap encounters to secure the Pro Gearbox (KZ2) championship, along with the \$10,000 towards an overseas CIK event that goes with it. His name will also be etched on the John Pizarro perpetual trophy. "This is just an amazing feeling," said Hays, who has Australian karting icon Jon Targett as his mechanic. "It's been a tough battle all year long but it's great to have come out on top. I had some good speed this weekend, you never like to see a championship rival on the sidelines like Kyle was in the opening final but in the end we still showed that I had the speed to get the job done." Finishing second behind Hays was a pair of Melbourne drivers, Lee Mitchener and Matthew Wall, who made his return to the CRG brand for the first time in 15 years at the final event of 2012. It was the third round in a row that Mitchener had finished inside the top four since moving to the



Above, Pro Gearbox (KZ2) starting grid with final champion Hays (97) sided by veteran Wall (15). Below, the top in the class with Hays in the middle. Bottom, Mawson (96) takes the KF1 win, Hughes (20) takes the crown.



“CAMERON’S PERFORMANCE THIS YEAR HAS BEEN ONE OF DEDICATION AND FOCUS. HE REALLY WANTED TO DO WELL AND HE DID.” CRAIG REFLECTED.

RESULTS

Pro Light (KF1)

Final: 1) 96 Mawson (Top Kart/lame); 2) 1 Spencer (Kosmic/lame); 3) 20 Fothergill (Kosmic/lame); 4) 36 Rochford (Kosmic/lame); 5) 64 Hughes (Kosmic/lame); 6) 3 Geranis (Kosmic/lame); 7) 13 Waters (Kosmic/lame); 8) 5 Topp (Energy/lame); 9) 34 Nicolaou (Kosmic/lame); 10) 19 Gutierrez (Kosmic/lame)

Championship: 1) Hughes (Kosmic/lame) 636; 2) Rochford (Kosmic/lame) 619; 3) Fothergill (Kosmic/lame) 603; 4) Spencer (Kosmic/lame) 594; 5) Mawson (Top Kart/lame) 561

Pro Gearbox (KZ2)

Final: 1) 97 Hays (Energy/TM); 2) 90 Mitchener (Formula K/Maxter); 3) 15 Wall (CRG/Maxter); 4) 35 Pringle (CRG/Maxter); 5) 29 Ensby (Top Kart/TM); 6) 75 Treseder (CRG/Maxter); 7) 8 Martin (Lenzo/TM); 8) 3 Currey (Top Kart/TM);

9) 42 Grother (Energy/TM); 10) 1 Greenbury (CRG/Maxter)

Championship: 1) Hays (Energy/TM) 627; 2) Ensby (Top Kart/TM) 599; 3) Pringle (CRG/Maxter) 596; 4) Greenbury (CRG/Maxter) 581; 5) Mitchener (Formula K/Maxter) 545

Pro Junior (KF3)

Final: 1) 4 Hill (Top Kart/Vortex); 2) 94 Randle (FA Kart/Vortex); 3) 96 McLellan (Intrepid/Vortex); 4) 6 Klein (Top Kart/Vortex); 5) 31 Golding (Formula K/Vortex); 6) 14 Coleman (CRG/Vortex); 7) 18 Gibbons (Kosmic/Vortex); 8) 7 Smith (Kosmic/Vortex); 9) 23 McHugh (Intrepid/Vortex); 10) 16 Rowe (Top Kart/Vortex)

Championship: 1) Hill (Top Kart/Vortex) 674; 2) Coleman (CRG/Vortex) 578; 3) Randle (FA Kart/Vortex) 571; 4) McHugh (Intrepid/Vortex) 510; 5) Smith (Kosmic/Vortex) 479

Formula K team.

Pro Junior (KF3) In the Pro Junior (KF3) ranks Hill entered the final day of competition with an insurmountable lead before signing off with a pair of victories on the Port Melbourne circuit. Like he has been for the majority of 2012 Hill was simply dominant on his way to victory in the final round. In the main event, the Top Kart driver led home Thomas Randle and Liam McLellan, who was making his debut in Australia’s elite category. Hill’s championship was the sixth in the junior ranks for the Kart 1 Racing Top Kart outfit, much to the delight of team boss Tim Craig.

“Cameron’s performance this year has been one of dedication and focus. He really

wanted it this year and it was there for him to have it. Last year was a bit of a learning curve whereas it was time for him to shine in 2012,” Craig reflected. “I guess at the end of the day we figured out the package last year with (Joseph) Mawson running Juniors and just took over from there, the majority of things we did this year with set-up are things we learnt with Joey last year. When I look at every round the same thing was done with the kart at every point in the weekend, whether it be the first heat, the first final or second final we did exactly the same thing with kart set-up. This took a lot of the pressure off Cameron and allowed him to focus on racing rather than what the kart is doing all of the time, which is what we needed him to do.”



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DANIEL BRAY



LUCA BAGATTINO



MICHAEL BO ANDERSEN



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FOLLOW US ON



30 YEARS

seen through the champion's visor

Davide Foré is celebrating 30 years of activity and he talks to us about his secrets, and doubts about the environment that has made him the number 1 driver. From the 100 Italia to Super KF, he has lived as the number 1 driver through the boom and crises. We asked him to tell us critically how things have gone and why. REPORT: DANIELE LEONE /PHOTOS KSP, VROOM ARCHIVE

In this season too, Davide Foré confirms his neverending talent: with the Cup after winning the fourth race of the KF1 World Championship last May in Suzuka.

Davide Foré thinks he is a very lucky guy. And may we add he has reason to do so; looking at the success he has had in his career. But his luck must be sought at the root of each win: “Because I have had the opportunity of gaining experience at top level racing that has enabled me to become a professional driver, and I have had the luck of being with people who have brought me up from scratch, especially two of them: my aunt Luigina, who has brought me up on the track and has taught me lots of things, she has actually been with me technically through important moments and still today she’s often there to help me, and Roberto Robazzi, Tonykart patron, without him I would never have reached this stage despite my professionalism and wins, and I would like to take this opportunity of thanking him yet again”.

Davide Foré, 38 years old with 30 years of racing experience, during which he has been able to stay up top: five times World Champion, five times European title holder and winner of top international events, eleven times runner up and seven times third. Twenty-eight times on podium out of thirty years of karting! He is practically a

guarantee.

And what is even more surprising, is his ability to adapt to the different categories and technical components.

