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KARTCOM

ONLINE KARTING MAGAZINE

NEWS #39

KEIRLE

WORLD
CHAMPION
IN HIS 1ST
RACE IN OK



PATTERSON
TRIUMPH
AT THE WORLD JUNIOR
CHAMPIONSHIP

ROUEN GSK 1
A PRIVATE TEAM
IN FRONT OF
THE FACTORIES
AT 24HR KARTING

WORLD MEETING FULL OF TWISTS AND TURNS IN ENGLAND

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A PARTICULARLY BUSY AUTUMN 2017

KARTCOM NEWS #36

The events of the 2017 season have undoubtedly been marked by the OK and OK-Junior World Championship which took place in the United Kingdom. Influenced by the British passion for motorsport, the PFI meeting enjoyed irreproachable organisation and a truly pleasant atmosphere, unique in its kind in karting. However, the purely sporting aspect of the World competition suffered from some issues. The performance differences between the timed sessions, caused by the various tyres deposited on the track (Vega in Juniors and LeCont in OK), had significant consequences in the progress of the Qualifying Heats where the hierarchy was jostled. The large number of incidents and penalties also affected the Final result. Although the two World Champions crowned at PFI, Danny Keirle in OK and Dexter Patterson in OK-Junior, fully deserve their titles, several favourites were prematurely removed from the battle, which is always regrettable for the sporting spectacle.

Another major event of the season, the 24 Hours Karting du Mans confirmed its international appeal with the second award of the CIK-FIA Endurance Championship. Will the event evolve into a true World Championship? It can be envisaged in the medium term with the increasing involvement of factory teams in this great classic and the will of the ACO. However, we must rejoice at the vigour of the private teams, such as the 2017 winner Rouen GSK 1, able to compete with the factories, even dominate them, without having financial power. The enthusiasts at the event were able to fight against champions of the calibre of Paolo De Conto, Anthony Abbasse, Lorenzo Trivisanutto and Alex Irlando, an inaccessible dream outside endurance.

A long discussion with Paolo Bombara, representative of the manufacturer LeCont, brings a special focus on the constraints of a tyre manufacturer in this issue of Kartcom News, an essential element of competition often challenged by competitors, sometimes wrongly.

Although it is not surprising, the recent announcement of the end of the Rotax Euro Challenge decided by its promoter for 12 years, RGMCC, who now prefers to dedicate itself to the X30 Challenge, it is a complicated situation for the Austrian manufacturer. It will be interesting to see how the giant BRP-Rotax plans to rebound, notably with its electric kart project. The karting industry is not yet ready to stop making noise and smoke especially, as the electrical technology is currently far from the level of the internal combustion engines. Everyone feels that the end of fossil fuel engines is approaching. The Rotax Max also seemed revolutionary when it first appeared in 1997. Twenty years later, more than 80,000 engines have been sold worldwide, an exceptional success in karting.



KARTCOM NEWS #36

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CIK-FIA KARTING AWARDS

KSP Agency Chosen As CIK-FIA «BEST PHOTOGRAPH» in 2007 • 2008
• 2011 • 2012 • 2013 and 2015.

STARS & MÉTIERS 2012

Prix départemental (94)
«Dynamique commerciale»

TOUTE REPRODUCTION TOTALE OU PARTIELLE EST STRICTEMENT INTERDITE SANS CARSRISATION PRÉALABLE FAITE AUPRÈS DE LA SOCIÉTÉ KSP REPORTAGES



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OFFENBACH 2018 KARTING EXHIBITION

You will find in Offenbach on the Main everything concerning karting on 27th and 28th January 2018. The eight halls will present everything you need for karting over the 10,000 m², whether outdoor or indoor, leisure or racing.

Alongside the world's leading brands, there are also more specific products designed for amateurs. Leisure karting will also be present

with all of the related products. The equipment is not to be outdone with a large area devoted to race-suits, helmets, gloves, etc. during the 26th edition of the 2018 International Kart Exhibition at Offenbach, on the Main.

Everything that relates to karting in all its forms can be found at this unique international fair. Launched in 1993 in an area of 900 m², the IKA-Kart 2000 has now become the world's largest show dedicated to karting. Visit the show to better appreciate the diversity of this formidable discipline.





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"NATIONAL" CROWN IN NSK FOR **VICTOR BERNIER**

A good driver in Cadet in 2016, Victor Bernier had taken the 3rd place of the French Championship at Lavelanet and finished the NSK in 2nd position. He confirmed his strong potential in 2017 as he moved to the top categories. Racing in the French Junior Championship, Victor took full advantage of the training provided by the FFSA Academy for a superb season. At the age of just 13 years old, the driver

from Team PB Sport has also achieved great success in the National category. The French Vice-Champion at Lohéac, he won the NSK in National Rookie, as well as in the overall classification, during the last round at Val d'Argenton under complex conditions. He will be part of Team France in November at Portimao for the 2017 Rotax Max Challenge Grand Finals.

The NSK season started well with a double Prefinal and Final victory at Salbris. The second race at Varennes sur Allier gave the impression of an excellent result as Victor dominated the Qualifying Heats before finishing 2nd in the Prefinal. Alas, a crash in the Final returned him to 19th rank and deprived him of important points in the series classification. Everything was going to be decided at Val d'Argenton which he approached with a deficit of three points on Camille Prouteau.

The weather was not very encouraging in the Deux-Sèvres for the conclusion of the 2017 NSK with an unusual freshness for late summer, but especially with the arrival of rain on Saturday afternoon. Victor made steady progress up table after his 7th time with the constant concern of avoid any mistake. 5th in the Prefinal, he managed a master stroke in the Final and

reached the podium despite the intensity of the race and the grip limited by the rain.

Both fast and consistent, he fulfilled his mission perfectly and topped the NSK National season standings with a nearly 20 point lead, while he was of course crowned Best Rookie.

"The Val d'Argenton competition was not easy," said Victor. "The performance was good but no more. I was relatively careful not to lose my chances in the Championship. I managed to quickly reach 3rd position and I gave everything to keep it to the end. I am delighted to participate in the World Final for the second time in Portugal in less than two months in Junior Max. But before that, I will have the chance to race in the OK-Junior World Championship in England next weekend. I know that the race is going to be very difficult and I would be very happy to be able to qualify for the Final!"



A conscientious competitor, Victor does not forget to thank his partners who enable him to achieve a young career full of promises: Kasinos Bretagne (Vannes, Larmor-Plage, Quiberon, Perros-Guirec, St Quay Portieux et Fréhel), Caravanning Central et Sud Loire Caravane du groupe Guinhut, Extreme Limit, City Kart and its F1 simulators in Nantes, Mega Games.

A big thank you also to PB Kart, Bertrand Péchon and Florian Cador, as well as MSR for the engines.

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GRAND INAUGURATION OF THE NY RACE COMPLEX POWERED BY LECONT

F-Series embarked on a tough but rewarding task in collaboration with the tyre manufacturer LeCont, to complete the creation of a new karting circuit in the United States capable of attracting the most demanding drivers and encouraging the development of karting.

The NYC Race Complex powered by LeCont has also been designed to meet the requirements of the CIK-FIA. In particular the composition of the asphalt has been developed in partnership with LeCont to provide the best possible conditions for grip and tyre use in both dry and wet conditions. The infrastructure has also been the subject of great attention to give the whole complex several unique features.

The inauguration took place on September 25th, followed in early October by the F-Series Gearup Challenge.

The NY Race Complex powered by LeCont is located in northern New York State, about 550 km from New York City, very close to the Canadian border.

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JD BERTRAND

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2000

LENGTH
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WIDTH
9.5 M / 28 FT

TURNS
11



SONIC RACING KART

A BENCHMARK TEAM IN NSK



Overall 2nd place in Rotax Max, 3rd place in Cadet and 2nd place in Minime were the successes for Sonic Racing Kart in the last event of the NSK in 2017 at Val d'Argenton.

Racing was not easy on the difficult and unusual track in Deux-Sèvres which experienced some stubborn rainfalls from Saturday afternoon onwards. Sébastien Caranta's team has once again used all its professionalism to overcome the complexity of this event and to bring all its drivers to their best possible standard. In charge of data processing, Benoît Vuillermoz brought all his expertise to improve the equipment and human performance with a great sense of learning..

For his second season, Antony Dugué has done more than confirm his good progress in Rotax Max. Attentive and concentrated, he first maintained his 8th place in the heats despite a poor performance in the second. Very comfortable in the rain, it was during the final stages that he made the difference. After his 2nd place in the Prefinal, he fought with Arnaud Sarrazin to retain his advantage in the Final with the best lap and to climb on the second step of the podium. His Argenton performance opened the doors of the top five of the general ranking of the NSK. A great reward that certainly shows great potential for the future.

In Cadet, Florian Rousseau-Ricci consolidated his fast progress towards the heights. After difficult heats, he gave his utmost during the final stages as the track became tricky. He gained an incredible 11 places in the Prefinal and allowed himself to take the lead in the first laps of the Final. His presence on the podium for the second time of the season confirms that he is one of the revelations of the year, undoubtedly looking at a beautiful career.

Jules Caranta was aiming for 1st place in the Minime Championship on arriving at Val d'Argenton. He followed his track record with the 2nd Qualifying time and excellent Qualifying Heats. 4th in the Prefinal, he lost

his advantage in the Final and had to be satisfied with 2nd position of the 2017 NSK. Disappointed to miss his ticket for the Rotax World Final in Portimao, Jules nevertheless completed a beautiful season against older and more experienced competitors.

After his remarkable performance at Lohéac in the French National championship, the balance was more difficult to find for Alexandre Rousseau-Ricci under the autumnal weather at Val d'Argenton. Always very motivated despite the strength of the confrontations in the heats, he managed to return to 8th position in the Prefinal. He finished the Final in the top 10 before being penalised for his spoiler.

Finally, Patrick Giudici, a stalwart of the team, took the opportunity to perfect his testing before the 24 Hours Le Mans Karting and was delighted with his 6th place in Rotax Master.

The season is far from over as Sonic Racing Kart is actively preparing two karts for the next 24 Hours Karting at Le Mans with the GP2 victory in sight.

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SONIC
Racing Kart

RECENT DECISIONS OF THE FIA WORLD MOTOR SPORT COUNCIL CONCERNING KARTING

At its meeting on September 21th, 2017 in Paris, France, the FIA World Motor Sport Council approved the calendar of the CIK-FIA Championships, Cups and Trophies for the 2018 season.

2018 CIK-FIA SPORTING CALENDAR

APRIL 22ND, 2018

 **SARNO** (ITA)

CIK-FIA European Championship, 1st round
CIK-FIA European Junior Championship, 1st round

MAY 6TH, 2018

 **SALBRIS** (FRA)*

CIK-FIA European KZ Championship, 1st round
CIK-FIA European KZ2 Championship, 1st round
CIK-FIA Karting Academy Trophy, 1st round

MAY 20TH, 2018

 **PF INTERNATIONAL** (GBR)

CIK-FIA European Championship, 2nd round
CIK-FIA European Junior Championship, 2nd round

JUNE 17TH, 2018

 **AMPFING** (DEU)

CIK-FIA European Championship, 3rd round
CIK-FIA European Junior Championship, 3rd round

JULY 15TH, 2018

 **LONATO** (ITA)

CIK-FIA European KZ Championship, 2nd round
CIK-FIA European KZ2 Championship, 2nd round
CIK-FIA Karting Academy Trophy, 2nd round

AUGUST 5TH, 2018

 **ESSAY** (FRA)

CIK-FIA European Championship, 4th round
CIK-FIA European Junior Championship, 4th round

SEPTEMBER 9TH, 2018

 **GENK** (BEL)

CIK-FIA World KZ Championship
CIK-FIA International Super Cup for KZ2
CIK-FIA Karting Academy Trophy, 3rd round

SEPTEMBER 24TH, 2018

 **KRISTIANSTAD** (SWE)

CIK-FIA World Championship
CIK-FIA World Junior Championship

* subject to the track rehomologation and fulfilling CIK-FIA additional requirements.

A NEW ERA BEGINS IN 2018



JANUARY 18-21
PALM BEACH KARTING

FEBRUARY 15-18
OCALA GRAN PRIX

MARCH 15-18
ORLANDO KART CENTER

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VORTEX
ENGINES

ROK
USA
VORTEX

BRIDGESTONE
Energy



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PERFORMANCES AND RESULTS AMPLENTY THIS YEAR FOR TRÈFLE RACING

With his four drivers, united like the four leaves of the clover, Jean-Philippe Guignet's team reached an important milestone in 2017. "Evolution" was undoubtedly the key word of a season in which everyone's efforts were rewarded.

After his 7th place at Lavilledieu, Antoine Perceval raised the tone at Mirecourt in the final event of the X30 Challenge France. After taking the fastest lap in the Pre-final and finished on the X30 Senior podium to win his place in the IAME International Final, the biggest X30 annual meeting in the world.

