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KARTING SPREADS IF YOU HAVE THE RIGHT FORMAT

For me this year, 2012 had 2 faces. As far as the magazine I edit on a national level, I can say that, seeing what has happened in Italy, it certainly isn't a year to remember. Looking at the international scene though, karting seems to have maintained credibility. Maybe because in other countries they have managed to understand, so to say, better and make the

most of the international crises turning it in their favour, and making assertive solutions in such a difficult time. We have seen some activities going on in different countries that confirm the fact that simplifying some promotional activities does create interest in karting for motorsport enthusiasts. Simplify doesn't always and only mean to look at things exclusively from an economic aspect. True that limiting expense is a positive note for anyone practising karting, but it is also true that a right format, which corresponds to the karters' needs, those who practice racing, will get the right response. Everyone knows that motorsport is more expensive than other sports, where no technical support is required, only psychophysical training. Hence more attention should be given to those who have to invest to practice karting. This way the user can only concentrate on racing - that is what has drawn him or her to practice karting - without having to experience problems that hardly ever depend on his behaviour, as

often happens (well, it does in Italy), things that happen due to regulations open to different interpretation, which compromise the result of a race. Having said this, I repeat in international karting, thanks to the fantasy of some promoters, more adventurous and brilliant federations, unlike Italy, have had a successful 2012 season. Although Italy is in continuous fermentation, it seems impossible to give life to some ideas, although some signs make one think differently. But, let's go back to a wider vision of things, to what is happening throughout the world. What models should one look up to today? Besides Skusa that thanks to Tom Kutscher is a reference point in the States, for the rest Rotax is still the most popular. And rumours saying differently are not true. You see, numbers speak and in 2012 Rotax engine sales have been up to over 6,000... A number that makes your eyes goggle. And although a brilliant result, we can say that it is the result of hard work, promotion and investment finalised to satisfy the

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needs of those who practise karting. A thought comes to mind: international karting is running alongside the project promoted by BRP. Well, to this point nothing to say, on the contrary. This Rotax fever in continuous expansion is motivating lots of operators, inviting to invest in this format, thought to be the most credible and obviously the best investment. And, it isn't just a coincidence that the next edition of the Rotax Grand Finals will be held in New Orleans in the USA, that is the country where most drivers registered this season in Portiamo come from. And it isn't hazardous to say that also the big chassis industries try not to miss out on this trend and present their candidacy for the Grand Finals. A decision where there are no doubts, on the contrary, a far-sighted planning recognizes that the Rotax project is the one that offers most guarantees at such times made uncertain by the federal policy (Cik/Fia) and the future of KF. The most obvious

route to take is the one laid down by Rotax and other important innovations that confirm this tendency will soon be revealed. Obviously, Vroom is following all this with interest, our aim is to point out these things and continue our mission to inform you about such interesting reality, and about the drivers whose response is more and more enthusiastic towards our editorial line and the return of image that this event is building up. A gratifying acknowledgement confirming the place that Vroom has earned with its dedication in publishing a magazine that is more and more centralised in informing readers on what is happening in the karting world, contributing in helping to amplify ideas that work and, at the same time, keep up any initiative that is finalised to draw as many people as possible to this extreme ... sport. I take the advantage of thanking all those who have made Vroom the reference point of international karting, thus giving us a chance

to help in promoting important projects, like the Rotax format, in several countries. A special thank you to the operators who on these important trips to the USA, for the Skusa, and in Portugal, for the Rotax Grand Finals, have confirmed their belief in Vroom. Merry Christmas and a Happy 2013. All the best to Vroom too, for its 25th anniversary.

Giuliano Ciucci Giuliani

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NEW RACER EVK AND KRYPTON KSK BY TONY KART

The first thing that stands out is the aggressive graphic design led by Tony Kart typical “green” colour. A trademark that makes the EVK and KSK unmistakable. Also, the new chassis present some important technical novelties, including the braking system, the pedals, the fuel tank, and the floor plate. Both chassis are equipped with the latest components, conceived and developed thanks to the know-how of the Tony Kart technical staff.

The forged aluminium “OTK adjustable pedals” stands out. Thanks to a 5-holes-mechanism it is now possible to adjust the pedal according to all foot sizes, as a wide and complete range of sizes is available.

The new pedal, like all OTK Kart Parts, is perfectly

recognizable for its refined manufacturing process and for the new rounded shapes in the areas around the foot, which makes driving even more comfortable.

Further technical novelties in both EVK and KSK chassis are the floor plate design and the fuel tank shape. In particular, the fuel tank has been improved in order to optimize the weight balance. Moreover the new vertical tank filler makes any fuelling operations easier.

Less flashy but not less important is the work done for KF categories’ braking systems, which have been renamed OTK SA2 (replacing OTK BS6 model) and OTK SA3 (replacing OTK BS7 model).

Both braking systems are different from the previous ones in the new one-piece



brake pump which replaces the old three-piece pump, yet keeping the same inner characteristics.

The quality of Tony Kart chassis has also been optimized in order to allow



rapid and easy working operations. With the introduction of the new tank fixing plate and of special rings (distributed on the chassis) the wiring of pipes is now easier and more comfortable.

► **FOR MORE INFORMATION VISIT WWW.TONYKART.COM**



2013 ROTAX U.S. GRAND NATIONALS DATES AND LOCATION



2013 Rotax MAX Challenge U.S. Grand Nationals will be hosted by Mooresville Motorplex in North Carolina, MAXSpeed Group announced. The official dates of competition are from July 31st through August 3rd. The new facility, just outside of Charlotte, NC, features a 7/10s of a mile track layout that is wide, fast and adorned with extra runoff areas and CIK curbing.

The track also features amenities such as professional garages, an on-site kart shop and more. Mooresville Motorplex is also equipped with lighting for night races and an expansive pit area

with separate parking area for RVs and motorhomes.

U. S. Rotax MAX Challenge Administrator Josh Smith had this to say about the new location, *"The Mooresville Motorplex is an awesome location for our Grand Nationals. Everything they've done there is first class."* Mooresville Motorplex owner Justin Marks was justifiably proud of the new complex. *"Our crew has worked so hard to make this facility happen. To be chosen to host the Rotax MAX Challenge U.S. Grand Nationals is a huge compliment. Our goal is to make next year's event one people will talk about for years to come."*

The Mooresville area is world renowned as the home of NASCAR and the Motorplex is centered among many of the Sprint Cup Series leading teams. The area also features a plethora of hotels, restaurants and shopping. MAXSpeed also announced that the 2013 Rotax MAX Pan-American Challenge will take place from September 19th to the 22nd. The location of the event will be released soon.



Keep up to date with Rotax US Grand Nationals and Rotax Pan-American Challenge on www.gorotax.com

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BIREL C28 CADET CHASSIS EVOLVES FOR US MARKET



Birel has introduced a new revision of the popular C28 Cadet chassis line for 2013 called C28R. The renewed chassis is already available at Birel US-importer, MRP Motorsport, and its nationwide dealer network. Birel originated the “Cadet” chassis concept as far back as the 1970’s and since the C28 came onto the scenes in the new century it has become the benchmark

for the 8-13 year-old age group classes including Cadet, MicroMax and MiniMax. MRP Motorsport displayed the new model at their Open House on November 3 and several have already been delivered to Birel dealers throughout the country. *“Our team is very excited about the updates to this year’s C28,”* said Chris Lobaugh of MRP-BirelAmerica. *“The changes should improve an already great kart for both Cadet and Rotax classes.”* The all-new C28R chassis maintains a 950mm wheelbase but for 2013 will have revised bearing cassettes and bearing cassette hangers as well as a few added features including a Freeline gear/chain guard and new graphics kits. In 2005, the L3 sprang on to the scene as a surprise winner at the US RotaxMax

Grand Nationals driven by Danny Formal in the MiniMax category. Since then, the C28 model has gathered hundreds of race wins and titles in WKA, Rotax and Stars of Karting. After repeated wins at national level over the years, in 2013 the new C28R will have several championship contenders including David Malukas, Jack Miller, Jr., Gage Rogers, Harry Coulton, Cordova and more to continue the success.

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S..T HAPPENS!

Here we are to make amends to Ramon Boado, one of the top shooters from Asia who’s been providing us and our readers superb photographic material for the past few years. In Vroom October issue, we mistakenly credited the Asian Karting Open Championship pics to someone else, while the reportage was made by Ramon. Of course, we can only apologize for the mistake and thank Ramon for his fantastic work in the Asian Karting Open Championship, assuring our many Asian readers that they will see more of Ramon’s photos in the future issues of Vroom.

*“Dear Vroom
Greetings! My name is Ramon “Bong” Boado, a duly-accredited international photographer based in the Philippines. I regularly cover the Asian Karting Open Championships every year, particularly the race legs held in my home country. I would like to bring to your attention that my name been inadvertently omitted in your Asian Karting Open Championship (AKOC) feature articles. Much as I understand that your publication gets a lot of text and photo material every month, I unfortunately could not let this omission pass. As fellow colleagues in print media, I am sure you understand how important this is for us writers/photojournalists.
Thank you very much for your time and I hope to hear from your soon.*

RAMON “Bong” BOADO”

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MARANELLO DAYS

BIG SUCCESS FOR THE LATEST CHASSIS MODIFICATIONS



Almost eighty drivers gathered in Lonato for the Maranello Days, two days of testing on the track to touch by hand the last products of Luca Iannaccone's company. The tests were intended for foreign distributors and their drivers (especially from France, England, Austria and Poland) who were also present to bring appropriate feedback and to plan the next racing season. Everyone had also the opportunity to try several

models for different categories, including KF, KZ and Rotax. With regards to production, the focus was mainly on the new chassis, based on the 2012 range with some improvements - the engines were developed internally, particularly the shifter. The entire range has been refitted with the new axle bearings supports, round shaped called "hybrid", which give the possibility of adjusting the pitch just like the previous ones, but offering greater rigidity so as to improve the rear end

stability also having a positive effect on the front and lateral support. Changes were also made to the spindles, with two more adjustments on the Ackermann harness. Among other innovations, the RS7 chassis model (with mixed $\varnothing 30/32$ mm tubes) intended mainly for KZ and KF2, has been modified in the distance between the tubes and in few curves, also presenting a slightly more straight rear cross member, which had good feedback from all drivers. Very good feedback (better

than expected) from RS10 the model (entirely made with $\varnothing 32$ mm tubes) with just few modified curves, which proved to be very effective for KF3 and KZ - where Maranello will focus a lot of attention in 2013. Good results also for the RS12 chassis (with mixed $\varnothing 28/30$ mm tubes) in particular the configuration for KF2. By the success of the Maranello Days, it seems that the policy of including the new modifications adopted by the official team into the mainstream production will continue to bear fruit.



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A Grand Event



Here is a good reason to postpone the release of our December issue. At

least a preview of the single-make event of the season had to feature in our pre-Xmas issue, mainly as a way to congratulate everyone involved in what has been by far the best Rotax Grand Finals to date.

Certainly the biggest, with 276 drivers on starting grid from over 60 countries around the world contesting the win in the four categories Junior Max, Senior Max, DD2 and DD2 Masters, plus some 30 odd young drivers from Portugal and Spain taking part in the Micro Max Festival, the first ever support event of the Grand Finals.

It's also been the most prominent, with Circuit Internacional do Algarve in Portimao, one of the best

karting facilities on the planet next to the world famous SuperBike circuit, playing host to the event.

Even more important, it's been the most technologically advanced, with the Live TV broadcast showing the event to tens of thousands of fans and karting enthusiasts across the world, which denotes that the Rotax Grand Finals organizers are always looking out for new challenges also striving to be ahead of times. Last but not least, the 2012 Rotax Grand Finals has decidedly expressed its intention to expand even more in the North American market (also thanks to the vital support of MaxSpeed Group, Rotax importer for North America) building up on its ever-growing success by allocating the next edition of the Grand Finals to the superb Nola Motorsport Park in New Orleans, the first CIK homologated karting facility in the USA.



As for the brilliant on track action in Portimao, for those of you who missed out on our website and Facebook coverage of the event, are not particularly keen on technology, or simply don't have an internet connection, here is the list of the 2012 Rotax Grand Finals winners: Harry Webb (Great Britain) in Junior Max, Charlie Eastwood

(Ireland) in Senior Max, Ben Cooper (Canada) in DD2, and Cristiano Morgado (South Africa) in DD2 Masters.

For everything else, and a lot more on the 2012 Rotax Grand Finals, don't miss Vroom January 2013 issue.

FACE THE CHALLENGE



CONGRATULATIONS TO ALL
2012 GRAND FINALS DRIVERS
AND THANKS TO ALL THE SUPPORTERS

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EACH LAD, IN SPORTS AND IN LIFE, LOOKS FOR HIS... “THE PERSON WHO IS FOLLOWING HIM”

in friends, parents, trainer, mechanic or any one else who will stay near him and show interest, warmth and competency. From the adult’s point of view and from that of the educational role, there are two possible ways, the first is to avoid and the second is to be looked to:

■ **THE LAD IS AN OBJECT BELONGING TO THE ADULT.**

The adult doesn’t really believe in the boy’s skill, he sees the boy as part of himself, a continuation of himself and his expectations. The adult’s job is to keep up the boy’s dependence on him.

■ **THE LAD IS A SUBJECT.**

There is total rust and belief in his ability as a young sportsman, and the adult’s only interest is the lad himself. The aim of the adult’s job is the child’s autonomy, he offers advice and support until it is necessary. According to these criteria the adult is there when the situation requires.

Philippe Merieu, French well-known pedagogic, wrote: “an educator is he who knows that at a certain point, he has to disappear.” Antoine did too, for the interest of his friend and brother, after he helped him to believe in himself: and after he had given us something to think about.

Antoine and Kenny are brothers and both young stars of American basket ball. What separates them in sport and also in life is fate: during a game, Antoine feels ill and dies during a game: Kenny’s life, like that of the whole team is divested: life continues, but without wins or motivation. One day, during the umpteenth

match that heads towards a disastrous eng, Antoine’s ghost comes along, ready to help all the team. At first, Kenny is the only one who can see his brother, and he cannot hide this presence for very long. The team starts winning the games with the help of the “sixth man”, always ready to correct any mistakes and fouled up the rival’s passages. Everything seems to improve, when all the team, starting from Kenny, realise that they want to win without the ghost’s help. It takes time for Antoine to convince himself that is right to win without his brother’s help, and he decides to leave when the Huskies (that’s the team’s name) manage to win the last championship game by themselves, aware that Antoine “is always with us, because he is within us”.



The 6th Man (directed R. Miller, 1997) is one of the many films on sport, that should be seen together with all the family. What can we learn from it? Lots of things, to be honest like all films do. For example – let’s do a “quick” reading – the importance of being accompanied, every adult involved in sports should think about this carefully. Each lad, in sports and in life, looks for his “the person who is following him”, and he can find them



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

21.

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KARTING show LAS VEGAS (USA)

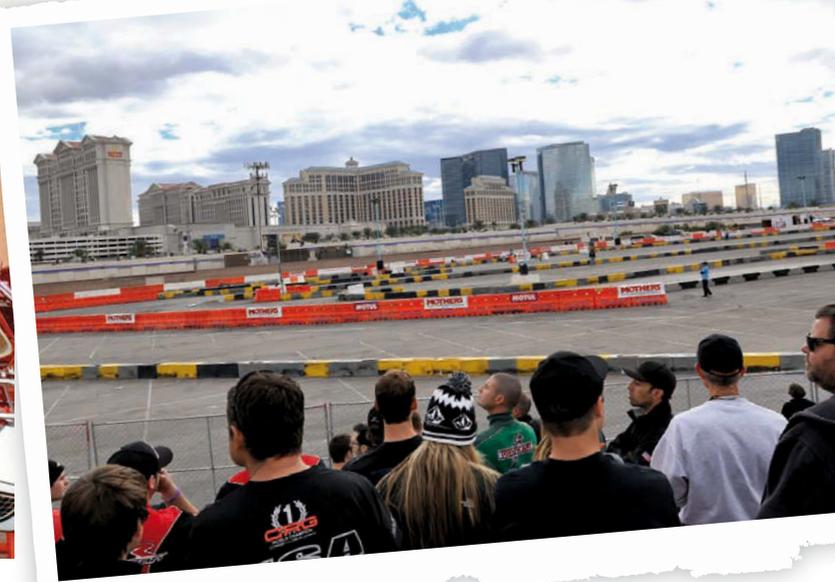
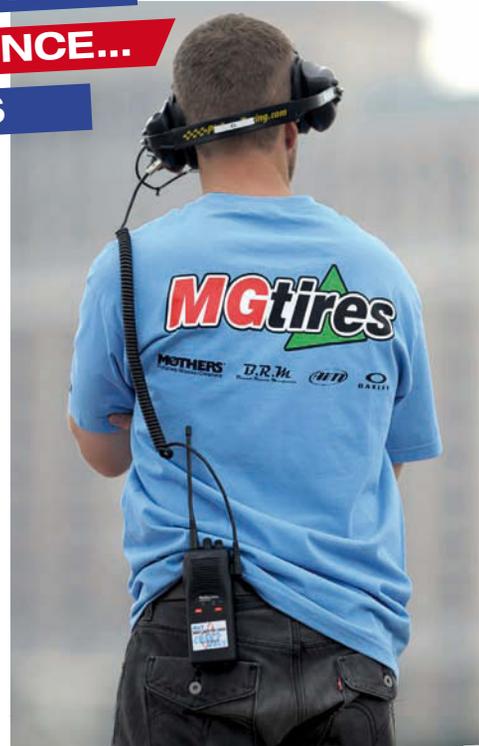
PHOTO: KSP



Above, Praga owner Petr Ptacek with 5 time Moto GP World Champion Mick Doohan and their respective sons siding Bas Lammers at the Skusa Supernationals in Las Vegas. In these pages more shots highlighting the superb scenery of the 16th Skusa Supernationals which attracted almost 500 drivers from around the world. Below, the conference hall at the Rio Hotel where Skusa organizer Tom Kutscher awarded the 2012 champions. Right, Danilo Rossi with DR USA owner Don Guilbeault.



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KARTING Show

LAS VEGAS (USA)

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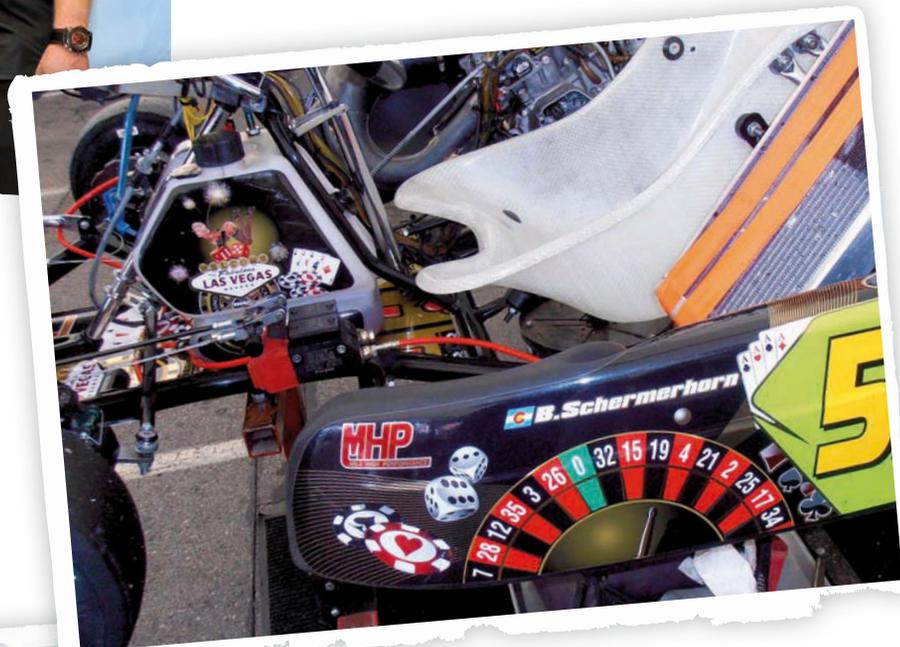
**IT AIN'T A ROULETTE...
THE SUPERNATS IS
PRECISE AS A SWISS WATCH**

Left, Tom Kutscher hands over the Heavy foot award to Max Verstappen for his fastest lap in qualifying. Kutscher managed to create a truly fantastic event over the years supported by a regional and national series, quickly becoming one of the key figures in US karting. His championships are based on bright solutions that appeal and welcome newcomers into the sport. His achievements have had international recognition attracting the Italian manufacturers and their American distributors, in the past few years very keen supporters of Kutscher's formula. Opposite page, the KZ2 protagonists on the podium bagged a conspicuous amount of dollars. Final winner Ardigò with a purse of \$10,000 sided by the top five completed by Pex awarded \$1,000.



Below, a true work of art Made in Japan. Masakatsu Takatsu creativity has no limits, and Las Vegas couldn't have been a better scenery to present the Swarovski personalized line. In the opposite page, Michele Panigada relies on the American champion Buddy Rice to represent and distribute Energy, one of the most dynamic brands of the Made in Italy, in the US market.

Almost 500 drivers (reaching almost 1,000 in the pre-entry list) tell how popular the SuperNationals really is, and the Stock Moto engines, extremely used in the USA, demonstrate the importance of the fun-factor divertimento for the many karting enthusiasts across the Atlantic. Top, a star-filled KZ2 podium with trophies and money prizes, the latter another peculiarity of US way of doing things, quite unknown in Europe.

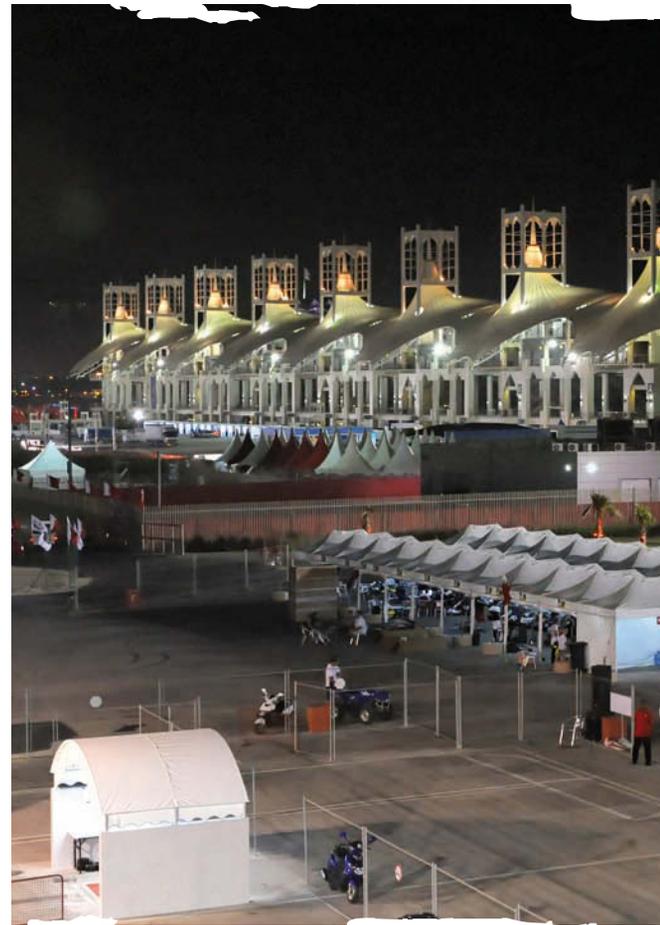
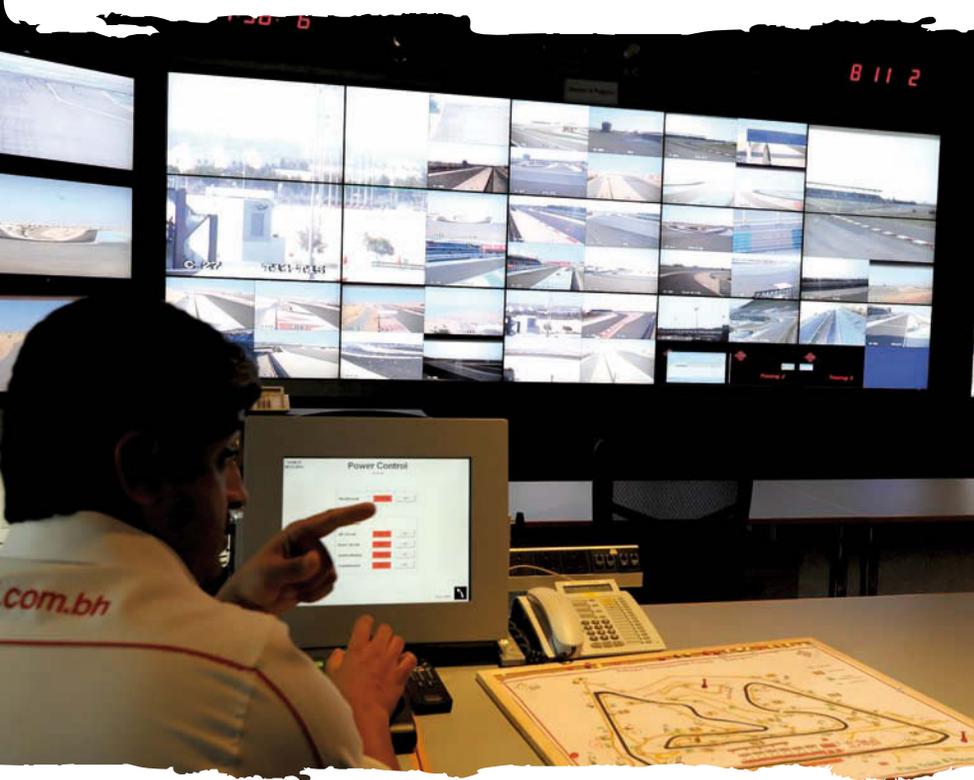




KARTING show

BAHRAIN (UAE)

PHOTO: KSP

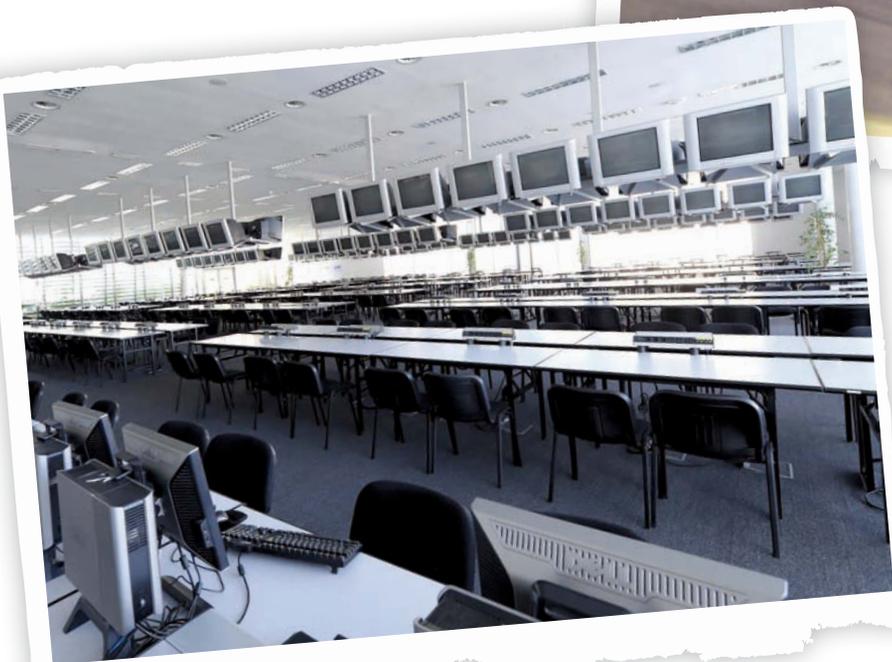


All U18 and Academy Trophy will certainly remember the conclusive round of the 2012 edition for quite some time. The unrivalled organization and the impressive structure seen in Bahrain have contributed to increase the standard to a very high level. Left, the CIK President Shaikh Abdulla bin Isa Al Khalifa presiding at EduKart, the CIK educational program that involves all drivers entering the event. Above, a view of the paddock in Bahrain with a typical Middle East touch.

Also, technology is a major keystone of the circuit in Sakhir. Above, the Screen room to monitor the development of the races from all angles, and right the press office. Opposite page, the very technical and fast circuit which seems to have pleased all participants.



**UNMATCHABLE
ORGANIZATION
IN BAHRAIN**



“ THE LAST ROUND OF THE U18 WORLD CHAMPIONSHIP IN BAHRAIN BROUGHT THE MAGIC OF NIGHT RACES ALSO IN KARTING THANKS TO THE IMPRESSIVE F1 AND MOTO GP STYLE FLOODLIGHTS SYSTEM.





celebrity of the month

FLAVIO CAMPONESCHI



fLAVIUS IMPERAT

THE ITALIAN "WITHOUT SUITCASE"
WINS THE WORLD CHAMPIONSHIP

Flavio Camponeschi dominates in Japan, without winning confirms to be at the top of the event in Macao, with winning pearl Race 2 that explicates all its talent.

His story is full of important points for lots of young twenty-year-olds of our time, drivers and non. He has lived and suffered and then got over financial, family and personal problems. Not only sports wise, not only in karting. Today, he is a great man who is living with an awareness of the importance of those around him and those who believe in him so he will be able to go on winning in the future.

BY DANIELE LEONE / PHOTOS: THOMAS MUNN

Flavio Camponeschi is World Champion. He will be 21 in two months time and since last October he is the Ck/Fia Karting World Champion. The imperfect timing and debatable Motorsport rules say that 21 year-old drivers should already be out of karting. Somewhere else.

However, you see them in their driving fear and you can see that they are still young lads. With Flavio Camponeschi, you have the chance to appreciate him as a man too. Talking to us, and looking at his approach, his eyes today darker than ever. Casually touching his wounds, probably still open, due to his pride. We all do stupid things. We



all fall. But our real character comes through when we rise again. This is the reaction that makes the difference.

He has been through a lot and has grown up quickly. Today he is mature enough to hold the role that he has with awareness. Official driver. One of the few existing professionals. The dream of most. Tony Kart, lots. In the world.

Soon he will have the awareness of how strong he is and has been till now.

You see, what he has now, is the result of years' work, he is reaping what he has sown. Hard work that has brought him up to the same level as Foré, Ardigò, Rossi, Wilson. Schumacher has never won a World

Championship. Nor has Alonso or Hamilton. Not even Ayrton Senna. "We should give everyone a chance", was what the unique Brazilian said not long before setting up the Institute that bears his name. Well, Camponeschi has been given this chance: Roberto Robazzi, Tony Kart, believes in him. Today Flavio knows that he has made it and without telemetry. Always constantly at the top.

Thanks to his experience, we'd like to cover his karting excursus since the early 90s, listening to the voice of someone who has been through it all, seen all sorts of colours, especially green, red and black... we'd like to add..

Everyone probably would think their Boss after such a win. But Roberto Robazzi has done much more than necessary for me, he has changed me. When I arrived in Tony Kart I was a fast driver. But I couldn't see myself as an "official" driver just yet. He has been the one to give me the right input, point me in the right direction. Whenever you talk to him, whenever you discuss things with him he always manages to give you a shock. Even raising his voice. It's good to hear someone shouting at you sometimes. And if he does it, you accept it because you know he wants to spur you on, let you do something that he himself has seen that you can do before you realise it yourself. Also



celebrity of the month

FLAVIO CAMPONESCHI



WHEN I CAME TO TONY KART I WAS A FAST DRIVER. BUT I COULDN'T SEE MYSELF AS A PROFESSIONAL ONE, AS AN "OFFICIAL" DRIVER.

when things were rough, he stood by me reassuringly. For me he is a real chief.

It is difficult to interrupt him while with eyes full of gratitude he tells you some important details.

Over these last years I have been racing with the best and I saw that the official drivers were respected on the track, they have a long term vision of the race, they reason out speed and they adapt to each phase of the race. In 2012 I entered for KF2 at WSK and at the Cik European championship and in KF1 I have raced in the World Championship. After my difficulties in the early part of the season, Robazzi pointed out that this year I was out of the games, I raced elsewhere. I maintained the same style as in KF1, but instead I had to compete with the "young drivers" in KF2. I had to change drive

style. I had to go back to fighting turn after turn, I had to adapt.