Davide Foré is a driver who has won with the 100 cc air-cooled, with diaphragm carburetors and also with float-type carbs... with 28, 30 and 32mm width, with reed induction and rotary valve, with the 125 cc and the direct drive, in the 100 Italia class, in the Junior, in ICA, in Formula A, in Formula Super A, in ICC, in Super ICC, in KF and in KZ, with rear brakes and front brakes, with choke valve on exhaust and without, with soft tyres, medium and hard ones, on a dry track and a wet one, with 145 kg weight and 160 kg, with engines at 20,000 revs and with limiter, with telemetry and without. Constantly at the top.

Thanks to his great experience, we’d like to go through Hid Karting experience from the early 90s on, hearing what a driver who has lived through it all has to say.

You have lived the golden age of the 90s, and back then you were already a great protagonist in a successful class for what concerns both competition level and a vast number of entries, Formula A. Let’s start for the deep end, has it been a good thing to introduce KF for the karting environment or not?

To be honest, it is hard to find something in favour of the KF; it has taken a lot away and added very little. I can’t help but remember when there were 250-300 entries for each



"I HAVE HAD THE OPPORTUNITY OF MATURING EXPERIENCE AT TOP LEVELS AND THIS HAS HELPED ME TO BECOME A PROFESSIONAL DRIVER, BESIDES I HAVE ALWAYS BEEN SURROUNDED BY PEOPLE WHO HAVE HELPED ME BUILD UP FROM SCRATCH, TWO IN PARTICULAR..."



celebrity of the month

DAVIDE FORÉ



Above, Foré – in the typical Tony Kart green- in 2004 after winning the Formula A World Championship, on podium with Kozlinski and Lammers; top, Davide in black (CRG) celebrates with Japanese fans and his team in the paddock.

class, both in international classes but also, and above all, in national Events –like the Italian Championship – where there were always loads of entries. And this was due to an effective balance of vehicles used, simplex maintenance and cheaper to run. The engine, a 100 cc has been brilliant both for professional drivers and hobby drivers. The simplicity of the engine also made it possible to do overhauling “at home”, all you had to do was look after the carburettor and keep piston cylinder coupling in order, with programmed overhauling according to the number of litres of petrol used. Instead, with the KF you need to have more technical knowledge: the balancing countershaft, rotary valve, ignition, wiring harness, limiter, and clutch: remember an old saying, “The more things there are, the more there that can break”. And that is what happens on the KF, with

more expense, more difficulties in doing maintenance for yourself. These are among the main things that keep beginners away.

How much influence do you think the different drive style has had?

If we talk about us “older” drivers, it has been more difficult to adapt. We come from a completely different philosophy, and they have simply been projected into a reality Where minimum weight had been increased by 10%, displacement had been increased by 25%, the tyres reacted in an unexpected way compared to how they did with previous parameters, and power delivery was restricted in a short arc of time that coincided between the opening of exhaust valve (about 10,000 revs) and the limiter revs at 16,000. The first time I tried a KF, in winter

2007, I was dumbstruck, complaining that the engine wasn’t working well: but what happened was that I had to re-set all my previous reference points. If all this should apply for hobby drivers, it would have the same negative effect on them as it did me, it has certainly disappointed lots of others. With the difference that they would have had to fork out money for all breakages themselves, something that an official driver doesn’t do. Besides, KF has been delegitimized from a series of scandals connected with clutch, wiring harness, and the electronic control unit, which have put more doubts on the possibility of racing on equal grounds, preventing many drivers



Right, in 2008 Foré wears Maranello red and immediately wins the Japanese CIK event, the Suzuka World Cup.
Top, with Jarno Trulli, his team mate when he too was with Tony Kart, after winning a round of the Super A World Championship in 2000.



“TO BE HONEST, THE PROTAGONIST OF FORMULA 1 HAS ALWAYS HAD AN INTEREST IN KARTING. THE DIFFERENCE IS THAT TODAY THINGS ARE COMMUNICATED MORE EFFICIENTLY, BEFORE EVERYTHING WAS DONE FROM BEHIND THE SCENE”



from matching their real skill because they can't afford to have a mechanic who knows how to do set up.

Let's talk about the competition level. The early difficulty in adapting is the reason why several “young” divers proved to be more competitive than leading drivers right from the start: Christodoulou and Bianchi, to start with. Apart from the indubitable talent of drivers who are approaching Formula 1, we can say that we have seen all our reference points being distorted and we have taken much longer to adapt. We not only had to work on the kart, but also on ourselves. Probably for

them, it was more natural being able to get the most out of the kart that they had.

Making the most of a 100 cc or a KF: which age the respective peculiarity in the driving technique?

There are lots of differences: at low revs the KF has much less thrust than the 100cc, power – greater – though is concentrated in the phase when you go from low to high revs, at about 10000-12000 revs, then at high revs the KF is controlled by the limiter at 16000 revs, while the 100 went over 20000. All this not only affects thrust, but also affects it on braking. As power delivery hasn't got the great

response that the 100 had, with the KF you must not brake brusquely, at one time these were more determined, so as not to drop in revs too much.

Now, on to setup. Different delivery and more weight, how have these interacted with the tendency to use 32mm chassis? The discussion about 32mm chassis has been compromised between the commercial expectations of factories that have tried to impose a new product and a technical alignment due to the size of the KF, which with more weight and more power required a stiffer structure to help traction. In the 100 we were freer to pas



“NOWADAYS A TEAM HAS ABOUT 80% OF THE KNOWLEDGE FROM THE START, AND THERE IS LESS CHANCE FOR A DRIVER TO GROW”

from one chassis to another; with the KF we have been even more conditioned. Due to its delivery characteristics, the KF require a chassis that is much freer, minimum grip is necessary to avoid the effect of suffocating. Generally speaking, the 30mm chassis that I have always used with the 100 offered less nervousness in delivery, being freer and having less grip and therefore being easier to run. Well, at least personally I have always found it better.

Another technical component that has been introduced to complicate things is the front brake, with control on the steering wheel. Would you ever have believed it on a 100?

At that time, when we raced with the 100cc, you only had front brakes on the 125. And here, from a commercial point, a new product offers more chances of creating new work. And yet, from a sports point of view, to try and brake during overtaking today, is less complicated than it was, with the results of levelling out the level of skilled drivers “with guts”, and among other things increase the number of crashes, From a technical point, talks during these past years was also on whether to have the lever on the steering wheel or leave the system connected to the pedal. If on one hand the pedal helps to train driver for car racing, on the other the chance of choking the intensity of front braking between the braking point and gearing is a peculiarity of Karting that underlines how this field is quite different from the rest of the Motoring sport.

In fact, there is a double soul to karting, on one hand it is an environment that can easily continue autonomously, then on the other hand it is always give as a training round for professional car racing, with frequent visits from people connected to Formula 1, whether they be managers or sponsors. Has this destabilized the environment or has it



created new opportunities?