The Val d'Argenton circuit was the third and last meeting of the NSK. Arnaud Malizia showed a great deal of maturity in order to complete a faultless race. Pole position in Qyalifying, 2nd place in the heats, victories in Pre-

final and Final, the points were there with a beautiful 3rd place in the championship as a reward. Arnaud will join Antoine at Le Mans for the X30 Senior World Final.

Hugo Vair perfectly fulfilled his plans for his first season in National. He was able to take advantage of his testing sessions before fighting at the front. Finishing in the top 10 at Val d'Argenton, he finished as 4th rookie and therefore climbed on the second step of the rookie podium of the season. A flattering result that earned him his ticket with Team France for the Rotax World Final at Portimao.

Finally, Lola Lovinfosse acquitted herself well to complete her career as a Cadet. After a good recovery in the heats, the final result at Val d'Argenton was not at all revealing of her fighting spirit among the seeded drivers. At the end of a very positive season, Lola will now move to the next level with high hopes.

"I am really pleased with the work we have done together in recent times," explained Jean-Philippe Guignet. "The engines by Renato Merlin in X30 and Win Max Engines in Rotax combine with the chassis Sodi with great efficiency. I have to say that the extra tests this summer gave the team an extra boost. Trèfle Racing has imposed its image of seriousness and performance on French karting, which has always been my goal. Trèfle Racing drivers can be proud of the progress they have made with us."



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DINO CHIESA

FROM ZANARDI TO KART REPUBLIC

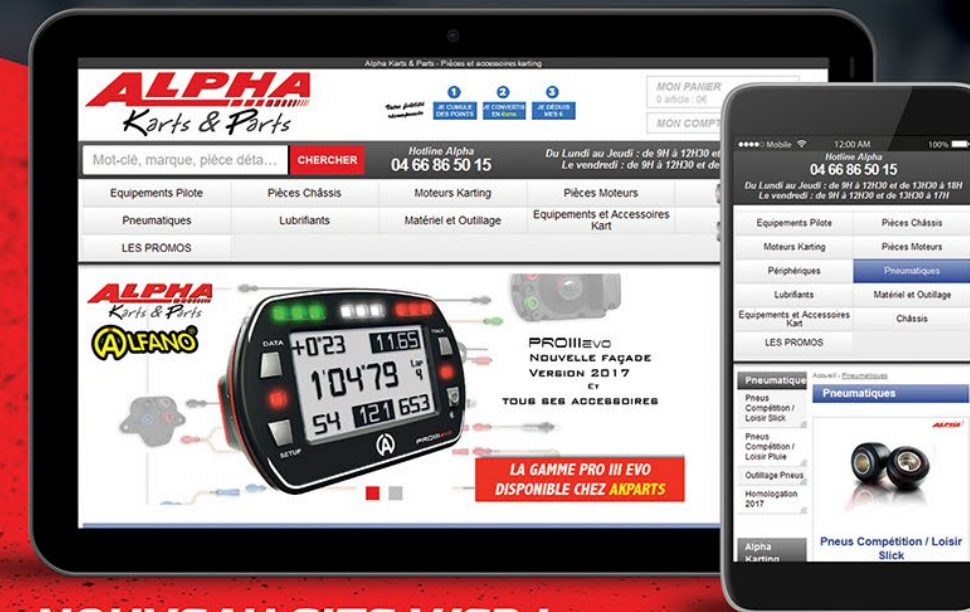
Since 2005, the Zanardi chassis have been very successful under the Chiesa Corsica banner. Founder of the DC-One brand, Dino Chiesa worked with CRG to produce the Zanardi karts, which were rewarded worldwide with titles for Nyck De Vries (2010-2011), Tom Joyner (2013) and the European KZ Championship with Rick Dreezen in 2014. Another title of World Champion has been added to its record with victory last Sunday for Danny Keirle in OK.

Dino Chiesa is a key figure in the karting industry and still has the aura of having accompanied Lewis Hamilton and Nico Rosberg on the road to success. The Italian will take a new turn in 2018 with the creation of a brand new chassis: Kart Republic. Dino released more information about his project at the World Championship at PFI.

He will therefore distance himself from CRG as the Kart Republic chassis undergoing homologation will be produced in collaboration with Breda Racing, an Italian specialist in motor racing for almost 30 years. The Kart Republic brand will be officially presented to the public in 15 days at the IAME International Final at Le Mans. Dino Chiesa will remain faithful to Parilla engines, so the move is straightforward.

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15 DRIVERS IN TEAM FRANCE AT PORTIMAO

Team France 2017 will bear the hopes of the tricolour at the Rotax Grand Final which will take place in Portugal on the international circuit of Portimao from 4th to 11th November.

This unique and exceptional event brings together the best Rotax drivers on the planet, selected within their countries, to reward the best ROTAX World Driver in each category!

ROTAX 125 MICRO MAX (Praga) :
THÉOPHILE NAEL (Champion NSK Minime)
LOUIS IGLESIAS (Champion de France Minime)

ROTAX 125 MINI MAX (BirelArt):
MARCUS AMAND (Champion NSK Cadet)
CRAIG TANIC (Champion de France Cadet)

ROTAX 125 JUNIOR MAX (Praga) :
VICTOR BERNIER (Champion NSK Nationale, Champion NSK Nationale Rookie, Vainqueur du Challenge Rotax France)
SAMI MEGUETOUNIF (Champion de France Nationale)
CAMILLE PROUTEAU (Vice Champion NSK Nationale)
HUGO VAIR (Vice Champion NSK Nationale Rookie)

ROTAX 125 MAX (Sodi):
JEAN NOMBLOT (Champion NSK Rotax Max, Vainqueur du Challenge Rotax France Rotax Max)
ARNAUD SARRAZIN (Vice Champion NSK Rotax Max)
MATTHIEU BOURDON (Champion NSK Rotax Max Master)

ROTAX 125 MAX DD2 (BirelArt) :
ANDREW WILLIAMSON
(Vainqueur du Challenge Rotax France Rotax DD2)
LUCAS JOLY (Champion NSK DD2)

ROTAX 125 MAX DD2 MASTERS (Sodi) :
MICKAËL DAUPHIN (Vainqueur du Challenge Rotax France Rotax DD2 Master)
CHARLY HIPPI (Champion NSK DD2 Master)

View the schedule below.

SCHEDULE +



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TEAM EVOLUTION, CHAMPION X30 EURO SERIES 2017



Team Evolution congratulates Brett Ward for winning the Senior crown in the X30 Euro Series after strong domination in the last round at Castelletto, Italy. Ward took the advantage by winning his three Qualifying Heats. He then took a decisive victory in the Prefinal and secured the X30 Senior Championship with his 2nd position in the Final.

Evolution would like to thank everyone who contributed to this great success, all the members of the team, Grice Racing Engines, Freem UK, The Race Box and Brett Ward for his perfect performance in the last event.

Team Evolution still has a place available for the 2017 IAME International Final and a limited number of seats for the 2018 season.

TEAM EVOLUTION

Team Principal : Ashley Whitcroft
+ 44 (0) 77 89 93 21 34



TEAMEVOLUTION.CO.UK



BERNIER AND MEGUETOUNIF, FRENCH JUNIORS IN THE FIGHT FOR THE WORLD CHAMPIONSHIP

Four drivers from the 2017 French Junior Championship took part in their first World Junior Championship in OK-Junior last weekend at PFI. The performances by the two finalists Sami Meguetounif and Victor Bernier, 9th in the World Championship, provide further proof of the quality of the training provided by the FFSA Academy and the value of the FFSA French Junior Karting Championship.

At PFI Sami Meguetounif took advantage of the reward for a very convincing season in FFSA Junior. Invited to compete in the CIK-FIA World Junior Championship, he had the equipment graciously put at his disposal as a reward for his season by Tony Kart France, the technical service provider of the FFSA Academy. Victor Bernier and Ugo Gazil had joined him on their own initiative under the joint structure of TKF and Cédric Sport while Reshad De Gerus was trying the adventure under the colors of Braun Racing.

Victims of an unbalanced situation in Qualifying, Ugo and Reshad never managed to overcome the handicap

of distant Qualifying times where they were 67th and 78th. Very hard Qualifying Heats in the pack and the peculiarities of the English track did not allow them to qualify for the Final.

On the other hand, Sami posted an excellent 14th time among the 94 best juniors in the world. A retirement and a penalty, however, slowed down his determination and he narrowly qualified in 34th position. The Final did not offer him the possibility to move up the classification as he had to give up following the breakage of a bearing. Nevertheless, the combativeness and performance of the young driver did not go unnoticed by specialists like Christophe Lollier, the National Technical Director.

"The competition was really tough in England. Sami showed exemplary maturity and perseverance. We are disappointed like him by the outcome of the race, but that does not call into question his talent nor the confidence we place in him. Victor was brilliant from the beginning to the end of the event. His final top 10 is fantastic. The FFSA Academy is proud to have contributed to the rise of these two young hopefuls, who will not stop there."

Victor Bernier returned from 30th to the 21st place, skillfully avoiding all the traps of the Qualifying Heats. He sealed his destiny in an exceptional Final by climbing to 9th position while setting the seventh fastest time of the race. Returning to the top 10 in the world from the very start at such a young age remains an outstanding achievement.

The FFSA Academy has definitely fulfilled its mission beyond expectations for the first season of the French Junior Championship. It is not surprising that candidates are jostling for the second edition of this equitable one-make formula.

FFSA





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ROTAX

GOES ELECTRIC WITH THE THUNDER

A thunderclap in the world of karting, Rotax has announced its new electric racing kart concept: the Thunder, with the slogan "Race like never before".

Based on a specific Sodi chassis developed by the R & D department of the French brand, the Thunder adopts an electric drive of 20kW with a boost to 24kW and a weight of 130kg (unmanned). The top speed is adjustable in stages between 90 and 130 km / h. The range in the racing configuration is 10' with a fast recharge in 50'.

SALBRIS, THE DRIVER TRAINING CENTRE

Whether at the Sodi Racing School or the Kartagene Driver Preparation Program, the Salbris air is definitely conducive to the developing of young talents of tomorrow. At the helm of these two entities dedicated to the training of young kart racers, Marc Berteaux infuses an infectious energy to everyone he works with. He excels at finding solutions for everyone to clarify their uncertainties and boost their performances. The specialised equipment at the Salbris training centre also provides the ideal way for everyone to achieve their objectives.

Of all the drivers trained at Salbris, two are quite characteristic. First of all, the young Mathis Poulet joined the Sodi Racing School in October 2016. He was in the Cadet category at regional and then national level. After his 5th place with the fastest lap in the Final of the Center League Championship, Mathis finished 2nd in the Sologne Trophy. He started off well with his 13th time at the French Championship at Saint-Amand, but was delayed by incidents in the heats and did not qualify for the Finals. Disappointed, he was only on the podium of the League Cup when his performances would have deserved to see him enter the top 15 in the Championship. His progression is nonetheless incontestable in view of his lack of experience. Next season is already in preparation with new goals in National.

A fast and experienced driver, Romain Bonetto has just joined the Kartagene Driver Preparation Programme as

Kartagene

part of a partnership with his RK Competition team. Alex Ravoire was aware of the speed of his driver as well as his difficulty in achieving results. From the first test at Salbris, a daily individualised programme was set up in addition to sessions at the training centre. The change was not long in coming, as Romain showed very good consistency at the front of the last round of the X30 Challenge France at Mirecourt. He then took a beautiful 4th position in the Final which enabled him to finish 2nd in the Championship after using his potential much more effectively.

This collaboration between a team and Kartagene inaugurates a new way of developing drivers from a distance. Alex and Romuald Ravoire can therefore offer a formidably effective additional service to the customers of RK Competition. The new Driv'Fit Process training packages from Kartagene are more responsive to the needs of the drivers. For Romain, the next IAME International Final will be a great opportunity to test the positive effects.





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SEVEN US DRIVERS AT THE WORLD KARTING CHAMPIONSHIPS IN ENGLAND

The 2017 edition of the CIK-FIA OK and OK-Junior World Championships attracted no less than seven US drivers on the old continent, a participation record since 2013 and the establishment of the Junior and Senior World Championships. The trend seems to have been accentuated since the KF-Junior World Championship won by Logan Sargeant in 2015 and the appearance of the new generation of OK engines in 2016. European competition remains

the best training to become an outstanding driver and the arrival of American drivers in the international categories can only be welcomed.

The competition proved very tough at the PF International circuit and it was not easy to qualify as one of the 34 finalists in each category with 181 drivers at the start. The clashes were often robust in the face of specialists in the English track. In OK, the two drivers from Comp Kart, Dante Yu, capable of being very fast, and Nicholas D'Orlando, twice penalized for his spoiler, did not reach their target.