The passage to a higher class isn't just a case of regulations and engine. There is much more thought to it.

In KF1 lots of things change among the drivers. The respect you give returns to you, everyone is aware of their own potentiality that moment, and if you are the fastest you have a chance to get race win. KF2 is a disaster from this point on: they want to stand out at all costs, but often they go about it in the wrong way because there is no overall vision, there is no management of the race.

Talking about racing, my mind goes back to the 2011 World Championship in Genk and De Vries' daring overtaking manoeuvre.

At that moment he was evidently faster, but being in a hurry to overtake he ran into me as we were in the turn. He could have waited a few more metres before attacking, instead he shot me out. But I have never had any problems with Nick, he has always been a sportsman on the track.

Well, some drivers are cold blooded, just like what happened at Grosjean in Formula 1. To mention one, with Verstappen we have never really seen eye to eye, and in the last event in Macao it is evident. Besides, I think that the way he has been told to reach his goals don't help him. You realise how much he feels his father's pressure on the track. This together with his determination makes him miss a lot of chances.

Chances that you have proved to handle well in the World Championship. In Japan

I SAW THAT THE PSYCHOLOGICAL ASPECT WAS VERY IMPORTANT IN A RACE. AND AS A PERSON, YOU MUST LEARN FROM YOUR MISTAKES FIRST, AND THEN BUILD UP IN CONFIDENCE. TODAY I TRY TO BEAR IN MIND ALL MY PAST EXPERIENCES, POSITIVE AND NEGATIVE

you grabbed nearly everything there was to take. In Macao, out of the four point rounds you only managed to take one second place. You risked ...

Luckily, even without the split time final points were on my side. Yet, Joyner managed to win them all making the most of CRG team game, together with Tiene, Lennox-Lamb and Foré. I didn't give up. I had to maximise the results out of four races.

Decisions on behalf of the sports policy affect the entire field of karting and also on opportunities for drivers. The innovation of the World Championship organised in 4 races per event, has given the drivers to get 4 sets of independent results - Race 1, Race 2, Race 3 and Race 4 – for each event. Has this has been a good advantage for you compared to the World Championship held in just one round?

Needless to say, I prefer it this way, also because things have gone well for me...if anything happens to you on the Saturday, you can make up for it on the Sunday with the other qualifying session. In Race 1 in Macao my ignition broke. If regulations had been different I would have been out. Let's say that also for us drivers; it is better to have more races to see on more than one occasion what our actual yield really is.

Exiting Race 2, compliments. Staying in the field of sports policy, today we can talk to you not just about the track, but also, thanks to your role within Tony Kart, which gives you a wider prospective, a bit more about organisation. Earlier on in the season there were several uncertainties about how the World Championship would go. How much do some decisions, or missed decisions, influence life in the factory?

At first, we knew that the World Championship would be raced in 5 rounds, so our work was planned on this basis. When the stop came, it was decided for me to go in KF2. The next change that came saw me back in KF1 team. All these uncertainties have meant working twice as hard for official drivers, so it has been even harder for private drivers. Usually people think that we are out on the track every day, but in fact, we don't have many test driving sessions either. So, having so many uncertainties on behalf of the Federation is really a big problem. Obviously, we have worked hard on the chassis and engine throughout the season our aim being to do well in the World Championship in Japan and Macao.

Your potential as a driver today is much stronger backed by team work and development. How is the factory



structured in this?

I work with the Development Department and everyday I test new material in collaboration with Marco Gatti, engineer and supervisor of work done using data analysis and together with Massimo, who is the mechanic and responsible for work done on engines. We have a kart on a particular test bench and during the day we test material we get from the production department.

In times of crises and simulators, do you manage to optimise the necessary working process required for top level racing? Is this sort of work really efficient during a race?

It didn't take me long to see that working in the factory would have been very important

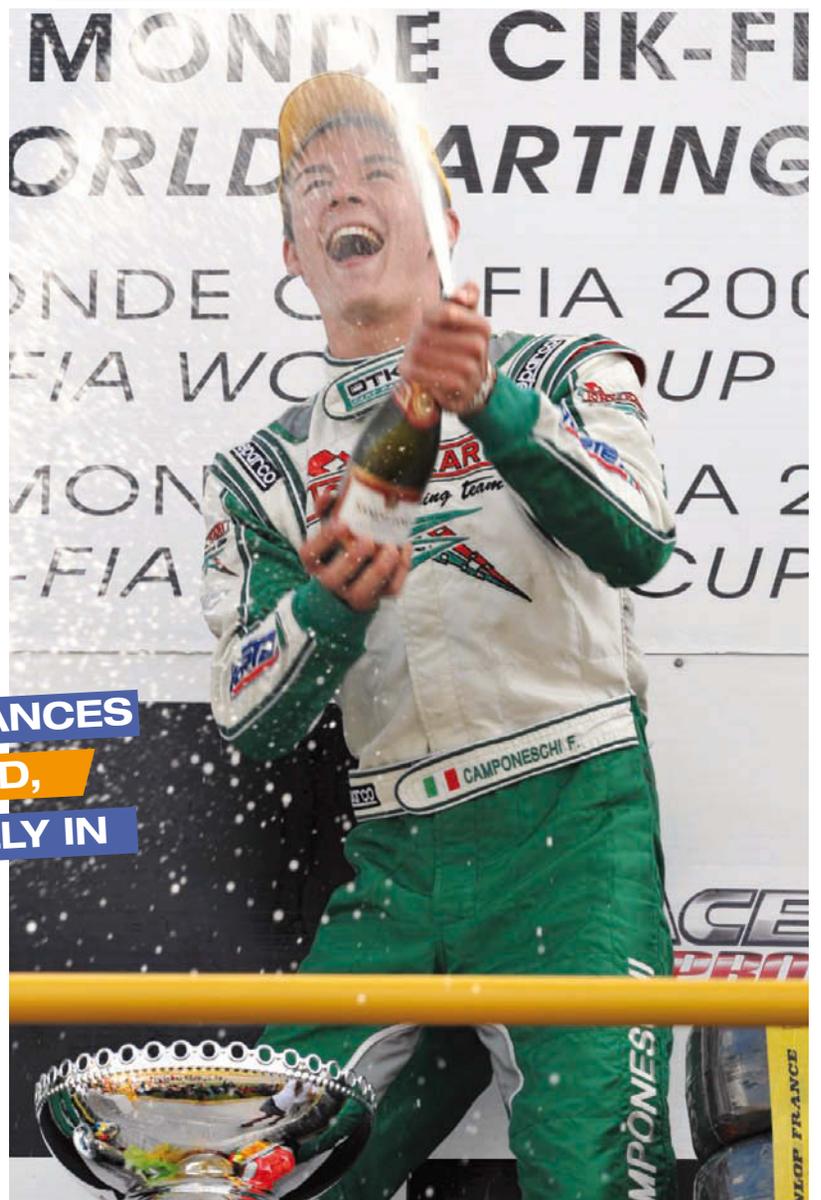
FLAVIO CAMPONESCHI

- 2012** CIK FIA - KF1 World Championship
- 2011** CIK FIA - KF1 World Championship 3rd
- 2010** WSK International Championship 8th
- 2009** CIK FIA - KF2 World Championship (disqualified)
- 2009** CIK FIA - KF2 European Championship, WSK International Championship
- 2007** CIK FIA - KF2 World Cup 3rd
- 2006** Italian Open Masters - ICA Junior 2nd
- 2005** ICA Junior Italian Champion



celebrity of the month

FLAVIO CAMPONESCHI



IN THE NORTH
THERE ARE MORE CHANCES
OF BEING SPOTTED,
THIS COUNTS ESPECIALLY IN
THE EARLY STAGE
OF YOUR CAREER

for me. It is not by chance that Marco Ardigo is often with me to work on the KZ. This work not only enables you to be on the ball to deal with the engine, but it also helps you to make decisions...

You work on set up and try to optimise it during the season, but if the base is good it remains more or less the same. What changes is the way you adapt to the different tracks and the specific racing conditions that you find at weekends. Today, I am much more aware of what material to use and the effect they have. For a driver this is very important, it is another story.

Having the right opportunity is also a matter of being the right person, in the right place at the right moment. Has it been easy for a lad from Rome like you, to stand out away from the biggest tracks and factories?

There are more chances in the north of being spotted at the early stages of your career, when it isn't really you who is deciding. The important tracks are far away and the best teams rarely come down to Rome to practice, imagine if the factories would. However, at first you don't realise, or at least you don't know it. After the 60 cc, I raced in the Junior class with Armando Polini, who had a PCR team in Macerata. He taught me a lot and together we got good results that soon after took me to winning the Italian Championship, with Italcorse and Achille Parilla there.

Can such a win change your career?

It has changed mine. It was a very important step for several reasons: from a sports point, we won in 2005 with an Italsistem engine, when back then more modern engines dominated the scene, so everyone realised that we were good. From a personal point, the budget had ended. I had no more money, so the only thing to do was try to do well. My brother Giorgio, who hasn't been as lucky as me, stopped racing after that race. It would have been good to be with Tony Kart together...

In 2006 the International routs start with an important team, Morsicani Racing.

After the Italian win, we were looking for a team that would allow us to race. At that time Morsicani was looking for a leading driver, to bring back the image of Intrepid. Luckily we met, and we did it, second place at the Open Championship. In the meantime,

the team was looking for a new technical partner to take over from Intrepid, who was no longer capable of assisting us at high level racing. Morsicani looked to FA chassis, Alonso's.

You were entering the Tony Kart orbit, were you aware of your aims?

I wanted to race, and I was supported by a good team, Morsicani. So we talked to Robazzi too. About the chances of an agreement: material to use, technical support, economical involvement and class to race in.

Then Robazzi himself spoke to me giving me reassurance and giving me the impression that he believed in me. This was very important.



Once again Robazzi, he was already an important figure in your career. Like a chess board, his moves determined yours, even if not directly yet.

Yes, as far as I was concerned, I had to do my best with Morsicani and FA Karting, and in 2007 we managed to get third place at the KF2 World Cup. So, in Ugento, during the last round of the Open Championship round, I took second place, our relationship had made another step forward when he told me that he wanted me in the Tony Kart Junior Team.

You wouldn't be working directly with Robazzi, but you were a breath away. And yet, it was another challenge to

face, the Junior Team is the English team managed by Paul Spencer. How did you get on with the language difficulties?

It was difficult at first to communicate, but Paul helped me. At the start of the season I wasn't very fast, then we sort of clicked and in April I was determined to do well in the most important races, so in the end things just couldn't have gone any better: chassis, setup, engine and team. I was strongly motivated. Everything worked wonderfully well and in 2008 we won the KF2 European Championship and the WSK. A fantastic year.

And at the end of the season, another meeting with Robazzi, and here we have a TonyKart official driver.

At times it doesn't seem true that I am at Tony Kart, in Prevalle, far from Rome. If the sports change over has changed after having won the Italian championship, I saw that personal experience predominate on the racing component. The year 2009 was an important year because we took the KF2 World Championship, but a year to be forgotten because of being disqualified. In 2010 while I was still under shock for the loss of my father. He had taught me everything. What I am now is thanks to my father and I am proud of what I have achieved. With him, an amateur driver, my brother and I started driving and managed to do quite well. Obviously, I miss him very much. But these have been two blows that have taught me that the psychological aspect is very important in a race.

As a person, you have to learn from your mistakes, and then grow and gain in confidence.

Today, I try to bear in mind all my positive and negative experiences, and it is thanks to Mr Robazzi that I have changed both on the track and off the track. Today, I want to go on winning; I certainly won't stop with this World Championship. I have a better perspective and I am more mature mentally and this helps me to aim for the best.

Camponeschi, the driver, knows that he has won on the track. The man, Camponeschi, will soon be aware of what he has achieved in life. And if wounds still hurt a bit, soon he himself will be talking about it with pride. Aware that he can be a great example.



ARDIGÒ STARS AGAIN AT SKUSA

LEADING THE WAY IN QUALIFYING MAX

VERSTAPPEN POSTED THE FASTEST

TIME, EDGING MARCO ARDIGÒ BY 0"029!



Marco Ardigò ends his 2012 season in great fashion grabbing his third SKUSA SuperNationals title, now at its 16th edition. The win of the Italian driver doesn't come so easily, as before taking the lead from Max Verstappen and storm to victory the Dutch dominated the event.

REPORT VROOM & C.SCHINDEL / PHOTOS C.SCHINDEL (CANADIANKARTINGNEWS.COM) & OTP



THROUGH THE EYES OF MIKE MAURINI

8 Extracts courtesy of CanadianKartingNews.com

“ #1 The 16th annual SuperKarts! USA (SKUSA) SuperNationals has been the largest race in the history of the event, with a TaG Senior field nearly 90 drivers strong, a five-day jam-packed schedule and some of the top karting drivers from around the world battling it out for SuperNats glory. Throw all this on to a temporary racecourse, an awesome half-day schedule leading up until SuperSunday and the obvious Las Vegas nightlife, the weeklong event turned out to be one for the ages. ”

The SKUSA SuperNationals XVI proved once again to be the event of the year in North America. The organization is very attent to invite and promote the sport with the top drivers karting has to offer from all around the world as well as the new generation drivers. Above, Patricio O'Ward is precisely one of them clinching his fist in the air after his win in S5 Junior Stock Moto category. Opposite page, KZ2 winner Ardigo.

Yet again the US of A leave a mark. The 16th SKUSA Supernationals held on the temporary circuit (with a new layout) opposite the Rio Hotel in Las Vegas hit the 500 entries mark, with a pre-registration list of almost a 1,000 drivers. Event organizer and promoter Tom Kutscher took the bold decision to limit entry numbers and categories (9 for the occasion instead of 11 as in 2011) in order to ensure a smoother running of the event. Truly impressive numbers, and philosophy too, with the

motorbike-derived engines (Honda) having the upper hand. The paddock looks as impressive, with Las Vegas in the background offering an outstanding scenery, and the many fans creating a really hot atmosphere. A lot of everything (*not be discounted the prize purse totalling \$100,000*), in typical American fashion, stuff unknown to the European motorsport scene. What also makes the USA stand out is the unrelenting policy of customers (in this case drivers) always come first, and the entire Supernationals is catered to drivers needs. Need for speed, need for fun.

Europeans should really learn the lesson and try to implement a similar format in the old continent, but the core differences in life style make it more than ever a daunting task.

► The race

KZ2 SUPERPRO ARDIGÒ BAGS IT AGAIN

After two full days of practice complete, KZ2 SuperPro drivers kicked off the day with qualifying and their first round of heat races. The class, featuring some of the world's

“ #2 The SKUSA crew is one of the best in the business and they were working hard to get the big and small trailers in place in an orderly fashion. ”





“ **#3** ... the SKUSA crew was doing something that nobody had even expected. Dubbed ‘The A Team,’ the crew was working hard to install real concrete curbs on the apex of every corner and remove barriers for better sight lines for drivers and spectators. ”



SERRAVALLE AND LINDH WOULD GET

TOGETHER IN THE FINAL CORNERS SHUFFLING

LINDH BACK, BUT UP FRONT GANGI SCORED THE VICTORY!

Above, young rising star Anthony Gangi Jr. (07n) dominated in TaG Cadet, after one of the most exciting performances of the weekend. Top, Frenchman Anthony Abbasse proved last year's win was not by chance as he came back from 11th on KZ2 starting grid all the way to Ardigò's rear bumper. In the big picture, KZ2 final start with Poleman Max Verstappen (3) hitting against bad luck yet again.

best shifter-kart drivers, has drawn the most attention thus far in Sin City. Leading the way in qualifying Max Verstappen posted the fastest time, edging Marco Ardigò by 0"029! Patrik Hajek placed his Praga in third, while Rick Dreezen and Jorrit Pex rounded out the top five. In heat one, Verstappen grabbed the hole shot before leading the early portion of the race, while Hajek and Ardigò chased. However a minor mistake

pushed Verstappen back to third, with Hajek gaining the lead. But with the laps winding down, Verstappen was able to regroup and regain the top spot before the checkers, with Hajek and Ardigò completing the top-three. A great drive by Ben Hanley on ART GP saw him move up from his 32nd starting spot all the way to 11th. On Sunday, after every practice session was complete, every heat race was run, and every class had raced their Final, the KZ2 SuperPro class hit the track for their SuperFinal! There was excitement in the air, and every person in the paddock found somewhere to stand along the fence lines and in the grandstands to catch the piece of the action. Perfect in the heat races, Verstappen lined up on the pole-position with Hajek alongside. After one false start, the grid realigned and when the lights went out, Hajek scored the holeshot into turn one, with Verstappen and Marco Ardigò in tow.



“ #4 Other noticeable changes from previous years were the increase in grandstands, the ever-growing vendors row area and the number of spectators that would stream through the paddock throughout the week, and a larger more spaced out paddock would provide lots of room for working. ”

SKUSA FINALS

KZ2

Final: 1) 51 Ardigò (Tony Kart/Vortex); 2) 44 Abbasse (Sodi/TM); 3) 120 Hajek (Praga/lame); 4) 119 Lammers (Praga/lame); 5) 1 Pex (Crg/Maxter); 6) 19 Torsellini (Tony Kart/Vortex); 7) 161y Leesmann (Crg/Maxter); 8) 34 Convers (Kosmic/Vortex); 9) 8 Fasberg (Tony Kart/Vortex); 10) 97 Hays (Energy/TM); 11) 38 Gazzarelli (FA Kart/Vortex); 12) 5r Vincenc (Vemme/TM); 13) 28 Piccini (Tony Kart/Vortex); 14) 12 Piccini (Kosmic/Vortex); 15) 122 Doubek (Praga/lame); 16) 77 Mello (Tony Kart/Vortex); 17) 171 Beachner (Tony Kart/Vortex); 18) 27 Ortolani (Tony Kart/Vortex); 19) 11 Orcic (Zanardi/Maxter); 20) 151 Neri (Tony Kart/Vortex); 21) 3 Verstappen (Crg/Maxter); 22) 9 Olcott (Crg/TM); 23) 21 Hanley (Art Grand Prix/TM); 24) 60 Dreezen (Tony Kart/Vortex); 25) 118 Hurtado (Praga/TM); 26) 17 Thomazi (Tony Kart/Vortex); 27) 66 Meyer (GP/TM); 28) 4 Lopes (Ckr/Debei); 29) 71 White (Crg/Maxter); 30) 308y Baldasare Zanardi/Maxter)

TAG SENIOR

Final: 1) 503 Chaves (Tony Kart/Leopard); 2) 355c Pagano (Birel/Leopard); 3) 108y Spaulding (FA Kart/Leopard); 4) 12 Leclerc (Art Grand Prix/Leopard); 5) 96r Ruscitti (Italkart/Leopard); 6) 35j Jens (Tony Kart/Leopard); 7) 16s Wehrheim (Top Kart/Leopard); 8) 243 Guazzaroni (Top Kart/Leopard); 9) 60c Craig (Kosmic/Leopard); 10) 16j Sieracki (Merlin/Leopard); 11) 137 Formal (Tony Kart/Leopard); 12) 8j Andersen (Kosmic/Leopard); 13) 120 Souza (Kosmic/Vortex Rok TT); 14) 138r Hargrove (Italkart/Leopard); 15) 63x Lowe (Energy/Leopard); 16) 3 Johnson (Energy/Vortex Rok TT); 17) 96 Sera (Arrow/

Leopard); 18) 38j Kopp (Tony Kart/Vortex Rok TT); 19) 206 Bearden (Haase/Leopard); 20) 14x Miller (FA Kart/Leopard); 21) 70 Cacciavillani (Kosmic/Leopard); 22) 122 Nekeel (FA Kart/Leopard); 23) 00x Mestre (FK/Leopard); 24) 255y Peterson (Praga/Leopard); 25) 57 McLaughlin (Top Kart/Leopard); 26) 68j Koyen (Merlin/Leopard); 27) 18 Mehan (Praga/Leopard); 28) 127 Rios (Birel/Rotax); 29) 126c Fernandez (Energy/Vortex Rok TT); 30) 24m Hernandez (Art Grand Prix/Leopard)

TAG JUNIOR

Final: 1) 86 Stroll (Zanardi); 2) 63 Russell (OK1); 3) 33z Selliken (Kosmic); 4) 314 Sargeant (Tony Kart); 5) 26c Herta (DR); 6) 95 Carvahlo (Italkart); 7) 5a Schou (Kosmic); 8) 118 Paparelli (Crg); 9) 4a Howe (Kosmic); 10) 55c Williams (FA Kart); 11) 524 Sargeant (Tony Kart); 12) 7 Torregiani (Haase); 13) 24 Sato (FA Kart); 14) 85 Bortoleto (Crg); 15) 147 Dionisios (Top Kart); 16) 156 Kostecki (Kosmic); 17) 09c Baker (Crg); 18) 134 Coulson (FA Kart); 19) 1y Rocha (Kosmic); 20) 077 Camara (Art Grand Prix); 21) 100 DeFrancesco (Crg); 22) 78y Cervelli (Crg); 23) 213 Claman – Demelo (Crg); 24) 151 Keane (Tony Kart); 25) 52 Famularo (Tony Kart); 26) 77u Versteeg (Crg); 27) 06 McCusker (Haase); 28) 120 Batista (Energy); 29) 324x Grey (FA Kart); 30) 83 Ramirez (Top Kart)

TAG CADET

Final: 1) 07n Gangi Jr. (Tony Kart); 2) 418 Serravalle (Tecno Kart); 3) 01 Lemke (Merlin); 4) 79j Malukas (Birel); 5) 412 Lindh (Kosmic); 6) 08 Terife (Tony Kart); 7) 55 Branquinho; 8) 103y Kelly (Tecno Kart); 9) 529t Dawlett (Tony Kart); 10) 27 Stoia

(Pcr); 11) 471 DeAngelis (Kosmic); 12) 6t Lewis (Kosmic); 13) 92 Verhagen (Arrow); 14) 222 Holden (Top Kart); 15) 40j Miller (Praga); 16) 98x Jones (Tony Kart); 17) 555 Perez Jr. (Tony Kart); 18) 316z Robb (Tony Kart); 19) 1y Corbitt (Top Kart); 20) 522t Hewitt (Praga); 21) 521f Benyahia (Kosmic); 22) 95 D'Orlando (Kosmic); 23) 520j Southern Jr. (Pcr); 24) 19 Ptacek (Praga); 25) 524d Cook (Crg); 26) 74t Brueckner (Tony Kart); 27) 57 D'Orlando (Kosmic); 28) 29c Drew; 29) 003y Farley; 30) 91 Verhagen (Arrow)

TAG MASTER

Final: 1) 121 Nienkötter (Kosmic/Vortex Rok TT); 2) 20b Bonilla (Arrow/Vortex Rok TT); 3) 3 Fraser (Tony Kart/Motori 7); 4) 1 McHattie (Exprit/Vortex Rok TT); 5) 11 Guzzi (Tony Kart/Vortex Rok TT); 6) 12 Fusaro (Italkart/Leopard); 7) 3s Gafrarar (Parolin/Leopard); 8) 21e Russell Jr. (Parolin/Leopard); 9) 09 Ventre (Energy/Leopard); 10) 99d Falcone (Arrow/Motori 7); 11) 5 Xavier (Italkart/Leopard); 12) 909a Franca (Crg/Leopard); 13) 57a Borelli (Tony Kart/Vortex Rok TT); 14) 08 Aboissa (Crg/Leopard); 15) 200 Azana (Tony Kart/Vortex Rok TT); 16) 28 Costa (Kosmic/Vortex Rok TT); 17) 06a Andre (Crg/Leopard); 18) 87 Da Silva (Crg/Leopard); 19) 51c Seesemann (Arrow/Vortex Rok TT); 20) 76o Honeywell (Tony Kart/Leopard); 21) 31y Hohlbein (Intrepid/Leopard); 22) 18x Grey (FA Kart/Leopard); 23) 17y McKinnon (Tony Kart/Leopard); 24) 18y Deehan (Rosso Corsa/Motori 7); 25) 54f Bell (Kosmic/Leopard); 26) 27q Guilbeault (DR/Leopard); 27) 50t Boone (Birel/Leopard); 28) 612y Mitchell (Arrow/Leopard); 29) 93g Koster (Parolin/Leopard); 30) 7 Gerstner (Pcr/Vortex Rok TT)

“ **#5** ...Drivers from around the world, and some that you would only read about, would also make the trip to Las Vegas for the 2012 program. ”

Contact between USA's Gary Carlton and Ron White on lap one forced them both out of the race, hurting America's chances at a SuperNationals victory. Up front, it didn't take long for Verstappen to resume his usual position and retake the lead in corner one on lap two, and Ardigo followed suit a few corners later. Heartbreak for Verstappen on lap three, as a blown spark plug boot forced him to the sidelines and out of contention for the victory, handing the lead to Ardigo. Lap after lap, karts fell out of the race, with Hanley, Dreezen, Zach Meyer and Nick Neri to name a few. With Ardigo in control, 2011 SuperPro winner Anthony Abbasse on Sodi was making his move to the front, first working by Bas Lammers for third, then Hajek for second by lap seventeen. Doing everything he could Abbasse was inching towards Ardigo, but time ran out and the Italian scored his third SKUSA SuperNationals SuperPro victory! Hajek held on for third, Lammers was fourth and Jorrit Pex completed the podium. *A great drive by Mirko Torsellini saw him come home in sixth, just ahead of Fritz Leesmann.*



Throughout two days of practice, Charles Leclerc (ART GP) was at the top of the timesheets, and in Qualifying he once again posted the fastest time, a full tenth of a second ahead. Dennis Olson (Energy Kart) was able to muscle his way to second, while Canadian Michael Valiante posted the third fastest time, with Austin Elliot and Australia's David Sera completing the top-five. On Super Sunday, the race began with a bang as the Final field of 42 barrelled into the first corner, with pole sitter Olsen being turned at the apex of corner one, causing

a large melee of activity and a major shake-up of the order. Getting away early, Joel Jens who started from outside the top-ten was able to pull a slight gap with Canadian Luke Chudleigh in tow. But it would only last for 4 laps

before Scott Hargrove was able to takeover the lead position, and Chudleigh began to fall. As the field hit the halfway point, Birel's Louie Pagano was now up front, with Gabby Chaves and Kiel Spalding in hot pursuit. After making a hard charge back to the front, Valiante's day was over as contact in turn one with Phil DeLaO forced him into the exit barriers. A solid drive through the field for Leclerc saw him move up to fourth with 8 to go, and looking for more, with Remo Ruscitti and Jens following closely. Tracking down Pagano, Chaves made his move to the inside of corner one with 5 to go and made it stick. Also posting his fastest lap with one to go, Chaves held on for victory, his first SuperNationals title. Pagano would take second, Spalding third, Leclerc fourth and Ruscitti fifth.

**TAG SENIOR
CHAVES SPOILS
PAGANO'S FEAST**

The TaG Senior division featured 87 drivers from around the globe, including some of Europe's best KF drivers.



**TAG JUNIOR
STROLL'S MAIDEN WIN AT
RUSSELL'S EXPENSES**

The TaG Junior was one of the tightest classes at SuperNationals 16. However one name continued to be placed at the top of the charts. UK's George Russell and his brand new OK1 chassis dominated the class right from qualifying. *Russell outpaced second place, Canadian Lance Stroll by over 1 tenth of a second.* Brazil's Yurik



“ **#6** The largest increase in team size would have to be from the Praga family. With new dealers and small race teams in place across North America, the family of dealers would all collect in one common area in the paddock. ”

ALSO POSTING HIS FASTEST LAP WITH ONE

TO GO, CHAVES HELD ON FOR VICTORY, HIS FIRST SUPERNATIONALS TITLE

Above, Simas Juodvirsis (14) had no trouble adapting to the Honda engine in S1 category. The Energy driver beat the best in the US as well as the likes of former World and European Champion Alessandro Manetti and New Zealander Daniel Bray (1) who well impressed in the KZ2 World Cup this year. Below, Gabby Chaves is over the moon after his win in star-filled TaG Senior class. Opposite page, great runs also by Russell (63) and Stroll in TaG Junior.

Carvalho was third, while Davey Manthei Jr. and Dalton Sargeant (TonyKart) rounded out the top-five. In the, Russell lined up on the pole-position after an impressive run in the heat races. Alongside, Stroll led the outside line as the field took the green flag. The first few rows easily made it through turn one, but from tenth on back it was pure mayhem, as a traffic jam blocked the entire track taking out many good competitors in the process. Russell controlled the lead in the early stages, with Carvahlo leading Dalton Sargeant and Stroll. Sargeant made his move passed Carvahlo in corner one on lap 4, and Stroll did the same the following lap, giving Russell a slight gap up front. Two laps later, Stroll again dove into the inside in turn one of Sargeant and began his pursuit of the leader Russell. At the halfway point, Stroll had reeled in Russell and once again made his move in turn one and from there never

looked back. Behind, Sargeant and Luke Selliken were battling hard for third, allowing Colton Herta on his DR Kart to catch up after starting deep in the field. At the finish, Stroll scored the victory with Russell a few kart lengths back. Selliken held off Sargeant for third and Herta completed the top-five.

TAG CADET SUPERNATIONALS GLORY FOR ANTHONY GANGI JR.

Canadian Antonio Serravalle stormed to the pole-position in timed qualifying. Serravalle topped the charts in the second group to hit the track, and earned the all important inside row one starting position for all three of his heat races. With the top four divided by just over 1 tenth of a second, the lead group was very tight, as Hunter Kelly was second ahead of David Malukus, Zach Holden and Anthony Gangi Jr.