I think that people from Formula 1 have always been interested in karting. The difference is that nowadays it is communicated differently, more efficiently, while before no one knew anything about it. We were connected with Toyota at Tonykart, from which, for example, Franck Perera came through. And let's not forget that also Jarno Trulli used to race with Tonykart.

Ever since you started karting to now, you have lived being a carter as a child, as a hobby driver and then as a young talent and in the end as a professional; you have climbed up step by step. Today though, we see young drivers behaving – in some cases – as spoilt professional drivers. What does it mean nowadays to step into the professional world?

I can't deny that today in the paddock one often sees rivers who act like great champions only because they wear an official suit: or “school” was quite different, lots of hard work, more dedication, less going out at night especially just before the race. And yet to justify them, we must admit that the whole situation has really changed. I was brought up by my aunt Luigina, she taught me everything and I really owe her a lot, also because she has always been there even economically. However, ours was just an ordinary family, and despite doing everything “at home” we were however competitive, then Mr Robazzi, Tonykart patron came along and he has give me all the chances to become a professional driver. Over these past years I have seen

lots of drivers, with talent but little money like me, they have been spotted and been given a chance, waited for them to grow and have become drivers of a certain level. Nowadays, this sort of thing is no longer possible. Or rather, it still happens, but rarely. Even very low level karting is expensive, jus to be able to stand out, you need to have money. Then if we talk about talking an international championship, it will almost cost you as much as buying a house. This keeps the real talent away and leaves more room to drivers who have the “cash”, it has always been the same but it has never been as diffused as it is today.

Instead, technically speaking, can today's drivers consider themselves luckier or not?

I'd say not as lucky. But simply because the technical situation today seems to have reached a limit. Let me explain: anyone who like me has grown up in the 90s, has lived in parallel with the growth of official teams, the ones with whom work on development was agreed upon and carried out. Practically, a driver had many more opportunities to learn and become a good tester, testing lots of technical solutions with the same team. Teams has 20% of knowledge the drivers had the rest. Nowadays, with tests carried out on test benches, data acquisition, and the amount of experience that teams have, official teams start off with 80% of knowledge, and therefore there are less chances of the driver improving. Also the role within a team has changed. I have had the chance of racing with skilled



His move from Tonykart to Maranello (between 2007 and 2008) wasn't so simple: as he had always been considered to be the driver image for Tony, not just for his success, but also because of his particular relationship with Roberto Robazzi, Davide is forever grateful to Robazzi, one of the most important men in his life.



drivers like Jarno Trulli, who has inspired me and he has taught me a lot, even if indirectly. Furthermore, despite I was a young talent, I got lots of attention from Mr Robazzi and this has enabled me to grow technically. Today, a young skilled driver coming to an official team, can benefit on one hand from a team that is on one hand much better structured organically speaking, with lots of people who have more competency and professional experience, but the power of a boss from the top has dwindled, as he must divide his attention between the running of a factory with one hundred employees and the work his drivers are doing.

...and having special attention for the most "generous" we may add. This is more and more part of the game, putting aside the satellite teams and concentrating a higher number of "official" drivers, even paying ones, under their tent.

"THE FIRST TIME I TRIED A KF, IN WINTER 2007, I WAS SPEECHLESS, AND THOUGHT THE ENGINE WASN'T WORKING PROPERLY"

Maybe this gradual growth has almost been too much for the reality of karting today and has subconsciously put the base for some unexpected technical innovation that probably weren't even necessary in the environment. Looking back, it is easy to talk, and if the situation today has

changed we must adapt to it. And Davide Foré has been one who not only has been able to adapt, but he has been capable of keeping up his performance constantly, without ever getting depressed and working harder than necessary, to overcome the difficulties. There are several in the karting environment who should follow his example.

DAVIDE FORÉ

KARTING CAREER - INTERNATIONAL COMPETITIONS

- 2006** CIK-FIA World Champion - Super-ICC (World Cup)
- 2006** CIK-FIA World Champion - Formula A (World Championship)
- 2004** CIK-FIA World Champion - Formula A (World Championship)
- 2000** CIK-FIA World Champion - Formula Super A (World Championship)
- 1998** CIK-FIA World Champion - Formula Super A (World Championship)

- 2008** CIK-FIA World Cup winner - KF1
- 2004** Open Masters winner - Formula A
- 2003** Winter Cup winner - Formula A
- 2000** Winter Cup winner - Formula Super A
- 1994** European CIK-FIA winner - Formula Super A
- 1989** Industry Tournament winner - 100cc Italia

- 2012** CIK-FIA European championship runner up - KZ1
- 2007** Open Masters runner up - KF1
- 2006** Open Masters runner up - ICC
- 2005** Margutti runner up - Formula A
- 2004** Margutti runner up - Formula A
- 2003** CIK-FIA European Championship - Formula A
- 2003** CIK-FIA World Cup - Super ICC
- 2003** CIK-FIA Asia-Pacific Championship runner up - Formula A
- 2002** CIK-FIA Asia-Pacific Championship runner up - Formula A
- 2000** CIK-FIA European Championship runner up - Formula Super A
- 1995** CIK-FIA World Championship runner up - Formula Super A

- 2011** Cik-FIA World Cup third - KZ1
- 2008** CIK-FIA World Cup third - KZ1
- 2005** CIK-FIA World Cup third - Formula A
- 2004** CIK-FIA European Championship third - Formula A
- 2002** CIK-FIA World Championship third - Formula Super A
- 2001** CIK-FIA World Championship third - Formula Super A

Top of the world, or nearly





We have tested a kart with which a driver, hardly known, from New Zealand “nearly” won the KZ2 World Cup: here you can see how Daniel Bray’s TM-Daldosso powered GP Racing works, and how the race in Sarno ended (“scars” included...)

REPORT: M. VOLTINI – PICTURES: A. BONAGA

It’s not everyday that one tries a “world championship” kart, especially when we don’t mean “the same version, but the actual kart that raced in one of the most important karting events. We are talking about the World Cup held in Sarno and the GP Racing powered by TM-Daldosso that driver by Daniel Bray almost risked winning KZ2.

Unfortunately the New Zealander’s dream only lasted a few laps, before someone ran into him and put him out of the race, but his brilliant performance has been impressed in the memory of all the spectators watching. Just like the wheel that Verstappen got, the marks can be seen on the right hand side: the kart, which was taken to the track by Beppe Cavaciuti is

exactly the same as it was (as close as possible) when it was used for the cup event in Sarno, the same wheels and the same battle marks inflicted by the unlucky results. But the thing is a manufacture and a team, not a top team, has been able to get up top with the usual “monopolizers” important results, even if in the end

everything went up into thin air and not through any fault of theirs. So, let’s see for ourselves which are the real technical reasons that have taken this kart to such brilliant results.