Qualifying was decisive for the results of the five Juniors. Noticed for his 2nd place in a heat after his 21st fastest time, Tyler Gonzales and his Kosmic / Vortex from the Paul Carr Racing team were not far off at the finish line in a fantastic 5th position. A penalty of 10" unfortunately sent him back to 17th place. The young Enzo Scionti (Exprit / Vortex / Fusion Motorsport) continued his discovery of OK-Junior after a season started in 60 Mini. He started with 42nd in Qualifying and drove two beautiful heats in the top 10 gaining six and five places. Despite his combativeness, he lost ground in the fight in the other heats and had to retire after an incident in the last, which cost him his place in the Final. Dillon Defonce (Tony Kart / Vortex / Strawberry Racing), Arias Deukmedjian (Tony Kart / Parilla / Piers Sexton Racing) and Sebastian Montoya (Birel IART / TM / Birel ART Racing), both penalized twice, could not overcome their distant Qualifying results.

A NEW VERSION OF MIR'S FAMOUS RIB VEST

The MIR PRO-TOR-EIP introduced a revolutionary concept for rib protection in karting. The new version, which has just been presented, further improves the product while adding a modern and dynamic look.

MIR had updated the approach to rib protection by creating the PRO-TOR-EIP. The new model retains the original qualities and original components. Unlike competing products that protect the driver while restricting them, flexibility and shock absorption were favoured by MIR after an advanced study in the forms and the materials used.

The efficiency is manifested by a higher safety, as well as more comfort for the driver thanks to the elastic structure. After wearing the vest, the protection is "glued" to the torso, avoiding any possibility of movement. The vest is made of a hypoallergenic breathable fabric that guarantees an exceptional level of comfort for the driver. The main characteristic of this fabric is that it does not leave the driver with unpleasant moisture from perspiration, even when the temperature is very high. The entire vest is also made of elastic fabric so as not to move during use and, above all, to better adapt to all sizes, which are available from XXXS to XXXL, in order to satisfy all drivers from the smallest to the biggest. Inserts are divided into three areas: [1] front, thicker (10 mm Po-

ron XRD and 5 mm Plastazote) [2] on the sides (10 mm Poron XRD) and [3] back; a thinner layer of 5 mm Poron XRD) for more comfort.

The inserts of the MIR vest are made with the Poron XRD, an innovative plastic material that offers unprecedented damping and flexibility compared to all other resins on the market. Thanks to controlled deformation, the Poron XRD absorbs shocks. The designers of this material (used for the protection of baseball and motocross participants, among others) took care of its durability, so that the vest, which is subjected to significant stresses, does not deform or lose its mechanical properties over time. On the front part, a Plastazote insert eliminates the danger of perforation.

MIRRACELINE.IT +

CEDINAP.FR +





Info KARTCOM - Frédéric Billet © Photo KSP - Philippe Kalmès

THE JB17 CHASSIS IS ALREADY ON TRACK

During the PFI World Championship, Flavio Camponeschi drove a JB17 kart, the new brand created as a tribute to Jules Bianchi. CRG actually presented the exterior view of the chassis, which will be homologated from 2018.

The Desenzano factory will produce the series of JB17 karts from next year with motivation from Philippe and Tom Bianchi. Jules' father and brother had earlier announced their willingness to associate the name of Bianchi with a brand, and also with a team and a training and support process for young drivers. The first step, as well as the rest of the initiative, are in the process of being realized, after which the project will be able to take off. Maintained by his many fans around the world, the memory of Jules is not about to go away and the JB17 brand will undoubtedly find supporters.

JULESBIANCHI-ASSOCIATION.ORG



Info KARTCOM - Frédéric Billet

DKM EVEN MORE INTERNATIONAL IN 2018

Under the aegis of the DMSB, the German Championship is pushing its internationalisation even further in 2018 with two events out of five taking place abroad and wisely chosen dates.

The first event will take place at Lonato, a circuit visited in July by the CIK-FIA OK / OK-Junior European Championship. The 3rd round will take place at Ampfing two weeks before another round of the European Championship and the last Genk rendezvous will fall three weeks before the World KZ Championship. It is a shame the French calendar is not quite as well integrated! But we have so many beautiful circuits in our country that the situation is not comparable with Germany.

2018 DKM CALENDAR

-  13TH-15TH APRIL 2018 - LONATO (ITA)
-  11TH-13TH MAY 2018 - WACKERSDORF (DEU)
-  1ST-3RD JUNE 2018 - AMPFING (DEU)
-  27TH-29TH JULY 2018 - KERPEN (DEU)
-  17TH-19TH AUGUST 2018 - GENK (BEL)



Info KARTCOM - Frédéric Billet © Photo KSP - Philippe Kalmès

FOCUS ON THE 2017 NSK CHAMPIONS THÉOPHILE NAEL

At 10 years old, Théophile Nael competed in his third season in the category for 7-11 year olds. Ranked 4th in the French Minime Championship at Lohéac, he made good progress during the three events of the NSK. At Val d'Argenton, he completed an exceptional event which ended with the Final victory. He drove an OK1 (IP Karting), then a Kosmic (OTK) in the team TLA, well advised by Stephen Nuvolini.

Arriving in the Deux-Sèvres in 5th place in the provisional classification, Théophile won to become the 2017 NSK Champion in Minime. He was rewarded with a ticket to the Rotax Grand Final in Portimao where he will face the best in Rotax 125 Micro Max at the wheel of a Praga chassis.

"The standard was as high in NSK as in the French Championship," explained Théophile. "The season did not start very well, as I was taken out in the Final at Salbris. It was better at Varennes and I almost won everything at Val d'Argenton. I was not thinking about the Championship, just to win! I'm glad I am going to Portimao where I hope to return to the top 10, that would be good. Next year, I will move up to Cadet with the same programme, League, France and NSK."

IMAF, EXCLUSIVE ARTISAN OF YOUR SUCCESS

A relatively discreet Italian brand, IMAF is already known as a manufacturer of challenging competition karting seats. The knowledge of its founder Aldo Fattore is based on a constant presence at the highest level of racing. As a partner of major teams, IMAF constantly develops its exclusive products to remain state of the art. Its sense of innovation is used in a variety of complementary areas to ensure optimum quality and top performance.

Aldo Fattore's extensive experience in the field gives him a significant advantage in designing the best performing products. His collaboration with prestigious drivers and teams has enabled him to take numerous international wins and to consistently offer the best products in all categories. The F6 model is currently the top of the range.

A renowned driver and designer, Jérémy Iglesias has been driving with IMAF seats for many years. Here is his testimony:

"The seat is a decisive factor in the proper operation of a chassis. IMAF has a very wide range of seats with different characteristics which allows it to meet the needs of every driver."

Aldo is constantly looking for that little extra to make a difference, and this is in every category. Always listening to his customers, he provides solutions adapted to their problems."

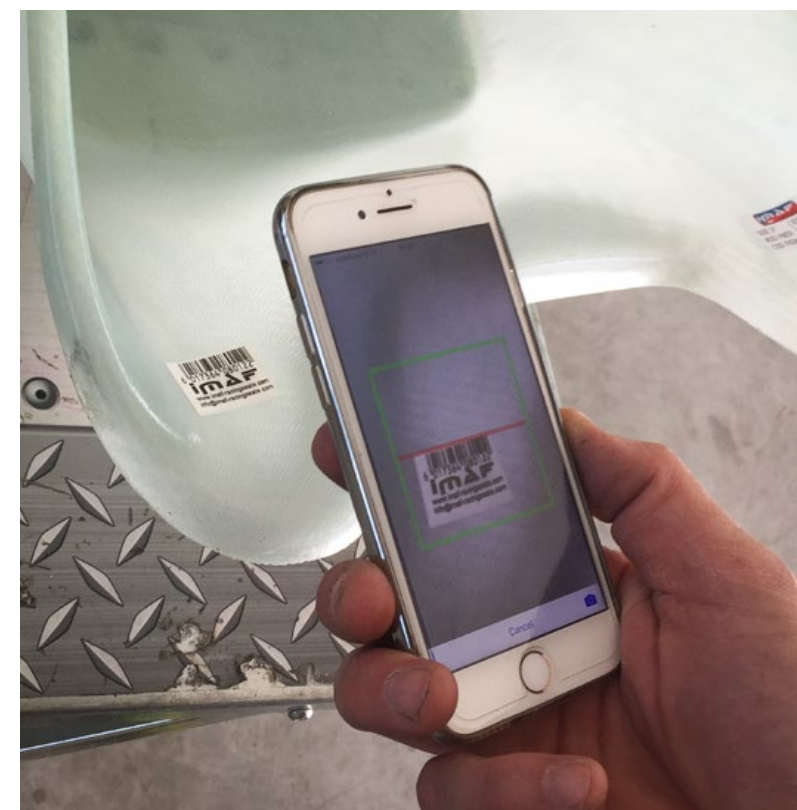


"For the driver, comfort is one of the most important points, because one cannot go fast if one is not comfortable in the seat. On a very demanding track like that of Fernando Alonso in Oviedo, I was one of the few not to have suffered during the many kerb jumps, thanks to the careful design of my F6 seat. For me, IMAF is really is the best!"

In addition to pure performance, the IMAF seat has a flattering look with many different finishes and great customisation possibilities. IMAF offers a kit for mounting and adjusting its seats, particularly well-designed to suit all configurations.

The IMAF fiberglass or aluminum rib protectors have gained a reputation in a highly competitive market thanks to their high effectiveness and comfort, resulting from an in-depth knowledge of the field in direct connection to that of the seats. The IMAF range also includes specialised accessories for racing as well as a line of clothing and luggage.

IMAF provides all its seats with a bar code containing all the information concerning the manufacture of each model (model, size, material, density, options). With the IMAF-specific application available on the Apple Store and Google Play, each customer can quickly find the detailed features of their seat to order a new one or change their choice.




IMAF-RACINGSEATS.COM +


IMAF products are widely distributed in Italy as well as worldwide: France, Germany, Great Britain, Spain, Portugal, Belgium, Netherlands, Denmark, Sweden, Finland, Switzerland, Austria, Greece, Slovenia, Croatia, Romania, Russia, Poland, Estonia, United States, Canada, Mexico, Ecuador, Brazil, South Africa, United Arab Emirates, Bahrain, China, Japan, Thailand, Brunei, Australia and New Zealand.