THE TAG SENIOR DIVISION FEATURED

87 DRIVERS FROM AROUND THE GLOBE



SKUSA FINALS

S1 PRO STOCK MOTO

Final: 1) 14 Juodvirsis (Energy); 2) 161y Leesmann (Crg); 3) 119 Manetti (Praga); 4) 27z Wimsett (Crg); 5) 10y Toft (GP); 6) 19y Buckwalter (Italkart); 7) 2 Dyer (GP); 8) 51y Langon (Crg); 9) 124u Bennett (Tony Kart); 10) 11y LeDuc; 11) 29s Allmendinger (Rex Tec); 12) 4m Casillas Jr. (Birel); 13) 5 Jaskol (Crg); 14) 141c Mack (Arrow); 15) 24k Hathcox (Crg); 16) 54c Abba (Vemme); 17) 21 Fonseca (Crg); 18) 77 Renna (DR); 19) 44j Lane (DR); 20) 101x McNeil (Crg); 21) 132u Schmitke (Sodi); 22) 23k Freytag; 23) 1 Bray (GP); 24) 6t French (Birel)

S2 SEMI-PRO STOCK MOTO

Final: 1) 322c Musgrave (Tony Kart); 2) 317d Cook (Crg); 3) 8t Kinnear (OK1); 4) 138r Hargrove (Italkart); 5) 15b Gumpfer (Tony Kart); 6) 441y Diede (Crg); 7) 2r Ruscitti (Italkart); 8) 248y Diede (Crg); 9) 17d Schureman (Vemme); 10) 100t Boone (RK); 11) 151 Faint (Energy); 12) 71u Tracy (Tony Kart); 13) 140y Wilson (Birel); 14) 199d Schimmel (GP); 15) 55d Schermerhorn (Crg); 16) 16t Musser (Birel); 17) 9m Savage (Intrepid); 18) 146u Clark (Tony Kart); 19) 13t Lopez (GP); 20) 38d Bradley (Crg); 21) 39k Leib (DR); 22) 15t Wagner (FA Kart); 23) 405m Gonzales (Intrepid); 24) 145s Ceto (Praga); 25) 26u Yates (Tony Kart); 26) 39r King (Pcr); 27) 313 Cesarman (GP); 28) 526o Fling (Formula K); 29) 111y De Losier (Crg); 30) 12k Lerch (Tony Kart)

S4 MASTER STOCK MOTO

Final: 1) 49u Moulton (Tony Kart); 2) 46x McAlister (Praga); 3) 5f Martins (Tony Kart); 4) 14u Olpin (Kosmic); 5) 90g Fisher (DR); 6) 33x Logan (Crg); 7) 422c Musgrave (Tony Kart); 8) 103x Marks (Crg); 9) 16t Musser (Birel); 10) 161t Mantel (Tony Kart); 11) 42u Pool (Tony Kart); 12) 00f Ulmen (Crg); 13) 7 Padron (Tony Kart); 14) 888 Wang (LH); 15) 86c Jackson (Tony Kart); 16) 2t Dayton (Tony Kart); 17) 8c Mastro (Tony Kart); 18) 175t Jennings (Birel); 19) 98y Kidd (Crg); 20) 40c Ruth (Intrepid); 21) 8s Davies (DR); 22) 13 Rothenhoefer (DR); 23) 55x Montgomery (Crg); 24) 28t McCaffery (Birel); 25) 14k Allen (GP); 26) 102x Tunnell (Crg); 27) 3 Lane (DR); 28) 22d Davis (Crg); 29) 115 Ulbert (Praga); 30) 09 Canedo (Crg)

S5 JUNIOR STOCK MOTO

Final: 1) 6t O'Ward (GP); 2) 55c Williams (FA Kart); 3) 27z Evans (Kosmic); 4) 46m Matus (GP); 5) 42 de Alba (Crg); 6) 77y Paul (Tony Kart); 7) 23 Fernandez (Energy); 8) 19k McKinney (KGB); 9) 73c Hendricks (Praga); 10) 3 Rudolph (Crg); 11) 22e Willis (Exprit); 12) 61t Hewitt (Birel); 13) 66r Learn (GP); 14) 33m Rached (Crg); 15) 15h Grillo (Exprit); 16) 727t Finley (Birel); 17) 168t Loomis (Crg); 18) 63 Kirby (Intrepid); 19) 2t Young (Birel); 20) 103y Campbell (Intrepid); 21) 9nz Armstrong (GP); 22) 91h Nelson (Kosmic); 23) 29t Dawlett (GP); 24) 11t Shanahan (Arrow); 25) 246d Wick (Crg)

Before Super Sunday, three names stood out and in the final it was no different. Tony Kart's Gangi Jr. led from the pole position, with Hunter Corbitt alongside. Serravalle started third and with a great push to Gangi, the two would hold the top spot early on. Behind them, Nicholas Brueckner was turned and the spinning kart created a major traffic jam, ending the race for a half dozen Cadets. Gangi led until lap four when Serravalle dove to the inside of turn one to take the lead, but it wouldn't last long as Gangi returned the favour a lap later. The two would trade the lead numerous times, all with Corbitt sitting quietly in third, and Brandon Lemke and Malukus catching. The five-kart lead pack would take a hit of lap nine, as contact put Corbitt out, and Serravalle to the lead, but Gangi was still close. *With all this action up front, Sweden's Rasmus Lindh was on the move and found himself up to fifth and catching the leaders.* With 2 to go, Gangi retook the lead, and Lindh moved to third passed Lemke. But once again, Serravalle

would take the lead right back. Changing it up, on the final lap, Gangi made his move in corner four, and brought Lindh with him as four karts were all charging hard for the win. Serravalle and Lindh would get

together in the final corners shuffling Lindh back, but up front Gangi scored the victory! Serravalle held on for second, with Malukus grabbing the final podium position, as Lemke and Lindh completed the top five.

“ #7 With the crowning of race winners, Pro Tour Champions and the handing out of checks and hardware, the party would then shift to the VooDoo lounge for the annual Superkarts! USA after party. Located on the 51st floor of the Rio All Suites Hotel and Casino, the nightclub/bar would be full of racers, teams, families and spouses as they wound down from the biggest event of the season. ”



Above, Sabré Cook made the entire paddock and Crg USA proud after becoming the first lady driver to grab the ProTour title and finishing 2nd in S2 Semi-Pro category. Top right, Louie Pagano (355) was also superb in Las Vegas getting close to the win in TaG Senior which he led till 5 laps to go having to settle for 2nd.

TAG MASTER UNRELENTING PERFORMANCE BY BONILLA

Super Sunday had only to confirm Paul Bonilla's domination of the previous days, and so it did. At the green lights, the Arrow driver got a clean start shadowed by Billy Cleavelin on Crg, and Larry Fraser and Robby Mott not far behind. Early action saw precisely Mott forced out soon following a scrap with Cleavelin which ended him on the barriers. Charging from 11th on starting grid, Leonardo Nienkotter had a super run in the early stages, coming up to 2nd by lap 8 after having disposed of Fraser, unable to battle his past Bonilla for the lead. And the following lap saw the Kosmic driver sneaking through to grab the lead, which he never relinquished going on to claim his third SuperNats title in a row. With Nienkotter gone, Bonilla had to concentrate on keeping 2nd place and it wasn't that easy, as Fraser and Cleavelin gave him a hard time all the way to the

chequered flag. At the end the Arrow driver did manage to keep the position, followed by Cleavelin, Fraser and Brian McHattie rounding up the top five. Post race stewards decision demoted Cleavelin to the back of the standings as a result of his contact with Mott in the early stages advancing Tony Kart driver Fernando Guzzi to 5th place.

STOCK MOTO WHAT A BLAST!

In the four Stock Moto categories, all equipped with Honda shifter engines, the top of the entry list were the *S1 Pro drivers*, with some of the best KZ2 names in world karting taking on the grids. Coming to Super Sunday, European KZ2 Champion Simas Juodvirsis on Energy was the man to beat, but next to him on final starting grid no other than New Zealand's Daniel Bray – who well impressed in the KZ2 World Cup in Sarno – was ready to take the challenge to him. Another not be discounted, former World and European champion Alessandro Manetti took his Praga on final row 2 grid, but several American stars such as Fritz Leesmann, Jason Toft, and Joey Wimsett were on the lookout. After the green lights, Bray, Manetti, and Toft started a massive scrap while Juodvirsis flew off with the lead. So hard was the fighting that Leesmann and Wismett soon joined in, with Bray touching the barriers and ending his weekend. Leesmann moved up to 2nd posting fastest laps one after the other, but

Juodvirsis proved to have it all under control taking his Energy kart of Buddy Rice team to glory. Leesmann ended his impressive comeback in the runner-up spot ahead of Manetti, Wimsett and Toft.

In the S2 Semi-Pro class, Billy Musgrave left nothing to chance grabbing the SuperNationals title ahead of lady driver Sabré Cook, who managed to steal the lead in the opening lap. After 20-laps of intense racing, the two proved unmatchable for the others, as Ryan Kinnear, Scott Hargrove and Alex Gumpfer completed to top five. Sheer domination in the *S4 Master Stock Moto* final, with defending champion Bonnier Moulton starting from row 2 behind DR driver Brian Fisher and Praga driver Trevor McAlister, grabbing the lead at the first corner and taking a truly awesome win. The fight was for 2nd, with McAlister beating the competition and Eduardo Martins and Eddie Olpin moving past Fisher in the process.

In the S5 Junior Stock Moto class, Patricio O'Ward started from the pole leaving the rest to fight for the podium. The young GP driver built up a strong lead in the early stages and never looked back. Williams had not the best start from the front row getting past by Nelson and Evans soon rejoined in the fight for 2nd. The fight was hard, Nelson was shown the flag for having lost the front bumper, and Williams secured the runner-up spot ahead of Evans. Matus and de Alba rounded up the top five.

“ **#8** With only 364 days to the next SuperNationals, there are a lot of drivers who are looking at their shot for redemption as the planning begins now for the 2013 edition of the program. ”



KING OF DARKNESS

In the first night race in the history of international karting, English Sodi driver Henry Easthope wins the Under-18 World crown beating the star of Art Grand Prix team Charles Leclerc by one point. In the mind-blowing 'One Thousand and One Nights' scenery, Australian Joseph Mawson jumps to the top step of the podium after a superb performance. [REPORT S.MURTAS / PHOTOS KSP](#)

Henry Easthope brings the U18 world crown to Great Britain for the third consecutive time. An impressive achievement for British karting, which supported and excelled from day one in the competition reserved to Under18 drivers - the championship introduced in 2010 by former CIK President Nicolas Deschaux to highlight the

achievements of younger drivers, till then always overshadowed by the triumph and success of the most experienced ones. Three out of three for Britain then (Jake Dennis won the 2010 edition, Matthew Graham the 2011 edition) and statistics stop here because next season the competition will lose the World Championship status to

embrace a more modest Talent Cup title as part of the reorganization effort of CIK categories, hopefully going back to the initial scouting philosophy lost on the way in recent times.

LAST BUT ALSO FIRST

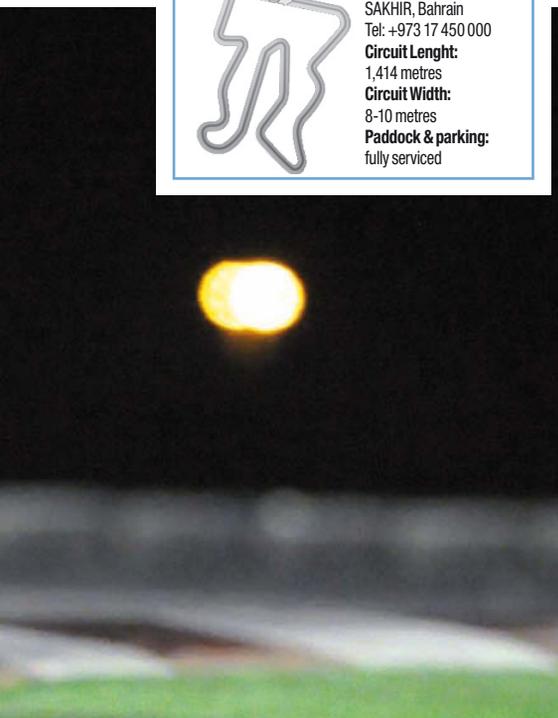
The Bahrain event has not only

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represented the last race of the U18 World Championship, but has also established an important precedent.

Like Formula 1 and Moto GP have been doing for a few years now, also Karting has held a high-profile international event at night. And no other karting facility could have been more suitable than that of the emirate of Bahrain, amazing in terms of technology, logistics (located near the racetrack of Formula 1) and organizational level, definitely raising the quality standards in our sport. Hopefully someone in Europe did take notes ...



Above, the final podium of the U18 World Championship with the two Art Grand Prix standard-bearers Charles Leclerc (left) and Ben Barnicoat (right) flanking Australian Joseph Mawson on the top step. The driver from Monaco cannot hide the disappointment of having missed on the title by a mere point. His second place was not enough as Brit Henry Easthope (23) grabbed the championship at the very last lap, also bringing the Constructors title to Sodikart.

INCREASINGLY LIVE

After the inauguration of CIK races Live TV broadcast for the second round of the World Championship in Macau, the CIK seems to have taken a liking and raised to the challenge providing Live TV broadcast also during the U18 round in Bahrain. Thanks to the support of the British TV crew CMC, the two Academy Trophy finals and the U18 prefinal and final were broadcasted by the CIK-FIA Live TV via the YouTube platform. A total of 4 hours of karting Live (actually delayed by a few seconds) enriched by splendid night scenery of the Bahrain International Kart Circuit.

► The race U18 World Championship

Upon arrival at Sakhir, the U18 Championship presented a number of possible epilogues. Topping the standings, the Sodi driver Henry Easthope was in line for another strong performance following the dominant display of the first round. Right behind at only 5 points the Frenchman Anthoine Hubert, with the Art Grand Prix duo Charles Leclerc down by 11 points and Ricky Collard by 16.

The first official sessions of the weekend said the Russian Seva Gagen was the fastest in qualifying, while defending champion Matthew Graham looked for redemption after a difficult season and was in pole position after the heats (valid also in terms of points for the final standings) after four wins out of four heats. In the front row alongside the Brit we found the Australian Joseph Mawson (two wins, a 2nd and a 5th place), with Hubert and Sam Webster ready to take off from the second row. Good start for Italian Federico Savona (one win, two 2nd and a 6th place after the 5th time in qualifying) joined on the third row by Easthope. The two prefinals (the second with reverse grid from what was decreed by the heats) that do not award points but only the starting order of the final, saw Leclerc grabbing the victory in the first and



Above, Academy Trophy Race 1 podium with Bale (centre), Maslennikov and Ellegard. Right, Easthope (23) leads on Barnicoat (79) during the heats. The two Brits put up a great show, but it would be the Art GP driver to jump on the podium in Sakhir. Top, Joseph Mawson (49) leads in the final on Leclerc (81).

take the 5th place in the second giving him access to the pole for the final. The Dane Martin Mortensen (8th and 1st) won the first row, while Barnicoat and Mawson win the second row. Easthope instead ran into bad luck in the first lap of Prefinal 1 dropping back in the rear of the field. Forced to race in the group trying the race of his life the Brit found himself stuck in the traffic and failed to gain the top of the chart. Prefinal 2 proved equally difficult for the English forced to start in the final from mid grid. But fate didn't seem all that adverse, as his main rival Hubert was plagued by a 10" penalty in the first prefinal (which dropped him back to 23rd position) and retired after just one

lap in the second. The final was very tense. Both Easthope and Hubert knew they needed to get a great start without errors and recover as quickly as possible because Leclerc was on fire. In fact, the Monegasque had a super start leading the group for several laps, with teammate Barnicoat right at his rear bumper and the Australian on the lookout, while the two Italians Maestranzi and Savona did not spare the tyres trying to stay with the leading trio. In the early stages the title appeared to be in the hands of Leclerc, with Easthope who could not make the difference and Hubert still out of the points (and the handicap of racing with a damaged kart).

As laps wind down, Leclerc lost the leadership in favour of Mawson, while Easthope climbed up to 12th position by mid-race. The ranking seemed to freeze in the second half of the final, with Leclerc not able to fight with Mawson and Easthope apparently unable to go beyond the 10th position. But on the last lap, Mäntylä and Graham got in the way of each other while fighting for position, leaving the door open to Easthope who sneaked in the two taking the flag in 8th. The final, worthy of a Hitchcock thriller, resulted in disaster for Leclerc, who saw the title slipping away by a single point. The joy of the podium (second from Mawson and Barnicoat third) was not

ACADEMY FINAL RESULTS AFTER BAHREIN

P	N	Driver	Nat.	PT1	PT2	PTB	FR1	FR2	FRB	BH1	BH2	BH	PT
1	128	Lappalainen, Joonas	FIN	41	50	-	45	38	-	38	35	-	247
2	114	Cobian, Javier	ESP	38	45	-	41	34	-	31	25	-	214
3	111	Julé, Erwan	FRA	32	30	-	25	33	-	34	45	-	199
4	132	Bale, Thomas Michael	ARE	23	29	-	27	16	-	50	50	-	195
5	109	Lessennes, Benjamin	BEL	18	17	-	50	35	-	35	36	-	191
6	125	Ellegard, Martin	NOR	36	41	-	19	22	-	41	32	-	191
7	107	Van Leeuwen, Martijn	NLD	21	36	-	35	19	-	36	41	-	188
8	110	Besancenez, Paolo	FRA	15	34	-	29	45	-	30	23	-	176
9	142	Prudent, Adeline	FRA	33	38	-	14	26	-	29	34	-	174
10	103	Russell, George	GBR	50	25	-	36	27	-	16	19	-	173
11	118	Raucci, Giuliano	BRA	29	19	-	33	30	-	33	26	-	170
12	127	Tjader, Otto	SWE	30	15	-	26	32	-	27	30	-	160
13	108	Bonduel, Amaury	BEL	25	E	-	38	31	-	21	33	-	148
14	112	Drudi, Mattia	ITA	35	18	-	32	50	-	-	12	-	147
15	122	Dreyspring, Christopher	DEU	26	16	-	23	25	-	23	31	-	144
16	134	Besler, Berkay	TUR	16	28	-	22	18	-	26	29	-	139
17	140	Maslennikov, Alexander	RUS	-	-	12	28	36	-	45	15	-	136
18	129	Weckstrom, Alec	FIN	-	-	9	31	41	-	25	24	-	130
19	117	Oliveira, Bruno	PRT	22	31	-	18	15	-	20	E	-	106
20	123	Lundgaard, Daniel	DNK	-	-	8	20	28	-	28	21	-	105
21	141	Rozycy, Adrian	POL	28	23	-	-	-	12	19	22	-	104
22	104	Gill, Alex	GBR	45	E	-	15	14	-	13	17	-	104
23	150	Moreira Laliberté, Kami	CAN	20	26	-	30	24	-	-	-	-	100
24	119	Hofer, Max	AUT	27	20	-	24	29	-	-	-	-	100
25	146	Zaharelis, Theodoros	GRC	19	21	-	-	8	18	27	-	-	93
26	130	Meriläht, Frank	EST	17	33	-	-	-	9	17	16	-	92
27	147	Grobenski, Marijan Lukas	HRV	-	-	-	16	17	-	24	28	-	85
28	120	Hirsiger, Felix	CHE	24	32	-	-	-	11	-	10	-	77
29	113	Pillon, Enrico	ITA	13	27	-	13	23	-	-	-	-	76
30	151	Von Schedvin, Lina	SWE	-	-	-	-	-	5	32	38	-	75
31	101	Abela, James	AUS	34	35	-	-	-	6	-	-	-	75
32	106	Pex, Stan	NLD	31	24	-	-	-	-	-	-	-	55
33	136	Clay, Shanaka	LKA	-	-	-	34	20	-	-	-	-	54
34	102	Torregiani, Tazio	USA	-	-	5	-	-	7	22	18	-	52


U18 FINAL RESULTS AFTER BAHREIN

P	N	Driver	Nat.	EQUIPMENT	PTIC	PTA	PTB	FRIC	FRAA	FRAB	BHIC	BHA	BHB	PT
1	23	Easthope, Henry G.	GBR	Sodi / WKE / LeCont	25	50	-	11	34	-	10	33	-	163
2	81	Leclerc, Charles	MCO	ART GP / WKE / LeCont	6	45	-	20	38	-	8	45	-	162
3	89	Hubert, Anthoine	FRA	FK / WKE / LeCont	8	41	-	16	50	-	16	22	-	153
4	49	Mawson, Joseph	AUS	Top Kart / WKE / LeCont	16	33	-	10	23	-	20	50	-	152
5	88	Mortensen, Martin Henckel	DNK	FK / WKE / LeCont	20	32	-	13	30	-	-	35	-	130
6	1	Graham, Matthew	GBR	Zanardi / WKE / LeCont	-	30	-	7	35	-	25	31	-	128
7	47	Savona, Federico	ITA	Top Kart / WKE / LeCont	2	27	-	-	45	-	11	38	-	123
8	80	Collard, Ricky	GBR	ART GP / WKE / LeCont	-	38	-	25	41	-	7	8	-	119
9	79	Barnicoat, Benjamin	GBR	ART GP / WKE / LeCont	-	36	-	-	32	-	9	41	-	118
10	84	Webster, Sam	GBR	ART GP / WKE / LeCont	-	35	-	-	6	13	36	-	-	90
11	16	Mäntylä, Ville	FIN	Energy / WKE / LeCont	10	18	-	-	26	-	-	32	-	86
12	93	Villanueva Suarez, German	ESP	FK / WKE / LeCont	-	21	-	9	21	-	4	24	-	79
13	92	Schandorff, Frederik	DNK	FK / WKE / LeCont	4	12	-	-	31	-	-	30	-	77
14	22	Petit, Hubert	FRA	Sodi / WKE / LeCont	5	28	-	-	36	-	-	7	-	76
15	5	Larsen, Kasper	DNK	Zanardi / WKE / LeCont	-	15	-	5	25	-	-	25	-	70
16	38	Maestranzi, Marco	ITA	PCR / WKE / LeCont	7	34	-	-	18	-	-	10	-	69
17	50	Parsons, Jacob	AUS	Top Kart / WKE / LeCont	-	8	-	4	28	-	-	26	-	66
18	3	Chaves, Henrique Jr	PRT	Zanardi / WKE / LeCont	-	29	-	-	15	-	2	17	-	63
19	91	Ruud Kjaer, Magnus	DNK	FK / WKE / LeCont	1	19	-	3	20	-	3	14	-	60
20	20	Gounon, Jules	FRA	Sodi / WKE / LeCont	9	22	-	1	27	-	-	-	-	59
21	87	Blom, Dave	NLD	FK / WKE / LeCont	-	23	-	8	14	-	1	11	-	57
22	35	Affolter, Joel	NLD	Intrepid / WKE / LeCont	-	14	-	-	29	-	-	12	-	55
23	43	Kuusiniemi, Jussi	FIN	Haase-Corsa / WKE / LeCont	-	-	-	-	22	-	5	27	-	54
24	61	Antonov, Georgy	RUS	MS Kart / WKE / LeCont	11	31	-	-	-	1	-	9	-	52
25	18	Rocard, Antoine	FRA	Sodi / WKE / LeCont	-	-	-	-	17	-	-	29	-	46
26	34	Van Moorsel, Jordi	NLD	Intrepid / WKE / LeCont	3	17	-	-	24	-	-	-	-	44
27	62	Dlougy, Dmitry	RUS	MS Kart / WKE / LeCont	-	-	-	-	16	-	6	19	-	41
28	41	Valtanen, Juho	FIN	PCR / WKE / LeCont	13	25	-	-	-	2	-	-	-	40
29	96	Gagen, Seva	RUS	Parolin / WKE / LeCont	-	-	-	-	6	E	-	34	-	40
30	45	Tujula, Tuomas	FIN	Haase-Corsa / WKE / LeCont	-	-	-	-	33	-	-	5	-	38
31	78	Amweg, Severin	CHE	ART GP / WKE / LeCont	-	-	-	-	6	-	-	28	-	34
32	2	Vivacqua C.De Olivie Thiago	BRA	Zanardi / WKE / LeCont	-	24	-	-	9	-	-	-	-	33
33	58	Berglas, Randy	CHE	Mach 1 / WKE / LeCont	-	9	-	-	-	-	-	23	-	32
34	28	Greensmith, Fergus	GBR	Intrepid / WKE / LeCont	-	-	-	-	19	-	-	13	-	32



Above, young star Thomas Bale (132) leads the field, but Lappalainen (128) takes advantage of his direct rivals poor performance to bring home the title. The consistency of the Finn payed back despite he never stepped to the top of the podium over the three rounds.

enough to dispel the disappointment for the title lost by nothing. Same goes for Hubert who's left with the only consolation of third place in the championship after an unlucky weekend.

After James Courtney in 1997, Joseph Mawson was the first Australian to climb to the top step of the podium in a World Championship round, and came in fourth place in the overall standings, while Sodi (winner of Constructors Championship) and Easthope can celebrate the world title. Mortensen, Graham, Savona (fourth in the final stopping the fastest lap), Collard, Barnicoat and Webster completed the top ten.

Academy Trophy

In the Academy Trophy Joonas Lappalainen of Finland led the overall standings despite not having scored even a win. His consistency rewarded him with a lead of 16 points over the Spaniard Javier Cobian, with two-time European KF3 Champion George Russell big favourite for the championship but still on the look for reliability. The 100 points still up for grabs promised well for the Italian Mattia Drudi, looking for confirmation after the victory in Angerville. But the qualifications anticipated that the race would bear some surprises, with the Russian Alexander Maslennikov stopping the pole over Martin Ellegard, while Russell

and Lappalainen had to make do with the second row for the heats, as Cobian could not do better than the 12th fastest time and Drudi the 16th.

The heats confirmed Russell and Lappalainen at the top (two wins and a 2nd place for the Brit, a victory, a 2nd and a 3rd for the Finn) with the Frenchman Erwan Julé flanked by Maslennikov in the second row. At the start of Race 1, Russell managed to keep the lead, but not for long, because Lappalainen took it over adding a few tenths advantage. The Englishman forced the pace but had to give in to Maslennikov on lap 5 then overdid it and was forced to retire. English with UAE license Thomas



Above, two great protagonists of the U18 World Championship: French driver Anthoine Hubert (89) jammed in the traffic first and then struck by bad luck, and Italian driver Federico Savona (47) quite in the shadows in the early stages of the weekend and author of a brilliant comeback in the final. Right, the winners of EduKart, the educational program promoted by the CIK for all drivers participating in the event.

THE BRIT WITH UAE LICENCE, THOMAS BALE, IS FANTASTIC. FROM GRID 12, DUE TO POOR QUALIFIERS (BUT 2ND AND 5TH IN HEATS) GOBBLES HIS RIVALS, HE IS 3RD ON LAP SIX

Bale was instead very impressive. The young driver, off from 12th position due to a difficult qualifying (then 2nd and 5th in the heats) moved up to 3rd place on lap six. After a few laps spent studying Maslennikov, the Englishman passed him on lap 12, also going on to take the lead in the next step, while Lappalainen slipped

in 4th. After so much excitement, at the chequered flag Bale led on Maslennikov, Ellegard and Lappalainen, who could also rejoice for Cobian's 10th place, the latter not particularly brilliant until then. Race 2 provided not much excitement, with Bale and Julé steadily in the first two positions after the green lights and never

looking back. Martijn Van Leeuwen finished third on the podium, while Lappalainen ended with a satisfactory 6th strong of the fact that Russell was out after two laps and Cobian did not go beyond the 16th position. The Finn celebrated the title with 247 points ahead of Cobian (214), Julé (199) and Bale (195).

Just Like
Vettel, Hamilton, Rosberg,
Di Resta, Hulkenberg...



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CD - ARCHIMEDE EDITORE



“Industrie”... again

Back again after a year away from the international karting scene, the “Trofeo delle Industrie” (41st edition) comes back to the great South Garda circuit in Lonato, lining up for start variety and quality: with the top international drivers on the scene there were also some of the most promising Italian talent. The weather was warm and nice and the drivers gave all they had and spectators were able to see some brilliant and exciting racing. Generally speaking, the same variety as in line up ended up with results more or less in the same order: with battery, prefinal and finals, there were several nations that took turns to step on the podium, there were also a few surprises. **REPORT MARCO CORTESI - PHOTOS: SPORTINPHOTO**

▶▶ KZ2

JOEL JOHANSSON, WHAT ELSE?

The queen class of the weekend - KZ2 – is the one with the most linear ending, and promotes the Swede Joel Johansson to the top. The 22-year-old in force with Energy was faster than the pack after he had won both his battery on Saturday. An important issue of the race is contact between Loris Spinelli, who was too fast at the comb, and Marcel Muller. Besides getting rid of two of the

best rivals for the win and give Johansson some peace, the crash he kept the order of crossing the finishing line suspended, awaiting race marshal’s decision for the final order of arrival. In the end, Spinelli, Formula K standard bearer, gets a 10” penalty. Taking advantage of the fight behind him, Johansson closed with more than six seconds advantage on Alberto Cavaliere and Massimo Dante. Unlucky despite a good practice session in the morning, also Paolo Bonetti, prefinal winner. The driver from Lombardy comes up from the rear but is unable to reach the top five. Paolo Pizzuti takes an awful flight during the prefinal. At the lights, the latter is unable to avoid hitting his rival in front of him at a slow speed. He was taken to hospital, apart from a few

scratches Pizzuti found that he had his right knee was practically out of place: damaged meniscus and ligaments.

▶▶ KF2

WALILKO: FROM POLAND WITH FURY

KF2 Great show and a surprise win. A touch conditions the final of the cadet class: protagonists Sam Snell, who had dominated in the eliminatory heats and Luca Corberi. The Brescin, debuting in this class after his KF3 win at the World Championship in Zero, had to work hard on the Saturday, but however managed to race a brilliant prefinal where he gained several places and grabbed first. He was in the lead for the final often swapping places with Martin Kodric, but the driver from Croatia had to

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IMPORTANT EPISODE OF THE RACE, CONTACT BETWEEN LORIS SPINELLI, TOO FAST AT THE “COMB”, AND MARCEL MULLER. THIS EVENT KEPT BACK OFFICIAL RESULTS HAVING TO WAIT FOR RACE MARSHALS’ DECISION.



Above, Alberto Cavallieri (123) was brilliant over the final phase of the KZ2 gaining places after not too brilliant qualifiers. A well deserved podium. KZ2 podium with Johansson, Cavallieri and Dante then to follow Juodvirsis and Bellanca. Top, Marcel Muller (133) leading on Spinelli (156): two of the most accredited rivals in the duel against Johansson, Cavallieri and Dante for final KZ2 final crashed, the Austrian in force with Crg, was out immediately, while Spinelli gets a 10” penalty. Below, Paolo Bonetti prefinal winner isn’t lucky in the final. Close up of Pizzuti’s kart. He ended up with a serious problem with his ligaments at the back of his knee. Opening picture, Sweden’s Energy driver, Joel Johansson crossing the KZ2 finishing line.



CALLUM ILOTT GETS OVERALL WIN

AT THE MEMORIAL CARLO FABI



Callum Iloft overtaking his fellow countryman Ticktum. The Brit grabs win thanks to a millimetric overtaking manoeuvre on Alessio Lorandi.



deal with a spectacular attack from Igor Walilko. The 15-year-old Pole, LH standard bearer, controls the situation to the finishing line. Kodric takes second ahead of Niklas Tiihonen from Finland.

KF3

Iloft grabs the Memorial too

The cadet class put up a great show too; maybe it is the most exciting out of the KF

class. Britain's Callum Iloft not only took prefinal win but took overall win at the Carlo Fabi Memorial.

The 13-year-old Brit leads the scoreboard and with a fantastic millimetric move he gobbles up Italian Alessio Lorandi, new-crowned champion, who however puts up a brilliant fight proof of his skilful driving. Third place goes to another Brit, Lando Norris and Russia's Nikita Sitnikov is fourth.