FROM WORLD CUP FOR KZ2 WITH FURY
Testing Daniel Bray’s kart

32 MM TUBES FOR CONSTANCY

The kart we are talking about is made up of a GP Racing chassis, model GP10 onto which they have mounted a normal TM KZ10, one tunes by Bruno Daldosso. What

The kart we tested was Daniel Bray's exactly as it was when it finished the World Cup race in Sarno; there are still the marks of Verstappen's wheel on the rear right hand side. The chassis is a GP Racing GP10 with 32 mm tube; the engine is a TM KZ10. Bruno Daldosso is the official tuner.

Let's see the other protagonists of our test, bottom on the right: Margherita, Beppe and GianPiero Cavaciuti with Voltini. The bigger picture on the left is a mechanic-driver Ivan Bocchiola

hits you most about the bodywork is the design, practically a single curve in the longitudinal members (even if, to be honest, there is a small converging bend half way along, almost invisible) and all the tubes are 32 mm in diameter. The biggest section is an only parameter that distinguishes this model from the GP11, made with 30 mm tubes.

What is the reason for having chosen this model for the race in Sarno, seeing that usually it is the GP11 model that is "more popular"? Beppe Cavaciuti himself tells us: «the thing goes a long way back: a few months ago when we started getting ready for the event in Sarno, making different

variants of the chassis, ones that would adapt to the tyres mounted for this event. It is a way that is proving to be winning also because it concerns all the classes and that we can afford to use because we are a small manufacturing business. The 30 mm GP11 was theoretically more suitable; however, we made this GP10 using tubes and sizes that made it more flexible and could be compared to the GP11. Then when we tried it on the track, it was more constant when lapping, so we so that's how we decided to keep it of r this occasion». In fact, it is no just by chance that the varnish has come off the body work like it used to when "prototypes" were made for experimenting. Everything



there is, is a variant that anyone can order, even if, continues Mr Cavaciuti, «both for the GP10 and the GP11 there are specific versions that are more suitable for those say that mount LeCont tyres for international races». It is in fact, this tendency that makes the chassis “match” the types of tyres used, depending on the class in which you are racing, the right card is being shown for GP Racing, an element that can make (and makes) the difference compared to the “big” manufacturing businesses”.

A FAMILY TEAM

For our usual track test, we were at the circuit in Castelletto Branduzzo with all the

GP Racing team, the only one missing was the protagonist from New Zealand who competed in Sarno: it was a bit too much to expect him to turn up from the other side of the world... However, for the rest, the team was all there, which showed that it is in fact a firm that is run like a family business: besides the great “chief” Beppe Cavaciuti also his son Gian Piero (a jolly of the situation, seeing that he does everything, driver too, and we have to thank him for the films seen on You Tube under the title “MyGPkart”) and his daughter Margherita, who is the secretary. There are also two “faithful” drivers, that is, Luca Bagattino and Ivan Bocchiola: while the second has mainly

CAVACIUTI: WE HAVE SPECIFIC VERSIONS OF THIS CHASSIS FOR THOSE WHO USE OTHER TYRES, LIKE LECONT

just helped with the kart, the first lapped with us, after all he too was a protagonist in Sarno, where he took 19th (out of 98 entries) in KZ2 final. We ask Bagattino what he thought of this chassis. «Honestly I wouldn't know how to describe it. I have practically always raced with this kart, so for me it is “normal”, I can only say that it goes very well, not only Bray, but what I did at the world championship proves it,” says

ALSO ON THIS OCCASION WE HAVE MADE A FILM THAT YOU CAN FIND ON VROOM FOR IPAD



OUR TESTER - This time at the track in Castelletto di Branduzzo, northern Italy, our test drivers are Maurizio Voltini (who has also written this article) and Luca Barattino, team driver at the World Cup in Sarno that we see in the picture in the centre with manufacturer Beppe Cavaciuti

Luca. Ivan Bocchiola's comment is more to the point: «The chassis is very stable with the front but also half way round the turn rear carriage is stable too, therefore it allows you to accelerate sooner and get an advantage over the others. ». At this point, therefore, it is our turn to try Bray's kart to see its response for ourselves.

BETTER TO ACCELERATE EARLY

First we ask if setup is the same as that used for the championship in Sarno, obviously apart from drive ratio and with "Pierino" Cavaciuti helping us to start, he says, «nearly everything is identical to Sarno – apart from camper that was more open under the seat then». We can't help asking why the seat? «Well, for this track and for today's conditions, with little grip, we have decided to mount the model that is thinner and softer, which makes the chassis work a bit more, especially the rear. Instead, in Sarno we had the "hard" model. It is one of the "adjustments" we use depending on what track grip is like». Well, when you are dealing with the working methods the different racing teams use, you never stop learning. However, going back to the kart as it is for our test, kart response is good from the start; although it takes a bit adapt our drive style (a matter of personal habit and alignment). In fact, GP Racing is very "aligned" at fore-carriage and this reflects on all the rest: we have practically no uncertainties in changing gear, on the contrary "the problem" is that at first we often found that we had too much margin in the second half of the turn, realising that (but it was too late) we could have pressed more on corner entry. The Duralcam

KART RESPONSE IS CLEAR FROM THE START; FORE-CARRIAGE IS "WELL BALANCED"