2018 CALENDAR

» JANUARY


28/01 ADRIA - WSK - CHAMPIONS CUP  OK / 60 MINI / OK-JUNIOR / KZ2

» FEBRUARY

04/02 ADRIA - WSK - SUPER MASTER SERIES  OK / 60 MINI / OK-JUNIOR / KZ2

» MARCH

04/03 LONATO - WSK - SUPER MASTER SERIES  OK / 60 MINI / OK-JUNIOR / KZ2

18/03 LA CONCA - WSK - SUPER MASTER SERIES  OK / 60 MINI / OK-JUNIOR / KZ2

» APRIL

08/04 SARNO - WSK - SUPER MASTER SERIES  OK / 60 MINI / OK-JUNIOR / KZ2

22/04 SARNO - EUROPEAN CHAMPIONSHIP  OK / OK-JUNIOR

» MAY

06/05 SALBRIS - EUROPEAN CHAMPIONSHIP  KZ / KZ2


06/05 SALBRIS - ACADEMY TROPHY  ACADEMY

20/05 LEDENON - CHAMPIONNAT DE FRANCE (LONG CIRCUIT)  KZ2 MASTER / KZ2 / KZ2 GENTLEMAN


20/05 PF INTERNATIONAL - EUROPEAN CHAMPIONSHIP  OK / OK-JUNIOR

» JUNE


10/06 ANCENIS - CHAMPIONNAT DE FRANCE  HANDIKART

10/06 ANCENIS - COUPE DE FRANCE  CADET

17/06 AMPFING - EUROPEAN CHAMPIONSHIP  OK / OK-JUNIOR


24/06 LONATO - WSK - OPEN CUP  OK / 60 MINI / OK-JUNIOR / KZ2


» JULY

08/07 ANNEVILLE - COUPE DE FRANCE  KZ2 MASTER / KZ2 GENTLEMAN / KZ2


08/07 ANNEVILLE - CHAMPIONNAT DE FRANCE  NATIONALE

15/07 LONATO - EUROPEAN CHAMPIONSHIP  KZ / KZ2

15/07 LONATO - ACADEMY TROPHY  ACADEMY

15/07 ANGERVILLE - CHAMPIONNAT DE FRANCE  SENIOR / GENTLEMAN / MASTER

22/07 SOUCY - CHAMPIONNAT DE FRANCE  CADET

22/07 SOUCY - COUPE DE FRANCE  OK-JUNIOR / MINIME

» AUGUST


05/08 ESSAY - EUROPEAN CHAMPIONSHIP  OK / OK-JUNIOR

26/08 MIRECOURT - CHAMPIONNAT DE FRANCE  MINIME

26/08 MIRECOURT - COUPE DE FRANCE  NATIONALE

26/08 CROIX EN TERNOIS - CHAMP. DE FRANCE (LONG CIRCUIT)  KZ2 MASTER / KZ2 / KZ2 GENTLEMAN

» SEPTEMBER

09/09 GENK - ACADEMY TROPHY  ACADEMY

09/09 GENK - WORLD KARTING CHAMPIONSHIP  KZ

09/09 GENK - INTERNATIONAL SUPER CUP  KZ2

23/09 KRISTIANSTAD - WORLD KARTING CHAMPIONSHIP  OK / OK-JUNIOR

» OCTOBER

07/10 VARENNES / ALLIER - CHAMPIONNAT DE FRANCE  KZ2 MASTER / OK / KZ2 GENTLEMAN / KZ2

21/10 LONATO - WSK - FINAL CUP  OK / 60 MINI / OK-JUNIOR / KZ2

» NOVEMBER

04/11 CASTELLETTO - WSK - FINAL CUP  OK / 60 MINI / OK-JUNIOR / KZ2

11/11 PAU ARNOS - CHAMP. DE FRANCE (LONG CIRCUIT)  KZ2 MASTER / KZ2 / KZ2 GENTLEMAN

18/11 ADRIA - WSK - FINAL CUP  OK / 60 MINI / OK-JUNIOR / KZ2



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SEASON 2018 / NEW CALENDAR

18 FEBRUARY 23rd WINTER CUP

4 MARCH WSK SUPER MASTER SERIES 2nd Round

11 MARCH 29th ANDREA MARGUTTI TROPHY

18 MARCH 29th SPRING TROPHY 1st Round

25 MARCH 29th SPRING TROPHY Final

15 APRIL DKM 1st Round

13 MAY 3rd SOUTH GARDA KARTING TROPHY

17 JUNE 5th SUMMER TROPHY

24 JUNE WSK OPEN CUP

T.B.A. ITALIAN CHAMPIONSHIP

15 JULY CIK-FIA KZ&KZ2 EUROPEAN CHAMPS - ACADEMY TROPHY

23 SEPTEMBER 28th AUTUMN TROPHY 1st Round

30 SEPTEMBER 28th AUTUMN TROPHY Final

13 OCTOBER ROK CUP INTERNATIONAL FINAL

21 OCTOBER WSK FINAL CUP 1st Round

28 OCTOBER TROFEO DELLE INDUSTRIE



ADRENALINE



FONDATION
POUR L'ENFANCE

Julie Tonelli

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WWW.JULIETONELLI.COM



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© Photo KSP Philippe Kalmès

KSP GRAND



INTERVIEW WITH PAOLO BOMBARA

Info KARTOOM - Frédéric Billet
© Photo KSP - Philippe Kalmès

TALKING TYRES!

The Italian manufacturer LeCont is a major player in the production of karting competition tyres. Founded almost two decades ago by two brothers, Sergio and Valter Cont, the company based in the North-East of Italy has steadily increased its reputation by winning numerous times and winning several calls for tenders with its CIK-FIA homologated tyres. This interview with Paolo Bombara, marketing director and export sales manager, sheds light on this crucial sector of racing.

2017 marked the return of LeCont to CIK-FIA racing, in the OK category. A strategic choice?

- For the 2017 international season, LeCont has responded to the CIK-FIA tender in all categories as it usually does. It is nevertheless possible to favour one of them by making a better offer for technical, sporting, and economic reasons. We thought that OK would develop this year and we were also pleasantly surprised at the extent of the progression, linked to the interest in this category and the rejuvenation of the age groups. The CIK-FIA has done a good job. We would like to continue with OK, but it will be decided by the next tender. In any case, it is a very good thing for karting that a single manufacturer does not supply all the categories at once as we saw in 2016. And I do not say this to criticize our competitor Vega. Simply put, it's not good to put all your eggs in the same basket.

Preliminary tests by the CIK-FIA seem to have gained more importance. Can you confirm that?

- Absolutely. At Sarno the CIK-FIA initially insisted on checking that the tyres of the various brands in the race were able to keep the minimum legal distances: 250 km with the "Option" and 150 km for the "Premium". But they also made a comparison of pure performance on a single kart in the hands of the same driver, not a professional. The aim was to be able to prioritise the tyres to ensure progressive performance by category. This shows that the financial aspect is not the only criterion for awarding contracts, which is very commendable. The CIK-FIA wishes to go further in this direction for the next 2020-2022

homologation by requiring each manufacturer to differentiate between its "Prime" and "Option" tyres. As it is practically impossible to produce a faster "Prime" tyre that can meet the 150 km regulation, we will have to slow down the "Options". The 4% imposed gap between the two types will not be easy to meet in order to offer "Option" tyres attractive to drivers. This should not penalise the categories concerned (OK-Junior and Academy - Ed.) in relation to brand cups which are not subject to the homologation of their tyres and may offer more pleasant choices for the drivers.

What are the benefits of a successful CIK-FIA tender?

- Financially, the main objective is to balance the budgets in CIK-FIA competitions. The sale of the tyres must be able to cover the allocation that accompanies the tender and the cost of the season. It is not really about making money, but about enhancing the image and facilitating the opening of new markets. When other championships, national or private, follow the choice of the international federation, the business can become profitable. Drivers and teams often like to be able to use the same tyres throughout the season in order to increase the effectiveness of development work and thus limit some of the testing. Unfortunately, this is not always the case! It would be good for everyone if the tenders of the various federations and those of the CIK-FIA were harmonised, both for the choice of tyres and for the rate of renewal.

LeCont's position in France is prominent. Where are LeCont tyres in our country today?

- Historically, LeCont has been involved in the French Endurance Championship for seven years, a French speciality that has recently paved the way for the CIK-FIA Endurance Championship. The 24 Hours Karting Le Mans is the showcase on a worldwide level. Endurance is a very interesting challenge for us, but very different from sprint races. We have developed expertise that delivers satisfaction to the participants.

France is traditionally a great country for karting. LeCont is very pleased to have won the FFSA tender for the KZ2 categories. Another French feature, the KZ2 compete in a French Long Track Championship, which has led us to work on durability at high speeds. The danger is real under these conditions and there was no question of the LeCont tyres putting the drivers at any risk. We did not want to be confronted with the kind of problems that other brands sometimes encountered at high speed. The structure of our tyres is therefore designed to withstand these high stresses. In this respect, some French teams complain of difficulty in mounting our tyres which have relatively rigid sides. This is a remark that we have never encountered in international races where we are dealing with the same carcasses. The safety and the precision of driving seem to us to be paramount over ease of mounting. The choice of the LO Z tyre took into account also the Master drivers (32 years old and above) and the Gentleman drivers (45 years and older) who drive in KZ2 in France. We could not go too far in the search for grip, while offering tyres slightly better than those previously used in France. Moreover, we have had excellent spontaneous testimonies from users, in particular regarding the fairness between the tyre sets provided throughout a meeting, and the overall assessment is very positive.

Where are we with the LeCont Rain LW in France?

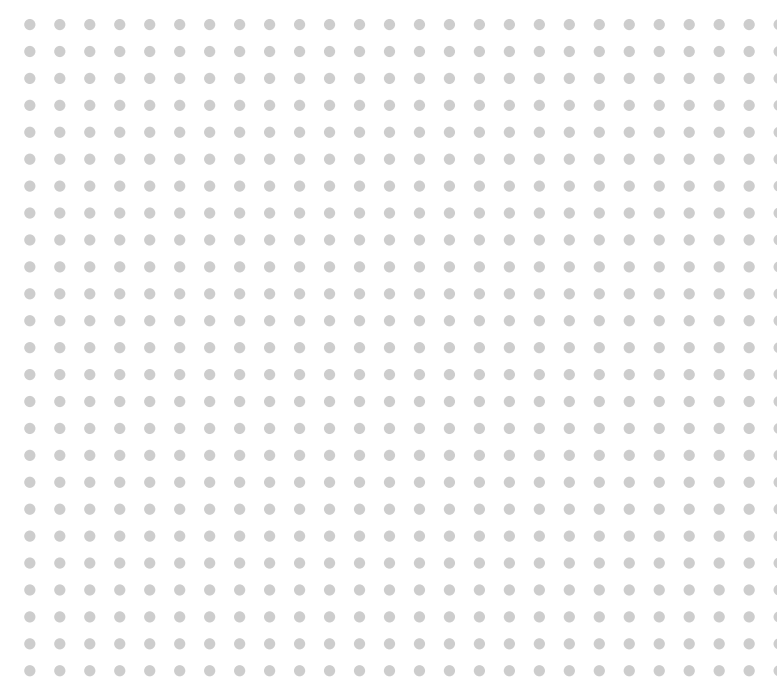
- It is no secret that we encountered a production problem at the beginning of the year which led us to replace all the rain tyres already delivered at our own expense, whether they had a problem or not. Then the LW was criticised for not lasting the distance in the rain. This criticism, sometimes caused by misuse of our tyres, is unfounded. Our preliminary tests allow us to affirm the opposite and our international experience in OK confirmed it, as well as many opinions from KZ2 drivers in France. Our current rain tyre is probably not the fastest on the market, but it has other qualities, if you do not use unusual pressures or inadequate set-ups. LeCont has assumed its responsibilities and will continue to do so in the future, even in what sometimes looks more like a commercial war than a truly fair spor-

ting challenge. What is certain is that the LeCont rain tyres delivered in 2018 will hold the road.

What is the future of LeCont?

- Karting remains the priority for LeCont. We manufacture our tyres ourselves and our production is constantly increasing. We will continue our penetration of the US market which started well in 2017 with higher ambitions. Other projects are underway: the partnership we have launched with an American track, the New York Race Complex LeCont High Technology Test Circuit, should not remain isolated. We also have similar aims on the European continent, including a well-advanced project that should soon be unveiled.

We are very shortly going to open a second production plant in Italy and we are thinking of establishing ourselves in South America as well. We are looking on several horizons to consolidate our place amongst well-established competition. It is no longer a secret that LeCont manufactures Pirelli tyres for the karting school at the Alonso circuit in Oviedo. Our technology has proven itself and we are able to supply high-tech tyres to other brands in different fields, even outside karting. 2018 will also see a strategic partnership with a major Asian operator.



LECONT

PREDICTIONS FOILED

IN ENGLAND



OK AND
OK-JUNIOR
WORLD
CHAMP.
PF INTERNATIONAL

KEY POINTS

ORGANISER +

CIK-FIA

PROMOTER +

WSK Promotion

LOCATION +

PF International, Brandon - 1382 m

DATE

20th to 24th September, 2017

ENTRIES

181 drivers – 2 categories

- Qualifying Heats heavy with consequences
- Tumultuous races
- Record number of spoiler penalties
- Several favourites in the programme
- Two British World Champions
- Presence of Fernando Alonso
- Entries up sharply
- Perfectionist organisation
- Inimitable atmosphere
- Overall dry weather



Info KARTCOM - Frédéric Billet
© Photo KSP - Philippe Kalmès



OK

KEIRLE,

AN X30 WORLD CHAMPION DRIVER

The three timed sessions showed differences in grip after the Vega tyres of the Juniors. The heats were therefore more hotly disputed than usual because of a more unbalanced hierarchy. Sami Taoufik, Dennis Hauger, Karol Basz and Tom Joyner did not qualify, Caio Collet (BirelART / TM), Lorenzo Trivisanutto (Zanardi / Parilla) and poleman Callum Bradshaw (CRG / Parilla) were too far back on the grid to play a major role. Danny Keirle (Zanardi / Parilla) nevertheless achieved a solid course by winning four of his five heats. Only Pedro Hiltbrand (Tony Kart / Vortex), climbing from 18th to 2nd position, seemed capable of depriving him of the victory. But a technical problem forced the defending champion to give up at the start of the race. Esteban Muth (Zanardi / Parilla) was immediately in the wake of Keirle, while Juho Valtanen (Kosmic / Vortex) and David Vidales (Tony Kart / Vortex) joined them in the lead group. Muth could not stop Keirle from leading and winning the World Championship. Muth knew he would be penalised for his spoiler, and it was Valtanen who ranked 2nd in front of Vidales. Bradshaw brushed the top 10 ahead of Adam Eteki (Zanardi / Parilla) in 12th and Trivisanutto gained 17 places with the fastest lap.



PATTERSON

ROOKIE & CHAMPION

For the same reason as in OK, the Qualifying Heats caused drama among the Juniors with favourites like Jonny Edgar relegated far from the leaders. Poleman Harry Thompson (FA Kart / Vortex) dominated the heats against Christopher Lulham (Exprit / TM) and Dexter Patterson (Exprit / TM), three Britons in English teams, followed by Zane Maloney (FA Kart / Vortex). Omani rider Shihab Al Habsi (Tony Kart / Parilla) made his way back from 43rd to 15th. The fate of the Championship was decided in the first two laps. Maloney was rushing to get ahead of his teammate Thompson, who was fighting with Patterson and Lulham. Patterson very professionally controlled the threat from his teammate Lulham to win the race and win the Championship, giving a victorious double to Forza Racing. Thompson ended up disappointed in 3rd place while Al Habsi was 4th (+11) ahead of Maloney and Jack Doohan (FA Kart / Vortex) who finished 6th. Note the superb performance of the young Frenchman Victor Bernier (Tony Kart / Vortex) in 9th place.