KZ2 QUALIFYING HEATS

P	N	Driver	NAT	QP	A-B	B-C	A-C	Pt
1	152	Johansson Joel	SWE	1	0	--	0	0
2	105	Bonetti Paolo	ITA	5	2	0	--	2
3	107	Dante Massimo	ITA	2	3	2	--	5
4	133	Muller Marcel	AUT	6	--	3	6	9
5	126	E. Christensen Michael	DNK	8	4	5	--	9
6	156	Spinelli Loris	ITA	10	7	--	3	10
7	102	Lapina Lorenzo	ITA	3	--	4	7	11
8	138	Piccioni Antonio	ITA	11	5	10	--	15
9	136	Marconi Tommaso	ITA	14	9	7	--	16
10	155	Zanchetta Marco	ITA	15	--	8	8	16
11	131	Tilloca Luca	ITA	19	8	--	9	17
12	112	Cane Gianluca	ITA	17	14	6	--	20
13	122	Bellanca Marco	CHE	20	11	9	--	20
14	123	Cavalieri Alberto	ITA	13	10	--	11	21
15	146	Pastacaldi Marco	ITA	22	12	--	13	25
16	144	Insalata Antonio	ITA	23	15	11	--	26
17	153	Juodvirsis Simas	LTU	18	--	24	5	29
18	145	Fabiani Alessandro	ITA	26	16	13	--	29
19	111	Tripepi Antony	ITA	27	--	16	14	30
20	154	Orcic Phillip	CAN	30	--	18	12	30
21	148	Pollini Giacomo	ITA	4	33	--	2	35
22	104	Lucati Yuri	ITA	16	31	--	4	35
23	150	Panfilov Leonid	RUS	35	18	17	--	35
24	143	Santolini Michele	ITA	37	19	--	16	35
25	110	Colombo Mirko	ITA	7	6	--	30	36
26	115	Falciti Cristiano	ITA	29	13	--	23	36
27	103	Cioffi Gaetano	ITA	34	23	--	15	38
28	128	Piccini Alessio	ITA	36	--	19	19	38
29	119	Bernardotto Enrico	ITA	24	--	12	28	40
30	116	Marcon Nicola	ITA	9	--	31	10	41
31	106	Idzkowski Bartosz	POL	44	21	20	--	41
32	142	Loddo Mattia	ITA	39	--	21	22	43
33	141	Saunders Jonathan	ITA	43	26	--	17	43
34	127	Andersen Emil	DNK	25	24	--	20	44

KZ2 PREFINAL

P	N	Driver	NAT	CHASSIS / ENGINE	20 LAPS
1	105	Bonetti Paolo	ITA	Tony Kart / Vortex	in 16:59.620
2	152	Johansson Joel	SWE	Energy / Tm	+0.219
3	107	Dante Massimo	ITA	Ckr / Tm	+0.661
4	133	Muller Marcel	AUT	Crg / Tm	+1.430
5	156	Spinelli Loris	ITA	Formula K / Tm	+1.975
6	155	Zanchetta Marco	ITA	Fk / Tm	+2.672
7	138	Piccioni Antonio	ITA	Righetti Ridolfi / Tm	+3.000
8	153	Juodvirsis Simas	LTU	Energy / Tm	+3.252
9	123	Cavalieri Alberto	ITA	Brm / Maxter	+3.459
10	112	Cane Gianluca	ITA	Vrk / Tm	+3.795
11	111	Tripepi Antony	ITA	Intrepid / Tm	+5.100
12	136	Marconi Tommaso	ITA	First / Tm	+5.694
13	122	Bellanca Marco	CHE	Energy / Tm	+5.846
14	104	Lucati Yuri	ITA	Velox / Tm	+6.922
15	144	Insalata Antonio	ITA	Art Gran Prix / Tm	+8.390
16	110	Colombo Mirko	ITA	Energy / Tm	+8.936
17	116	Marcon Nicola	ITA	Tony Kart / Vortex	+9.214
18	146	Pastacaldi Marco	ITA	Kosmic / Tm	+9.933
19	118	Grant Ryan	NZL	Maranello / Maranello	+10.141
20	145	Fabiani Alessandro	ITA	Crg / Tm	+10.483
21	102	Lapina Lorenzo	ITA	Maranello / Maxter	+10.636
22	128	Piccini Alessio	ITA	Tony Kart / Vortex	+11.346
23	101	De Palma Diego	ITA	Kali Kart / Tm	+11.586
24	142	Loddo Mattia	ITA	Crg / Tm	+13.362
25	143	Santolini Michele	ITA	Brm / Pavesi	+13.938
26	103	Cioffi Gaetano	ITA	Tony Kart / Vortex	+14.741
27	150	Panfilov Leonid	RUS	Brm / Tm	+1.1 Lap
28	135	Pizzuti Marco	ITA	Birel / Tm	+12 Laps
29	131	Tilloca Luca	ITA	Kali Kart / Tm	+13 Laps
30	126	E. Christensen Michael	DNK	Tony Kart / Vortex	+13 Laps
31	115	Falciti Cristiano	ITA	Vrk / Tm	+16 Laps
32	127	Andersen Emil	DNK	Tony Kart / Vortex	+18 Laps
33	154	Orcic Phillip	CAN	Zanardi / Tm	+18 Laps
34	148	Pollini Giacomo	ITA	Crg / Tm	+19 Laps

KZ2 FINAL

P	N	Driver	NAT	CHASSIS / ENGINE	25 LAPS
1	152	Johansson Joel	SWE	Energy / Tm	in 17:49.500
2	123	Cavalieri Alberto	ITA	Brm / Maxter	+3.858
3	107	Dante Massimo	ITA	Ckr / Tm	+4.140
4	153	Juodvirsis Simas	LTU	Energy / Tm	+6.525
5	122	Bellanca Marco	CHE	Energy / Tm	+6.766
6	110	Colombo Mirko	ITA	Energy / Tm	+7.012
7	105	Bonetti Paolo	ITA	Tony Kart / Vortex	+7.182
8	116	Marcon Nicola	ITA	Tony Kart / Vortex	+8.042
9	136	Marconi Tommaso	ITA	First / Tm	+9.303
10	146	Pastacaldi Marco	ITA	Kosmic / Tm	+10.713
11	126	E. Christensen Michael	DNK	Tony Kart / Vortex /	+11.973
12	131	Tilloca Luca	ITA	Kali Kart / Tm	+12.171
13	156	Spinelli Loris	ITA	Formula K / Tm	+13.433
14	148	Pollini Giacomo	ITA	Crg / Tm	+19.316
15	150	Panfilov Leonid	RUS	Brm / Tm	+20.134
16	145	Fabiani Alessandro	ITA	Crg / Tm	+20.502
17	154	Orcic Phillip	CAN	Zanardi / Tm	+20.972
18	103	Cioffi Gaetano	ITA	Tony Kart / Vortex	+21.283
19	128	Piccini Alessio	ITA	Tony Kart / Vortex	+21.569
20	127	Andersen Emil	DNK	Tony Kart / Vortex	+22.172
21	115	Falciti Cristiano	ITA	Vrk / Tm	+22.655
22	142	Loddo Mattia	ITA	Crg / Tm	+25.148
23	112	Cane Gianluca	ITA	Vrk / Tm	+6 Laps
24	118	Grant Ryan	NZL	Maranello / Maranello	+12 Laps
25	155	Zanchetta Marco	ITA	Fk / Tm	+12 Laps
26	143	Santolini Michele	ITA	Brm / Pavesi	+15 Laps
27	101	De Palma Diego	ITA	Kali Kart / Tm	+16 Laps
28	104	Lucati Yuri	ITA	Velox / Tm	+17 Laps
29	133	Muller Marcel	AUT	Crg / Tm	+18 Laps
30	144	Insalata Antonio	ITA	Art Gran Prix / Tm	+18 Laps
31	111	Tripepi Antony	ITA	Intrepid / Tm	+19 Laps
32	138	Piccioni Antonio	ITA	Righetti Ridolfi / Tm	+20 Laps
33	102	Lapina Lorenzo	ITA	Maranello / Maxter	+25 Laps
34	135	Pizzuti Marco	ITA	Birel / Tm	DNS



LUCA CORBERI, DEBUTING IN KF2. HE WORKS HARD ON SATURDAY, BUT DURING THE PREFINAL HE IS AS GOOD AS THE BEST.

Sam Snell (221) fights hard against Luca Corberi. The duel ended before time due to a crash.



Right, Waliko (219) takes Kodric (227) by surprise, and then goes on to take a flying KF2 win

KF2 QUALIFYING HEATS

P	N	Driver	NAT	QP	A-B	A-C	B-C	Pt
1	221	Snell Sam	GBR	1	0	0	--	0
2	219	Waliko Igor	POL	2	3	--	0	3
3	222	Tiihonen Niklas	FIN	7	4	2	--	6
4	228	Stupenkov Egor	RUS	8	5	--	3	8
5	220	Juuso-Matti Pajuranta	FIN	9	--	3	5	8
6	202	Brotto Steven	ITA	6	--	5	6	11
7	215	Corberi Luca	ITA	3	--	10	2	12
8	218	Pandolfi Alessandro	ITA	10	7	6	--	13
9	226	Norris Ollie	GBR	12	--	4	9	13
10	211	Mihás Theofanis	GRE	14	9	--	4	13
11	223	Peroni Costantino	ITA	15	--	7	7	14
12	227	Kodric Martin	HRV	4	2	13	--	15
13	225	Pronenko Danyil	UKR	18	--	8	8	16
14	201	Bensi Gabriele	ITA	13	8	12	--	20
15	216	De Marco Davide	ITA	16	11	9	--	20
16	224	Mironova Anastasia	RUS	11	10	--	11	21
17	210	Cavallaro Fabio	ITA	5	6	--	16	22
18	206	De Martini Denis	ITA	20	12	--	10	22
19	214	Ripamonti Lorenzo	ITA	22	13	11	--	24
20	205	Dlougy Dmitry	RUS	21	--	14	12	26
21	208	Galbiati Daniele	ITA	17	15	--	14	29
22	209	Rasputin Kirill	RUS	19	14	15	--	29
23	229	Grob Dennis	CHE	23	17	--	13	30
24	203	Rossi Giacomo	ITA	24	--	16	15	31
25	230	Delkin Ilya	RUS	25	16	17	--	33

KF2 PREFINAL

P	N	Driver	NAT	CHASSIS / ENGINE	20 LAPS
1	215	Corberi Luca	ITA	Kosmic / Vortex	in 14:25.726
2	221	Snell Sam	GBR	Energy / Parilla	+1.316
3	222	Tiihonen Niklas	FIN	Fk / Parilla	+2.372
4	219	Waliko Igor	POL	Lh / Bmb	+2.744
5	228	Stupenkov Egor	RUS	Energy / Parilla	+3.394
6	227	Kodric Martin	HRV	Fa Kart / Vortex	+6.711
7	223	Peroni Costantino	ITA	Pcr / Parilla	+10.234
8	202	Brotto Steven	ITA	Praga / Parilla	+12.142
9	220	Juuso-Matti Pajuranta	FIN	Rk / Bmb	+12.193
10	226	Norris Ollie	GBR	Fa Kart / Vortex	+12.466
11	216	De Marco Davide	ITA	Tbkart / Vortex	+13.239
12	224	Cavallaro Fabio Filippo	ITA	Rk / Bmb	+15.090
13	224	Mironova Anastasia	RUS	Tony Kart / Vortex	+16.631
14	211	Mihás Theofanis	GRE	Tony Kart / Vortex	+16.932
15	225	Pronenko Danyil	UKR	Birel / Tm	+17.182
16	201	Bensi Gabriele	ITA	Kosmic / Vortex	+17.550
17	218	Pandolfi Alessandro	ITA	Intrepid / Tm	+20.765
18	209	Rasputin Kirill	RUS	Tony Kart / Vortex	+21.512
19	205	Dlougy Dmitry	RUS	Tony Kart / Vortex	+22.774
20	203	Rossi Giacomo	ITA	Zanardi / Parilla	+25.308
21	229	Grob Dennis	CHE	Brm / Tm	+5 Laps
22	208	Galbiati Daniele	ITA	Tony Kart / Vortex	+19 Laps
23	214	Ripamonti Lorenzo	ITA	Tbkart / Bmb	+20 Laps
24	206	De Martini Denis	ITA	Intrepid / Tm	DD

KF2 FINAL

P	N	Driver	NAT	CHASSIS / ENGINE	25 LAPS
1	219	Waliko Igor	POL	Lh / Bmb	in 18:03.022
2	227	Kodric Martin	HRV	Fa Kart / Vortex	+0.435
3	222	Tiihonen Niklas	FIN	Fk / Parilla	+1.671
4	228	Stupenkov Egor	RUS	Energy / Parilla	+3.986
5	220	Juuso-Matti Pajuranta	FIN	Rk / Bmb	+4.135
6	210	Cavallaro Fabio	ITA	Rk / Bmb	+4.589
7	224	Mironova Anastasia	RUS	Tony Kart / Vortex	+5.027
8	202	Brotto Steven	ITA	Praga / Parilla	+9.175
9	226	Norris Ollie	GBR	Fa Kart / Vortex	+10.252
10	216	De Marco Davide	ITA	Tbkart / Vortex	+13.989
11	206	De Martini Denis	ITA	Intrepid / Tm	+14.064
12	211	Mihás Theofanis	GRE	Tony Kart / Vortex	+14.098
13	218	Pandolfi Alessandro	ITA	Intrepid / Tm	+16.091
14	205	Dlougy Dmitry	RUS	Tony Kart / Vortex	+16.353
15	223	Peroni Costantino	ITA	Pcr / Parilla	+16.533
16	208	Galbiati Daniele	ITA	Tony Kart / Vortex	+22.884
17	209	Rasputin Kirill	RUS	Tony Kart / Vortex	+25.095
18	203	Rossi Giacomo	ITA	Zanardi / Parilla	+26.678
19	214	Ripamonti Lorenzo	ITA	Tbkart / Bmb	+37.758
20	221	Snell Sam	GBR	Energy / Parilla	+1 Lap
21	201	Bensi Gabriele	ITA	Kosmic / Vortex	+3 Laps
22	215	Corberi Luca	ITA	Kosmic / Vortex	+15 Laps
23	225	Pronenko Danyil	UKR	Birel / Tm	+21 Laps
24	229	Grob Dennis	CHE	Brm / Tm	+25 Laps



GO Mini

Sargeant repeats himself

Instead the stars and stripe flag flies for the "younger" drivers in the Mini class. After his affirmation in the Margutti, American Logan Sargeant leaves his mark with a double win in Parma.

After a long duel with Brescian Domenico Cicognini, the young driver from America manages to come out best. He was brilliant at the Margutti and now another prestigious win for him, a good omen for 2013.

Sereia Gabriel (338) is very fast in KF3 always tailing the leaders. Callum Ilott after deservedly grabbing KF3 win also takes home the Carlo Fabi Memorial win.

KF3 QUALIFYING HEATS									
P	N	Driver	NAT	QP	A-B	B-C	A-C	Pt	
1	329	Lorandi Alessio	ITA	2	2	0	--	2	
2	318	Ticktum Daniel	GBR	4	3	--	0	3	
3	314	Ilott Callum	GBR	1	0	--	5	5	
4	331	Sitnikov Nikita	RUS	6	--	3	2	5	
5	320	Kari Niko	FIN	3	--	4	3	7	
6	338	Sereia Gabriel	BRA	9	--	6	4	10	
7	327	Petru Florescu	ROU	16	5	--	6	11	
8	343	Bertonelli Diego	ITA	8	7	5	--	12	
9	319	Sargeant Dalton	USA	10	6	--	7	13	
10	325	Schwartzman Robert	RUS	7	4	--	13	17	
11	321	Korpivaara Ilmari	FIN	12	--	10	8	18	
12	316	Mazepin Nikita	RUS	14	12	7	--	19	
13	303	Imberti Michele	ITA	18	--	12	9	21	
14	301	Fittje Jannes	DEU	15	--	11	11	22	
15	330	Gomez Sidney	ITA	25	10	--	14	24	
16	328	Maini Arjun	IND	26	8	16	--	24	
17	302	Mazzuca Edoardo	ITA	41	9	15	--	24	
18	312	Stroll Lance	CAN	5	24	2	--	26	
19	342	Mazzucchelli Matteo	ITA	22	11	--	15	26	
20	315	Pull James	SGP	36	--	14	12	26	
21	305	Fewtrell Max	GBR	20	18	9	--	27	
22	326	Mathiesen Dennis	DNK	37	14	--	18	32	
23	341	Norris Ollie	GBR	11	25	8	--	33	
24	322	Ferrari Mattia	ITA	35	13	22	--	35	
25	344	Travisanotto Lorenzo	ITA	13	26	--	10	36	
26	311	Mavrin Luka	HRV	31	17	--	20	37	
27	339	Keane Darren	USA	28	22	--	16	38	
28	309	Kjaergaard Nicolai	DNK	23	20	19	--	39	
29	332	Stanishvskiy Dmitriy	RUS	17	27	13	--	40	
30	308	Rechsteiner Ivan	CHE	24	--	23	17	40	
31	307	Di Giuseppe Patrick	ITA	34	15	--	25	40	
32	336	Franchetto Lorenzo	ITA	19	16	--	26	42	
33	310	Korbela Lukas	POL	40	21	--	21	42	
34	337	Pedranzini Patrick	ITA	38	19	24	--	43	

KF3 PREFINAL									
P	N	Driver	NAT	CHASSIS / ENGINE	20 LAPS				
1	314	Ilott Callum	GBR	Zanardi / Parilla	in 14:36.012				
2	331	Sitnikov Nikita	RUS	Tony Kart / Bmb	+0.847				
3	329	Lorandi Alessio	ITA	Tony Kart / Vortex	+1.521				
4	318	Ticktum Daniel	GBR	Fa Kart / Vortex	+3.591				
5	338	Sereia Gabriel	BRA	Pcr / Parilla	+4.039				
6	320	Kari Niko	FIN	Tony Kart / Vortex	+5.559				
7	327	Petru Florescu	ROU	Zanardi / Parilla	+5.618				
8	341	Norris Ollie	GBR	Fa Kart / Vortex	+7.583				
9	316	Mazepin Nikita	RUS	Zanardi / Parilla	+7.938				
10	312	Stroll Lance	CAN	Zanardi / Parilla	+8.041				
11	343	Bertonelli Diego	ITA	Tony Kart / Vortex	+8.768				
12	344	Travisanotto Lorenzo	ITA	Tony Kart / Vortex	+8.898				
13	301	Fittje Jannes	DEU	Zanardi / Parilla	+10.326				
14	325	Schwartzman Robert	RUS	Intrepid / Vortex	+10.680				
15	315	Pull James	SGP	Zanardi / Parilla	+10.861				
16	321	Korpivaara Ilmari	FIN	Tony Kart / Vortex	+11.197				
17	342	Mazzucchelli Matteo	ITA	Kosmic / Tm	+14.953				
18	340	Mazzola Pietro	ITA	Lh / Bmb	+15.068				
19	336	Franchetto Lorenzo	ITA	Tony Kart / Tm	+18.123				
20	328	Maini Arjun	IND	Tony Kart / Vortex	+21.321				
21	322	Ferrari Mattia	ITA	Zanardi / Parilla	+24.145				
22	307	Di Giuseppe Patrick	ITA	Intrepid / Tm	+24.315				
23	334	Signor Akeem	ITA	Ckr / Parilla	+24.459				
24	305	Fewtrell Max	GBR	Fa Kart / Vortex	+24.777				
25	319	Sargeant Dalton	USA	Tony Kart / Vortex	+30.357				
26	309	Kjaergaard Nicolai	DNK	Energy / Tm	+30.908				
27	311	Mavrin Luka	HRV	Fa Kart / Parilla	+38.833				
28	330	Gomez Sidney	ITA	Tony Kart / Vortex	+2.8 Laps				
29	326	Mathiesen Dennis	DNK	Tony Kart / Vortex	+3 Laps				
30	302	Salmasso Edoardo	ITA	Kosmic / Vortex	+12 Laps				
31	323	Muzzolon Mattia	ITA	Zanardi / Parilla	+12 Laps				
32	308	Rechsteiner Ivan	CHE	Energy / Tm	+13 Laps				
33	303	Imberti Michele	ITA	Tony Kart / Tm	+16 Laps				
34	339	Keane Darren	USA	Tony Kart / Vortex	+17 Laps				

KF3 FINAL									
P	N	Driver	NAT	CHASSIS / ENGINE	20 LAPS				
1	314	Ilott Callum	GBR	Zanardi / Parilla	in 14:31.708				
2	329	Lorandi Alessio	ITA	Tony Kart / Vortex	+0.649				
3	341	Norris Ollie	GBR	Fa Kart / Vortex	+4.311				
4	331	Sitnikov Nikita	RUS	Tony Kart / Bmb	+4.458				
5	338	Sereia Gabriel	BRA	Pcr / Parilla	+4.689				
6	318	Ticktum Daniel	GBR	Fa Kart / Vortex	+4.874				
7	320	Kari Niko	FIN	Tony Kart / Vortex	+4.988				
8	327	Petru Florescu	ROU	Zanardi / Parilla	+6.742				
9	343	Bertonelli Diego	ITA	Tony Kart / Vortex	+7.339				
10	325	Schwartzman Robert	RUS	Intrepid / Vortex	+8.476				
11	316	Mazepin Nikita	RUS	Zanardi / Parilla	+10.754				
12	315	Pull James	SGP	Zanardi / Parilla	+11.100				
13	321	Korpivaara Ilmari	FIN	Tony Kart / Vortex	+11.831				
14	344	Travisanotto Lorenzo	ITA	Tony Kart / Vortex	+11.937				
15	305	Fewtrell Max	GBR	Fa Kart / Vortex	+13.653				
16	342	Mazzucchelli Matteo	ITA	Kosmic / Tm	+15.641				
17	319	Sargeant Dalton	USA	Tony Kart / Vortex	+18.461				
18	323	Muzzolon Mattia	ITA	Zanardi / Parilla	+18.955				
19	307	Di Giuseppe Patrick	ITA	Intrepid / Tm	+19.443				
20	303	Imberti Michele	ITA	Tony Kart / Tm	+19.840				
21	322	Ferrari Mattia	ITA	Zanardi / Parilla	+26.437				
22	308	Rechsteiner Ivan	CHE	Energy / Tm	+31.762				
23	311	Mavrin Luka	HRV	Fa Kart / Parilla	+31.843				
24	334	Signor Akeem	ITA	Ckr / Parilla	+32.427				
25	326	Mathiesen Dennis	DNK	Tony Kart / Vortex	+32.545				
26	339	Keane Darren	USA	Tony Kart / Vortex	+32.867				
27	301	Fittje Jannes	DEU	Zanardi / Parilla	+51.625				
28	340	Mazzola Pietro	ITA	Lh / Bmb	+7 Laps				
29	336	Franchetto Lorenzo	ITA	Tony Kart / Tm	+8 Laps				
30	302	Salmasso Edoardo	ITA	Kosmic / Vortex	+11 Laps				
31	309	Kjaergaard Nicolai	DNK	Energy / Tm	+19 Laps				
32	330	Gomez Sidney	ITA	Tony Kart / Vortex	+19 Laps				
33	328	Maini Arjun	IND	Tony Kart / Vortex	DQ				
34	312	Stroll Lance	CAN	Zanardi / Parilla	DQ				

GO MINI QUALIFYING HEATS									
P	N	Driver	NAT	QP	A-B	A-C	B-C	Pt	
1	12	Watt Noah	ITA	3	--	0	0	0	
2	9	Sargeant Logan	ITA	1	0	2	--	2	
3	29	Cicognini Domenico	ITA	2	3	--	2	5	
4	2	Skeed	ITA	4	2	3	--	5	
5	10	Abdul Gafar Muizzuddin	ITA	7	4	4	--	8	
6	16	Martono Presley Peter	ITA	11	5	--	5	10	
7	7	Mizevych Makar	ITA	9	--	5	6	11	
8	14	Gezha Sudirman	ITA	12	--	6	8	14	
9	3	Galletto Francesco	ITA	26	6	--	9	15	
10	19	Maini Kush	ITA	5	14	--	3	17	
11	11	Compagnoni Andreas	ITA	16	9	8	--	17	
12	26	Furrer Robin René	ITA	6	--	15	4	19	
13	27	Massa Riccardo	ITA	13	8	12	--	20	
14	28	Marseglia Leonardo	ITA	14	10	--	10	20	
15	20	Rossi Edoardo	ITA	18	--	9	12	21	
16	8	Bizzotto Nicola	ITA	19	15	7	--	22	
17	1	Cobellini Christian	ITA	8	16	--	7	23	
18	22	Chinelli Massimo	ITA	17	12	--	11	23	
19	5	Zaillinger Nicole	ITA	10	7	17	--	24	
20	24	Travagin Vittorio	ITA	20	11	--	13	24	
21	21	Abrusci Nicola	ITA	23	13	--	14	27	
22	25	Zanon Gustavo	ITA	22	17	11	--	28	
23	4	Zaillinger Alexander	ITA	24	--	13	15	28	
24	23	Sampieri Gastone	ITA	15	--	10	19	29	
25	15	Moretti Marzio	ITA	21	--	16	16	32	
26	6	Rinaldi Leonardo	ITA	25	18	14	--	32	

GO MINI PREFINAL									
P	N	Driver	NAT	CHASSIS / ENGINE	10 LAPS				
1	29	Cicognini Domenico	ITA	Kosmic / Lke	in 8:25.503				
2	19	Maini Kush	ITA	Tony Kart / Lke	+1.489				
3	3	Galletto Francesco	ITA	Top Kart / Parilla	+2.523				
4	12	Watt Noah	ITA	Hero / Parilla	+2.742				
5	9	Sargeant Logan	ITA	Tony Kart / Lke	+4.341				
6	1	Cobellini Christian	ITA	Top Kart / Lke	+7.608				
7	23	Sampieri Gastone	ITA	Fa Kart / Lke	+7.931				
8	20	Rossi Edoardo	ITA	Tony Kart / Lke	+8.395				
9	5	Zaillinger Nicole	ITA	Tony Kart / Parilla	+8.478				
10	27	Massa Riccardo	ITA	Energy / lame	+10.977				
11	15	Moretti Marzio	ITA	Tony Kart / Lke	+12.952				
12	24	Travagin Vittorio	ITA	Top Kart / Parilla	+13.182				
13	22	Chinelli Massimo	ITA	Tony Kart / Lke	+13.424				
14	25	Zanon Gustavo	ITA	Top Kart / Lke	+14.668				
15	11	Compagnoni Andreas	ITA	Brm / Lke	+17.535				
16	6	Rinaldi Leonardo	ITA	Tony Kart / Parilla	+29.018				
17	7	Mizevych Makar	ITA	Top Kart / Lke	+35.433				
18	28	Marseglia Leonardo	ITA	Top Kart / Lke	+36.522				
19	26	Furrer Robin René	ITA	Top Kart / Lke	+40.468				
20	8	Bizzotto Nicola	ITA	Hero / Parilla	+2 Laps				
21	21	Abrusci Nicola	ITA	Top Kart / Parilla	+2 Laps				
22	4	Zaillinger Alexander	ITA	Top Kart / Parilla	+7 Laps				
23	10	Abdul Gafar Muizzuddin	ITA	Crg / Lke	+10 Laps				
24	2	Skeed	ITA	Top Kart / Parilla	+10 Laps				
25	16	Martono Presley Peter	ITA	Tony Kart / Lke	+10 Laps				
26	14	Gezha Sudirman	ITA	Tony Kart / Lke	DQ				

GO MINI FINAL									
P	N	Driver	NAT	CHASSIS / ENGINE	10 LAPS				
1	9	Sargeant Logan	ITA	Tony Kart / Lke	in 8:28.372				
2	29	Cicognini Domenico	ITA	Kosmic / Lke	+1.123				
3	19	Maini Kush	ITA	Tony Kart / Lke	+1.630				
4	1	Cobellini Christian	ITA	Top Kart / Lke	+2.881				
5	5	Zaillinger Nicole	ITA	Tony Kart / Parilla	+3.369				
6	23	Sampieri Gastone	ITA	Fa Kart / Lke	+5.089				
7	2	Skeed	ITA	Top Kart / Parilla	+5.872				
8	27	Massa Riccardo	ITA	Energy / lame	+5.880				
9	12	Watt Noah	ITA	Hero / Parilla	+6.100				
10	7	Mizevych Makar	ITA	Top Kart / Lke	+6.290				
11	10	Abdul Gafar Muizzuddin	ITA	Crg / Lke	+7.118				
12	16	Martono Presley Peter	ITA	Tony Kart / Lke	+7.694				
13	26	Furrer Robin René	ITA	Top Kart / Lke	+7.710				
14	25	Zanon Gustavo	ITA	Top Kart / Lke	+10.120				
15	24	Travagin Vittorio	ITA	Top Kart / Parilla	+10.339				
16	8	Bizzotto Nicola	ITA	Hero / Parilla	+10.429				
17	3	Galletto Francesco	ITA	Top Kart / Parilla	+10.492				
18	14	Gezha Sudirman	ITA	Tony Kart / Lke	+12.308				
19	21	Abrusci Nicola	ITA	Top Kart / Parilla	+13.844				
20	20	Rossi Edoardo	ITA	Tony Kart / Lke	+14.107				
21	6	Rinaldi Leonardo	ITA	Tony Kart / Parilla	+16.350				
22	15	Moretti Marzio	ITA	Tony Kart / Lke	+16.847				
23	4	Zaillinger Alexander	ITA	Top Kart / Parilla	+18.254				
24	11	Compagnoni Andreas	ITA	Brm / Lke	+18.629				
25	22	Chinelli Massimo	ITA	Tony Kart / Lke	+29.517				
26	28	Marseglia Leonardo	ITA	Tony Kart / Lke	+8 Laps				

KZ2 European Championship Energy Winning 2012



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- 2004 1ST ICC
- 2006 1ST ICC
- 2008 1ST KZ2
- 2010 1ST KZ2
- 2011 1ST KZ1
- 2012 1ST-2ND KZ2

KZ2

- S. JUODVIRŠIS
- M. DI MARTINO
- M. CHRISTENSEN
- K. OSTVOLD
- M. ZANCHETTA

KF2

- D. OLSEN
- S. SNELL
- V. ROMANOV

KF3

- S. FERRUCCI

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The third successive Rotax International Open hosted by the Zuera circuit in Spain saw the new champions grab titles with a strong performance over their rivals. But everyone already had an eye set on the Rotax Grand Finals in Portimao.

REPORT J.WADE / PHOTOS B.KALIGIS

With just short of 100 drivers competing at the event where 22 nations were represented, a field of experience and talent made up the entry list. Seven drivers who had not been fortunate enough to already have won a place at the Rotax Max Challenge Grand Finals in Portimao, Portugal were given personal invitations, as more prizes totalling up to € 30,000 for each class were also awarded by event organizer and promoters RGMCM Establishment, including free entry and credit to the 2013 Rotax Winter Cup season-opener to be hosted by Karting

Campillos in Spain in February, as well as credit for the 2013 Rotax Max Euro Challenge. At the prize-giving ceremony every driver also had the chance to win a complete season in the Rotax Max Euro Challenge with all entry fees paid courtesy of RGMCM.

► **Junior Max** A few spits of rain fell as the qualifying madness got underway on the 1,700 metre track near Zaragoza that had been declared 'wet' prior to the 15-minute session. The shuffle for provision pole saw a number of drivers hit the top



Top right, seven drivers were also awarded the final tickets to the Rotax Grand Finals, but RGMCC raised the bar awarding over €30,000 in prizes at the International Open including free entries for the 2013 events. Left, Junior Max field with final winner Janneau Esmeijer (9) sided by Formula K driver Aitken (49).



**“IT’S MY SECOND TIME AS ROTAX INTERNATIONAL OPEN CHAMPION, SO OF COURSE, I LIKE THE TRACK!”
XEN DE RUWE – DD2 WINNER**

of the timing screen from the full grid of starters, but it was this year’s European vice champ Janneau Esmeijer of the Netherlands who went fastest with just over one minute remaining. Lining up alongside Esmeijer on the front row for the pre-final was the young driver from China Guan Yu (Joe) Zhou, who recently had an outstanding victory over his team-mate Harry Webb at the closing round of the Rotax Euro Challenge in France. When it came to the first of Sunday’s finals, Preining from the inside row was eager to take the early lead, but stayed in P3 and battled with Nijjar to claim his short-lived

2nd soon after. It was definitely an exciting clash of the young guns as the 9 laps unfolded with Preining pushing to the front to pass Esmeijer on lap 6, as did Nijjar who snatched the lead next lap around. Dicing with Zhou to maintain P3, Preining lost out to Esmeijer who regained 2nd in the last lap and leave the Austrian 3rd just ahead of the Chinese driver now living in Great Britain. Esmeijer got a great start in the final

proceeded by Zhou, Ward and Nijjar giving chase. A scuffle resulted in Ward dropping down the order and Price falling victim of a mid-field battle that left him almost ROF within a few laps, while Zhou was overpowered by one of the likely favourites Nijjar, as Preining picked off places to sit 3rd by lap 5. The intensity grew as a pack of 8 karts fought amongst themselves for a chance of a podium, yet Esmeijer had



“IT WAS NOT EASY, AS MOST OF THE GOOD EURO DRIVERS WERE HERE,
BUT IT WAS NICE RACING!”
IGOR MUKHIN – DD2 MASTERS WINNER

bolted by in excess of a second before the halfway mark. It was Preining who grabbed 2nd, avoiding the closing challenge on third-placed Zhou by the British Coles Racing pair of Josh White and Ryan Anderton that left White penalized 10” for unfair driving. Anderton was awarded 3rd and his Grand Finals ticket given to Nijjar in P4 seeing that he had already qualified from the Euro Challenge. Zhou’s misfortune saw him finish 6th behind Ward. Early front-runner Max Aitken fell out of contention, as did America’s Jack Weprin who had been fast in the rain Friday.

» Senior Max

With a sun-drenched start to the week, stormy weather made it the worst conditions for set-up on day three that left some surprises and disappointments when it came to Friday’s official timed practice. Fast from the outset, James Singleton put his Tony Kart on pole with a best lap of 1:19.919 on the drying track as the only one to break through the 1 minute 20 lap-time. Half a second behind, Ash Hand replaced his team-mate, Sean Babington, who dropped considerably down the order during his 10 lap stint.