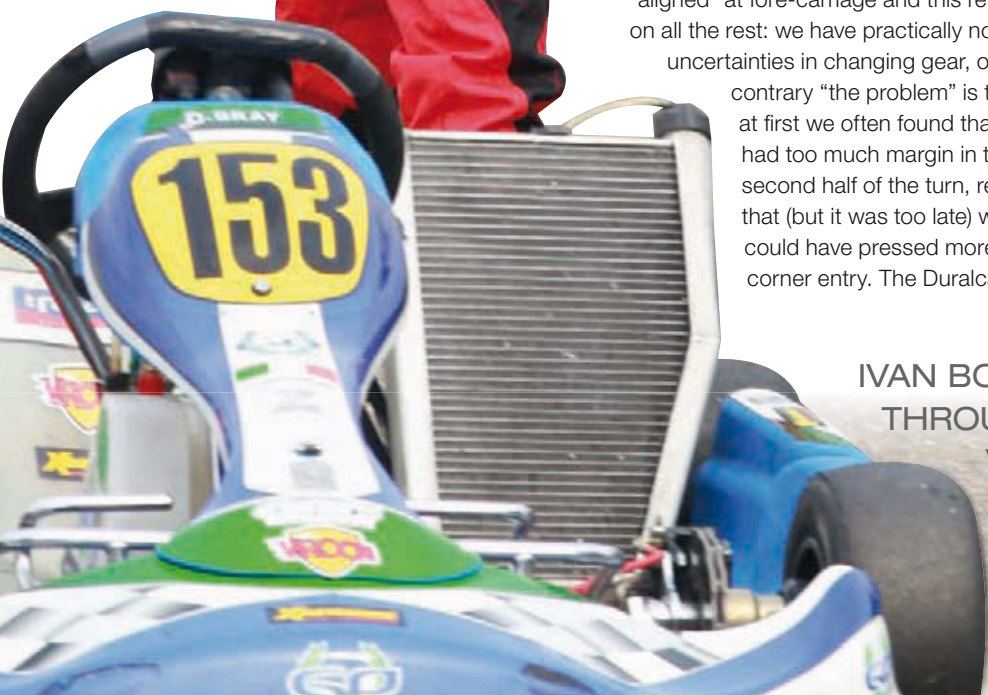
Driver

Luca Bagattino

On this occasion Luca Bagattino, 19 year-old from Garlasco has been our co-tester. He took 19th in the KZ2 World Cup, in force with GP Racing. He started racing in karts at the age of 13 in the Rok Junior and won the zone championship, and then at the age of 15 he went on to the Rok "Senior" and won the Italian championship the following year. At the age of 17, he moved on to the 125 gear class where he is still racing today.

ceramic braking system is a great help for this, it is powerful but it hardly ever blocks and loading front braking. We found that it is almost impossible, so to speak, that steering "locks" for having pressed too hard on brake round the turn. A mistake that can be avoided, rather, is waiting too long to accelerate: if you don't do it on time, the fore-carriage loads too much and "rebel's" disassembling the kart. Vice versa, once you have gained confidence press on accelerator with no problem before actually storming off, the GP Racing "sets" with balance that balances on the two axes, with a slight rear skid that doesn't hinder, but helps to close the turn, allowing the engine to come through in full.

IVAN BOCCHIOLA: HALF-WAY THROUGH THE RACE IT "RESTS" VERY WELL AND ALLOWS YOU TO ACCELERATE BEFORE THE OTHERS.



WITH THE ADHESIVES, YOU ALSO HAVE THE "QR CODE": YOU CAN READ IT WITH A SMART PHONE, IT CONTAINS DATA REGARDING CHASSIS

DEBRAY
153

Logo:

Logo:

Logo:

Logo:

QR CODE

WROOM

Xeramic
KART LUBRICANTS

G.P.
RACING

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▶▶ GP RACING GP10 CHASSIS

The description of the chassis made by GP Racing may be identical both for the GP10 model (the one we tested) and the GP11: both in fact have the same design and the same manufacturing characteristics, the only difference is tube diameter, for the GP10 they are all 32 mm and for the GP11 they are all 30 mm. In fact, also the price is the same; the difference is due to the components used. The design of the body-line is characterised by a single curve (the one in the longitudinal members next to the tank) although there is actually another curve which is hardly noticeable, at the height of front side pods. That's it, there are no other "strange" things, but it is possible to vary wheelbase by about more or less 8 mm compared to standard. The average position was used both for the race in Sarno, however, by changing the rear bearing holder you can either bring the position of the axle position forward or back and consequently change the wheelbase. However, misaligned bearing holders, 4.6 mm or 8 mm, are available. We must mention acuteness concerning the chassis: the front part of the left axle holder is braced by a double plate, which allows you to bolt an internal strengthening facing. This way, you can slightly stiffen just the left part of the chassis, if the need arises. To conclude, don't forget that the standard components made of aluminium can be requested in magnesium and, always as an optional, the brakes are available in Duralcam, a ceramic

Technical form

CHASSIS	GP Racing GP10
HOMOLOGATION	CIK 10/CH/14
WHEELBASE	104.8 mm
SUPPLEMENTARY BARS	Not mounted
TRACK FRONT/REAR.	125.0/139.8 cm
CHASSIS HEIGHT FRONT/REAR	Low/high
CAMBER/CASTER	-8 mm / 4 notches (Sniper bushing)
TOE-IN	3 mm open
HUBS	magnesium
AXLE	ø50x1020 mm type T2
THIRD BEARING	Fixed no grains
BRAKES	VEN05 in Duralcam ceramic
RIMS	Douglas
TYRES	Vega "white"
ENGINE	TM KZ10
CARBURETTOR	Dell'Orto VSH30
RATIO	16/23
FUEL MIX.	5% Xeramic oil
SILENCER	MC Racing

COST (VAT NOT INCLUDED)

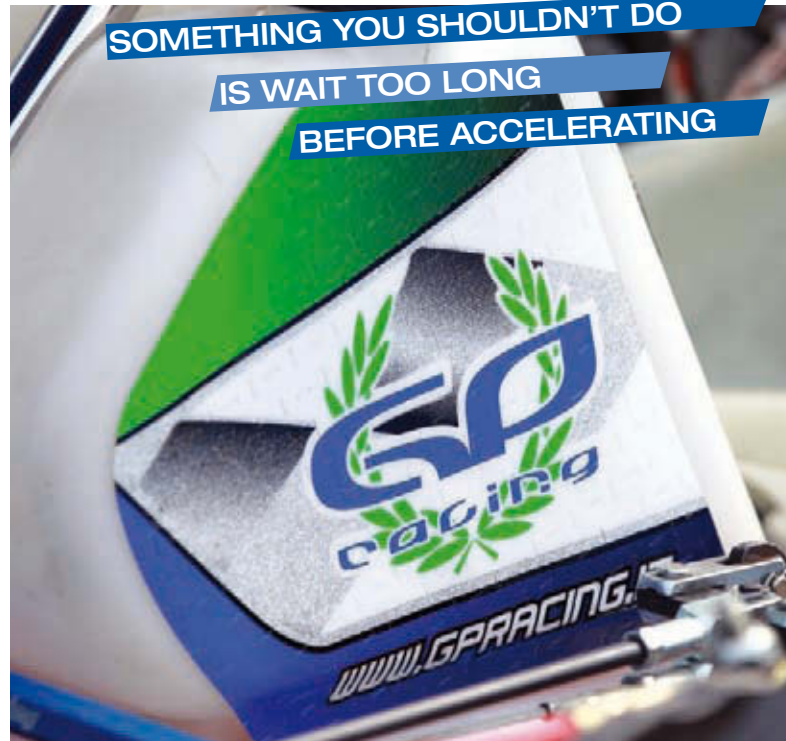
MODEL	PIG IRON BRAKES	COMP. IN MAGNESIUM	DURALCAM BRAKES	DURALCAM + MAGNESIUM
GP10/GP11 x KF3	€ 3.108,80	€ 3.164,69	—	€ 3.478,00
GP10/GP11 x KF2	€ 3.656,90	—	€ 3.896,00	€ 4.148,00
GP10/GP11 x KZ	€ 3.690,27	€ 3.797,80	€ 4.201,42	€ 4.545,52

NOTE: KF3 version has just rear brake; KF2 version also has front brakes "manual".