OK-JUNIOR





Info KARTCOM - Frédéric Billet © Photo KSP - Philippe Kalmès

FERNANDO ALONSO

AT PFI FOR THE WORLD CHAMPIONSHIP

The double F1 World Champion Fernando Alonso visited the British PFI circuit for the 2017 World Karting Championships. Winner of the Junior Five Continents Cup in 1996, and European FA in 1998, the Spaniard never forgot his karting years. A brand of chassis from the OTK group bears his name, which explains his presence in the Ricky Flynn Motorsport awning, the team that has made the FA Kart shine at the highest level for several seasons. Relaxed and

smiling, Alonso was able to talk to five-time World Motorcycle Champion Mick Doohan, who accompanies his son Jack to every competition.

Fernando Alonso then joined the VIP grandstand at the circuit as a privileged spectator in the Finals. After the controversies that followed the organisation of a round of the 2017 European Championship at his Oviedo circuit, Fernando gave a clear signal regarding his interest in karting by coming to PFI.

SENSATIONAL TOP 10 IN THE WORLD FOR **VICTOR BERNIER**



Victor Bernier has just achieved an incredible result during his first OK-Junior World Championship in England. Performing well since the start of the competition, nothing could prevent him from finishing well at just 13 years of age, in the top 10 among the 94 best drivers in the world.

In addition to his participation in the French Junior Championship and his excellent results in the National category, Victor had discovered the international OK-Junior category during the French Cup at Le Mans last May. Then he finished 15th, but his training with the FFSA Academy allowed him to follow with results that were more and more convincing. French National Vice-Champion at Lohéac, he won the NSK championship at Val d'Argenton.

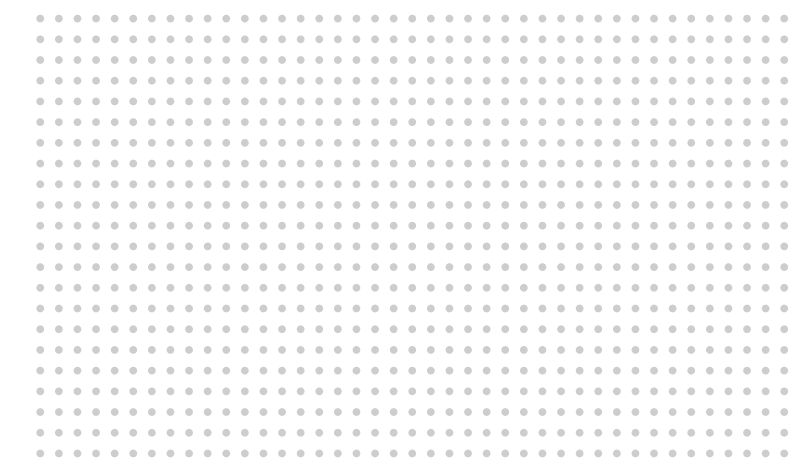
Encouraged and supervised by the FFSA Academy, Victor had embarked on the great adventure of the CIK-FIA World Junior Championship. Under the beautiful Tony Kart France awning, he was driving a Tony Kart / Vortex perfectly prepared by Cédric Sport. It was a very daring challenge to face the most experienced drivers in the category on a circuit as unique as PF International. The habits of the British competitors are indeed quite different from those met in France, with a very robust driving and not afraid of contact.

Victor was the 11th fastest in his group in Timed Practice, placing him 30th overall, a very interesting position, but still involving some serious fights in the pack during the heats. From this Victor showed real determination. In the first two races, he regained a lot of ground and took 4th and 5th positions. The fight became more and more bitter between the contenders, but Victor intelligently managed the last three heats, avoiding incidents and penalties.

Qualified in 21st position, he could once again release the big game in the Final. Starting relatively cautiously, he later lined up fast laps and passes. In the stand his supporters held their breath, petrified by the intensity of the race. Victor, however, kept up the momentum with an astonishing mastery for his age. He was much better than expected with an exceptional 9th place and the top French driver, a remarkable performance at this level of international competition.

"At the time, I did not really realise what was happening to me!" Victor explained calmly. "I was totally focused throughout the meeting to do my best at every stage. I was not obsessed with the end result, things were set up gradually. Once qualified, I was able to let go without real pressure during the Final, my first objective having been already reached. I felt perfectly good, the equipment was on top form and everything went well! This World Championship was a magical and unforgettable moment! I warmly thank my partners City Kart, Kasinos de Bretagne and Mega Games for giving me the chance to participate in this event."

With this extraordinary 9th place in the World Championship, Victor's career will no doubt take a new turn. The 2017 season, full of very positive events, will end in November with Victor's second participation at the Rotax Grand Final at Portimao. It will then be time to think about the future.





Info KARTCOM - Frédéric Billet © Photo KSP - Philippe Kalmès

RFM

EXCELLENT PERFORMANCES POORLY REWARDED AT THE WORLD CHAMPIONSHIPS

The World Championship was held this year on English soil at the difficult circuit of PF International. With no less than 181 entries in total, the confrontation promised to make it difficult to join the 34 finalists of each category. More than the weather conditions which were calm, it was the Qualifying Heats that complicated the running of the event for many drivers including several from the RFM. The variable grip of the track in relation to the rubber left by the Le-

Cont or Vega tyres depending on the category, caused particularly considerable variations. Once the dice were thrown in Qualifying Practice, the battle of the Qualifying Heats sometimes proved formidable.

Axel Charpentier, trained in Rotax Max racing, made very good progress for his first race in OK with Ricky Flynn. Both fast and consistent, he continued to move up the rankings despite a spoiler penalty and finished 8th in the Final. Considered one of the favourites, the European Champion Sami Taoufik experienced one of the most difficult weekends of his

career. After setting the 4th fastest time in his group, he found himself 28th in the general classification. His spoiler was lost twice in his attempts to recover in the heats, but it was more than anything the deliberate attack by an opponent causing his retirement which ruined any hope of qualification. A big disappointment for RFM.

The Qualifying Practice also determined the final result in OK-Junior. Although Zak O'Sullivan moved up from 52nd to 38th position, Paul Aron, who was capable of good performances, and Dan Skocdopole finished out of the qualifiers at the end of the heats after having to give up in one race each.

However, the three drivers who had successfully completed the qualifying phases were able to defend their chances to the end and finish in the top six in the Final with a total of seven victories. Undoubtedly, the FA Kart from RFM and the Vortex engines prepared by One Engines were perfectly in tune to fight for the title.

Harry Thompson was on his way to the Final victory with his pole position in Qualifying and his leadership at the end of the heats. The battle started immediately after the lights went out in the Final and it did not turn to his advantage. After an excellent qualifying run, Zane Maloney attempted an attack on the second lap, but both RFM drivers lost some ground. Thompson could not get back to the lead and had to be satisfied with the third step of the podium, while Maloney finished in the top five. He was also consistent at the forefront and very well qualified, while Jack Doohan drove a fine Final to finish 6th.

The many vagaries of this world competition did not let the team achieve the results that its work and performances deserved. RFM had as usual however prepared some of the most competitive machines on the grid of this particularly tough World Championship.

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JULES METTETAL

SHINES AT WORLD LEVEL



The youngest Mettetal has taken over the torch of his elders for a few seasons already in competition karting. Noticed in France last year for his very good performances in the Cadet category, Jules launched himself into international racing with audacity at the beginning of 2017.

"I t's another world!" declared the Yonne driver. "Everything is much faster in OK-Junior because of the power of the engine and the grip of the slick tyres. The competitors are also very sharp within professional teams. I am delighted to have the chance to be able to race at a high level with the VDK Racing team, who won notably with Stoffel Vandoorne (McLaren F1 driver) and Victor Martins, the 2016 World Champion."

Jules started off in Italy in January before the five events of the European Championship. Italy, Spain, France, Finland, Sweden - the full programme ended with an interesting 30th out of the 68 entries. But Jules mostly took advantage of these races to enrich his experience as a young rookie. At the same time, he took care of his physical and mental preparation in Sologne, at the Marc Berteaux's Kartagene training centre at Salbris.

"It's an essential step to progress in competition," added the young FFSA high-level athlete. "Good physical condition is essential, but the mind is even more important. With Kartagene, I improved my reflexes, learned to make quick decisions and improved my race management."

Jules has since joined the FFSA Academy's young talent scheme at Le Mans where he receives a high level of education and sports training with the help of all the staff under the responsibility of the DTN Christophe Lollier.

Jules joined the X30 Challenge in the middle of the season, an excellent 4th position at the IAME International Open, a European-level event where he was the top French Junior. But the highlight of the season was undoubtedly his participation in the CIK-FIA World Junior Championship, the most prestigious race of the season.

At the age of 14, Jules found himself in England on the weekend of 23rd and 24th September among the 94 entries from more than 30 countries, most of whom could draw on several seasons at this level. Without any feeling of intimidation, Jules started the meeting with a superb time during Qualifying. 10th in his group, he was 19th overall. On the formidable circuit of PF International, against opponents who knew the layout by heart, Jules disputed four magnificent heats which put him in the top 10 of the world competition on Saturday evening, in the first rank of the French drivers. Even though his last heat was not as good on Sunday morning, Jules deserved his place in the Final with an incredible 18th position on the starting grid of his first world event.

Jules was 13th after the start, but unfortunately his race ended prematurely. A competitor braked dangerously at the first hairpin and sent Jules back to the bottom of the pack. He drove courageously at the end of the race to finish in 28th position as 2nd Frenchman.

"I'm disappointed that the World Championship is over as well, because I had a great hand to play. But I am satisfied all the same after this great weekend. I did not think I could reach such a level at my international debut at the beginning of the year."

I can never thank my father and the people who help me at the FFSA Academy enough, Christophe Lollier, Marc Berteaux and Sébastien Ménard, as well as my partners who give me the opportunity to experience such an adventure!"



Info KARTCOM - Renaud Didier © Photo KSP - Philippe Kalmès

HUGO GAZIL

A REWARDING GLOBAL EXPERIENCE

Thanks to the FFSA Academy, Tony Kart France, the Cédric Sport team and especially to his final podium at the French Junior Championship, Ugo Gazil had the opportunity to participate in the 2017 World Championship organized by the CIK-FIA. In England, the Lyonnais driver discovered the highest level of international karting and had a most rewarding experience in his development as a driver. For Ugo and his coach Didier André, this event allowed them to take a new course and look to the future with even greater ambitions.

The 2017 season, although not yet finished, has been full of racing: the French Junior Championship with the FFSA Academy, the Rotax Euro Challenge and the National category to maximize running in full grids. The World Championship was the icing on the cake: *"This trip to the PF International circuit, located in the centre of England between London and Manchester, was not planned in my initial programme,"* says Ugo. *"I went there with no pressure, in order to enjoy it, to learn about karting at a high level and especially to learn to the as much as possible. I was not disappointed, as the objective was reached."*

ACCELERATED TRAINING

The OK-Junior category brings together the best drivers in the world between the ages of 12 and 15 years and in particular the future hopefuls of motorsport. It is an almost obligatory experience when aiming, like Ugo, for the peaks. *"I expected to find something very different from what I knew, and I did,"* he continues.

"Here, all the drivers defend themselves closely, for the 1st as well as for 30th place, the standard is incredibly high and the teams are more professional than others. With 94 entries and only 34 finalists, I knew that the game would be difficult, but the goal was above all to finish the weekend with ten times more experience. I was able to take part in an accelerated training session at the wheel of high-performance equipment. With the Tony Kart France-Cédric Sport team, I was able to get even more involved in technical matters and improve my driving skills through the analysis of data acquisition."

AN EXCELLENT WORKING ENVIRONMENT

"We must salute the efforts of the FFSA Academy, the National Technical Director Christophe Lollier and the TKF-Cédric Sport staff at this World Championship," commented Didier André (DADD). *"The team composed of Ugo Gazil, Sami Meguetounif and Victor Bernier comprised a sort of "Team France" which benefited these three young drivers, who never stopped pushing each other and pulling themselves to the top. For example, Ugo was very comfortable when he went out on slicks on a greasy track, but he had more difficulty when the grip was higher, so we have to work at this level. In any case to have a clearer vision of what we want to put in place for the future."*

Now Ugo Gazil and Didier André Driver Development are planning to take advantage of the last races of the season to prepare for 2018 in the best conditions ...



Info KARTCOM - Frédéric Billet © Photo KSP - Philippe Kalmès

A TOUGH WORLD CHAMPIONSHIP FOR

birelART

After the good results of the Wackersdorf World Championship, the Birel ART Racing team did not hide its disappointment in the evening of the OK and OK-Junior World Championship of 2017. The British circuit of PFI was the scene of an arduous competition, punctuated by many disappointments. However the Birel ART factory chassis allowed the drivers to achieve truly convincing performances that deserved to be rewarded with much better results.