With the rain gone Saturday, James Singleton and Jiri Forman both had equal

points after taking two wins a piece in the qualifying heats. However, the Czech driver had only the sixth fastest lap in the timed practice, giving Singleton pole position once again for the pre-final. It was an exciting pre-final that saw Babington in the lead by lap 3, eventually stretching the gap to cross the line more than a second over Hand, who stole P2 from Singleton in the last laps. Taking 4th at the flag, Forman was unable to gain any ground as he came under fire from Philip Morin in 5th and the 2012 Euro junior champion Harry Webb, also looking to pass in the closing stages.

The opening lap of the final left several drivers out of the race with 15 laps remaining, but at the front it was Babington looking certain to run away off pole as the high-calibre of front-runners diced behind him for positions. Within four laps, Singleton had overcome the newly crowned European champion, followed closely by Morin passing his team-mate who appeared to be losing speed as he was set-upon by the chasing pack and ran wide momentarily, slipping back to 8th. Blom moved into 2nd, but it was the senior rookie Webb this time going quickest and carving his way through to pass Forman, Hand, Morin and then Blom by around half-race distance. The Coles driver’s lead of over 2” was cut to 1”7

by the finish, admitting he was careful to ensure his victory was at no risk. Webb took the runner-up honours, while Morin won the battle for the final step of the podium and claimed his ticket to the Rotax Grand Finals. In 4th place was Forman, then the only Dutchman in the field Blom in a close dash to the line with Oliver Myers and his fellow British team-mate Harrison. Babington was disappointed to be 8th and Ash Hand was 9th. Last year’s junior world number 1 Ukyo Sasahara rounded-out the top 10.

» Rotax DD2

As the track dried, a gamble to opt for the D3 slicks over the regulation wet MOJO tyres in official timed practice on Friday resulted in Kevin Kemmling of Germany posting the quickest lap of 1:17.749 in the closing moments of the session. About to turn 18 years, the German driver has only raced in the DD2 class on a couple of occasions and admitted it was a risk to select dry tyres. Making his DD2 debut, Shaun Slavin from Britain is familiar with the circuit where he took pole in seniors in 2011. His best time in the Birel was beaten with less than two minutes left while De Ruwe’s last lap edged out Patrick Pearce for 3rd. Knowing exactly who he was up against and starting on pole, Kemmling felt the



Above, Junior Max was certainly the most fiercely contested class, with Chinese driver Guan Yu Zhou (53) Ward (108) and Anderton hot protagonists. Top right, Senior Max final winner James Singleton (232) after overcoming the defenses of fellow British driver Sean Babington who had dominated till then. Right, Roland and James Geidel of RGMME Establishment.

“WE DIDN’T REALLY EXPECT TO WIN EASILY IN THE FINAL, WE WERE A BIT WORRIED IF WE’D MAKE IT, BUT SET-UP WAS GOOD.”
JAMES SINGLETON – SENIOR MAX WINNER



RESULTS

SENIOR MAX

Prefinal: 1) 205 Babington (GBR) FA Kart; 2) 234 Hand (GBR) FA Kart; 3) 232 Singleton (GBR) Tony Kart; 4) 212 Forman (GBR) Formula K; 5) 299 Morin (SWE) FA Kart; 6) 334 Webb (GBR) Tony Kart; 7) 318 Blom (NED) Formula K; 8) 328 Harrison (GBR) Kosmic; 9) 290 Sasahara (JPN) DR; 10) 284 Myers (GBR) Kosmic

Final: 1) 232 Singleton (GBR) Tony Kart; 2) 334 Webb (GBR) Tony Kart; 3) 299 Morin (SWE) FA Kart; 4) 212 Forman (GBR) Formula K; 5) 318 Blom (NED) Formula K; 6) 284 Myers (GBR) Kosmic; 7) 328 Harrison (GBR) Kosmic; 8) 205 Babington (GBR) FA Kart; 9) 234 Hand (GBR) FA Kart; 10) 290 Sasahara (JPN) DR

JUNIOR MAX

Prefinal: 1) 74 Nijjar (GBR) Tony Kart; 2) 9 Esmeijer (NED) Tony Kart; 3) 18 Preining (AUT) Formula K; 4) 53 Zhou (GBR) Tony Kart; 5) 82 Price (GBR) Tony Kart; 6) 108 Ward (GBR) Kosmic; 7) 69 Anderton (GBR) Tony Kart; 8) 15 Lamborelle (NED) Intrepid; 9) 49 Aitken (GBR) Formula K; 10) 76 Wooder (GBR) FA Kart
Final: 1) 9 Esmeijer (NED) Tony Kart; 2) 18 Preining (AUT) Formula K; 3) 69 Anderton (GBR) Tony Kart; 4) 74 Nijjar (GBR) Tony Kart; 5) 108 Ward (GBR) Kosmic; 6) 53 Zhou (GBR) Tony Kart; 7) 15 Lamborelle (NED) Intrepid; 8)

54 Goodwin (GBR) FA Kart; 9) 87 Meijer (NED) Tony Kart; 10) 76 Wooder (GBR) FA Kart

DD2

Prefinal: 1) 608 De Ruwe (BEL) Formula K; 2) 672 Toikka (FIN) Tony Kart; 3) 604 Pearce (GBR) Tony Kart; 4) 673 Slavin (GBR) Birel; 5) 607 Ludi (SUI) Birel; 6) 658 Kemmling (GER) Formula K; 7) 632 Lepesqueux (FRA) Sodikart; 8) 667 Rammo (EST) Tony Kart; 9) 652 Drysdale (GBR) Tony Kart; 10) 670 Vann (EST) Zanardi

Final: 1) 608 De Ruwe (BEL) Formula K; 2) 604 Pearce (GBR) Tony Kart; 3) 673 Slavin (GBR) Birel; 4) 672 Toikka (FIN) Tony Kart; 5) 607 Ludi (SUI) Birel; 6) 652 Drysdale (GBR) Tony Kart; 7) 632 Lepesqueux (FRA) Sodikart; 8) 658 Kemmling (GER) Formula K; 9) 670 Vann (EST) Zanardi; 10) 626 Brittz (RSA) Birel

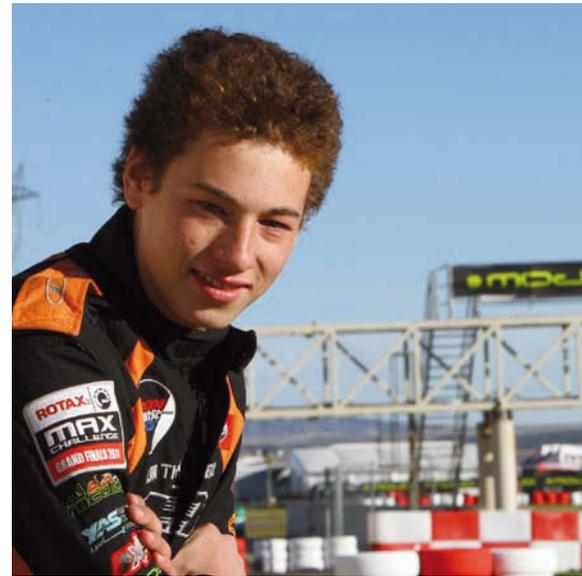
DD2 MASTERS

Prefinal: 1) 625 Mukhin (RUS) Formula K; 2) 671 Pansart (FRA) Sodikart; 3) 666 Piert (GER) Formula K; 4) 615 Adams (FRA) Sodikart; 5) 636 Germain (GBR) Gillard; 6) 668 Winzen (SUI) CRG
Final: 1) 625 Mukhin (RUS) Formula K; 2) 636 Germain (GBR) Gillard; 3) 671 Pansart (FRA) Sodikart; 4) 668 Winzen (SUI) CRG; 5) 615 Adams (FRA) Sodikart; 6) 666 Piert (GER) Formula K

pressure of the opening qualifying heat, but had two top 5 finishes in the remaining races. De Ruwe’s two wins sealed his place on row 1 for the pre-final where he was joined by Slavin, while a second Birel driven by Kevin Ludi just out-ranked Finland’s Topi Toikka to make up row 2. With no rain in sight Sunday, Slavin got a blinder of a start in the first of the action-packed finals, settling in for a good lead until around half-way in the 12-lapper. From grid 4, Toikka had assumed P2 for much of the race before De Ruwe made his move and then successfully went after Slavin for the lead. In the change of places, the Finn also followed-through by relegating the early leader to 3rd on the next lap. As De Ruwe pulled a gap, Pearce was already setting the pace in 4th and during the closing shuffle for positions Toikka held onto 2nd, but Slavin failed to protect P3 from Pearce on the very last lap. As the anticipation built-up at the start, the final was pumping the adrenalin as the karts went three-wide into turn 3, De Ruwe leading from Pearce, Slavin and Toikka. A challenge by Ludi and Harry Drysdale moving into the first 5 left Toikka to be caught by last year’s Rotax Open winner and current French champion Antoine Lepesqueux with Kemmling not far behind. De Ruwe was quick and



Left, very happy drivers showing the Rotax Grand Finals tickets awarded courtesy of RGMMC. Right, Dutch driver Janneau Esmeijer is the new star in Junior Rotax class claiming the runner-up title in the Rotax Euro Challenge earlier this year. Below, Sean Babington went into the Senior Final with big chances to grab the win but he had a tough ride



“AS WE LEARNT MORE ON HOW TO SET-UP THE TONY KART, PROGRESS ON DRY WAS GOOD FOR TAKING POLE ON WET.”
JANNEAU ESMEIJER – JUNIOR MAX WINNER

holding a 1”7 buffer, as the three leading drivers kept a generous gap between them. Ludi passed Drysdale, as did Sodikart’s Lepequeux, but the Frenchman later dropped to 7th to the benefit of Drysdale reclaiming 6th. In the end, the Belgian driver was an incredible 3+ seconds in front to take a convincing win. Pearce and Slavin maintained 2nd and 3rd to receive the sort-after Grand Finals invitations as well as the additional prizes on offer from organisers RGMMC.

► **Rotax DD2 Masters**

The best of the Masters in the official timed practice Friday was European DD2 Masters champion Christophe Adams, who qualified 8th in the class, but unfortunately, didn’t have the luck over the weekend in Zuera.

After Saturday’s heat races, Formula K driver Igor Mukhin ranked 11th in the DD2 field as the Master with the lowest points accumulated to be seven points ahead of Guy Pansart and nine in front of Tamsin Germain. Mukhin took the chequered flag in both the pre-final and final in P10 and was the leading Master in both races, with a well-deserved victory for the 2012 champion’s trophy. Having won the Russian Rotax Max Challenge to represent his country at the Rotax Grand Finals in Portugal, Mukhin accepted the invitation from BRP-Powertrain as the newly crowned Rotax International Open winner and his national ticket will be given to the next place-getter in his local series.

■ ALL RESULTS FROM THE 2012 ROTAX INTERNATIONAL OPEN AT ZUERA CAN BE FOUND ON THE OFFICIAL HOMEPAGE OF THE EVENT AT WWW.ROTAXMAXEUROCHALLENGE.COM ALL INFORMATION REGARDING ENTRIES AND FURTHER DETAILS FOR THE 2013 RGMMC EVENTS INCLUDING THE ROTAX WINTER CUP, ROTAX MAX EURO CHALLENGE & ROTAX INTERNATIONAL OPEN IS ALSO AVAILABLE ONLINE AT WWW.ROTAXMAXEUROCHALLENGE.COM. WHY NOT JOIN RGMMC ON FACEBOOK AND TWITTER FOR THE LATEST NEWS ABOUT EVENT, UPDATES, VIDEOS AND PHOTOS.



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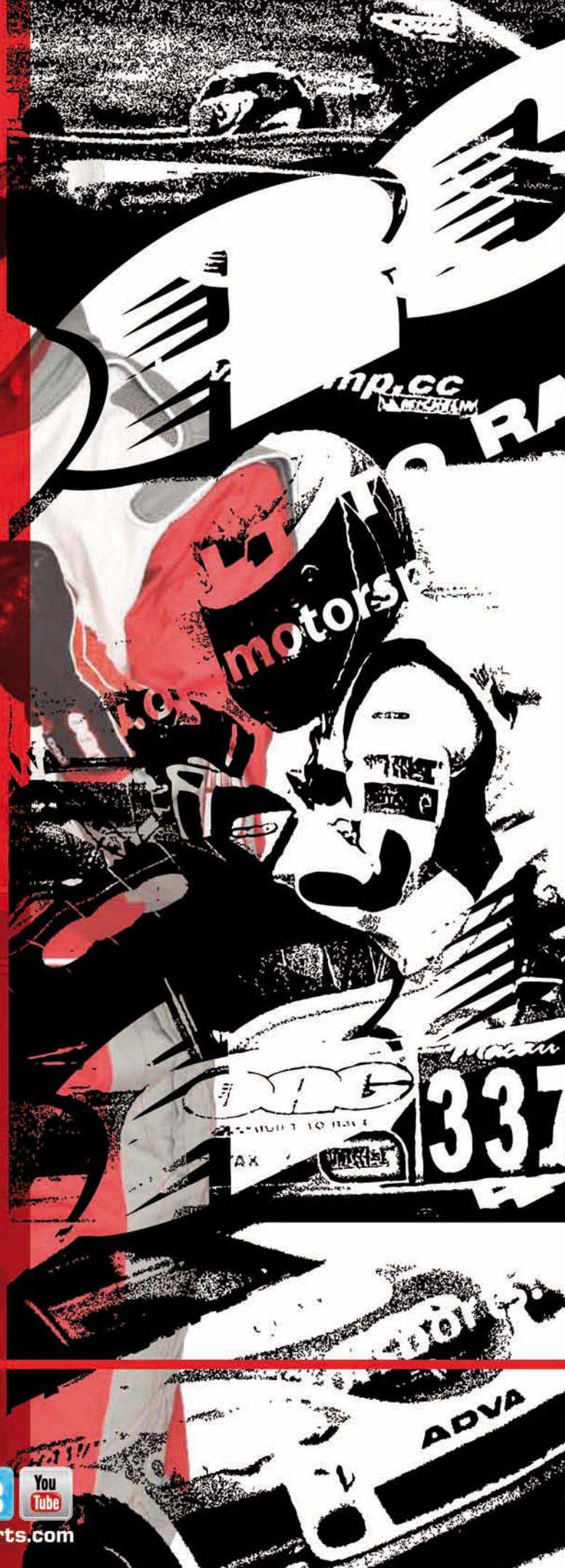
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Crucial race in Sepang

The Rotax Max Challenge Asia/Malaysia series went down to the wire, with thrilling races to decide overall champions and Rotax Grand Finals representatives.

REPORT M.NASSI / PHOTOS B.LEONG

The newly crowned Rotax Asia Challenge champions are: Zahir Ali (Senior), Mithin Ganatra (DD2), Riki Tanioka (DD2 Masters), Daim Hishammudin (Junior), and Prassetyo Hardja (MicroMax). Rotax Malaysia titles went to Nik Azri Syazwi (Senior), Chen Jet Chong (DD2), Syazwan Mohd Noor (Junior), Nazim Azman (MicroMax).

Senior Max In Rotax Senior, Japanese driver Akito Saito found his form starting the final from pole position ahead of Nik Azri and Ryuichi Nara. Saito took a lights-to-flag victory ahead of Nara, with Nik Azri close behind in 3rd, cementing a dominant season in the Malaysia standings, taking the Malaysian title a staggering 47 points ahead of Izzat Hanif Norazlan. Nara refused to weigh-in after the final, resulting in a disqualification, moving those behind him 1 place higher on the roster. Saito's first win of the season moved him to 4th in the final standings behind compatriot Teruhisa Tanaka.





LEE WAI CONG SHADOWED DAIM, AND GRABBED 2ND, WOODROOF 3RD A FEW SECONDS BACK.

Rotax Junior Max starting grid with Lei Wai Cong (113) and Syazwan Mohd Noor (177) sharing the front row. After a difficult final, Syazwan manages to grab the Malaysia championship title.

2013 CALENDAR

(venues to be announced)

- Jan. 19-20 Rotax Invitational Malaysia
- Mar. 2-3 RMC Malaysia/Asia Rnd.1
- Apr. 6-7 RMC Malaysia/Asia Rnd.2
- May 18-19 RMC Malaysia/Asia Rnd.3
- Jun. 22-23 RMC Malaysia/Asia Rnd.4
- Aug. 24-25 Rotax Invitational Thailand/Macau
- Sep. 28-29 RMC Malaysia/Asia Rnd.5



TANIOKA COULD HAVE TAKEN THE TITLE IF HE HAD CAUGHT AND OVERTAKEN MITHUN FOR THE LEAD, BUT HE LOST TOO MUCH TIME ON HIS WAY TO 2ND, AND ONLY MATCHED THE LEADER FOR PACE, SO HE HAD TO SETTLE FOR 2ND

Meanwhile slightly further back in the field was where the Rotax Asia championship battle was taking place between Indonesian drivers Zahir Ali and Senna SN. Zahir Ali arrived to Sepang with a decent lead in the Rotax Senior Asia standings, basically just needing to keep in touch with Senna SN to ensure 1st place, but grabbing the title ended up being more of a struggle than expected. In heat 1 despite starting near the front a mechanical problem saw him drop to 14th place, and heat 2 was even worse with

his bumper falling off resulting in a non-finish. Zahir salvaged what he could in

the pre-final as he made his way up to 11th, and with Senna finishing in 4th, he still had 11 points to spare. Disaster struck early in the Final, with Zahir dropping to the very back of the field after a lap one crash. Zahir had an interesting time during the race: *"I thought my championship was gone, but then my team signalled that I needed to overtake 4 drivers, and the group ahead of me wasn't that far away, so I knew I kept pushing. After I got past 4 drivers my team signalled that I needed to overtake 3 more!"*

The team wasn't leading him on, rather the championship situation had changed because Senna had also moved back up the field to 5th after a slow start saw him drop to 11th. *"Finally a few laps from the end after overtaking more drivers I got the thumbs up and could relax,"* said Zahir, the 2012 Rotax Senior Asia champion.

Junior Max The Junior championship situation had Syazwan Mohd Noor leading both the Asia and Malaysia standings ahead of Daim Hishammudin

and Daniel Woodroof respectively, but he only managed to take the Malaysia title 2 points ahead of Woodroof, and lost the Asia title to Daim by 19 points after a nightmare final. Daim had staged an awesome recovery from a 27th place time trial position after choosing the wrong tyres (wets on a drying track), to take 1st in the pre-final, which he converted into his first final win of the season, and a deserved title. The title battle wasn't completely in his hands however as Syazwan needed to finish in 6th or better to grab the title if Daim took the win, but a first corner incident left Syazwan at the back of the field with heavy damage, which meant he limped home in last place salvaging just enough points to take the Malaysia title. Lee Wai Cong kept close to Daim, and came home in 2nd place, while Woodroof was in 3rd a few seconds further back. Had he managed to take 2nd place he would've secured the Malaysia title, but he simply didn't have the pace to catch the top two.

DD2 /DD2 Masters Mithun Ganatra took his second win of the season after





Below, Micro Max field led by Nazin Azman (17) before he's struck by bad luck. After dropping 7th, he will manage to climb to 2nd, but the title goes to Prassetyo Hardja (85) who also takes the final win. Left, Akito Saito (225) from Japan during the briefing grabs his maiden win of the season which propels him to 4th in the Senior Max standings. Bottom, an extremely heated phase of the Junior Max final with Syazwan Mohd Noor (177) leading the field.



3rd in the pre-final, and managed to take the overall Asia DD2 title having arrived in Sepang 2 points adrift of Riki Tanioka. The crucial moment came in the pre-final as Tanioka had incidents dropping him back to 7th, losing valuable points. In the final Ganatra took the lead on lap two. Tanioka could have taken the title if he managed to catch and overtake Mithun for the lead, but having lost too much time on his way to 2nd, and only matching the leader for pace, he had to settle for 2nd. He did however secure 1st place in the DD2 Masters category, earning himself a place to the Grand Finals. Kelvin Choo was the best Malaysian

CHAMPIONSHIP

ROTAX ASIA CHALLENGE

DD2 / DD2 MASTERS: 1) 301 Mithun Ganatra, 510; 2) 318 Riki Tanioka (M), 505; 3) 306 Kelvin Choo (M), 479; 4) 308 Chen Jet Choong, 449; 5) 344 Freddy Numan Lawan (M), 439; 6) 333 Kong Chun Keat (M), 353; 7) 322 Eric Yong Boon Pin (M), 337; 8) 300 Mikko Nassi, 327; 9) 302 Sidant Panda, 224; 10) 307 Andrew Littledale (M), 206

SENIOR MAX: 1) 258 Zahir Ali, 478; 2) 262 Senna S.N., 476; 3) 218 Teruhisa Tanaka, 465; 4) 225 Akito Saito, 462; 5) 251 Silvano Christian, 461; 6) 202 Yoshito Matsumoto, 453; 7) 201 Nik Azri Syazwi Nik Hamdan, 450; 8) 238 Tanapon Nokkaew, 421; 9) 252 Izzat Hanif Norazlan, 370; 10) 261 Gilbert Ang Ding Feng, 359

JUNIOR MAX: 1) 123 Daim Hishammudin, 480; 2) 177 Syazwan Mohd Noor, 461; 3) 122 Mitchell Cheah Min Jie, 443; 4) 116 Daniel Woodroof, 442; 5) 120 Timothy Thomas Yeo, 425; 6) 113 Lee Wai Cong, 410; 7) 131 Low Kent Jun, 405; 8) 110 Muhammad Luqman Hakim, 366; 9) 139 Muhammad Danial, 364; 10) 107 Brendan Seibl, 361

MICRO MAX: 1) 85 Prassetyo Hardja, 513; 2) 88 Jakkarim Sirindthanaweche, 481; 3) 17 Nazim Azman, 471; 4) 38 Arsh Johany, 451; 5) 21 Muhammad Aiman Zafri, 447; 6) 10 Christopher Daryl J. Wenas, 438; 7) 77 Robin Normann, 358; 8) 18 Jarute Jonvisat, 353; 9) 91 Josh Lee Yan Heng, 279; 10) 35 M. Bin Sidqi Ahmad Said, 265

ROTAX MALAYSIA CHALLENGE

DD2 / DD2 MASTERS: 1) 306 Kelvin Choo (M), 506; 2) 308 Chen Jet Choong, 485; 3) 344 Freddy Numan Lawan (M), 483; 4) 333 Kong Chun Keat (M), 394; 5) 322 Eric Yong Boon Pin (M), 372; 6) 300 Mikko Nassi, 338; 7) 307 Andrew Littledale (M), 230; 8) 325 Brendan Paul Anthony, 222; 9) 339 Lai Wee Seng (M), 172; 10) 321 Shirley Wong Siew Yen, 145

SENIOR MAX: 1) 201 Nik Azri Syazwi Nik Hamdan, 517; 2) 252 Izzat Hanif Norazlan, 470; 3) 261 Gilbert Ang Ding Feng, 460; 4) 222 Brandon Lee Zhon Wei, 445; 5) 212 Uthayachelvan L., 437; 6) 203 Calvin Macaulay Seibl, 393; 7) 246 Mikhail Razak Harris, 289; 8) 230 Natasha Nurida Seatter, 215; 9) 227 Chang Mun Shien, 215; 10) 232 Rahul Raj Mayer, 192

JUNIOR MAX: 1) 177 Syazwan Mohd Noor, 490; 2) 116 Daniel Adam Woodroof, 488; 3) 122 Mitchell Cheah Min Jie, 475; 4) 120 Timothy Thomas Yeo, 467; 5) 113 Lee Wai Cong, 463; 6) 131 Low Kent Jun, 454; 7) 139 Muhammad Danial, 434; 8) 110 Muhammad Luqman Hakim, 428; 9) 107 Brendan Seibl, 422; 10) 169 Ariff Amran, 413

MICRO MAX: 1) 17 Nazim Azman, 511; 2) 38 Arsh Johany, 502; 3) 21 Muhammad Aiman Zafri, 502; 4) 35 M. Bin Sidqi Ahmad Said, 319; 5) 33 Armand Johany, 241; 6) 25 Alia Zaafire Tovar, 238; 7) 22 Oscar Ng Kok Tung, 78



“FINALLY A FEW LAPS FROM THE END AFTER OVERTAKING MORE DRIVERS I GOT THE THUMBS UP AND COULD RELAX,” SAID ZAHIR



Above, Junior Max championship podium with Daim Hishammudin on the top step. Below, Series organizer James Leong awards the Rotax Grand Finals tickets.



IMPRESSIVE 2012 SEASON FOR THE RACING IN ROTAX MAX CHALLENGE ASIA/MALAYSIA SERIES, RECORD ENTRIES SUSTAINED THROUGHOUT.

finishing in 3rd, which was enough to for the DD2 Malaysia title, while Chen Jet Choong's 7th in the final moved him to 2nd in the Malaysia standings.

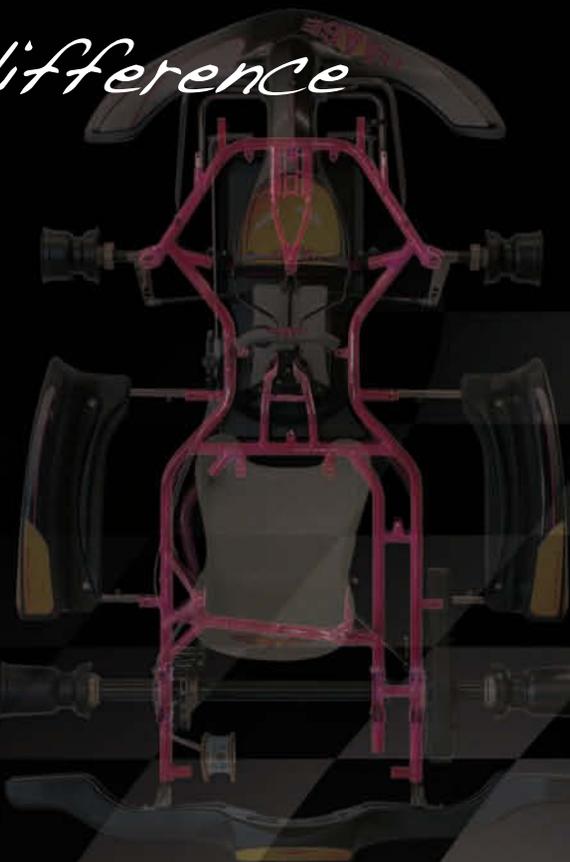
Micro Max Indonesian driver Prassetyo Hardja won why he is the 2012 champion, becoming the only MicroMax driver this year to secure two wins, as he held off hard-charging Nazim Azman who had moved up to 2nd after dropping back

as far as 7th place. The final laps was a slip-streaming battle as Prassetyo, who had also dropped back in the early laps, displayed impressive defensive driving in the lead, denying Nazim the victory, with the crossing the line just 1 tenth apart. Thai driver Jakkarim Sirinthanawech finished the final in 3rd, taking 2nd in the title race ahead of Nazim. Nazim was best of the Malaysians in 2012, taking the title 9 points ahead of Arsh Johany, who was tied on points with

Muhammad Aiman Zafri. The 2012 season has been quite impressive for the racing provided in the Rotax Max Challenge Asia/Malaysia series, with record entries being sustained throughout. The DD2 category grabbed a firm foothold after a few years of struggling for entries, and the Junior and Senior categories both had over 50 drivers each scoring championship points. 2013 is expected to be even better.

HAASE

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La partenza della finale B con Ian Rodriguez (46) davanti



Il venezuelano Mauricio Baiz

A "great" International final



REPORT: UFF STAMPA BIREL, FG – PHOTOS DANIELE GHINASSI



60 Easy B Final podium: 1st Jan Rodriguez; 2nd Luca Vanzetto; 3rd Alan lalak

Ten years since it first started this event represents the epilogue of all the Easykart Championships raced in the world. And, to confirm its ever increasing presence of international drivers, it is the first time that we have ever heard the Italian national anthem being sung when the awards were being given. Not one Italian got top podium step. And, in any case, the majority was Italians,

over 50% of the entries and among the over 300 drivers represented 16 different nations, all there as protagonists of hard fought, exciting races. The results of the 2012 Internazionale Easykart Final is positive on all levels, from the sports level on the track, organization and communication, a success that has been underlined by all those involved and also on behalf of this specialised Press that were there in Castelletto,

more than 50 reporters and 25 professional accredited photographers.

► Races

Easy 60 - Incredible! This is the first exclamation that comes to mind, after having followed the ascension of the 11th international meeting of the 60cc, Ian Rodriguez, who has come from Guatemala with great determination to put everyone out. And to say that the group of the 60cc is the

biggest out of all the classes present at the Grand Finals and the drivers on grid were the best drivers of every nation that had entered. Rodriguez is brilliant in "turning" a race that had become complicated for him after being excluded in heat 2 because something in his engine was not conforming to norm. So, the driver of the Team Mazzotti, had to race Finale "B", which he wins ahead of Vanzetto and Lalak. Making the most of his starting grid in



2012 CHAMPIONS OF THE 11TH EASYKART INTERNATIONAL GRAND FINALS
IAN RODRIGUEZ (GT) EASY 60

MAURICIO BAIZ (VE) EASY 100

JAMIE CREASE (GB) MASTER



POLE POSITION TROPHY

All the drivers who gained pole start after qualifiers got a Superpole prize in the clubMoto paddock.

60 - 27 Nicola Bertoncetto (IT) - FG Racing - Best Lap 56.884

100 - 51 Mauricio Baiz (VE) Easykart Venezuela Best Lap 52.325

125 Master - Jamie Crease (GB) Easykart UK Best Lap 52.196



Jamie Crease, Mauricio Baiz e Nicola Bertoncello



100 Easy podium: 1st Mauricio Baiz; 2nd Marco Iannotta; 3rd Mauro Auricchio

the Final, in no time at all he is tailing the long line of leaders till the end where he was actually fighting for win. The Italian who best interpreted the race to the end is Nicola Bertoncetto, in force with FG Racing, before and after

qualifiers where he got pole start for the final and for which he had already been awarded the Pole Position award in the Red Bull aperitif area. On front row grid with him for final start we see Avasilichioaei with 6 penalties and, Maccari and

Vezzelli to follow. More than 10 drivers fight for first place in this Final that was spectacular thanks to the numerous place swapping and great sportsmanship, unique in the field of international karting. After 16 exciting laps that

spectators eagerly watched, Guatemala Ian Rodriguez gains places over the last moments and flies over the finishing line, just 0"637 ahead of Gabriele Avasilichioaei and Nicola Bertoncello.

Easy 100 – the Venezuelan's supremacy is evident, Mauricio Baiz dominates as from qualifiers and then heats: three wins out of three races. There is n hesitation in the Final, 20 perfect laps leaving his rivals Iannotta and Auricchio at more

GREAT JOB DONE BY THE NATIONAL FEDERATION, guaranteeing 6 technical Commissioners, to test the parc fermè, racing marshals from the Autodrome in Monza and a video camera system to monitor track so as to make Race Marshal and Sports Commissioners' job easier.



Il Podio dedicato ai partecipanti alla 50 Training



Nicola Bertonecello

EASYKART 50 Fantastic participation of young drivers, out of the 46 entries, most were Italian, almost 59%, what about the 22% from Venezuela and 11% from the Czech Republic and then the children from Croatia, Israel, Argentina, Mexico, a great show!