"Cams" (so to speak) made by Sniper are used to adjust fore-carriage, while the braking system is the optional one with discs made of ceramic material, Duralcam. Always on request there are magnesium components instead of the aluminium one and "manual" front brakes for KF2.



ENGINE AND CHASSIS HELP EACH OTHER

The TM mounted on the kart is quite elastic, good pull and substantial progression. Obviously, unless you allow it to drop too much in revs round turns, because if there isn't enough "coupling" to leave the wheels "free" it will block even more; something converse that makes you see the relationship with chassis for "improving the engine" when the turn it taken properly. There is also some acceleration that sometimes allows you to "save" a gear. Obviously these are not the type of problems that a "world championship" driver considers, but

WHEELBASE CAN BE ADJUSTED BY MORE OR LESS 8 MM, USING THE APPROPRIATE MISALIGNED BEARING SUPPORTS.





In the pictures, other phases of the test carried out at the 7 Laghi circuit in Castelletto di Branduzzo, near Pavia. The track is 1,256 metres long; this circuit is getting more and more popular also thanks to events like the last Margutti or the WSK.



the fact that this kart immediately allows you to understand which is the right way for you to drive it is in our opinion a positive thing and shows the overall equilibrium of the kart. And, it enables you to understand how it is possible for a “small manufacturer” has “risky” winning interrupting some hegemonies.

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POKER OF ACE



Let's go on with the study of data acquisition for karts, and take a look at the software presented by the four factories that are leaders in this field: UNIPRO, AIM, STARLANE, RKS. **BY DANIELE LEONE - UNIRACER.IT**

NOWADAYS every driver has a data acquisition System, with the dashboard mounted in the centre of the steering wheel under the number plate. AS we have seen the dashboard is used for giving information to the driver during the driving session on the track, while the system made up for sensors and the electronic control unit are for receiving and transmitting information. What happens when drivers go back to the pit?

In part 1, in the September issue of Vroom, we looked at the hardware systems. This time we are going to take a look at the software connected to each data acquisition system: AIM presents "Race Studio 2", with STARLANE you have the "Digi Race MMX 2.0", RKS has the "Data View" and to

interpret the Uniprò data you must start the "PC Analyser" programme.

GENERAL CHARACTERISTICS COMMON TO ALL SOFTWARE

As we read in last month's issue, the four systems have, at least in the entry version, sensors for time, engine revs, and engine temperature. The next steps give us q chance to add speed at rear and front wheels, lateral and longitudinal G force, GPS, temperature at the exhaust, lambda value, accelerator pressure and steering radius, tyre temperature and pressure. For those who can afford it, each system actually gives you the opportunity of having the most up to date sensors available on the market.

PROFESSIONAL SOFTWARE FOR "INTERPRETING" AND NOT JUST FOR READING

However, although nowadays most drivers mount a data acquisition system, actually these systems, whose potential is really good, are all used basically as Lap Timers, that is, as stop watch, because the driver usually just checks lap (and probably split time), revs and temperature.

But, limiting you to these parameters as they appear on the track when driving is really a waste: instead, it is very important to spend some time analysing this data using the software that manufacturers have developed specifically to make the most of the potential of our system.

For this reason too, the so called "time keepers" (wrongly called so because it isn't a case of telemetry but data acquisition) or track engineers responsible for data acquisition are getting very popular and commonly sued also in karting.

A professional kart driver has the required experience for interpreting what the graphs that come up on our pc actually tell us. The aim isn't just to understand a bit more, but to know exactly what is happening, where it happens, how I happens why and where it happens... and everything in no time at all, which is very important and not just during the racing weekend, when there is very close racing and the data is important to determine where to do what, which move to



MARCO URBINATI - CRG ENGINEER
AIM DATA ACQUISITION MANAGER

“ THE SOFTWARE IS DETAILED AND ITS FUNCTIONS ARE REALLY INTERESTING NOT JUST FOR DRIVE ANALYSIS BUT ALSO FOR DIAGNOSTICS. OUR WORK IS VERY COMPLICATED AND AIM IS AN INSTRUMENT THAT SATISFIES THE REQUIREMENTS OF A PROFESSIONAL TEAM. ”

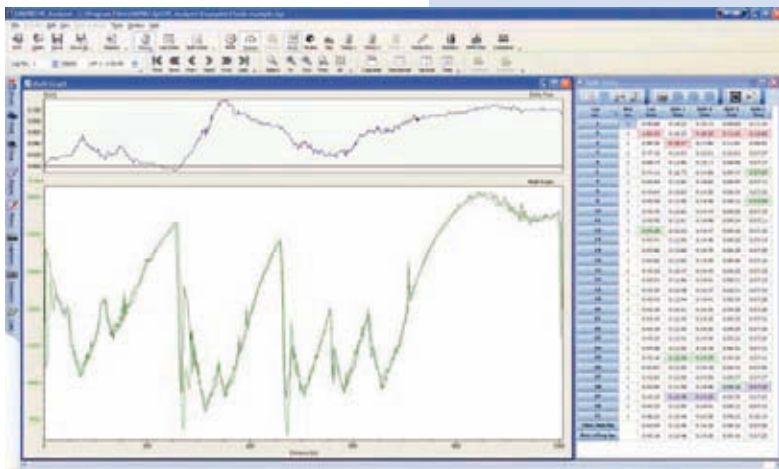




“ IT IS VERY IMPORTANT FOR A DRIVER TO UNDERSTAND WHICH THINGS WOULD MAKE THE DIFFERENCE. WITH UNIPRO EVERYTHING BECOMES CLEAR, SO MUCH AS TO USE IT CONSTANTLY AFTER EACH SESSION. PCR DRIVER ARNAUD KOZLINSKY UNIPRO DATA ACQUISITION ”



UNIPRO PC ANALYSER: CLEAR TECHNICAL ANALYSIS, DETAILED AND MANAGERIAL



What strikes you is the clearness and details of the graph. The main screen shot gives seven sub-menus, both text and graphic icons based on Windows 7 style.