It must be admitted that the particular track at PFI undoubtedly favoured the regulars in the English competitions. This did not prevent the young Italian rookie Luigi Coluccio to highlight his qualities in OK-Junior. At the wheel of his Birel ART with a TM Racing engine built by Macháč Motors, he was already close to the top 10 in Timed Qualifying against nearly a hundred experienced opponents. Luigi then followed with remarkable performances during the heats. Unfortunately, he was heavily penalised due to the loss of his transponder and was only in 22nd position for the start of the Final, when he should have stayed in the top 10. By starting from so far back, he found himself in an unfavourable position in the heart of the fray. Delayed in the opening laps, Luigi was not discouraged and gained almost 10 places by the finish.

The situation was more complicated for the OK drivers in Timed Qualifying where the different sessions did not encounter the same track conditions because of the rubber deposited by the tyres of the Junior category. Caio Collet was the 7th fastest in the group, with 37th overall and Marjin Kremers (Ricciardo Kart) 52nd. The TM Racing engines prepared by Macháč Motors, however, allowed the Lissone brand chassis to show very good speed during the Qualifying Heats. Felice Tiene was able to highlight this very good potential by winning one of his heats before being eliminated from the event due to an accident. Several other incidents on the track and penalties for dislodged spoilers slowed down the progress of the Birel ART drivers. Thus Kremers, despite all his talent, did not qualify and Collet managed to climb 11 places in the Final, before being penalised again. The best performer of the day on a Birel ART, the Englishman Oliver Hodgson crossed the

finish line in 5th position before being demoted as well.

The difficulty of the event never undermined Birel ART's will to progress. The team will rely on its positive performance improvements to continue the work in the right direction.



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EXPS

Sodi

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DELLORTO



THE MAGIC OF ENDURANCE AT LE MANS

24H KARTING
CIK-FIA
ENDURANCE
CHAMP.
LE MANS

KEY POINTS

ORGANISER +

CIK-FIA

ORGANISER +

ACO

LOCATION +

Circuit Inter. Le Mans Karting - 1384 m

DATE

30th September and 1st October, 2017

ENTRIES

33 teams - 2 categories

- 32nd edition of the 24 Hours Karting du Mans • 2nd CIK-FIA Endurance Championship • Hard-fought competition
- Unique atmosphere • 11 OK in GP1 • Two factory teams • Several renowned drivers • Victory for a private team in front of the factories • Double for the Sodi chassis • Weather 1/2 dry 1/2 wet • LeCont tyres continuing to perform well • Demonstration of historic karts • 24 Minute Cadet Race
- Many spectators for the start



Info KARTCOM - Frédéric Billet
© Photo KSP - Philippe Kalmès



ROUEN GSK 1

CHAMPION AHEAD OF
CRG AND SODIKART

GP1

CRG Spa (CRG / Parilla) took pole in front of Sodikart (Sodi / TM Racing) and the factory teams competed at the front of the race in the early hours of the race. The first technical incidents altered the situation as night approached. CMCR Charente MMA (Tony Kart / Vortex) took the lead after six hours, but soon Rouen GSK 1 (Sodi / Vortex) was permanently in control. Meanwhile, the two favorites CRG Spa and Sodikart dropped back, while La Manche Kartmag (Tony Kart / Vortex) and its young drivers, Gamatt 91 (Tony Kart / Vortex), and Energy Corse (Energy / Parilla) competed in the top five. The rain made its appearance in the middle of the night. A long duel began in the early morning between Rouen GSK 1 and CRG Spa. CRG Spa was fast back to its rival, but several incidents prevented them from overtaking Rouen GSK1. They met some problems within 1:30 of the goal after a journey without hindrance. CRG Spa put on slicks, but the rain was making its comeback. Rouen GSK 1 took a 48-second victory in front of CRG Spa. Sodikart finished very well in 3rd place after their troubles in the night, while CMCR Charente MMA was content with 4th place ahead of Energy Corse.

In the battle of the engine manufacturers, it was finally the Vortex brand, although not officially entered, who won with the talent of the French tuner Cédric Goudant pitted against the factories IAME and TM Racing. The Sodikart chassis won the event thanks to the Rouen GSK 1 private team.



FINAL PODIUM OF THE 2017 CIK-FIA ENDURANCE CHAMPIONSHIP:

1/ n°55 Rouen GSK1
Sodi/Vortex/LeCont - Jean-Philippe Guignet (FRA)
Maxime Bidard (FRA) – William Godefroid (BEL) – Gautier Becq (FRA)

2/ n°6 CRG Spa – CRG/Parilla/LeCont - Dennis Hauger (NOR)
Paolo De Conto (ITA) – Lorenzo Trivisanutto (ITA)
Callum Bradshaw (GBR) à 48''878.

3/ n°1 Sodikart – Sodi/TM Racing/LeCont
Anthony Abbasse (FRA) – Bas Lammers (NLD)
Alex Irlando (ITA) – Jake French (USA) à 5 tours.

DOMINATION BY

GP2 JFJ PERFORMANCE

Leader of the Rotax Max-engined karts, FJF Performance (Sodi / Rotax) never left the lead, from one end of the race to the other. Both fast and reliable, they won GP2 in 8th overall. After a long struggle at the front, Belinois Jac Kart (Sodi / Rotax) finished 2nd in front of Paris KMD (Sodi / Rotax). The women's RM Ladies team (FA Kart / Rotax) finished 26th overall and 17th in GP2 despite several technical problems. Achieving their goal with a first-class human achievement was the disabled team SRT41 Adriakart (Sodi / Rotax).

24 MINUTES CADET : THE REVELATION OF PONCEL

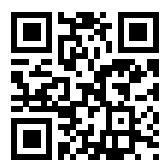
Traditionally, a 24-minute race is organised for young hopefuls alongside the 24-hour Karting. This year, it was the Cadet category that came on stage on Saturday morning. After five practice sessions on Friday, Qualifying was dominated by Leo PonceL with 1'24''093 on the still very wet track at Le Mans. In these difficult conditions, Enzo Caldaras took 2nd place ahead of Adrien Closmesnil, Maxime Furon-Castelain and Noa Hipp who finished in the top five of the 15 participants.

Caldaras took the advantage during the Prefinal by imposing himself clearly against PonceL, who set the fastest lap. Tim Mérieux then placed 3rd in front of Hipp and Jules Roussel.

The 24-minute Final was in a specific format about twice as long as a classic Cadet race. The track was drying fast in the sun and the performance of the young drivers continued to improve. PonceL recovered the lead by surpassing Caldaras from the start and irretrievably increased his lead until the finish.

A young driver trained in the UFOLEP races, Léo PonceL has highlighted himself in the eyes of the professionals and he should soon be among the best in FFSA racing. Enzo Caldaras finished 2nd by 3.4'', while

Tim Mérieux, who posted the fastest time, contained Maxime Furon-Castelain who completed a superb gain of 10 places.



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TOP PERFORMANCES AT THE 24 HOURS FOR KART RUNNER

Kart Runner powered three GP1 teams in the 32nd edition of the 24 Hours Karting at Le Mans. A specialist in the Vortex OK engines that he regularly takes to the French Endurance Championship, Kart Runner boss Olivier Bruneau firstly thanks the teams who once again put their faith in him in this unique event.

|| **A** 24 hour race always involves a lot of uncertainty. You can prepare with the utmost care, and anything can happen, the best and the worst. The three karts, No. 16 CMCR Charente MMA, No. 50 La Manche Kartmag and No. 91 Gamatt 91 from private teams, driven by a great passion, but with budgets not comparable with those of the factories. But they have been able to compete with the professionals and even sometimes to outstrip them. It is this magic of endurance that must be preserved by ensuring that

everyone is treated with the greatest fairness. It should never be forgotten that the 24 Hours Karting and the CIK-FIA Endurance Championship can only exist thanks to the presence of these talented amateurs. I also applaud the richly deserved victory for the Rouen GSK 1 team, who did an excellent job at Le Mans."

The three teams powered by Kart Runner put in excellent performances, long part of the top four in the 24 Hours, but success was not really with them at the end of the race.

The Tony Kart / Vortex of No. 16 CMCR Charente MMA of Lilan Fidèle, Rémy Fidèle, Romain Bonetto and Bastien Mesnil was in 2nd place for almost half of the event before finishing 4th just off the podium with the 4th fastest lap in the race.

Team No. 50 La Manche Kartmag (Tony Kart / Vortex) was in the hands of the youngest drivers on the track. Aged 14 to 16 years old, Théo Pourchaire, Franck

Chappard, Reshad De Gerus and Thomas Mialane showed remarkable maturity for their first participation, which led them to 7th place after several setbacks.

Finally, the Tony Kart / Vortex No. 91 Gamatt 91 of Bastien Boucher, Sébastien Gibier, Joël Deptuch and Éric Daguzé posted the second fastest time of the race, just one hundredth of a second from the CRG official kart, an important benchmark. The problems that the team encountered in terms of carburetion have not yet been clarified (a suspicion hangs over the fuel supplied by the organiser). But the damage was done and the 91 dropped from 4th to 13th position on Sunday morning.

"Performance was good for these three OTK machines with Tony Kart chassis and Vortex engines. All drivers and mechanics deserve to be warmly congratulated.

While the winners are widely celebrated, all participants at the 24 Hours achieve amazing feats. The energy needed to carry out the preparation and the running of such a race must be emphasised. Thanks to the passionate enthusiasts who make up the bulk of the grid, the 2017 edition was once again a high-level competition bathed in an exceptional sporting atmosphere, and care must be taken not to tarnish this in the future."

TRAX-RUNNER
By Olivier Bruneau



A DREAM 24HR FOR TEAM JFJ PERFORMANCE

The JFJ Performance Sodi / Rotax No. 95 marked the 32nd edition of the 24hr Karting 2017, dominating the GP2 category throughout the race. At the wheel, Vincent Fraïsse, Frédéric Usureau, Julien Le Sidanner and Jean Nomblot posted successive fastest laps with great consistency in both dry and rain.

Managed by Jordan Grégoire, the JFJ Performance team had no major worries during the 24 hours of racing, allowing the 95 to follow its plan to the letter at the front of GP2. He crossed the finishing line after 1358 laps as the overall winner of the category, in 8th place overall, six laps ahead of his closest opponent with the fastest lap in the race nearly two tenths faster than the competition. That's what is called a triumph!

The leader in GP2 as of Q3, in Q2 JFJ Performance took pole Rotax with 56"788 in the 12th position of the general classification, and it was difficult to do better. They made their entries into the top 10 in the company of the much more powerful GP1 from the first hour of racing. The driver training assured their mission brilliantly, but they were faced with the temporary absence of one of theirs, Julien Le Sidanner, with a cold. Fortunately, he managed to recover during the night and resumed his post on Sunday morning, to the great relief of his team-mates.

The lead gained during the dry allowed the team to minimize risk in the rain, which reduced the grip in the middle of the night. The 95 thus maintained a gap of two to three laps over their GP2 opponents and accentuated their dominance in the morning to finish six laps ahead of the second Rotax.

"I can not say that it was 24hr without drama because there is always drama at 24hr!" said Jordan Grégoire. "But must admit that we did not really get into trouble. The drivers were excellent because they were fast and safe. Vincent and Jean are regulars in the competition,

but Fred and Julien only do one race a year and they were very good too. I was not surprised at the performance of our Sodi chassis, it's a habit! A big congratulations to our engine builder, Win-Max, for his preparation work for endurance: it was perfect. We were fortunate to have the support of strong partners such as GalvanOr, ADEFIS, Europierre and Vexin Conseil, in addition to Sodikart and the RKC. Not forgetting to congratulate the work of the entire pit team and to thank everyone for the great atmosphere!"



DOMINATION BY **SODI** CHASSIS AT 24H KARTING



With 1st and 3rd in the CIK-FIA Endurance Championship, P1, P2 and P3 in the GP2 category, the Sodi chassis were up to the challenge at the 32nd edition of the 24 Hours Karting at Le Mans on 30th September and 1st October 2017.

13 teams out of the 33 entered this year had confidence in the quality of the Sodi chassis to compete in the most important endurance race of the season, the legendary 24 H Karting at Le Mans. The choice of the French brand proved to be a good one, as the end result was victory for a product of the Sodikart factory.

Indeed, again it was a Sodi who won in the overall standings thanks to the private team Rouen GSK 1, therefore taking the second consecutive title of CIK-FIA Endurance Champion for the marque. As the event opens up to increasing international competition, Sodikart has maintained its lead at all levels. The kart No. 55 Rouen GSK 1 won a magnificent struggle against formidable opponents, having led for more than 70% of the race. Sodikart congratulates the team led by Nicolas Scelles.

This year, the Nantes factory took on a new challenge by entering an official team for the first time in this formidable competition. The Sodi Racing Team learned about the event during the 24 hours as did three of its drivers: Dutchman Bas Lammers, Italian Alex Irlan-

do and American Jake French. Anthony Abbasse has perfectly mastered the subject, while the collaboration with some very experienced members of the former team Sarthe RTKF brought a deep knowledge of endurance to Julien Dexmier's team whose area of expertise remains pure speed. Sodikart's partner, Italian engine manufacturer TM Racing also innovated by taking part in this long-running competition with all of its energy. The experience proved very positive with a 3rd place finish and a lot of lessons for the future.