% ENTRIES: HOW MANY, WHO, WHERE

In the **60cc** there are 62% from Italy, followed by Venezuela with more than 14%, and the Czech Republic with nearly 11%, then Poland 6% and Argentina, Moldova, Mexico, Repubblica di San Marino. Also in the **100cc**, 44% are Italian, 15% from the Czech Republic, Venezuela 13%, and 11% from GB, and then there is Argentina, Brazil, Russia and Colombia. The **Master class** is a surprise 26% from Venezuela, almost as many as the British drivers, then more than 8% from Russia, Panama, Ukraine and Austria. The remainder is from Italy, 36%.

than 1" to fight for second place. For the Venezuelan delegation this is an important win on an international level, a win that shows the hard work done by young people, both from Easykart Venezuela and by National touring and the government that, together with a pool of sponsors have kept up the Venezuelan "breeding round" for top national karting. A very fast Marco Iannotta follows Baiz over the line; he is brilliant in qualifiers, where he stopped best time in his group, and a second and sixth place in the heats. At final start at the Worlds Championship, he is soon behind the Venezuelan and is on his tail especially in the early phases of the race, going on to

get the title of vice champion, which takes him up with the Top drivers of the category. Auricchio too is very fast throughout the weekend, after qualifiers, he is on grid 2 for final start. Unfortunately the driver in force with Emilia kart was unlucky at the start, on external grid and in the early laps, he was fifth before managing to get going, but he was brilliantly fast and went on to grab third. Behind him follows Dominik Javurek from the Czech Republic, author of a great race, where he gets the better of Alessandro Brigatti and Davide Lombardo, 5th and 6th. After Final B, held in the morning, the winner Topinka (Czech Republic) together with Ucci, Talas, Luches, Todd and

Sanchez qualified for the World Championship Final. **125 Master** – Britain's Jamie storms off to lead from the lights and goes on to win the title. Easykart UK standard bearer gets taken by his yellow country man, Barnaby Pittingale and the driver from Panama, Gianfranco Pescetto by surprise; but with great determination after battling hard with his rivals over the last phases of the race he is backing the lead and grabs championship win. Pittingale is second just 262 thousandths behind, which goes to confirm great equilibrium in technology, while Pescetto (Emilia Kart) takes 3rd podium place. Davide Spreafico is fourth and the best Italiana head of



LIVE TV COVERAGE ON SKY CHANNEL 515

(Commented by Giuseppe Sciortino) an in simulcast in streaming on the Easykart official site, where real timing was available throughout the weekend. You could see the images on screens at the track too thank to a Maxi screen in front of the central pavilion, besides on smart phones and iPad with "live" applications free from Primocanale Sport.



THE GROUP OF THE 60CC IS THE BIGGEST OUT OF ALL THE CLASSES PRESENT AT THE GRAND FINALS

Barbaro and Mandozzi. Instead, Britain's Brooks, Manassero, in the morning, Lorenzo Petrucci Ccarhuayna, Hunter and is brilliant in Final B leading on Cortese.

THE **PADDOCK CLUB** COVERING MORE THAN 600 SQUARE METRES WITH RED BULL AND BERETTA STANDO WERE APPRECIATED. THE "PADDOCK CLUB" WAS TAKEN OVER BY ALL THOSE INVOLVED FOR THE 4 RACING DAYS, BUT ALSO BY SOME SPECTATORS WHO WERE AT THE CIRCUIT THANKS TO FREE ENTRY. ON SATURDAY, THEY ORGANISED AN APERITIF WITH ENERGY DRINK AS BASIS FOR COCKTAILS SERVED, AND LOTS OF FOOD TOO OFFERED BY THE GRUPPO BERETTA. THERE WAS A BIG BBQ TOO SERVING WURSTEL WUBER. THE RED BULL STALL WITH F1 SIMULATORS WAS A GREAT SUCCESS.

CHAMPIONSHIP

60 Finale A – 1) 46 Ian Rodriguez (GT); 2) 82 Gabriele Avasilichioaei (IT); 3) 27 Nicola Bertoncetto (IT); 4) 55 Danny Carenini (IT); 5) 119 Lukas Podobdky (CZ); 6) 144 Francesco Sabella (IT); 7) 96 Daniele Vezzelli (IT); 8) 12 Lorenzo Colombo (IT); 9) 64 Alex karkosik (PL); 10) 91 Dominik Stritesky (CZ); 11) 4 Alan Karkosik; 12) 154 Jonas Tlachac (CZ); 13) 40 Mattia Michelotto (IT); 14) 227 Edoardo Maccari (IT); 15) 42 Jachym Galas (CZ); 16) 192 Paolo Orsini (IT); 17) 77 Andrea Rosso (IT); 18) Axel Legnaro (CZ); 19) 102 Nicola Bartolini (IT); 20) 9 Matias Fernandez (AR); 21) 50 Samuele Valentini (IT); 22) 21 Ivan Baiguini (IT); 23) 3 Bartosz Paziewski (PL); 24) 41 Gianluca Guiotto (IT); 25) 15 Leonardo Papalia (IT); 26) 14 Andrea Macaluso (IT); 27) 51 Zdenek Tlachac (CZ); 28) 56 Luca Vanzetto (IT); 29) 118 Christopher Brea (VE); 30) 20 Leonardo Caglioni (IT); 31) 62 Matej kacovsky (CZ); 32) 11 Etienne Linty (IT); 33) 43 Federico Concina (IT); 34) 233 Tommaso Sciarra (IT).

60 Finale B – 1) 46 Jan Rodriguez (GT); 2) 56 Luca Vanzetto (IT); 3) 4 Alan lalac (PL); 4) 15 Leonardo papalia (IT); 5) 21 Ivan Baiguini (IT); 6) 41 Gianluca Guiotto (IT); 7) 146 Cesare Lombardo (IT); 8) 52 Andrea Procinio (IT); 9) 63 Mikolaj Cegielski (PL); 10) 222 Mirko Santambrogio (IT); 11) 38 Francesco Palmisano (IT); 12) 145 Francesco Cunsolo (SM); 13) 25 Alessandro Giardelli (IT); 14) 111 matteo Roccadelli (IT); 15) 71 Alessandro Gnechi (IT); 16) 229 Giorgio Pirantoni (IT); 17) 103 Arthur Zana (IT); 18) 34 Jose Alvarado (VE); 19) 26 Daniel Grimaldi (IT); 20) 89 Dan Skocdopole (CZ); 21) 142 Leonardo Merzario (IT); 22) 161 Guillermo Pestano (VE); 23) 53 mattia Brigladori (SM); 24) 88 marco Bernardi (IT); 25) 83 Alessandro Dal Ferro (IT); 26) 244 Andres carreno (VE); 27) 188 Valentina Sarmiento (VE); 28) 2 Nikodem Wierzbicki (PL); 29) 90 Monika Podhradská (CZ); 30) 18 mattia Berto (IT); 31) 31 Riccardo Mella; 32) 61 Flavio Farina (IT); 33) 66 Lion Zozin (IT); 34) 8 matteo Romana (IT).

60 Finale C – 1) 31 Riccardo Mella (IT); 2) 88 Marco Bernardi (IT); 3) 89 Dan Skocdopole (CZ); 4) 34 Jose Alvarado (VE); 5) 83 Alessandro Dal Ferro (IT); 6) 18 Mattia Berto (IT); 7) 117 Nicola Zamolo (IT); 8) 97 Federico Cardone (IT); 9) 230 Andrea Torello (IT); 10) 22 Daniel Vielma (VE); 11) 29 Mathias Torreggiani (IT); 12) 158 Niko La Notte (IT); 13) 99 Francesco Bonara (IT); 14) 16 Filippo Bocolari (IT); 15) 35 Axel Chenal (IT); 16) 33 Gianpalo Barbieri (VE); 17) 167 Federico Felici (IT); 18) 282 Francesco Crescente (IT); 19) 28 Alize Piana (IT); 20) 48 Edoardo Cristoni (IT); 21) 10 Lucas Garbarino (AR); 22) 32 Fernando Vasquez (VE); 23) 76 Luis Lobo (VE); 24) 24 Victor Prato (VE); 25) 23 Lorenzo Bello (VE).

Easy 100 Finale A – 1) 51 **Mauricio Baiz (VE)**; 2) 28 Marco Iannotta (IT); 3) 46 Mauro Auricchio (BR); 4) 177 Dominik Javurek (CZ); 5) 133 Alessandro Brigatti (IT); 6) 95 Davide Lombardo; 7) 14 Vaclav Safar (CZ); 8) 70 Flavio Di Gregorio (IT); 9) 7 Matias Menvielle (AR); 10) 6 Lucas Cara-

bajal (AR); 11) 71 Mattia Livraghi (IT); 12) 85 Will Stowell (GB); 13) 48 Carlos Carballo (VE); 14) 86 Tom Thickpenny (GB); 15) 41 Andrea Cicconetti (VE); 16) 43 Francesco Ruga (IT); 17) 84 Samuele Ucci (IT); 18) 97 Dominik Hodac (CZ); 19) 63 Jakub Talas (CZ); 20) 90 Antonio Romanucci (IT); 21) 110 Francesco Zanini (IT); 22) 245 Jeremy Henriquez (VE); 23) 3 Callum Croxon (GB); 24) 87 Ayrton Todd (GB); 25) 92 Wilfredo Sanchez (VE); 26) 49 Lorenzo Luches (IT); 27) 127 Federico Malvestiti (IT); 28) 77 Riccardo Pollastra (IT); 29) 5 Ricardo Degoumois (AR); 30) 54 Michael Topinka (CZ); 31) 96 Matteo Giardino (IT); 32) 26 Simone Lazzari (IT); 33) 37 Georgy Malyshev (RU); 34) 29 Rocco Atlante (IT).

Easy 100 Finale B – 1) 54 Michael Topinka (CZ); 2) 84 Samuel Ucci (IT); 3) 63 Jakub Talas (CZ); 4) 49 Lorenzo Luches (IT); 5) 87 Ayrton Todd (GB); 6) 92 Wilfredo Sanchez (VE); 7) 98 Jakub Osmera (CZ); 8) 68 Leonardo Bernasconi (IT); 9) 4 Nicole Firth (GB); 10) 99 Mirko Masi (IT); 11) 75 Jacopo Fioravanti (IT); 12) 52 Gustavo Martinez (VE); 13) 27 Federico Marasci (IT); 14) 34 Pavel Lugovoy (RU); 15) 126 Filip Klier (CZ); 16) 11 Luis Ramirez (PA).

Master finale A – 1) 5 **Jamie Crease (GB)**; 2) 78 Barnaby Pittingale (GB); 3) 125 Gianfranco Pescetto (PA); 4) 100 Davide Spreafico (IT); 5) 42 Alessandro Barbato (IT); 6) 195 Giorgio Mandozzi (IT); 7) 29 Cristian Adani (IT); 8) 10 Samuel Acosta (VE); 9) 34 Fabio Palluzzi (IT); 10) 71 Evgeny Smelov (RU); 11) 77 Roberto Ferri (IT); 12) 65 Andrea Fioravanti (IT); 13) 85 Grant Hunter (GB); 14) 58 Lorenzo Petrucci (IT); 15) 30 Stefano Cobiانchi (IT); 16) 6 Stefano Marra (IT); 17) 79 Will Smith (GB); 18) 13 Kieran Gordon (GB); 19) 81 Matt Brooks (GB); 20) 8 Ricardo Ccarhuayna (VE); 21) 12 Neil Fisher (GB); 22) 20 Carlo Mancini (IT); 23) 80 Joe Paterson (GB); 24) 16 Valiullin Murat (RU); 25) 88 Carlos Moran (VE); 26) 51 Geanfranco Flaviani (VE); 27) 27 Giuseppe Cortese (VE); 28) 111 Filippo Manassero (IT); 29) 84 Jamie Summerhayes (GB); 30) 136 Stefano Mercatelli (IT); 31) 11 Sabino De Castro (IT); 32) 82 Kieran Mcclough (GB); 33) 32 Gianmarco Quaresmini (IT); 34) 36 Federico Berto (IT).

Master finale B – 1) 58 Lorenzo Petrucci (IT); 2) 81 Matt Brooks (GB); 3) 111 Filippo Manassero (IT); 4) 8 Ricardo Ccarhuayna (VE); 5) 85 Grant Hunter (GB); 6) 27 Giuseppe Cortese (VE); 7) 19 Cesar Torres (VE); 8) 24 Gianni Bongiovanni (IT); 9) 31 Tim Davis (AU); 10) 121 Francesco Benelli (IT); 11) 72 Alessandro Chiaro (IT); 12) 2 Emiliano Martinez (JR); 13) 7 Omar Ccarhuayna (VE); 14) 4 Chris Carter (GB); 15) 94 Edoardo Barbolini (IT); 16) 83 Gary Poynter (GB); 17) 18 Andres Delgado (VE); 18) 23 Carlo Costanza (IT); 19) 15 Damien Hogde (GB); 20) 99 Kim Nikolay (RU); 21) 17 Josè Rodriguez (VE); 22) 26 Daniel Yanes (VE); 23) 25 Eduard Ten (RU); 24) 3 Peter Bunton (GB); 25) 91 Leonardo Fontanesi (VE); 26) 87 Antonio Yanes (VE); 27) 90 Ken Reyes (VE); 28) 93 Reinaldo Pineda (VE); 29) 33 Evgeny Filimonov (RU); 30) 28 Juan Azcarate (VE).



TAG Under podium: 1st Phil Smith; 2nd Tom Healy; 3rd Collin Daley



Super Pole winners

Phil Smith on top

REPORT BIREL P.O., FG / PHOTOS D.GHINASSI

Kart Grand Prix International Trophy saw the participation of TAG and KZ drivers of KGP by BMB Engines. The drivers had the opportunity to race in a very high profile event both at technical and competition level, also thanks to the ever increasing racing level of all drivers and to few sporting and technical regulations changes. Main protagonist of the

event has been Phil Smith in TAG Under. The Brit took advantage of his main rivals technical problems to grab the title over fellow Brit Tom Healy (Sowery 2nd at flag got 10" penalty) and Jamaican Colin Daley. In TAG Over, the win goes to Marco Pagani, with Lanci and Cavini making an all-Italian podium. In KZ Under and KZ Over respectively, Ingiardi and Quintarelli jumped to the top step of the podium.

TROPHY POLE POSITION

TAG Under - Giulio Parolini (IT)

TAG Over - Marco Pagani (IT)

ENTRIES% : HOW MANY, FROM WHERE

In KGP International Trophy, the Italians represented the biggest group of participants mainly in **KZ Under** with 92%. The rest of the drivers came from Czech Republic, while in **KZ Over** 88% came from Italy and the remaining from France. **Tag Under** saw the biggest international participation with 27% coming from Great Britain, almost 7% from Russia, Czech Republic and Jamaica. 60% of the drivers came from Italy. In **Tag Over**, many international drivers coming from Switzerland, Brazil and Austria, but the Italian bunch represented by and large the most numerous group of drivers with over 70%.

>> CHAMPIONSHIP

KZ Over - 1) 5 Manuele Quintarelli (IT); 2) 58 Maurizio raciti (IT); 3) 59 Rinaldo passaro (IT); 4) 10 marco De marco (IT); 5) 44 Andrea Montagnani (IT); 6) 32 Paolo Scagnelli (IT); 7) 2 Paolo gagliardini (IT); 8) 28 Pietro Sebastiani.

KZ Under - 1) 9 Mattia Ingiardi (IT); 2) 6 Luca Collini (IT); 3) 16 Lorenzo Marcucci (IT); 4) 8 Radim Maxa (CZ); 5) 133 Luca Guerini (IT); 6) 51 Andrea Venia (IT); 7) 46 Riccardo Savoia (IT); 8) 94 Mauro Lazzari (IT); 9) 67 Mattia Marangon (IT); 10) 12 Matteo Reggiani (IT); 11) 35 Alessandro Ruggeri (IT).

TAG Under - 1) 30 Phil Smith (GB); 2) 6 Tom Healy (GB); 3) 12 Collin Daley (JM); 4) 5 Luca Hirst (GB); 5) 29 Bobby Game (GB); 6) 7 Jake Hughes (GB); 7) 4 Giacomo Guffanti (IT); 8) 10 Andrea Bagnato (IT); 9) 9 Giulio Parolini (IT); 10) 69 Andrea Fontana (IT); 11) 120 Matteo Zamporlini (IT); 12) 8 Toby Sowery (GB); 13) 77

Gianni Zani (IT); 14) 97 Alessandro Bissolo (IT); 15) 81 Riccardo Scotti (IT); 16) 47 Davide Vettori (IT); 17) 11 Ivan Krugov (RU); 18) 31 Dominik Polcr (CZ); 19) 26 Denis Gorman (GB); 20) 145 Reberto Cesari (IT); 21) 104 Christian Fossati (IT); 22) 34 Matteo Piselli (IT); 23) 68 Riccardo Novello (IT); 24) 3 Mattia Drudi; 25) 2 Andrea Timofeev (RU); 26) 14 Matteo Leone (IT); 27) 87 Fabio Giliberti (IT); 28) 28 Sam Dimelow (GB); 29) 23 Alessandro Cerri (IT).

TAG Over - 1) Marco Pagani (IT); 2) 89 Pierangelo Lanci (IT); 3) 61 Marzio Cavini (IT); 4) 71 Ivano Rava (IT); 5) 86 Angelo Narducci (IT); 6) 25 Andrea Comandini (IT); 7) 24 Christian Alessandrini (IT); 8) 51 Antonio Navega (VE); 9) 18 Marco Marchi (IT); 10) 52 Enrico Friso (VE); 11) 22 Marco Bambace (IT); 12) 64 Yuri Figini (IT); 13) 21 Raffaele Crippa (IT); 14) 90 Alessandro Centi (IT).



KZ Under Mattia Ingiardi

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CELEBRATING ROK'S 10th ANNIVERSARY

BY W. GUCCI – PHOTOS: SPORTINPHOTO

The 2012 Rok International final ended with great excitement and a fantastic show. South African standard bearers Parkins (Rok) and Bezuidenhout (Mini) and Italy's Pulcini (Junior) and Zani (Super) take home the most important titles of the 2012 International Rok Cup final hosted at the South Garda circuit in Lonato in northern Italy. The award giving ceremony was held in the fantastic Rok structure mounted inside the paddock, with great celebrations for the Rok's tenth anniversary!

Nathan Parkins grabbed final win, the most difficult out of all Rok finals. The South African storms off and takes Italy's Riccardo Geltrude. In the Mini Rok his fellow countryman Clinton Bezuidenhout is outstanding; he sets the pace in the class for younger Rokkers. Leonardo Pulcini was on top podium step for the Junior Rok, but he had to work hard to get Cosimo Durante and Giuseppe Gaglianò. In Super Rok there was a bit of polemic... In the end Christopher Zani is on top podium step ahead of Nirei Fukuzumi and

Luca Osvaldi. However, we must underline that Riccardo Cinti was the first to the chequered flag, but the driver from Lazio, Italy later got a penalty for a debatable advanced start and lost the throne.

MINI ROK BEZUIDENHOUT GRABS ALL. LEGERT CHAMPION OF ALTRUISM

Clinton Bezuidenhout's winning pace started in Lonato. After seventh place in qualifiers, the young driver from Durban, storms off at lights to grab front row grid after winning all three heats. There is nothing to say

about the final: Bezuidenhout pulls away from his rivals to grab a perfect win. At a distance, Liam Pienaar and Giovanni Di Giannantonio follow him home. During the early laps, two drivers are out; Alex Nocella, who comes very fast and gains places, after a not so good qualifying performance and Ricardo Feller who stopped best final lap. Pienaar and Di Giannantonio match skill and in the end Pienaar gets the better of his Italian rival. As the crowd cheer for Bezuidenhout's success, there is a moment to



The magnificent nine from the 2012 Rok Talent Award, Giuseppe, Federico, Jan, Matteo, Christopher, Nirei, Arianna, Riccardo and Michael; below, a close battle between Cinti and Zani in the Super Rok final. Although Cinti is first over the line a 10" penalty for advanced start makes him drop places. So the Cup goes to Zani. Opening picture, Rok Cup International winners: Bezuidenhout (Mini), Pulcini (Junior), Parkins (Rok) and Zani (Super Rok).

frame, deserving recognition for generosity and altruism. It ought to go to young Rokker Lucas Legert who without any hesitation interrupts his race to help his rival Mat vet Mason, who had overturned and was stuck under his kart. No harm done Maslov was ok and for his generosity Lucas Legert was

mentioned and rewarded during the Rock Party on Saturday night.

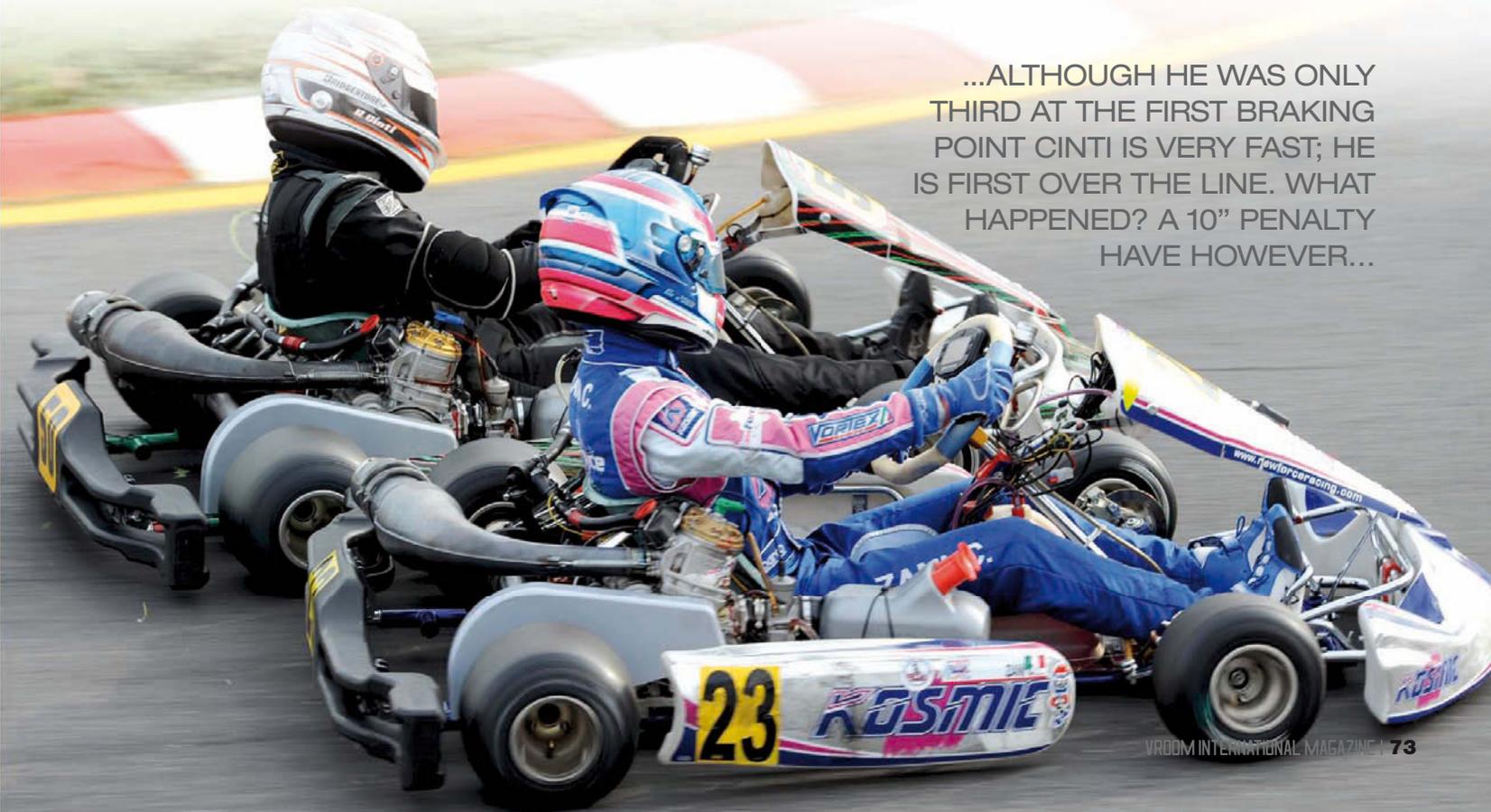
JUNIOR ROK PULCINI MAKES IT

Leonardo Pulcini gets pole leading on Italy's Cosimo Durante and Karol Lubas from Poland. Bradley Liebenberg

from South Africa is fourth. . The early heats mix up the cards a bit, in fact, the wet track allows outsiders to come through, for example Eduardo Jesus, from Portugal grabs a heat win on rain tyres. Instead, on a dry track, it is twice Pulcini, Lubas and Durante, one heat win each for

Giuseppe Galgianò, Federico Squaranti, Bradley Liebenberg and the previously mentioned Jesus.

The final is all Pulcini's. The young Italians s very fast and clever as he takes advantage of the fight that builds up behind him. Especially among the leaders Lubas and Squaranti. On lap nine the Pole tries to attack the leader, Pulcini, and puts his kart sideways, Squaranti touches him and they both drop back ruining their chances for the final. Without pressure from Lubas and Squaranti, Pulcini pulls away faster with each lap and gets a safe distance from the pack following behind. Durante, Gaglianò and Australia's Andrew Kahal try desperately to make up, but there is no hope for win, it goes to Leonardo Pulcini, after the Rok Cup Italia win takes home the international title too. So, it's an all Italian final podium, Durante and Gaglianò join the champion Pulcini to complete it.



...ALTHOUGH HE WAS ONLY THIRD AT THE FIRST BRAKING POINT CINTI IS VERY FAST; HE IS FIRST OVER THE LINE. WHAT HAPPENED? A 10" PENALTY HAVE HOWEVER...

MINI ROK FINALE

P	N	Driver	CHASSIS/ENGINE	12 LAPS
1	8	Bezuidenhout Clinton	Hero/Vortex	in 10:06.755
2	67	Pienaar Liam	Zanardi/Vortex	+1.172
3	34	Di Giannantonio Giovanni	Exprit/Vortex	+1.547
4	45	Watt Noah	Cgr/Vortex	+3.741
5	30	Cicognini Domenico	Kosmic/Vortex	+4.313
6	26	Gagliano Kevin	Top Kart/Vortex	+7.730
7	46	Maini Kush	Tony Kart/Vortex	+7.886
8	24	Grigorev Ivan	Parolin/Vortex	+9.131
9	48	Szyszek Maciej	Kosmic/Vortex	+10.007
10	37	Zarpellon Luigi	Parolin/Vortex	+10.121
11	15	Jonusis Justas	Tony Kart/Vortex	+10.848
12	3	Martono Presley Peter	Tony Kart/Vortex	+11.481
13	12	White Stuart	Zanardi/Vortex	+11.706
14	41	Feller Ricardo	Top Kart/Vortex	+11.815
15	22	Mazzotti Simone	Top Kart/Vortex	+12.375
16	5	Serravalle Antonio Marco	Tony Kart/Vortex	+12.778
17	6	Karkosik Aleks	Tony Kart/Vortex	+13.125
18	25	Gandolfi Alessio	Top Kart/Vortex	+13.697
19	14	Grinbergas Gustas	Birel/Vortex	+14.360
20	29	Barbiera Angelo	Top Kart/Vortex	+16.873
21	39	Feller Fernando	Top Kart/Vortex	+17.185
22	42	Soler Obel Mathias	Tony Kart/Vortex	+17.611
23	27	Comanducci Francesco	Top Kart/Vortex	+21.342
24	47	Grudzinski Marcel	Tony Kart/Vortex	+27.430
25	13	Augustus Chaise	Zanardi/Vortex	+41.606
26	1	Maslov Matvey	Tony Kart/Vortex	+1 Giro
27	40	Legeret Lucas	Tony Kart/Vortex	+1 Giro
28	18	Nocella Alex	Tony Kart/Vortex	+4 Giri
29	9	Thompson Delon	Birel/Vortex	+6 Giri
30	2	Lindh Rasmus	Tony Kart/Vortex	+12 Giri

JUNIOR ROK FINALE

P	N	Driver	CHASSIS/ENGINE	16 LAPS
1	47	Pulcini Leonardo	Tony Kart/Vortex	in 12:11.486
2	35	Durante Cosimo Francesco	Tony Kart/Vortex	+1.199
3	50	Gagliano Giuseppe	Tony Kart/Vortex	+1.447
4	57	Kahl Andrew	Tony Kart/Vortex	+2.100
5	68	Maini Arjun	Tony Kart/Vortex	+2.723
6	13	Van Der Watt Julian	Zanardi/Vortex	+4.815
7	3	Hall Philip	Tony Kart/Vortex	+6.621
8	56	Gillis Cody	Tony Kart/Vortex	+6.842
9	23	Squaranti Federico	Tony Kart/Vortex	+6.933
10	15	Jesus Eduardo	Tony Kart/Vortex	+7.199
11	62	Signorelli Matias	Kosmic/Vortex	+7.880
12	31	Martucci Mario	Tony Kart/Vortex	+7.888
13	12	Liebenberg Bradley	Birel/Vortex	+8.851
14	33	Imberti Michele	Tony Kart/Vortex	+10.750
15	45	Iacone Matteo	Tony Kart/Vortex	+12.150
16	38	Clerici Luca	Crg/Vortex	+12.905
17	6	Krencisz Jan	Tony Kart/Vortex	+12.963
18	46	Cutrupi Angelo	Kosmic/Vortex	+13.204
19	69	Oyu Toshiki	Tony Kart/Vortex	+14.900
20	53	Muller Michael	Tony Kart/Vortex	+15.051
21	67	Jochimsen Andreas	Fa Kart/Vortex	+16.029
22	75	Bielecki Kacper	Kosmic/Vortex	+16.747
23	32	Liana Nicolo	Tony Kart/Vortex	+17.041
24	37	Comanducci Christian	Tony Kart/Vortex	+17.660
25	41	Buran Alessandro	Kosmic/Vortex	+17.951
26	8	Szyszek Szymon	Kosmic/Vortex	+18.860
27	36	Di Cori Alessandro	Tony Kart/Vortex	+19.698
28	28	Papi Cosimo	Kosmic/Vortex	+20.216
29	10	Lubas Karol	Tony Kart/Vortex	+21.954
30	29	Panseri Tommaso	Tony Kart/Vortex	+22.836
31	34	Greco Matteo	Tony Kart/Vortex	+27.345
32	2	Lundqvist Linus	Tony Kart/Vortex	+1 Giro
33	58	Sandrone Christopher	Tony Kart/Vortex	+3 Giri
34	25	Pollara Alessio	Energy/Vortex	+3 Giri

ROK FINALE

P	N	Driver	NAT.	CHASSIS/ENGINE	20 LAPS
1	13	Parkins Nathan	ZA	Tony Kart/Vortex	in 15:13.975
2	37	Geltrude Riccardo	I	Tony Kart/Vortex	+0.120
3	48	Armata Arianna	I	Tony Kart/Vortex	+2.401
4	50	Moriondo Federico	I	Tony Kart/Vortex	+2.723
5	8	Grzyb Michal	PL	Birel/Vortex	+3.301
6	49	Rabaglia Massimo	I	Crg/Vortex	+3.607
7	29	Villa Alberto	I	Tony Kart/Vortex	+4.469
8	23	Kallioras Vasilis	GR	Tony Kart/Vortex	+4.479
9	62	Ruud Kjar Magnus	DK	Tony Kart/Vortex	+6.388
10	53	Bar Stefan	CH	Top Kart/Vortex	+8.687
11	22	Pedersen Ulrik Roland	N	Kosmic/Vortex	+8.755
12	45	Boni Enrico	I	Tony Kart/Vortex	+9.751
13	47	Aldera Carlo	I	Pcrl/Vortex	+11.835
14	15	Jilek Michal	CZ	Birel/Vortex	+13.917
15	25	Paskевич Paulius	LT	Righetti e Ridolfi/Vortex	+15.321
16	46	Bertaia Germano	I	Tony Kart/Vortex	+16.172
17	44	Botta Lucia	I	Tony Kart/Vortex	+16.776
18	33	Piselli Matteo	I	Spirit/Vortex	+17.110
19	30	Veglia Lorenzo	I	Tony Kart/Vortex	+17.581
20	52	Calvi Alessandro	I	Tony Kart/Vortex	+17.917
21	41	Chizzoni Laura	I	Praga/Vortex	+18.247
22	21	Rismyhr Finn Erik	N	Tony Kart/Vortex	+20.022
23	10	Smigiel Michal	PL	Tony Kart/Vortex	+20.524
24	36	Manzoni Matteo	I	Tony Kart/Vortex	+22.411
25	31	Scaravaggi Nicolo	I	Tony Kart/Vortex	+25.204
26	40	Colafrancesco Cristiano	I	Tony Kart/Vortex	+25.733
27	27	Gelzinis Andrius	LT	Tony Kart/Vortex	+26.121
28	65	Maitos Konstantinos	GR	Kosmic/Vortex	+36.383
29	14	Good Ayrton	ZA	Tony Kart/Vortex	+5 Giri
30	56	Gomez Bricensy Sidney D.	YV	Tony Kart/Vortex	+12 Giri
31	42	Chiari Marco	I	Kosmic/Vortex	+15 Giri
32	19	Jilkova Gabriela	CZ	Praga/Vortex	+16 Giri
33	16	Kocka Ondrej	CZ	Maranello/Vortex	+18 Giri
34	59	Asaa Kristian Espen	DK	Exprit/Vortex	+20 Giri



Leonardo Pulcini (47) looks down, pulls away from his strongest rivals and leads to grab a deserved Rok Cup International Junior win; below, Rok podium with South African Nathan Parkins on top podium step; bottom, a fantastic Rok battle that sees Parkins beat Riccardo Geltrude by just 120/1000.