The background is white but the colours of the program can vary (blue, black, Silver), you can also set several graph settings. This contributes to make navigation inside the software nice and clear. The screen for visualising data (graphs, tables, and simulations) can be suitable for the requirements of the user in an easy and versatile way. You can view the canals individually (selecting all the channels you are interested in and individual windows open, which you can adapt in height and width on the screen) and generally on just one page graph.

Furthermore, the PC Analyser has been set for

overall running of the vehicle, including sections dedicated to information on drivers and various set up structures.



“ BEING ABLE TO USE THE GPS IS VERY USEFUL TO UNDERSTAND WHERE THE KART IS NOT WELL BALANCED AND FIND THE

EXACT POINTS ON THE TRACK WHERE THIS HAPPENS, MAKING THINGS CLEARER IN THE DRIVER’S MIND.

FRANCESCO PARISIO (ART GP ENGINEER STRARLANE DATA ACQUISITION MANAGER)



make on the spot, but also during the test, where work on data has to go on parallel to set up development.

READING DATA OR UNDERSTANDING IT ISN'T SO EASY

Theoretically speaking, the principle of curves seen on a speed graph, for example, is very easy: if the line goes up, speed increases; if the line goes down, it reduces. Therefore braking point is at the point where speed reduces and the line of the curve is seen as a concave on the graph. And, behind this very simple concept you find all the problems connected with a driver’s performance. The data have to tell us much more than what has been

done when driving. Above all they help to understand the reason as to why things happen, very often a driver doesn’t realise because it does not depend on him but on a specific technical situation. Is delaying braking always convenient to help lap time? At which point of the track can a driver overtake knowing it is safer, there are less risks of going off the track? Is his path line really the best? Can carburetion be leaned? At which parts of the track a different axle helps performance and where does it compromise performance? Furthermore, is feedback to the driver really reliable? If the driver is young or it is a “gentleman” driver, the help given by the data is very important, fundamental, not



“ WE BELIEVE THAT DATA ACQUISITION OUGHT TO GIVE US THE CHANCE TO BE PROMPT IN ACTION, BOTH FOR THE MECHANIC WHO HAS TO DECIDE WHAT SORT OF SET UP HE MUST USE, AND FOR THE DRIVER

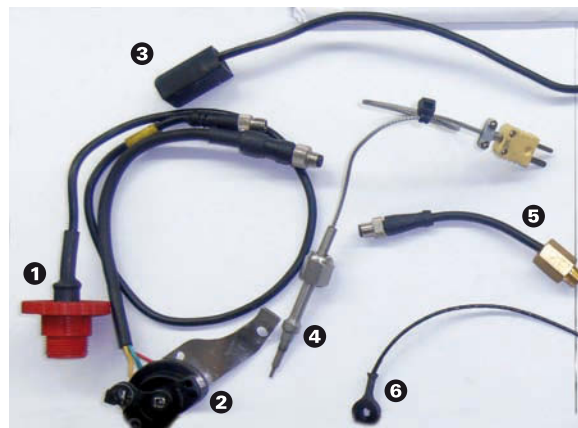
WHO HAS TO SEE WHERE HE HAS GONE WRONG. IN THE RKS THERE ARE SEVERAL FUNCTIONS THAT HAVE BEEN STUDIED ESPECIALLY TO HELP THE USER ANALYSE WHAT HAPPENS WHEN DRIVING ALONG THE TRACK PROPERLY.

DANILO ROSSI - TEAM MANAGER OF DR RACING - RKS DATA ACQUISITION



STARLANE ACCESSORIES

- 1 - Sensor Exhaust Valve
- 2 - Sensor Accelerator opening
- 3 - Infrared sensor Tyre Temperature
- 4 - Gas at Exhaust Thermocouple
- 5 - Water Temperature Sensor
- 6 - Detonation and Cylinder Pressure Sensor
- 7 - Engine rev sensor with thermocouple connection
- 8 - Phonic wheel for wheel speed sensor
- 9 - Wheel speed sensor



REAL GROWTH DEPENDS ON COMPARISON

As in life, also in driving those who have the chance of matching their skill with others who have more experience grow more rapidly and better.

So the data is used for carefully analysing every single lap of the session carefully, matching by overlaying the graphs. If you aim is to evaluate driving performance, we go to the speed graphs, gears (if it is a gear class kart, of course) and RPM. An important mathematical canal to add (but that is often already present in the basic setting) is “Split Time” or “Time Compare”, which describes the difference in time at the instant and space you like. If there is a GPS, also the lateral G force canal is important, useful to learn more about the force level present when travelling round turns.

Then having a chance to not only seeing your own skill, but also to match it with that of other drivers, maybe faster than yourself, allows us to see which is the turn where time drops, or we are slower. This in itself is already a first step, important for understanding and see the reason why it happens.

DATA ACQUISITION OR TELEMETRY?

Telemetry is a technology that enables data to be transferred via communication between the subject that sends the data and the one that receives it. This system usually allows engineers at the pits to get data generated by the vehicle in real time. The typologies can be mono-directional, that is, the vehicle sends the data to the pits and the engineers read or interpreted, with bi-directional, that is, both the engineers and the vehicle receive the data, with a chance to make adjustments. The running of this system is not only very difficult from a technical point, but also debateable



from a sports point of view, in fact, you rarely see it in use also in the top Motors or classes. Bi-directional Telemetry was first used in Formula 1, in 2002, and abolished the following season. In fact, they prefer Data Acquisition systems to Telemetry: The function is practically the same, with the difference that it is possible to download data only at the end of the session on the track, so it prevents engineers and mechanics from making any changes on the vehicle.

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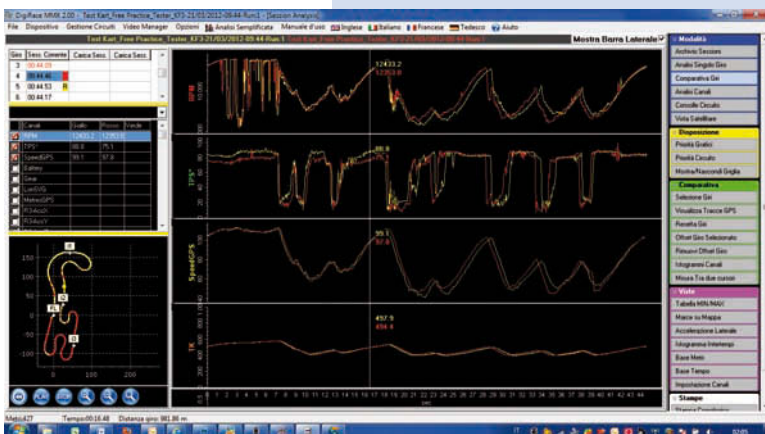