The No. 95 JFJ Performance team dominated the GP2 category, powered by Rotax Max engines, from start to finish. Their professionalism both in the preparation and in the running of the race deserves to be emphasised and congratulated. The Sodi chassis also monopolised the top four of the very competitive and popular category.

The 2017 24 Hours Karting experienced intense clashes in varied weather conditions. The start was indeed in the sun and the track remained dry until late at night. Rain then complicated the task for all the participants by changing intensity several times until the finish. The sporting interest of the event and the merit of the winners was all the greater.

Sodikart congratulates all the teams who have chosen to run under its colours and will see everyone at the 2018 edition of the 24 Hours Karting with even greater ambitions.

Sodi



Info KARTCOM - Frédéric Billet © Photo KSP - Philippe Kalmès

ROUEN GSK 1, A VICTORY FOR PASSION AT THE 24 HOURS KARTING

A prestigious double award was received this weekend for the French team Rouen GSK 1 with a fully deserved victory at the 2017 24 Hours Karting at Le Mans with the title of CIK-FIA Endurance Champion, with echoes that cross the borders of France.

Motivated a wish to take revenge after their 3rd place in 2016, Nicolas Scelles' team worked hard to achieve their goal. Mainly composed of volunteers, the GSK team had to triumph over their usual opponents in the French Endurance Championship, as well as the factory teams of two big names in karting, Sodikart and CRG. Before the race, this challenge might seem daring.

Although they have repeatedly proved their extensive skills, GSK is none the less a young team. Its creation was based first of all on a friendship between Jean-Phi-

lippe Guignet and Nicolas Scelles. Although the former is well-known for his titles of European Champion and triple Italian Champion, and for his qualities as manager of Team Trèfle Racing, the career of the latter deserves to be brought to light. At the age of 35, Nicolas Scelles is a 24-hour karting specialist with 16 participations and two victories as a driver. He is also the owner of a dynamic indoor track, Rouen Espace Karting. Nicolas and Jean-Philippe teamed up at the 24 Hours in 2011 and 2012 to establish a partnership that in 2016 led them to consider the creation of an endurance team under their names, GSK. The first race season went pretty well, although 3rd place in the 24 Hours Karting left an unfinished feeling.

The preparation for the major event of 2017 was undertaken with constant perfectionism. The use of a Sodi chassis was obvious, given the quality of the products from the Nantes company. For the engines, Vortex was chosen in order to collaborate with Cédric Sport. The Breton engine tuner has done an exceptional job starting with the Italian DDS designed for the OK category. The team was not delayed by any engine breakdowns during the 24 Hours and it's best time, the 3rd of the field, was only 0.160" from the fastest, the IAME factory engine used by CRG.

Everyone knows that the human aspect is essential in a 24-hour event. Nicolas mobilised many enthusiasts, nearly 80 in all, to join the GSK adventure and its three teams. They have been a very important part of the team's success and deserve to be warmly thanked. The lessons of the unfortunate experience in the 2016 24hr were retained, and the choice of drivers was carefully considered. Therefore the confirmed talents, combining speed and consistency, ready to give everything for the team, were gathered around Jean-Philippe Guignet. Maxime Bidard, Gautier Becq and the Belgian William Godefroid showed a cohesion in any challenge in the race and avoided wasting time in confrontations.

After solid Free Practice and qualification in 7th position, Rouen GSK 1 followed the plan without unnecessary stress from the start of the 24 Hours. The 55 kart moved up into the top five and took the lead at the start of the night. The gaps remained small, however,

and the threat was still present: nothing could be let go, especially when the rain made its appearance in the middle of the night. In the early morning, the CRG team returned strongly in 2nd place. The pressure rose a notch when the Rouen GSK 1 team encountered, at close intervals, it's only two worries: an exhaust needing to be changed and a broken chain 1:30 from the finish. The times were reduced and the drivers were able to ensure the last relays to cross the line as great winners, 48" in front of CRG Spa and five laps in front of Sodikart before letting their elation overflow.

THE FINAL WORD GOES TO NICOLAS SCELLES:

"First of all, I congratulate our four exceptional drivers, who kept their heads together, even when fatigue became significant, and never stopped working for the team. The technical and logistic areas were also above all issues! For a small private team, it really is a great feat to beat professionals like CRG and Sodikart. With Paolo De Conto, the KZ World Champion, Anthony Abbasse, the KZ World Vice-Champion, Bas Lammers, Lorenzo Trvisanutto, Alex Irlando, world champion in KZ2, there was a great standard to reach. A big congratulations to Cédric Goudant for his sensational Vortex engines and a big thanks to Sodikart for the flawless chassis."

THE 2017 24 HOURS KARTING IN FIGURES

Rouen GSK 1 won the race after 1374 laps, which is 1901 km at an average of 79.16 km / h
Distance to 2nd, CRG Spa: 48"878
Gap to 3rd, Sodikart: 5 laps
Fastest lap in the race: 55"351 to 0,160 " from CRG - 3rd position
Number of laps leading: 1006 out of 1374, including an uninterrupted series of 831 laps in 1st place.
Number of pit stops: 31 vs 34 at CRG Spa and Sodikart

HARD WORK PAYS OFF*

ALEX IRLANDO - INTERNATIONAL KZ2 SUPER CUP **WINNER**
ANTHONY ABBASSE - KZ **VICE WORLD CHAMPION**

CIK-FIA WORLD KZ CHAMPS & INTERNATIONAL KZ2 SUPER CUP 2017



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*LE TRAVAIL ACHARNÉ PORTE SES FRUITS

LIVELY WEEKEND

AT VAL D'ARGENTON

FRENCH
CHAMP.
VAL D'ARGENTON

KEY POINTS

ORGANISER +

FFSA

LOCATION +

Circuit Inter. du Val d'Argenton - 1284 m

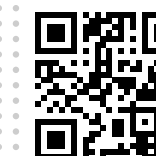
DATE

6th to 8th October, 2017

ENTRIES

96 drivers – 4 categories

- Long-awaited return to Val d'Argenton
- Mild, but wet weather on Sunday
- Exciting races in KZ2 - KZ2 Master
- Small numbers in OK
- Victory for Praga and IAME in KZ2
- Numerous spoiler penalties
- Rough battles for the titles
- Overall satisfaction with LeCont tyres



Info KARTCOM - Frédéric Billet
© Photo KSP - Philippe Kalmès

OK LACAZE, CHAMPION

The French OK Championship grid was limited to six drivers, but the event still went ahead. Théo Pourchaire (Kosmic / Vortex) had the expected level performance at the start, but a breakdown in the Prefinal meant he was far from the title. Charles Lacaze (Top Kart / Parrilla) won both races and won the championship nine years after his KF2 title. The Israeli Ariel Levi (Sodi / Vortex) achieved further accomplishments by confronting Lacaze several

times. He thus became Vice-Champion of France in OK ahead of Théo Pourchaire.

FINAL CLASSIFICATION OF THE FRENCH OK CHAMPIONSHIP

1	Charles Lacaze	100 points
2	Ariel Levi	72 points
3	Théo Pourchaire	64 points



KZ2 LOUBÈRE WINS IN THE FINAL STAGES



Adrien Renaudin (Sodi / TM), Enzo Guibbert (Tony Kart / Parilla) and Hubert Petit (Sodi / TM) were the protagonists of the French KZ2 Championship after the Qualifying Heats. But in the second round of Final 1, a trace of dampness left by a competitor caused Petit, Renaudin and Nelson Bondier (Tony Kart / TM) to go off the track. Pierre Loubère (Praga / Parilla) won the race ahead of Nathan Hedouin

(FA Kart / Vortex) and Kevin Breyse (Formula K / Parilla). Loubère confirmed his form in the rain in Final 2 against Guibbert and Charles Fiault (Sodi / Parilla). Raced on wet tyres on a dry track, Final 3 began with the retirement of Guibbert after contact with Hédouin. Loubère tried in vain to dethrone Hédouin, but finally secured the title in 2nd position ahead of Fiault.

FINAL STANDINGS OF THE FRENCH KZ2 CHAMPIONSHIP

1	Pierre Loubère	287 points
2	Nathan Hédouin	250 points
3	Charles Fiault	215 points
4	Kevin Breyse	201 points
5	Enzo Guibbert	200 points



KZ2 MASTER LE BRIGAND ALMOST CHAMPION

Dominant at the start of the weekend, Yoann Sanchez (Sodi / TM) made contact with Stephen Nuvolini (Sodi / TM) soon after the start of Final 1 and gave up. Nuvolini was disqualified but appealed. Johan Renaux (CRG / Parilla) won the race ahead of Julien Le Brigand (CRG / TM) and Jean-Philippe Ligier (Birel ART / TM). Le Brigand won masterfully in the rain in Final 2, followed by Nuvolini, while Nicolas Binet (RK / TM) took 3rd place. The third Final took place on slick tyres and Nuvolini took the lead this time against Le Brigand and Renaux, Jean-Christophe Rozez (RK / Parilla) taking a beautiful 4th place. The title of French KZ2 Master Champion remains suspended, but it should not escape Le Brigand.

UNOFFICIAL CLASSIFICATION OF THE FRENCH KZ2 MASTER CHAMPIONSHIP

1	Julien Le Brigand	270 points
2	Stephen Nuvolini	248 points
3	Johan Renaux	242 points
4	Jean-Philippe Ligier	210 points
5	Nicolas Binet	190 points





KZ2 GENTLEMAN **BERTEAUX** AFTER SUSPENSE

Benoit Portmann (Birel ART / TM) was on pole position for the 45-year-olds and over, while Bruno Benabent took the lead after the heats. Portmann gave up after an incident at the start of Final 1 and Marc Berteaux (Sodi / TM) prevailed against Franck Lassalas (Sodi / TM) and Christian Ruffa (Maranello / TM). Berteaux consolidated his ambition by also winning Final 2 while Ruffa and Lassalas were exchanging places. Berteaux was eliminated from Final 3 after resuming his place in the second formation lap. Benabent took advantage to win ahead of Lassalas and

Ruffa. In addition to the three races, Marc Berteaux became the French KZ2 Gentleman Champion of 2017.

FINAL STANDINGS OF THE FRENCH KZ2 GENTLEMAN CHAMPIONSHIP

1	Marc Berteaux	267 points
2	Franck Lassalas	245 points
3	Bruno Benabent	237 points

IAME KZ2 ENGINES

IN FORCE AT VAL D'ARGENTON

The French KZ2 Championship which has just taken place at the Val d'Argenton circuit proved the great competitiveness of the IAME Parilla Black Screamer engines. Five of them were in the top nine in the KZ2 category including that of the 2017 Champion, Pierre Loubère (Praga / Parilla). Kevin Breysse (Formula K / Parilla) and Enzo Guibbert (Tony Kart / Parilla) finished in the top five in spite of incidents, without which they would probably have joined Loubère on the podium. It was also a great satisfaction for the French IAME tuner, Luc Portariès, who was shown to be at the level of the best in the field.

The Belgian Thomas Cypers (Zanardi / Parilla) continued the good performances to take 7th place in the Championship, while Laurent Marchandise (CRG / Parilla) finished in the top 10 in 9th place despite a complicated Final 3. Morgane Bouchy (Praga / Parilla) was the only female to qualify for the Fi-



iame
THE HEART OF KART



nals where she reached 28th place in the Championship. The performances of Johan Renaux (CRG / Parilla) in KZ2 Master completed this very positive picture with his victory in Final 1 and his final score that was very close to the leader. Jean-Christophe Rozez (RK / Parilla) came back brilliantly from 28th in Qualifying to 4th position in Final 3.

Julien Dannonay of Action Karting and Thierry Séminger of IAME France congratulate the drivers who put their

faith in the Parilla Black Screamer, a high precision engine capable of taking them to the heights of KZ2. Developed by Portariès Karting, this engine can easily be used in the top KZ2 competitions.

The success of the IAME at Val d'Argenton was confirmed by the title of French OK Champion for Charles Lacaze (Top Kart / Parilla).

ON DOUBLE LA GARANTIE !

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CIRCUIT DIJON PRENOIS

FFSA
CHAMP.
DE FRANCE
SUPERKART
4/5 - DIJON

KEY POINTS

ORGANISER

FFSA

LOCATION

Circuit de Dijon-Prenois - 3801 m

DATE

7th and 8th October, 2017

ENTRIES

28 drivers - 1 category

- Run as part of the Dijon Motors Cup
- Entries up
- Strong foreign presence
- Competition of very good standard
- Race 3 cancelled due to fog
- Double win for Jost
- Elkmann already titled
- Conclusion at Le Mans at the same time as the European Championship



JOST, THE DOUBLE WINNER IN BURGUNDY



FFSA
KARTING

Info KARTCOM - Frédéric Billet
© Photo Mediasuperkart - Eric Sévère



RACE 1

JOST ONCE

Andreas Jost (Anderson / VM) showed his ambitions in Timed Practice and didn't take long to get away in Race 1 while Peter Elkmann (MS Kart / VM) and Adam Kout (MS Kart / DEA) had a long duel. Julien Goullancourt and Alexandre Sebastia, both of them on Anderson / DEA, finally joined and surpassed Kout who had lost speed, while Elkmann was pushing, but too late, to join Jost, the great winner of the race.