SUPER ROK FINALE

P	N	Driver	NAT.	CHASSIS/ENGINE	20 LAPS
1	23	Zani Christopher	I	Kosmic/Vortex	in 14:52.331
2	71	Fukuzumi Nirei	J	Kosmic/Vortex	+1.012
3	51	Osvaldi Luca	I	Tony Kart/Vortex	+1.089
4	45	Basilio Daniele	I	Tony Kart/Vortex	+1.759
5	24	Zanchi Matteo	I	Kosmic/Vortex	+1.967
6	52	Vantini Alessandro	I	Crg/Vortex	+5.272
7	39	Costantini Alessio	I	Maranello/Vortex	+7.099
8	57	Preisig Jasmin	CH	Tony Kart/Vortex	+7.302
9	7	Caeiro Tomas	P	Tony Kart/Vortex	+7.333
10	41	Caponi Lorenzo	I	Tony Kart/Vortex	+7.666
11	50	Cinti Riccardo	I	Tony Kart/Vortex	+8.163
12	37	Donadei Tino	I	Top Kart/Vortex	+8.351
13	33	Melis Mattia	I	Kosmic/Vortex	+8.938
14	67	Friis-Larsen Andreas	DK	Fa/Vortex	+9.761
15	54	Vogel Shaun	CH	Kosmic/Vortex	+9.981
16	36	Gnudi Alberto	I	Tony Kart/Vortex	+12.523
17	38	D'abramo Mattia	I	Tony Kart/Vortex	+12.727
18	34	Mazzantini Marco Mattia	I	Tony Kart/Vortex	+13.049
19	2	Presern Klemen	SLO	Intrepid/Vortex	+15.120
20	44	Bensi Gabriele	I	Kosmic/Vortex	+15.226
21	30	Rubecchini Emanuele	I	Tony Kart/Vortex	+15.430
22	63	Zapata Axel	RA	Tony Kart/Vortex	+15.913
23	31	Bartoletti Daniele	I	Tony Kart/Vortex	+16.008
24	58	Muller Tanja	CH	Tony Kart/Vortex	+18.544
25	68	Segond Sebastien	MO	Tony Kart/Vortex	+18.899
26	69	Kalesis Filippos	GR	Tony Kart/Vortex	+24.802
27	43	Beschi Andrea	I	Tony Kart/Vortex	+25.391
28	15	Karlog Mortensen B.	ZA	Tecno/Vortex	+25.852
29	56	Hugli Timon	CH	Tony Kart/Vortex	+26.608
30	60	Armellini Bruno	RA	Tony Kart/Vortex	+5 Giri
31	26	Vailati Lorenzo	I	Pcrl/Vortex	+6 Giri
32	19	Reyes Franco Victor	RP	Kosmic/Vortex	+10 Giri
33	55	Nascher Patrick	CH	Tony Kart/Vortex	+19 Giri
34	59	Millar Travis	AUS	Tony Kart/Vortex	+20 Giri



**MARCO ARDIGÒ
MEMBER OF THE JURY**



**SUPER ROK
ZANI – CHAMPION FOR THE
SECOND TIME**

Lots of excitement in Super Rok too. Cinti, Zanchi, Fukuzumi and Basiliotti are heat winners. But there are lots more who have what it takes for the final attack to gain championship win. Among them we see Vantini, Costantini, Caponi, Zani, Osvaldi and Presig. Fina.: Matteo Zanchi is protagonist in the early phase. At the lights, the driver from Bergamo pushes Cinti, on row one grid next to him, to a wrong move. In fact, Zanchi, slows

down just that little it to leave Cinti slightly in the lead at the lights and making race marshals give him a penalty. Over the early laps, Zanchi is very fast and leaves the duelling to the rest of the pack behind him. Cinti and Christopher Zani are the first to push through determined rivals such as Alessandro Vantini, Luca Osvaldi and Jasmine Presig from Switzerland. On lap five the race livens up. Zanchi drops in brilliance, problems with his kart force him to ... Cinti, Zani, Osvaldi and a Japanese, Nirei



**ROK TALENT TEST FINALE.
PISTA, BRIEFING EXPERTS AND MEDIA**

The nine finalists of the project Vortex, Rok Talent Award, conform to regulations, have been designated by the most reliable and univoquable: track. In fact, the drivers who managed to enter for the final are the three best Rok Talent in the Junior Rok, Rok and Super Rok classes.

The magnificent nine of the 2012 Rok Talent Award, Giuseppe, Federico, Jan, Matteo, Cristopher, Nirei, Arianna, Riccardo and Michael were present on Sunday morning at 8:30 am, at the Vortex hospitality point, ready to face the final and exciting final. The Rokker Day was divided into more phases. Divided into three groups, the young drivers met the staff of the Vortex Racing Team, preparing their driving position as best as possible on their karts and looking to the best concentration. Then, always divided into groups, they faced the test on the track in three phases, warm up, set up and simulation of a race. Each Roker drove a kart from the KF3 or KF2 classes, with which they will be racing in 2013 if they should win the final award.

The aspirant talents were interviewed by a jury of reporters who tested their ability in communicating with the media. Then of course there was a session of photographs. The official day ended after lunch with a briefing that each candidate had with Vortex drivers and mechanics that were in the jury. The jury had a few days to put together all the information and evaluate it, after they decided who the two winners were. The two winners of the Rok Talent Award 2013 will get a fantastic award: a chance to work with the official Vortex drivers in the World Championship and the European Championship in KF2 and KF3. The members of the 2012 Rok Talent Award are excellent figures, real icons from the karting world.

Jury coordinator: Johnny Misljevic ex World Champion and European Champion

Drivers: Marco Ardigo ex World Champion and European Champion; Alessandro Piccini ex World Champion and European Champion; Armand Convers ex WSK winner of the WSK World Series

Team Manager: Giacomo Aliprandi – Tony Kart-Vortex Racing Team; Olivier Marechal – Kosmic Kart-Vortex Racing Department; Andre Martins – Tony Kart USA

Reporters: May Ann Horley – Karting Magazine; Rob Howden – ekarting. news

ROK PARTY The 2012 Rok Cup International Final was set up to give a special emphasis to Saturday night's great Rok Party. So, the entire event was raced with such a time schedule that it would end on Saturday, making the 10th anniversary of the Rok Cup an unforgettable event! Podium too, was set up inside the maxi structure in the paddock and the numerous Rockers and their relatives and fans made prize giving ceremony rather exciting. A special moment was when Vortex President, Giovanni Corona, together with the president of the Sub commission CSAI Vittorio Loriga opened the Rok party cutting a huge cake, made especially for this occasion, with ten super candles on it!

AWARDS The sum in money, as often happens in the Rok Cup, is substantial, each champion has taken home an engine (as used in the class he won), a chassis (Birel, Crg or Tony Kart), a token for 1500 Euro and, obviously the super Champion's cup as the 2012 Rok International champion. All those who received the awards were, needless to say thrilled and also drivers in the top eight placed.

A "pittresco" picture of drivers of the 2012 edition of the Rok Cup International Final, 256 entire representing 26 countries. Below, Mini start, with Bezuidenhout from South Africa leading the pack. Junior podium, with winner Pulcini between Durante and Gaglianò.



Fukuzumi, pass to lead fighting for final win. Yet again, the final laps are decisive. Cinti heads towards success, unfortunately for him, platonic, because once he cut through too win he finds himself with 10" penalty for irregular start. So, Zani is declared winner with Fukuzumi and Osvaldi fighting or second. Zani is Super Rok champion for the second year running. Only Alessandro Vantini has managed to do this before, always in Super Rok, and Steven Brotto in Mini Rok.

ROK PARKINS: STORMS TO WIN

The situation is immediately uncertain with Poland's Michal Grzyb who gets pole just 32 hundredths ahead of Riccardo Geltrude. The brief results and minimum splits come also in heats with threes drivers who compete a hair above the others: Grzyb, Geltrude and the south African Nathan Parkins, each winner of a heat. Final start sees Grzyb make his mistake from form row one. The Pole is off just a little bit

ahead but he lets his rivals draw him into the group following behind, and at the end of lap one ninth. The early laps see Geltrude, Moriondo and Parkins up front ahead of another trio, Arianna Armati, Sidney Gomez from Colombia and an up and coming Grzyb. On lap 12 Parkins presses hard and overtakes Geltrude, giving the impression that he could have pulled away. Instead Geltrude hits back, accelerates and takes over the lead again. The race is uncertain to the end. Geltrude is unable to

keep his lead over Parkins and Grzyb who had come up to third. Parkins takes the Italian, but Geltrude answers and the three are there for the last sprint from the last turn where they are aligned. Geltrude decides on the centre of the track, but Parkins is in the right place so he storms off to grab the title, which he wins just 120 thousandths ahead of his rival! In the end, Geltrude is second and Armati third after the 3" penalty given to Grzyb for irregular start.

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Karting Festival in Bombarral

The last race of the Portuguese karting season, the Portuguese Cup was held on 27-28 October at the International Karting West Region in Bombarral. REPORT RIAKART P.O. / PHOTOS PI-RACING



Eighty-one drivers, divided into six categories provided spectacular racing all the way up to the final lap leaving everyone uncertain of who would be the winners in the respective categories.

The **Initiation** category, reserved to kids between 5-7 years old, provided exciting and competitive races over the entire weekend. In the final, four drivers battled throughout the race, as all of them proved they could grab the victory after being in the lead for some laps. But at the checkered flag it was Luís Alves who finished first just ahead of Tomás Martins, with Duarte Ferreira grabbing third and David Figueiredo not far behind in fourth.

In the **Cadet** category, emotions ran just as high. With all drivers showing a high level of competitiveness, in the end it was Ruben Silva who left Bombarral holding the Cup. André Quaresma and Tomas Tomaz joined him on the podium. In the **Juvenil** category, the victory went to Brais Villar, but coming from Spain he was not eligible to be classified in the Cup standings and couldn't be declared the winner of the Cup of Portugal. José João Oliveira did not need to attack the Spanish driver to win the Cup, he just needed to defend himself from Tomás Apolonia and Diogo Pinto, and so he did finishing second at the chequered flag yet with the Cup win. On



WITH ALL DRIVERS SHOWING A HIGH LEVEL OF COMPETITIVENESS, IN THE END IT WAS RUBEN SILVA WHO LEFT BOMBARRAL HOLDING THE CUP.



A real karting feast in Portugal. The superb racing action and skill displayed by the 81 drivers in Bombarral will appeal to many more youngsters eager to try the fantastic emotions karting can give. Below, the podium celebrations with X30 drivers and X30 Shifter. Left, the podium celebration of Cadetes and Initiation categories.



RESULTS

INITIATION (all engines Honda GX35)

Final: 1) 46 Alves (Tony Kart); 2) 13 Martins (First); 3) 48 Ferreira (Birel); 4) 3 Figueiredo (Birel); 5) 18 Teixeira (FA Kart); 6) 23 Ferreira (First); 7) 5 Marques (Birel); 8) 7 Faria (First); 9) 26 Ferreira (Parolin); 10) 11 Faria (Birel)

CADETES (all engines Parilla Puma 85cc Restricted)

Final: 1) 71 Silva (RK); 2) 58 Quaresma (Tony Kart); 3) 66 Tomaz (First); 4) 62 Manzano (Zanardi); 5) 52 Domingos (Zanardi); 6) 65 Fernandes (Tony Kart); 7) 59 Ferreira (Birel); 8) 54 Gusmão (Zanardi); 9) 60 Dort (Birel); 10) 68 Caçoilo (Birel)

JUVENIL (all engines Parilla Puma 85cc)

Final: 1) 108 Villar (Top Kart); 2) 105 Oliveira (Top Kart); 3) 115 Apolónia (Kosmic); 4) 121 Pinto (Tony Kart); 5) 109 Marques (Tony Kart); 6) 110 Jorge (Birel); 7) 132 Ventura (Tony Kart); 8) 138 Mendes (Crg); 9) 127 Coutinho (FA Kart); 10) 107 Pires (Birel)

JUNIOR (all engines Parilla X30 Junior)

Final: 1) 171 Jesus (Tony Kart); 2) 158 Pinto (Fa Kart); 3) 155 Pits (Kosmic); 4) 199 Marques (Kosmic); 5) 198 Amaral (Intrepid); 6) 200 Teixeira (LH); 7) 154 Ferreira (Tecno); 8) 188 Sousa (Crg); 9) 167 Mendes (Pcr); 10) 153 Falcão (Tony Kart)

X30

Final: 1) 220 Chaves (Zanardi); 2) 207 Faria (Intrepid); 3) 254 Correia (Kosmic); 4) 210 Falcão (Tony Kart); 5) 223 Caero (Tony Kart); 6) 208 Lisboa (Art Grand Prix); 7) 255 Carvalho (LH); 8) 234 Silva (Kosmic); 9) 218 Pinto; 10) 203 Amaral (Intrepid)

X30 Shifter

Final: 1) 261 Parente (First); 2) 262 Teixeira (Birel); 3) 300 Araújo (LH); 4) 269 Carvalho (Tony Kart); 5) 267 Silva (Tony Kart); 6) 282 Serafim (Intrepid); 7) 272 Paixão (Birel); 8) 299 Baptista (Birel); 9) 270 Carneiro (Birel); 10) 286 Monteiro (LH)

the podium he was joined by Apolonia and Pinto.

In **Junior**, Eduardo Jesus dominated the weekend and grabbed the Cup. Diogo Pinto proved to be very strong also in Junior category by finishing second, with third place going to Andry Pits also showing good progress.

The most popular category in the Portuguese Karting Cup was **X30**, with a grid of 18 drivers. Henrique Chaves showed his authority, dominating all weekend and finally grabbing the victory. The doubt of who would also be on the podium remained until the end, with a race full of excitement. Finally,

José Pedro Faria and João Correia finished with a surprising recovery in second and third respectively.

In **X30 Shifter** category, Armando Parente was the winner on his home track, thanks to a strong pace from the early sessions imposed on the rivals. In second position we find Tiago Teixeira, and Lucas Araujo came back on the podium finishing on third.

A glorious 2012 season in national Karting ended with a fantastic conclusive event in Bombarral, as the drivers and teams are already beginning the preparation for the new season.



national race

NEW ZEALAND 2012 KARTSPORT NZ NORTH ISLAND SPRINT KART CHAMPIONSHIPS, TODD ENERGY RACEWAY, 21ST OCTOBER - SILVERSTREAM RACEWAY, 21ST OCTOBER

Southerners' success in both NZ Island events



South Island driver Simon Hunter crossed Cook Strait (the body of water between the two main islands) to take on the North Islanders on their own turf.

REPORT R. MACKAY
PHOTOS FAST COMPANY



Because the country they call home is made up of two main islands, karters in New Zealand have always had two major title meetings a year, the New Zealand Sprint championships over the Easter weekend and either the North or South Island Sprint Championship meeting over the Labour Day long weekend in late October. Traditionally, if you live in the North Island you contest the North Island meeting,

the South the South Island one. However there's nothing in the rules that says you have to - hence Christchurch (South Island) driver Simon Hunter's decision this year to cross Cook Strait (the body of water between the two main islands) to take on the North Islanders on their own turf. This year's North and South Island Championship meetings were held over the October 20-21 weekend. The North Island meeting was organised by the KartSport Taranaki club at its Todd Energy Raceway at Waitara near New Plymouth, the South Island one by KartSport Dunedin at its Silverstream Kart Raceway near Mosgiel. North Island Sprint Kart Championships South Islander Simon Hunter was indeed one of the nine class winners at the North Island meeting, adding the North Island 125cc Rotax Max Heavy title to the two New Zealand Rotax Heavy and four New Zealand Yamaha Heavy titles he already has to his name. The other class winners

at the Pace Engineering North Island meeting were:

- Rotax Max Light** - Mathew Kinsman
- 100cc Yamaha Light** - Andy Schofield
- 100cc Yamaha Heavy** - Shaun Reay
- KF2** - Arie Hutton
- Junior 100cc Yamaha** - Campbell Joyes
- KF3** - Mitchell Turner
- Junior Restricted 100cc Yamaha** - Sebastian Bainbridge
- Cadet** - Callum Hedge

Conditions at the North Island meeting could hardly have more different on each day with dry cool weather on Saturday and heavy rain on Sunday. That made it harder for the drivers contesting classes on Sunday to match the consistency of Saturday winners like Mathew Kinsman and Campbell Joyes, who both completed clean sweeps, qualifying quickest and winning all four races they contested. To his credit Mitchell Turner won his four races to claim the KF3 class title

on Sunday though the quickest time in qualifying on Friday (in the dry) went to Aucklander Arran Crighton. Biggest moved, meanwhile, was Auckland young gun Sebastian Bainbridge who fought back from a ninth place qualifying performance to win the North Island Junior Restricted 100cc Yamaha title, the final the only race he actually won! South Island Sprint Kart Championships The weather was more consistent in Mosgiel, the South Island eeting escaping the forecast rain until all nine finals had been run and won. The standout driver at that meeting was James Penrose from Rangiora north of Christchurch who qualified quickest and won all four races to claim the South Island 125cc Rotax Max Light on Saturday before getting the better of quickest qualifier Chris Cox and top Invercargill driver Jamie Conroy to add the South Island 100cc Yamaha Light title to his tally on Sunday. Scott Manson was another driver to dominate his class,



Sebastian Bainbridge (17) from Auckland won the Junior Restricted 100cc Yamaha title at the North Island meeting. Top, Scott Mason (1) leads Yamaha Junior. Below, Caleb Cross dominated the Junior Restricted 100cc Yamaha class at the South Island meeting.

Opposite, splashing to victory in the 125cc Rotax Max Heavy class at the North Island Sprint Kart championship at Waitara is Christchurch's Simon Hunter.

winning the South Island Junior 100cc Yamaha title despite strong competition from fast-rising fellow Christchurch driver Marcus Armstrong and defending class title-holder Jordan McDonnell. And like James Penrose, Chris Cox also kept a long-held tradition of title-winning at the South Island meeting alive, this time claiming the KZ2 class silverware from Christchurch driver Matt Williams and Invercargill's Jamie Conroy. Williams crossed the line first in the final, but a time-penalty put him back behind Cox, the KZ2 title the sixth the Rangiora

driver has won at a South Island meeting in seven years. With two titles to his name the 18-year-old was one of eight title winners at this year's South Island meeting. The others were:

Rotax Max Heavy - Michael Collins

100cc Yamaha Heavy - Chris Dixon

Open - Dyson Freeman

KZ2 - Chris Cox

Junior 100cc Yamaha - Scott Manson

Junior Restricted 100cc Yamaha - Caleb Cross

Cadet - Jacob Mitchell

engineers collaborating with drivers

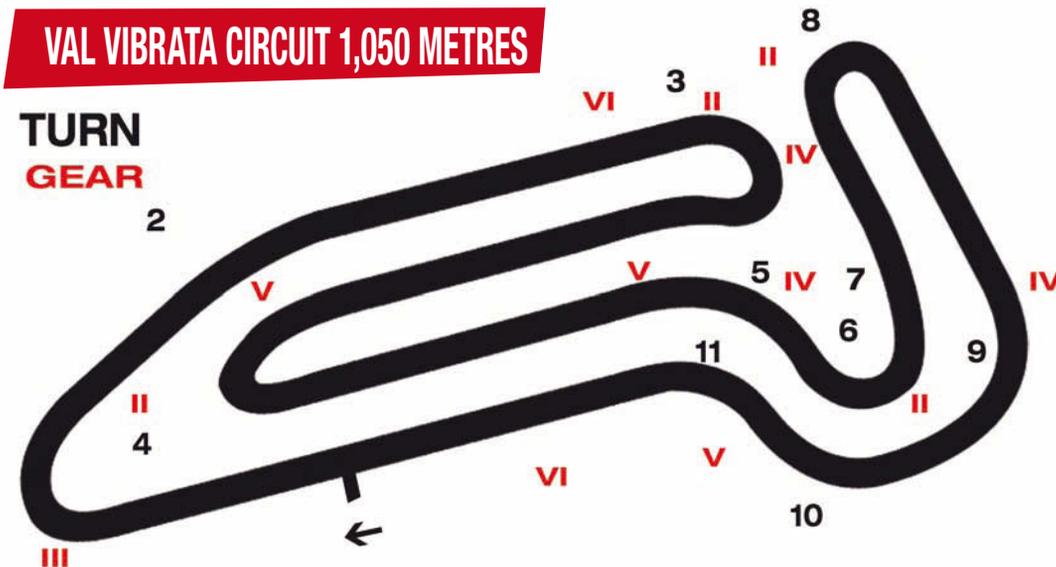


THIS MONTH TOO FROM THE STUDY OF TWO SIMILAR LAPS (46"77 AND 46"89) WE WILL SEE AT LEAST 8 TENTHS THAT OUR READER ALREADY HAS "IN HIS FOOT" AND HE HAS ONLY GOT TO PUT IT INTO PRACTICE. **data@vroom.it** By Engineer. Alessandro Mattei - UniRacer.it

Dear Sir, I drive a Tm powered Birel, KZ class. In the near future I will be racing at Val Vibrata, so I'd like to know how to improve my performance. The data I have sent you contain a driving session with best lap time, mounting new tyres. Can you tell me how I could do better; I do know this circuit rather well.

Claudio Sposetti - Milano

We are giving three graphs so you can see a better vision of drive analysis. Three separate graphs with



▲ 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.

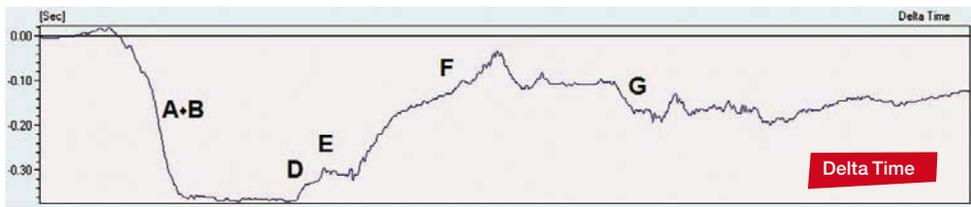
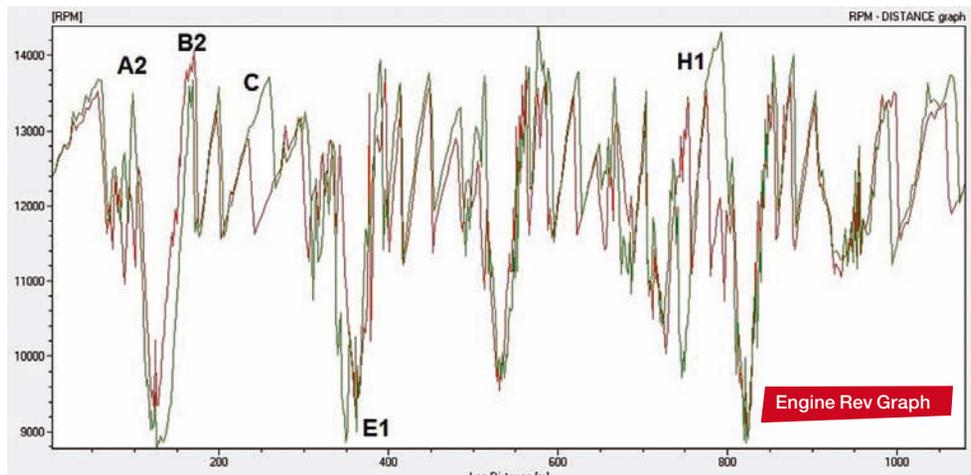
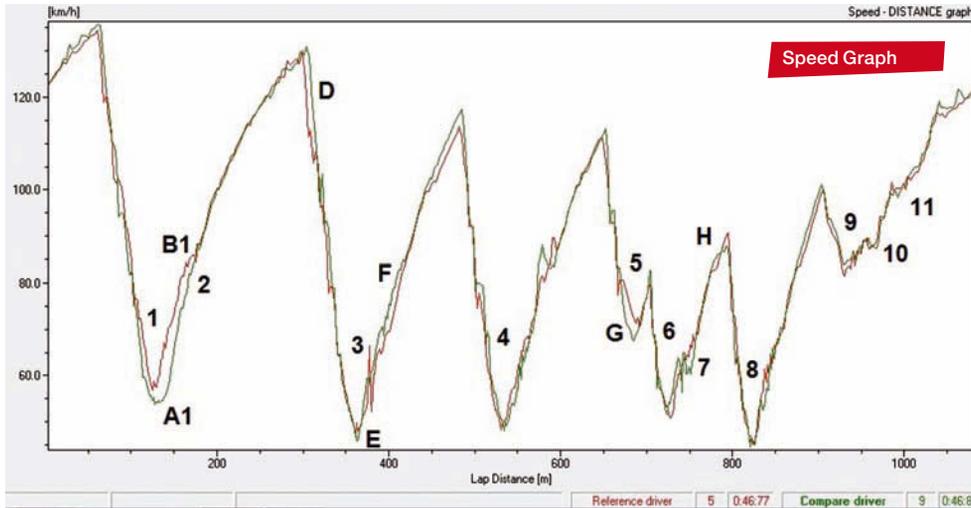
speed, engine revs and delta time (or time compare).

As you have sent us just one session on the track (*next time you can send some more, so that we can give a more accurate answer*) I will study and compare the two fastest laps 46"77 (red

graph) and 46"89 (green graph) stopped on lap five and nine of the session.

As your kart is a KZ, it would have helped to know what model your Tm engine is, so we could have given you an idea of revs to maintain to make the most of torque and power.

8 tenths



This last request isn't one just to be fussy; it is to be able to give you any irregularity in speed or acceleration phase. Studying all the laps of the session there are several changes, and among them the most evident and penalising of the laps studied at points B2, C and H, where you have

changed gears either too early or too late. Obviously it is very difficult to change gears always at the same speed in lower gear, as engine progression is constant. However, you must be quick in changing between fourth, fifth and sixth: in your case, you go from 12800 to 14400

revs, with a consistent delta of 1600 revs. Now, I will ask you: do you know at what speed you must stick to? This value is found in the torque/power graph and must be respected, paying attention "with your ear" that your data acquisition system in which I am sure you can set the gear change led.

Turn 1: Looking at the speed graph you can see in A1 racing speed less than about 4 Km/h in the green lap because you have waited too long in accelerating after the braking point of turn 1. *This probably happens* because in that lap you have used the engine too much during the braking phase, dropping four gears too rapidly and impeding the engine braking effect.

This is evidenced in A2 in the engine rev graph, in the instant when you drop from fourth to third.

Going back to the speed graph, near turn 2 you can see in B1 a drop in speed caused by delaying fourth gear. To see again, look at the graph of engine revs at point B2: there is a stall phase that occurs in both laps, but it is not so evident in the green lap – because it is called the fourth in advance – despite racing speed on corner exit is less.

As turn 1 takes you to the fast **turn 2** and the long straight, our attention on speed change is important, particularly because the right path is curved. In fact, the discrepancy is evident also in this case: *from the rev graph*, in point C, in the green lap you changed to 13700 while in red at 12800, with 900 rev difference.

Turn 3: maybe you were trying to see which was the best gear to do it in? Looking at all the laps that you have sent us, for the conditions you were in, the best choice was the second one, used in the green lap (the slowest one).

hs found!



Let's see how on the speed graph, in D your braking is more efficient and helps you with the extra gear that you have to drop.

Besides, making the most of acceleration on corner exit seen in F. all this for a 2km/h minimum speed in slowest speed, but this is not relevant compared to the remaining phases.

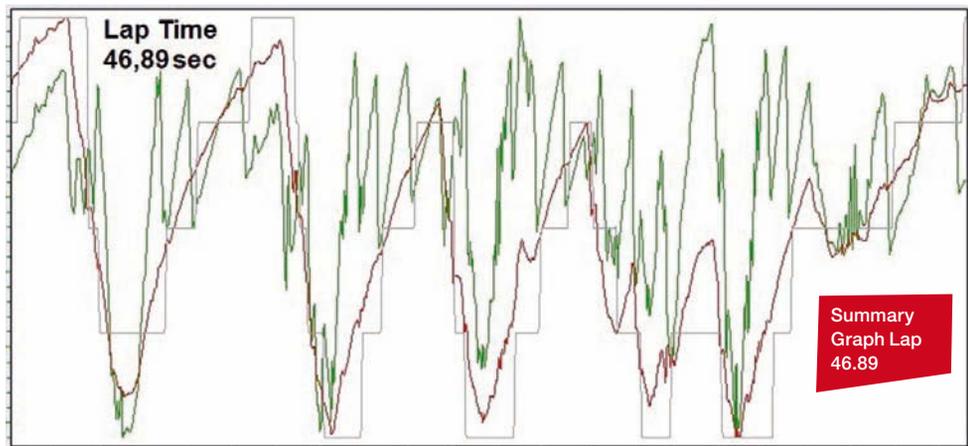
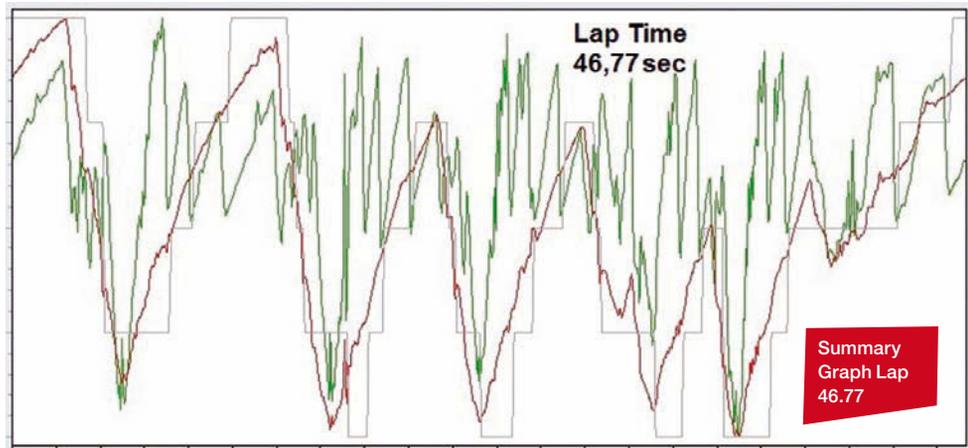
Furthermore, *in E you can see how in the red lap you realise that third gear is too long*, so on exit you drop to second gear to get more thrust.

Turn 4: the main difference is speed on corner entry, about 4 Km/h.

Turn 5-6: here too we see hesitation in changing. At braking on the fastest lap (46"77 red) you drop two gears and go from fifth to third, while in the other lap you delay dropping to third only in the part that goes from turn 5 to 6, and then in both cases you cover turn 6 in second.

The drop in speed (hence time) it is evident at point G in the speed graph. However, to be able to understand it better, we need to add the "summary graphs" of the two laps, where the speed lines are overlaid (red), engine revs (green) and gears (grey).

To improve your performance, you should concentrate on keeping your kart as balanced as possible in the variant, dropping just one gear at the braking point at turn 6, so remaining in fourth at the accelerating point that takes you to turn 6, and then drop two gears at the braking point at turn 6.



TO IMPROVE PERFORMANCE, CONCENTRATE ON KEEPING YOUR KART AS BALANCED AS POSSIBLE IN THE VARIANT...