STARLANE DIGIRACE MMX: TO MAKE THE MOST OF THE GPS AND HAVE IMMEDIATE CONTROL OVER THINGS

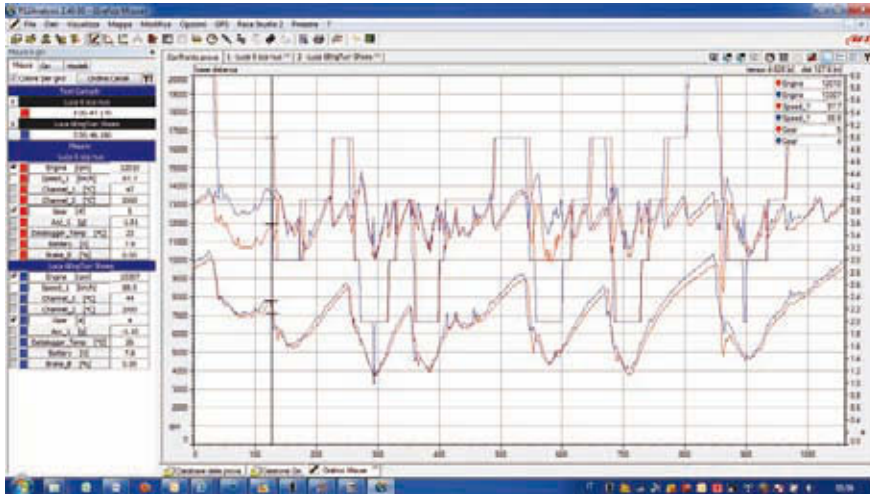
STARLANE data acquisition has been made to get the most out of GPS potentiality, and the software has several interesting functions especially for this. Disgrace too is for professional and amateurs; it offers a sub-menu that has been especially made for the respective type of user. The

first screen shot allows you to choose the type of hardware (the same software is, in fact, also used for motorcycling instruments); to download or start data analysis, which don't forget is based directly on the GPS. Once you have chosen the session, the program offers a complete panoramic where the spaces are dosed so that you can always have everything under control.

Also here, for the Digi-race, the background is black, there are graphs in the central part, on the left there is a synthesis of revs, there are videos and graph of track and keys that control real time performance. On the right there are the submenus with the main modality principal for visualising that have been pre-set by the manufacturer (sessions, revs, canals, circuit) and a



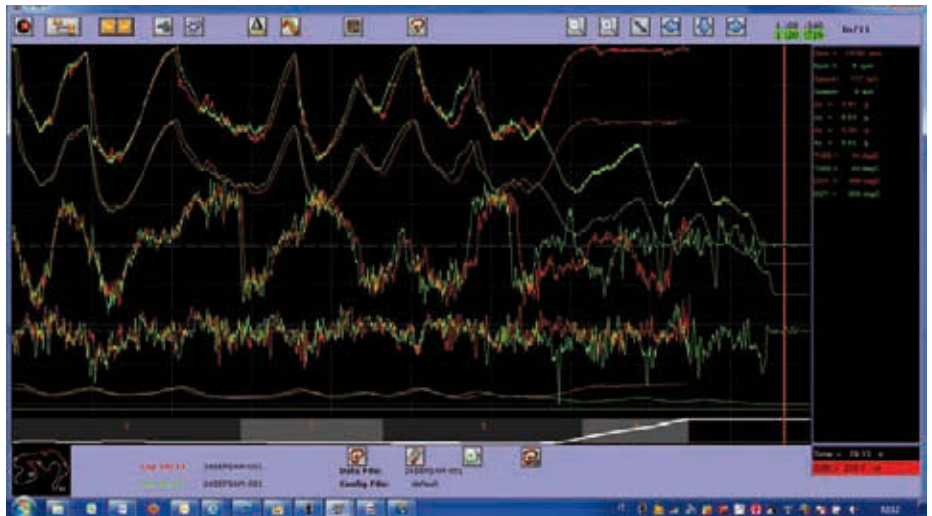
modality for satellite viewing, from where you can overlay the path registered by the GPS to the map of the track downloaded from Google Maps. Furthermore there are all the settings for video of graphs, circuit and data table, with the options for stamping separately divided by chronological time and graphs and circuit.



AIM RACE STUDIO 2: TRADITIONAL AND COMPLETE

Its long experience, also in the field of automobiles they also use AIM to have an excellent level of software, complete for professional use. The modality of visualization is adaptable to the experience of the user and offers various possibilities of personalising (background colour, colour of each individual graph, size of windows, etc). From the first introductory screen shot you get access to the main functions for data analysis, for download (you can also do it with a practical USB key), for setting system, for connecting to real time and for calibration. There is a special application set up for analysing data - RS2 Analysis: in the column on the left hand side there is a list of the sessions, revs and each respective canal sensor that can be chosen individually. The software is set up as a normal Windows XP application, with the submenu at the top. There are ten in all, for controlling the file, to the selection of data, to set up of graphs on space-time, of X-Y frequency and histograms, to controlling maps and ratios on the track, to controlling changes and order of canals, to visualising measurements and results registered on each lap (split time, temperatures, etc), to the GPS and lap simulation. Obviously there is also a Help and this includes a manual for users.

only for a quicker improvement regarding drive performance, but also to show all the team how things really are. In extreme cases, the data “dictates law”; they can prove whether a kart is still or whether it is the driver. To conclude, you must bear in mind that a correct analysis is important to prevent important harm (even financial) to the vehicle, harm caused by imminent technical breakages that can be foreseen through a correct evaluation of what the data is revealing.



RKS DATA VIEW: IMMEDIATE, SIMPLE AND INNOVATIVE

The latest software, has been made with the aim of communicating data in real time, so it is useful not only for professional drivers, but also for beginners (for example the screen shot for visualising hold ups and skidding on accelerating when driving along the track). On opening you have the opportunity of having access to downloading, to the general settings and data analysing by choosing the session you want. The background for graphs is black, which is useful when the sun hits the monitor on the laptop. The space dedicated to seeing the data is situated on the right, and the graphs are clear thanks to an accurate lay out of sub-menus, that appear directly as graphical icons and the text for each icon is visible by placing mouse indicator on it. Below you can see the icons for controlling the map of the circuit (which appears at the bottom on the left), for creating and controlling the canals, for loading configuration of canals, for inserting added split time bands and for taking out controlling graphs at the top, there are the icons for controlling graphs, for visualising minimum and maximum values for the delta, for comparing various laps, for seeing histograms, for an innovative window that helps the user to see immediate hold ups and skidding, and for analysing engine performance through torque/power graphs. In the end, simulation of lap can be seen directly from the “Lap Live” window, where you can also see the values on the dashboard.

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