RACE 2

AND JOST AGAIN

This time, Elkmann and Kout were first fighting for 1st place ahead of Jost who was preparing his plan of attack. He got rid of Kout after a short fight and started off in pursuit of the leader. Jost managed to win on the last lap against Elkmann who did not resist. Kout took 3rd place ahead of Goullancourt and Etienne Aebischer (MS Kart / VM).

TITLE ALREADY ASSURED FOR ELKMANN

Elkmann can not be beaten in the lead of the French championship, just as Jost is assured of the 2nd place.

PROVISIONAL CLASSIFICATION OF THE FRENCH CHAMPIONSHIP AFTER DIJON

1	Peter Elkmann	258 pts
2	Andreas Jost	168 pts
3	Leo Kursjens	98 pts
4	Julien Goullancourt	95 pts
5	Etienne Aebischer	83 pts

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Reference : EQ721.70T

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E-mayl : genmayl@fpak.pt

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CIRCUIT

Kartódromo Internacional
do Algarve - Mexilhoeira Grande -
8500-148 Portimao - Portugal
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CAMPING

Voir avec le circuit

RENAULT SPORT RACING UNVEILS THE 2018 FORMULA RENAULT EUROCUP CALENDAR

The 2018 Formula Renault Eurocup season, with a full calendar of F1 homologated circuits, will allow young drivers to learn

and compete at ten of the most beautiful European tracks, including Monaco.

For its 48th edition, the Formula Renault Eurocup will enjoy an ever more elite calendar. Revitalized in 2017, the category organised by Renault Sport Racing will see its events lengthened to 30 minutes plus a lap, technical stability and accessible costs so that all motorsport hopefuls can take the wheel of a car welcomed for its qualities. At the same time, competitors will battle to benefit from prizes unequaled at this level of the pyramid.

Absent from the schedule since 2010, Hockenheim should make its return alongside nine of the ten routes already pre-

sent in 2017. Each event will consist of two races to give a total of twenty rounds, each with its own Qualifying session with the exception of Monaco. Also, the young talents will perform alongside professional international championships.

Cyril Abiteboul, Managing Director of Renault Sport Racing: *"The Formula Renault Eurocup is an excellent learning tool for talented and ambitious young drivers. In the context of the detection of the stars of tomorrow that we lead with the Renault Sport Academy, we know how to choose the best circuits to prepare them for their future. More than ever in 2018, the Formula Renault Eurocup will train them on the most beautiful European tracks used by F1 while allowing them to benefit from the synergies set up within Renault Sport Racing. That's why we will once again offer a place in the Renault Sport Academy, as well as a session at the Enstone simulator and the discovery of the paddock as part of an F1 Grand Prix for the best of them."*

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© Photo KSP - Guillaume Veuve

PROVISIONAL 2018 CALENDAR * OF THE FORMULA RENAULT EUROCUP

 **13TH-15TH APRIL**
Paul Ricard, France

 **20TH-22ND APRIL**
Autodromo di Monza, Italy

 **18TH-20TH MAY**
Silverstone, Great Britain

 **24TH-27TH MAY**
Monaco

 **29TH JUNE-1ST JULY ***
Hockenheim, Germany *

 **13TH-15TH JULY**
Red Bull Ring, Austria

 **26TH-28TH JULY**
Spa-Francorchamps, Belgium

 **31ST AUGUST-2ND SEPT.**
Hungaroring, Hungary

 **14TH-16TH SEPT.**
Nürburgring, Germany

 **19TH-21TH OCTOBER**
Barcelona-Catalunya, Spain

* subject to confirmation of dates and approval of this calendar by the FIA



THE FFSA CONGRATULATES PIERRE GASLY

The French Automobile Federation is pleased to announce Pierre Gasly's entries into the Formula 1 World Championship, after being a member of the FFSA Equipe de France and a former resident of the FFSA Academy French Pole.

For the past ten years, the French Automobile Federation has been following Pierre Gasly since his debut in the French Karting championship in the late 2000s. Pierre Gasly was quickly detected by the National Technical Steering Committee after his debut. The "Program 10-15" and the FFSA Academy allowed him to combine high-level studies and sport.

The year 2010 saw him not only winning the French KF3 Championship, but also joining the French FFSA Karting Team. He was also in the framework of a federal programme where he experienced his first thrills in single-seaters, realising his transition from karting to cars in 2011 within the French F4 Championship organised by the FFSA Academy.

Convinced they had detected a leading driver, the FFSA continued its support during the following seasons, notably integrating Pierre Gasly in the FFSA Equipe de France Circuit since 2012. It is in this context that he has been well advised by the captains of the French FFSA Karting and Circuit teams, Yvan Muller and Jean Alesi.

Pierre Gasly: *"The FFSA has given me a lot. Since my discovery in karting via the Program 10-15, to the Pole France where I was able to link sports and education, I was helped very much at all levels:*

on the physical level, on the mental level, during negotiating with teams to have the best seats possible ... It was the President and the DTN who put me in touch with Red Bull, which was a turning point in my career when I signed with them. Federal support continued until this year with the FFSA Equipe de France. The Fed has clearly been my biggest support for many years."

Nicolas Deschaux, President of the FFSA: *"Today it gives us great satisfaction to see Pierre take this step, and a just reward for all the work he has put in. The Steering Committee is very pleased to see that the FFSA's efforts - both financial and sporting - are now bearing fruit. We wish him all the best."*

With the arrival of Pierre Gasly, there are now three French drivers in the Formula 1 World Championship, making France one of the nations best represented at this level. Romain Grosjean, Esteban Ocon and Pierre Gasly are the proud representatives of the French training system!



MILESI DOUBLES AND MARTINS TAKES BACK CONTROL

FRENCH F4
CHAMP.
6/7, BARCELONE

KEY POINTS

ORGANISER

FFSA Academy

LOCATION

Circuit de Barcelona Catalunya - 4655 m

DATE

29th September to 1st October, 2017

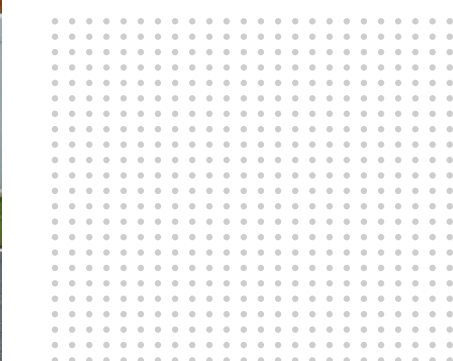
ENTRIES

17 drivers – 1 category

- FFSA Academy Championship • New more efficient F4 • 3rd event abroad
- Good weather • One pole and two wins for Milesi • First victory for Mela • Eteki joins newcomers Watt and Chovet
- Tight fight for the title between Martins and Rougier • Next round at Paul Ricard from 13th to 15th October

FFSA
ACADEMY

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The first race saw a new victory of Charles Milesi who was somewhat worried by Victor Martins at the start, but quickly resumed his composure. Florian Venturi drove a solid race by quickly securing his 3rd position. Javier Gonzales and Hugo Chevalier completed the top five.

In the second race, Jean-Baptiste Mela used all his opportunities to take his first win and to climb the overall standings. Arthur Rougier took 2nd place and grabbed precious points for the Championship. Ugo de Wilde progressed and celebrated his first podium in F4 ahead of Victor Martins and Hugo Chevalier.

Charles Milesi took the lead from the start of Race 3 in order to secure his second win of the weekend. Florian Venturi was very incisive, but Victor Martins quickly regained the ascendancy to take 2nd place. Ugo de Wilde and Hugo Chevalier drove solid races and left with significant points. Pierre-Louis Chovet and Adam Eteki were on the pace of their comrades and continue to prepare for 2018.

PROVISIONAL CLASSIFICATION OF THE 2017 FRENCH F4 CHAMPIONSHIP AFTER BARCELONA

1	Victor Martins	252 points
2	Arthur Rougier	247 points
3	Florian Venturi	131 points
4	Charles Milesi	118 points
5	Pierre-Alexandre Jean	116 points

Charles Milesi no longer scores points in the Championship after a test in another category.



Info KARTCOM - Frédéric Billet © Photo KSP - Guillaume Veuve

CHARLES MILESI

CONFIRMS BRILLIANTLY IN F4 IN BARCELONA

In line with his excellent performances at Magny-Cours, Charles Milesi completed an impressive event at the penultimate round of the French F4 Championship on the Barcelona Catalunya circuit. Double pole position and a double victory greeted his masterful progression.

A young driver straight from Junior karting, Charles Milesi is a hard worker who spares no effort. When his racing programme leaves him a little respite, he trains both physically and mentally with Julien Abelli's Simumotion organisation to face any situation he may encounter while racing. This constant involvement is bearing fruit as Charles has moved in a few months from rookie to seed in F4.

"I now feel very comfortable at the wheel of the F4," he explains. "Since Magny-Cours I have learned the way not to jostle the car, not to push it to its limits, and to make

the most of it. It is not natural to remain beneath its possibilities, but once one has assimilated the technique, it is very effective! I am of course very satisfied with my weekend in Barcelona, even though I chose not to score points in the Championship."

The results from Barcelona are there to support Charles' analysis. Leader in free practice, he confirmed his form by achieving the fastest time in the Qualifying session on Friday 29th September, and the best second time, which ensured him pole position in Races 1 and 3.

After a cautious start in the first race Saturday morning, Charles brought his best game to take the lead and outstrip his opponents by more than a second at the finish, having posted the fastest lap.

According to the F4 rule of the reverse grid for the top 10, he started from the 10th position for Race 2. He was first jostled during a chaotic start and dropped to the 14th place in the pack. Not discouraged by the first lap, Charles increased the pace to move up 8 places in 12 laps and finish 6th, with another fastest lap despite his frequent passing.

On Sunday morning, the course of Race 3 was clear. Charles monopolised the lead until the finish by increasing his lead to more than 3" on his pursuers with another fastest lap to his credit.

As the title of French F4 Champion was no longer within his reach, Charles and his entourage had decided to favour his future by participating in FR 2.0 testing on the Barcelona circuit which will appear in his 2018 programme in Eurocup. This choice prevented him from scoring points in the FFSA Academy.

Having already taken four F4 wins in the last three rounds, Charles will next weekend discover the Hockenheim circuit in FR2.0 as part of the NEC within the R-ace GP team.



ROUGIER CROWNED AFTER THE SUSPENSE

FRENCH F4
CHAMP.
7/7, LE CASTELLET

KEY POINTS

ORGANISER

FFSA Academy

LOCATION

Circuit Paul Ricard, Le Castellet - 3800 m

DATE

13th-15th October, 2017

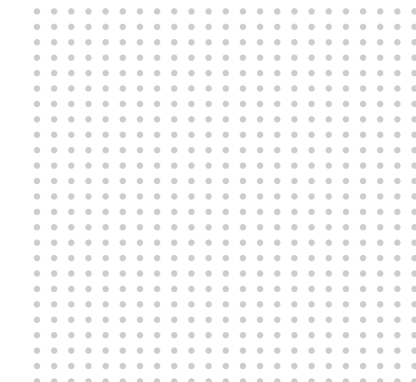
ENTRIES

15 drivers – 1 category

- FFSA Academy Championship
- New more efficient F4
- Good weather
- Two new winners: Chevalier and Chovet
- Victory for Martins in Race 3
- Three decisive podiums for Rougier, the new Champion
- Return in 2018 with the new FIA F4

FFSA
ACADEMY

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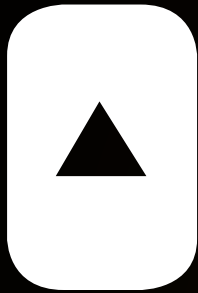
Hugo Chevalier, who scored two pole positions, quickly escaped at the front of Race 1 before the positions tightened over the laps. The decisive moment of the Championship took place on the last lap when Victor Martins, in 2nd position, missed his attack, gave up his place to Arthur Rougier and finished only 7th. Florian Venturi was on the third step of the podium.

The second race was very lively. Pierre-Louis Chovet succeeded in reaching and surpassing the leader Jean-Baptiste Mela to take his first victory in F4. Meanwhile, Rougier increased his advantage by returning from 9th to 3rd place while Martins dropped to 5th place.

Martins had a good last race, but it was already too late for the title. He returned to Chevalier and took the lead. Definitely very consistent, Rougier went back to 2nd position and scored enough points to become the French Champion of 2017. There was a beautiful 3rd place for Ugo De Wilde who is becoming more and more effective.

FINAL STANDINGS OF THE 2017 FRENCH F4 CHAMPIONSHIP

1	Arthur Rougier	303 points
2	Victor Martins	299 points
3	Florian Venturi	156 points
4	Pierre-Alexandre Jean	150 points
5	Jean-Baptiste Mela	124 points



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