The last thing that we can say is on the short straight that leads from turn 6 to **turn 7**, where it is better to change to fourth gear.

To confirm this, if you look at the engine rev graph in H1, you can see that engine performance goes down beyond that speed (about 14200).

Therefore it is better to insert fourth, like in the red lap.

The other parts of the graph evidence areas of less priority, on which you can concentrate after you have optimised the preceding areas.

By means of a mathematical canal "Delta Time" to conclude we check theoretical performance, which must be obtained by carrying out the improvements the have been evidenced up till now and then comparing these two laps.

Don't forget that negative values of this canal show how much the reference lap is gaining (in this case the red one), compared to the green one. So, performance "descending" line shows what has been gained compared to the reference

line, while if the line goes up the lap compared gains compared to the reference lap.

Once you know this, you can more or less establish that between the best lap, 46"67, and theoretic lap there are about 8 tenths!

We reach this value summing up:

- a) the 4 tenths that the reference gains in the first turn (in tracts A and B)
- b) the 3.5 tenths that the comparator gains on D, E an F reference tracts
- c) the tenth that the reference gains in G.

Praga

WINNING INSTINCT



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THE ENGINE

WAS DEVELOPED BY MARCO ARDIGÒ

AND MIRKO TORSELLINI



Gear class in Rok

A gear class steps in also in the single make Vortex cup: the Rok 125 Shifter, which we tested at Lonato. Here we are going to tell you about how this 43 Hp engine works and which are the most important and what its most important characteristics are.

REPORTS: M. VOLTINI – PICTURES: OTK M&C



Also this year the final in Lonato (read about it in another column in this same issue of Vroom) has sealed off a successful season for one of the most important brand events, the Rok Cup. The same that has just now presented, first in Siena with the National final race and then with the international event in Lonato, a new class within the championship: the 125 Shifter. As the name suggests, it is a kart with gears, well, a variant gear 125 class compared to Tag engines usually used in this series. It's not the first time that a promoter of a gear class Trophy event adds another a gear class, so, it is not an absolute novelty, but it would be like trying to hide behind a finger to ignore the fact that up till now these classes haven't been very successful. Undoubtedly, motivation to all this is the good conditions of the traditional gear classes (from 125 KZ2 to the 125 Prodriver) which makes those who prefer this sort of kart stick to them – differently to what happened in the direct drive for the

euthanasia actuated on the direct drive – but also for having suggested using cheaper and more reliable engines, but at the same time with electric start (that, on one hand is useful, but on the other if is a font for problems) and are above all not s powerful as the traditional 125 with gears. This has reflected on performance and maybe karters have been a bit unsure whether to accept.

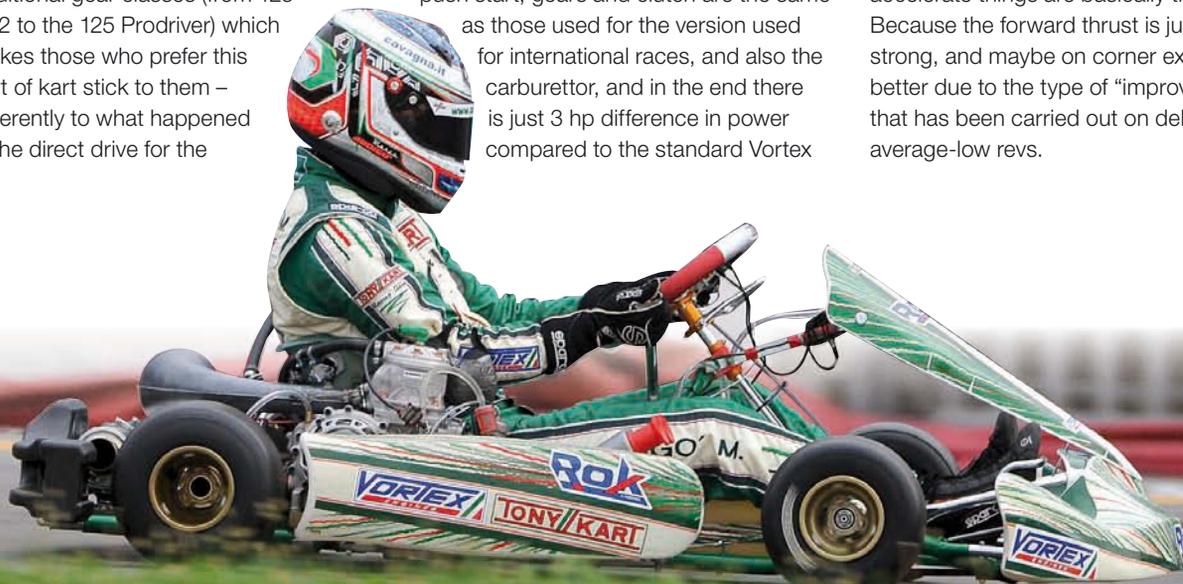
DOESN'T SACRIFICE POWER

However, the Rok 125 Shifter is quite different: basically, in fact, the engine mad by Vortex – that, in this case is mounted on chassis like those used for the normal Rok Cup - “torque” the version RVXX for KZ classes. However, with small minor technical changes: for example the barrel is made of cast iron with specific diagrams, and then there is an expansion muffler, which has been cast in “segments” of cone welded together. That's all. So, start remains as normal push start, gears and clutch are the same as those used for the version used for international races, and also the carburettor, and in the end there is just 3 hp difference in power compared to the standard Vortex

RVXX, which has reached a peak of 43 Hp to 13,900 rpm. A good delivery, also because the torque curve is slightly lower and so, what has been lost at high revs has been gained at low and average revs. A consequence that has been confirmed by our direct contact: in fact, we had the opportunity of trying the Rok Shifter, mounted on a Tonykart Racer chassis at the track in Lonato. Read on and you can see what we found out about it.

MORE SUBSTANTIAL THRUST

At first it seems that you are on a normal Tony-Vortex 125 gear-class, because there is no real macroscopic difference. If you look at the muffler, the longitudinal joint of the two half shells you can see a difference. The joint is different to the “usual” one. However, if it wasn't for this “revealing” element, it is as though it were just a normal KZ2: with traditional push start, where engine response at the start is always the same also when you accelerate things are basically the same. Because the forward thrust is just as strong, and maybe on corner exit is even better due to the type of “improvements” that has been carried out on delivery at average-low revs.





▶▶ STATEMENT BY ARDIGÒ AND TORSSELLINI

No one else but official drivers from the Vortex team have worked together to develop the Rok Shifter, that is **Marco Ardigo** and **Mirko Torsellini**. The Brescian, already KZ2 winner in WSK in 2008 and always among protagonists of international races, has had a chance to perform also on occasion of the final event held in Lonato, spectacular. Undoubtedly the driver's "foot" did its share, but evidently the Rok Shifter helped him to put in a fantastic performance too. According to the various tests, we see that there is a difference of about three tenths per lap compared to an original RVXX.

That's what Ardigo said about the Rok Shifter, the one that we too lapped with: *«true that it drops a bit in maximum power, but the gear class Rok works much better at lower revs and this allows it to make up for the loss at high revs. On corner exit, it is immediately ready; you can feel it raring to go. This allows you to limit the damage if you don't tackle the turn properly or if set up is not ideal, so you drop speed and engine revs. On the other hand it is made for drivers who do not enter for European events or things like that, for older drivers who also weigh more.*

Moreover, we are talking of minimum weight of 180 kg instead of 175 for KZ, having this torque and this out of the turn does help a lot. Instead, an engine with different delivery would have really suffered. In my opinion, it is a class that will be appreciated because the level of the engine is very good - I lapped with the same ratios as the KZ, for example - because everyone will be on the same level and also because tyres response is brilliant, also as long term yield. Don't forget that above all the iron barrel allows you to carry out port machining directly on the numerically controlled machines, so with minimum waste and allowance, to help uniformity in performance. Well, we wanted it to stand out and I'd say that those who saw it were quite impressed.»



So, even if it is true that at high revs, we could perhaps look to a bit more and you feel a slight flexion, in fact, at the next turn – or at the famous big turn at the track in Lonato – you do reach it “at full speed” because what was lost maybe (and we stress “maybe”) at the end of the straight you had actually gained earlier in the early phase of the lap.

This isn't just a sensation, it is supported by what the drivers say too, the same drivers who have tried it, and that is, Marco Ardigò and Mirko Torsellini, whose comments you can read in another column.

A thrust that has at times put in difficulty

drive, either due to the type of tyres mounted (the same Bridgestone Rok Cup for the direct drive series), or due to track conditions that were not ideal, as the track had just dried out after the usual autumn rain.

HARDLY ANY DIFFERENT TO A PRODRIVER

As for the rest, well the quality of base “made by Vortex” is confirmed and also that of the Tony Racer kart chassis. Gears, for example, are absolutely perfect and tetragon to harsh treatment also in changing gears. Set up is the usual one used for the Tonykart (but don't forget

I THINK IT WILL BE A
SUCCESSFUL CLASS BECAUSE
THE LEVEL OF THE ENGINE
IS EXCELLENT, SAYS ARDIGÒ

TEMPLE OF THE ROK CUP - South Garda circuit in Lonato (below) has not only been the scene of the final round of the international Rok Cup, but also that of our test to find out all we can about the new gear class Rok 125 Shifter. Opposite page, different phases of our test, also the one carried out by Marco Ardigò, one of the main protagonists in developing this engine.



ENGINE MADE
BY VORTEX
“COPIES” THE
RVXX VERSION
FOR KZ CLASSES



TECHNICAL FORM SET UP



CHASSIS	Tony Racer EVRR
FRONT TRACK	1 big spacer + 1 small one
REAR TRACK	140 cm
CHASSIS HEIGHT	Front and rear: average
HUBS	standard magnesium
AXLE	standard ø50 mm
TOE IN	Open 1 mm
CAMBER/CASTER	Neutral
SUPPLEMENTARY BARS	front. "flat"
ENGINE	Vortex Rok Shifter
RATIO	17/25
SPARK PLUG	NGK 105
FUEL MIX	At 3% with Rok Lube oil

TECHNICAL FORM ENGINE



TYPE	2-stroke single-cylinder
COOLING	Liquid with external pump
DISPLACEMENT	125 cc
BORE X STROKE	54.0x54.5 mm
POWER	43 hp at 13,900 revs/min.
CYLINDER	With cast iron barrel
INDUCTION	Reed in casing
GEARS	6 ratio, front connections
CLUTCH	Dry
LUBRICATION	Mixture
IGNITION	Electronic analogical PVL
CARBURETTOR	Dell'Orto VSHS 30 mm float type
NUMBER OF TRANSFERS	5
EXHAUST PORTS	3 (Oval + 2 booster)
MUFFLER	expansion molded and Rok silencer

INFO

www.vortex-engines.com - www.vortex-rok.com

**GEARS WERE PERFECT
AND TETRAGON
TO MISTREATMENT...**

that the chassis for this class is practically free) with a powerful braking system, so powerful that it seems brusque until your foot gets used to it.

The rest of the components are just as good as those used for the theoretically more "series" classes. With one advantage, from this point of view: you only need to change the cylinder and the exhaust to find yourself with a vehicle that is ready for the normal national 125 classes, if for example, we wanted to race at a track near us when the Rok is "resting" (its presence is required at all the events on schedule for 2013, as the fifth class of the series) or away but not too far. Well, the Rok Shifter is in fact a kart for the "single make", but up to a certain point...

▶▶ CAST IRON BARREL AGAINST COSTS AND CRAFTINESS

From a technical manufacturing point, the Vortex Rok Shifter is (or nearly) basically a traditional 125 RVXX like the ones made for the KZ classes. What changes are the "details" (so to speak): one is a lined cylinder instead of chromed; the other is the exhaust system with a molded muffler. The aim of both these changes is lower costs and easier to check up. In fact, on one hand the cast iron barrel is easier to deal with (in case of engine seizure all you have to do is lap the cylinder a bit, say), and these differences also allow you to avoid that, both for cylinder and muffler, changes are more or less allowed as those deriving from KZ2. Because, don't forget that besides having diagrams that are slightly less "evident", the Rok Shifter doesn't allow for any preparation. The manufacturing of two half shells for the muffler makes it impossible to make any changes with a "welder", this is just as efficient and, moreover it is even cheaper. Unfortunately, at the moment, we are unable to tell you how much cheaper it actually is: in fact, the price of the Rok Shifter hasn't been yet defined. It should however be around 200-300 euros less than the almost equivalent RVXX. It has the same technical characteristics, the ones given in the form. Therefore, water-cooled with external pump (on the axle), 5 transfers plus three on the exhaust (oval with booster) cylinder, PVL ignition, Dell'Orto VSHS carburettor with 30 mm diffuser.



IT HELPS TO PULL THE CHAIN!

... and not just when you go to the toilet! Joking apart, drive to the wheels is a very important mechanical element, simple but fundamental, and if it betrays us due to our lack of experience or lack of attention, it can really ruin a race, and not just that, it can cause lots of other things too. So here is some advice to help you, so you can get to know more about it and learn how to carry out maintenance and adjustments.

REPORT AND PICTURES: MARCO NATOLI



WORKING PRINCIPLE

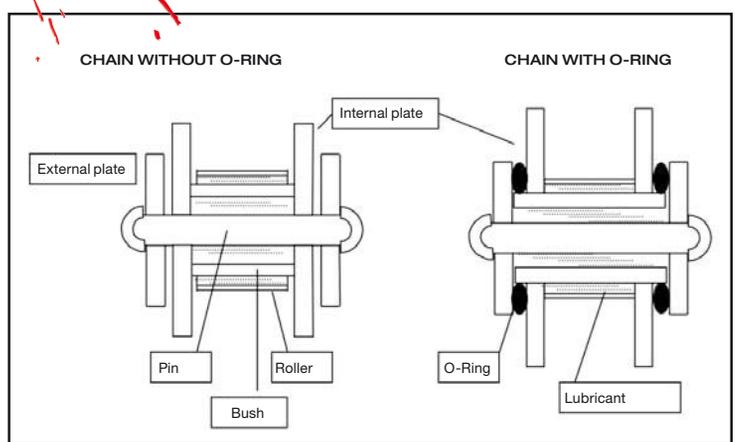
As everyone knows, a roller chain is a traditional chain made up of several links, internal and external ones, which are joined with steel pins riveted on the surface of the eternal plates. Around the pin, there is a socket placed in the internal link. The socket is enveloped by the roller. The chain can turn on the toothed wheels (pinion and crown), because the internal wheel turns respect to the internal one and vice versa. In fact, the pivot is joined to the external plate, the socket to the internal one and, relative movement is practically pivot and bearing motion. Instead, the roller is the element in contact with the gear teeth that go both in the spaves of the internal links and those of the wider links. The roller, free to turn around the socket, reduces the friction between the tooth and the transversal element of the chain: in fact it glides when it goes in and out of the pinion grooves and crown, where a fixed element would drag and increase wear. Usually lock occurs with a specific link, also known as "false link", which can be opened by means of a "C" spring; however in the smaller chain, the one for the 100cc or Tag class, you nearly always use the fell of a normal chain, thus getting a "closed" chain that cannot be opened with normal tools. You put the lubricant in the space pin/bush and bush/roller, especially the ones with OR.

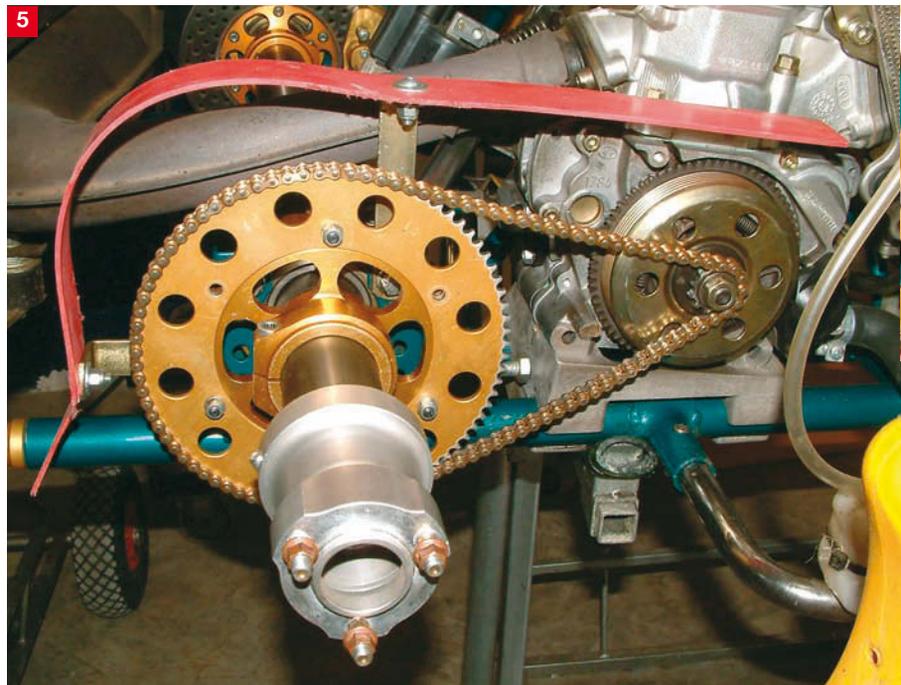
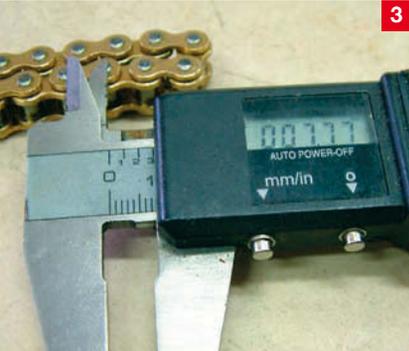
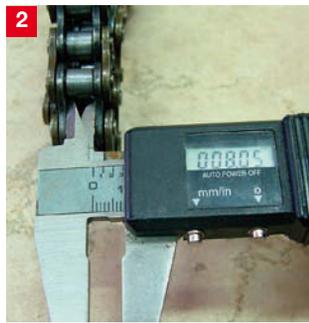
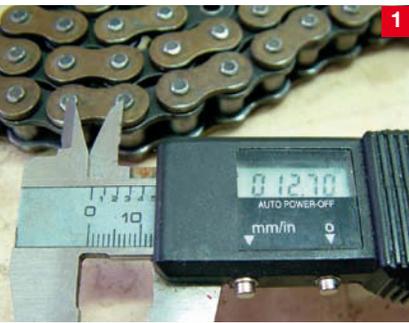
Details of a chain where you can see the bushing ("rollers"); in the comparison between 100 cc crowns and 125cc crowns with 80 and 28 teeth, you can see that is the first had a pitch which was the same as the second it would be enormous: the drawing of a part of a chain with and without o-ring.





LOCK IS USUALLY BY MEANS OF A SPECIFIC LINK, CALLED KNOWN AS "CONNECTING LINK"





TYPES OF CHAINS

For karting there are 2 types of chains; the “big” one for 125 cc gear class engines and the “small one” for direct drive engines, including all the displacement from 60 to 100 to 125 in Tag version.

There is a reason to start, in the first case from the high power of the 125 engines, which is now over 45 horsepower (even if when you talk about drive what really counts is torque).

Furthermore, the presence of mechanical change stresses the chain in tugs because there are no pads (flexible coupling).

Instead in 100cc engines, at a power at the wheel that is not far off 30 Hp, you have “continuity” in drive. However, another basic reason that has brought the “small” chains into being is in the high final reduction ratio (10/86, for example). So, for a crown corona with so many teeth not to be too close to the ground, size and with it pitch has to be small. Besides, with engines with rotary valves there was also a problem concerning space for the carburettor that was just touched by the pinion.

All this has brought about the difference in chain lock too, which for the 125 can be done with a joining link (a special external link) with a C spring that goes through the appropriate pin grooves, while for direct drive engines they

have used an hermetic seal with a normal link, always with external plates, whose pin ends have been riveted on the external plate. However, let’s take a better look at the technical characteristics of these two chains.

125: profile DIN 8187 – ISO/R 606

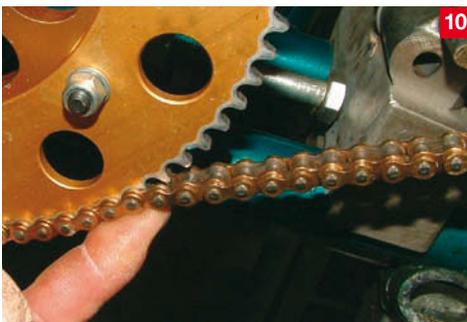
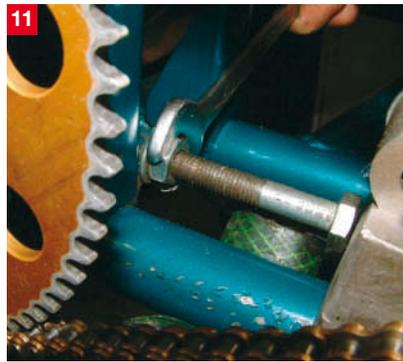
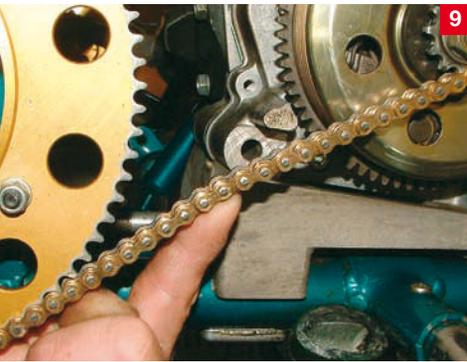
The chains for the 125 gear class use chains like those for motorbikes and often size is given in inches. In our case we have 1/2”x1/4”; pitch, that is the distance between two pins, that is 12.70 mm, which is about 1/2”, the width between 2 internal plate varies from 7.90 to 8.10 mm. Crown and pinion tooth profile is conform to DIN 8187 and SO/R 606 norm.

60/100/Tag: “Japanese” criteria

Small chains have 7.77 mm pitch but they don’t answer to DIN or ISO or UNI standards: these are chains that were originally used for timing 4-stroke engines

CHAIN FOR FINAL TRANSMISSION KARTING

Class	Pitch mm	Internal width in mm	Size in inches Length x width	Norm
100 direct drive	7.77	4.70-5.00	/	/
125 Tag				
125 with gears	12.70	7.90-8.10	1/2x1/4	DIN 8187 ISO/R 606



mounted on Japanese motorbikes. There is, I'm sure a norm exists, especially for making suitable pinions and crowns, but "within" to Japan. European accessory manufacturers have used an "original" crown corona as a mould for making spare parts with the same profile, without so much ado.

■ With or without o-ring

So, basically speaking, there are two types of chains used for karting, but it is better to say two sizes, seeing that gearing and the respective "gears" occur just like it does with "small" chains even if the small chains, because of their size and simplicity, haven't got any rollers. However, for a few years now, it is also normal to distinguish the difference between self-lubricant chains and normal ones.

To make the chain last longer, there is a sealing element, an o-ring between the external and the internal plate; this holds the grease between the pin and roller that was

put in during the assembly phase at the factory, at the same time it prevents any external agents such as water and dust to penetrate.

The other side of the medal is represented by a very small power drop at the wheels, evaluated at 0.3 Hp caused by a greater friction between the same piaster. Lifting this, you can in fact, see that the one with the o-ring seems to have a "back bone", while the other folds upon itself quite easily. Anyone looking to maximum flow and is lining up for a Cik race, could perhaps consider using a chain without OR, but to be honest we think that the self-lubricant is much more useful.

Either because it is more reliable, or because even a chain without an o-ring that is not perfect has some friction points, with links that "grip" together and besides using up power they also increase the risk of breakages. Without a chain you just can't go on...

- 1_2** Chains 1/2"x1/4" have 12.70 mm pitch and internal length (that falls at an interval that goes from 7.90 and 8.10 mm. Pitch though must be precise.
- 3_4** sizes of chains for the 100 are 7.77 and about 4.70 respectively
- 5** Drive for the Rotax Max Junior 125 is with a chain like that of the 100
- 6** From left, chain for the 125 with gears without O-ring, one for the 100 with O-ring (self-lubricant) and another for the 100 or tag, but with no sealing elements.
- 7_8** A practical chain breaker makes it easier to open a sealed chain
- 9_10** the 2 methods for measuring chain allowance
- 11_12** Loosen the locknut to move the adjustment/contrast screw that presses onto the engine holder engine holder plate
- 13** To get alignment, which is fundamental, you need a straight bar placed on the outside of the pinion and crown. To adjust, loosen the hub and move the crown laterally.
- 14** The joining link is easy to put on and to remove. To mount it correctly, make sure that the curve of the C spring faces forward, that is, in the rotation sense, when it is in the upper part. So that when a stone or a residue of track hits it, it does not come off. In the lower part, relative speed between unknown body and link is less than the range of it coming off due to crash. You should change the "C" spring every time the chain is taken off.
- 15_16** Let the axle turn and spray from the outside to the inside, which is the best way to lubricate final drive
- 17** When the chain lifts off the crown it has reached the end of an honoured career.



MAINTENANCE

The hardest thing to do is without a shadow of a doubt is open a sealed or locked chain, but it is quite easy to lubricate or adjust a chain.

■ Changing or varying length

Opening and then locking the chain is practically reserved to the big type, for the 125 gear class, while for the 100 you use chains that have been locked at the factory and then supplied in different lengths to adapt to the pinion/crown ratio, whose changes “weigh” more compared to the other case due to the big difference between the two gears, and the position of the engine. To open a sealed or locked chain you must have a practical tool specifically for this, it hooks the chain and presses the ends of the 2 pins of the same external plate, with a lever that lets a punch come forward. Also to lock the new chain you do need a specific tool. The good ones cost a bit more, you could make do with what you have but the result is not the same. After having mounted the lock link and letting the ends of the pins stick out, hold the chain still against a metal knocker or anything similar, but strong, and try to hit the ends of the pins, hitting first one and then the other. Make sure that the ends have been well riveted and the link is, however, left free to turn. But, when there is a connecting link, lever up between the end of the pin and the open side of the “C” spring, and let it come out of the groove. Lock too is very rapid.

The other side of the medal is the risk of accidentally opening if the spring hasn't been mounted properly (there is a direction dictated by the sense of rotation) and from

a point that is however weak made up of a special link, which can be opened.

■ Adjustment

The adjustment system, which is basically similar for all karting engines, is rudimental. Tension is correct when the centre of an upper part of the chain has more or less 10 mm excursion for the small ones and 15 for the big ones. Or you can see that the lower one goes in tension when not more than a few links, pressed with a finger envelope onto the crown. Loosen a bit the 2 U-bolts that lock the plate, from underneath, to the 2 chassis tubes, so that the engine can be moved by hand, and the counter-nut of the adjustment/contrast screws (when present) can be moved to the right chain tension. Once you have found the right tension, start tightening the front U-bolt first, and then the one at the back. In fact, if you with the latter there is the risk that the engine “lifts” compared to the chassis. The final lock is carried out grade by grade on one and on the other. Now, put the filler screw closer to the la engine plate (don't force it!) and lock the locknut, to make sure that it doesn't accidentally move. This same screw can be used for a final adjustment of tension.

■ Lubrication

The grease spray you usually find on the market is good: it penetrates between the gaps thanks to pressure and fluidity, also, many of these products are a bit sticky so as to contrast the centrifugal forces that tend to get rid of it. Also for this reason, it is better to spray it, while turning the axle, in the upper part of the lower branch and pointing it on the 2 rows of plate, even if this means that some will be wasted. Several

people point it to the external part of the chain on the side where the crown corona is. This may be easier, but it isn't so efficient. You can so spray it between the chain and corona, but remember to spray the other side too. If you have a self-lubricating chain, make sure that the lubricant is not aggressive for the o-ring, however, you will often find this written on the instructions. If the O-rings get damaged, the chain will have a short life too.

Don't put too much grease on the chain, but grease the chain frequently, every 20-30 laps. Let's say, get into the habit of greasing it every time you go to the track, when the chain is still “hot”, is a good idea.

■ Wear

To see when it is time to change your chain, first take a careful look to see if there are any gripped links, which don't turn freely, or with broken rollers, squashed, then check to see if the part that wrapped round the crown lifts off easily and (not good) or remains adherent to the gears. If there is too much wear, you might get a strange phenomenon where the chain seems too tight in a certain position, but if you turn the axle a bit it seems loose and then tight again. In this case, it is time you throw it away! With it change the pinion and crown too, or change them every other time, as the running in of 3 elements would take place at the same time and the results would be better as far as reliability and duration is concerned. In any case, it is not good to race with a “tight worn” chain, not even for those who want to save money, because you will also ruin the pinion and crown, so in the end you will be spending much more when you do change the chain.

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2013 international racing calendar

2013 INTERNATIONAL CALENDAR

JANUARY

20 Rotax Invitational Race, TBA (MYS)

FEBRUARY

03 WSK Master Series Rnd.1, La Conca (ITA)
10 Rotax Winter Cup, Campillos (ESP)
17 Lonato Winter Cup, Lonato (ITA)

MARCH

03 WSK Euro Series Rnd.1, La Conca (ITA)
03 Rotax Max Challenge Malaysia/Asia Rnd.1, TBA
10 Andre Margutti Trophy, Lonato (ITA)
24 WSK Euro Series Rnd.2, Zuera (ESP)
31 Rotax Euro Challenge Rnd.1, Genk (B)

APRIL

07 WSK Master Series Rnd.2 Sarno (ITA)
07 Rotax Max Challenge Malaysia/Asia Rnd.2, TBA
21 WSK Euro Series Rnd.3, Sarno (ITA)

MAY

05 WSK Master Series Rnd.3, Preceniccio (ITA)
19 CIK-FIA European KZ1 & KZ2 Championships Rnd.1, Wackersdorf (DEU)
19 Rotax Max Challenge Malaysia/Asia Rnd.3, TBA
26 Rotax Euro Challenge Rnd.2, Casteletto (I)

JUNE

02 CIK-FIA Talent Trophy / Academy Trophy / Nations Trophy Rnd.1, Essay (FRA)

02 WSK Euro Series Rnd.4, Genk (BEL)

16 CIK-FIA European KF & KF Junior Championships Rnd.1, Alcaniz (ESP)

23 Rotax Max Challenge Malaysia/Asia Rnd.4, TBA

30 CIK-FIA European KZ1 & KZ2 Championships Rnd.1, Genk (BEL)

JULY

14 CIK-FIA Talent Trophy / Academy Trophy / Nations Trophy Rnd.2, Alaharma (FIN)*
* subject to the homologation of the circuit
14 WSK Master Series Rnd.4, Castelletto (ITA)
21 European KF & KF Junior Championships Rnd.2, Ortona (ITA)
21 Rotax Euro Challenge Rnd.3, PF International (UK)

AUGUST

18 CIK-FIA Talent Trophy / Academy Trophy / Nations Trophy Rnd.3, TBA (ROU)*
* subject to the homologation of the circuit
25 Rotax Invitational Race, TBA (THA/MAC)

SEPTEMBER

01 CIK-FIA KF Championship Rnd.1, PF Int'l, Brandon (GBR)
08 Rotax Euro Challenge Rnd.4, Salbris (F)
15 CIK-FIA World KZ1 Championship (supported by a CIK-FIA KZ2 CUP)*, Varennes (FRA)
* to be confirmed
29 CIK-FIA World KF Junior Championship

Rnd.1, Sarno (ITA)

29 Rotax Max Challenge Malaysia/Asia Rnd.5, TBA

OCTOBER

27 Rotax International Open Zuera (E)

NOVEMBER

03 WSK Final Cup, Castelletto (ITA)
09 SKUSA SuperNationals XVII, Las Vegas (USA)
16 CIK-FIA World KF & KF Junior Championships Rnd.2, Bahrain (BHR)*
* to be confirmed
16 Rotax Max Challenge Grand Finals, New Orleans (USA)

TBA CIK-FIA Asia-Pacific KF Championship, TBA

TBA CIK-FIA North American KF Championship, Mont Tremblant (CAN)*
* subject to the homologation of the circuit



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