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KARTCOM

ONLINE KARTING MAGAZINE

NEWS #45

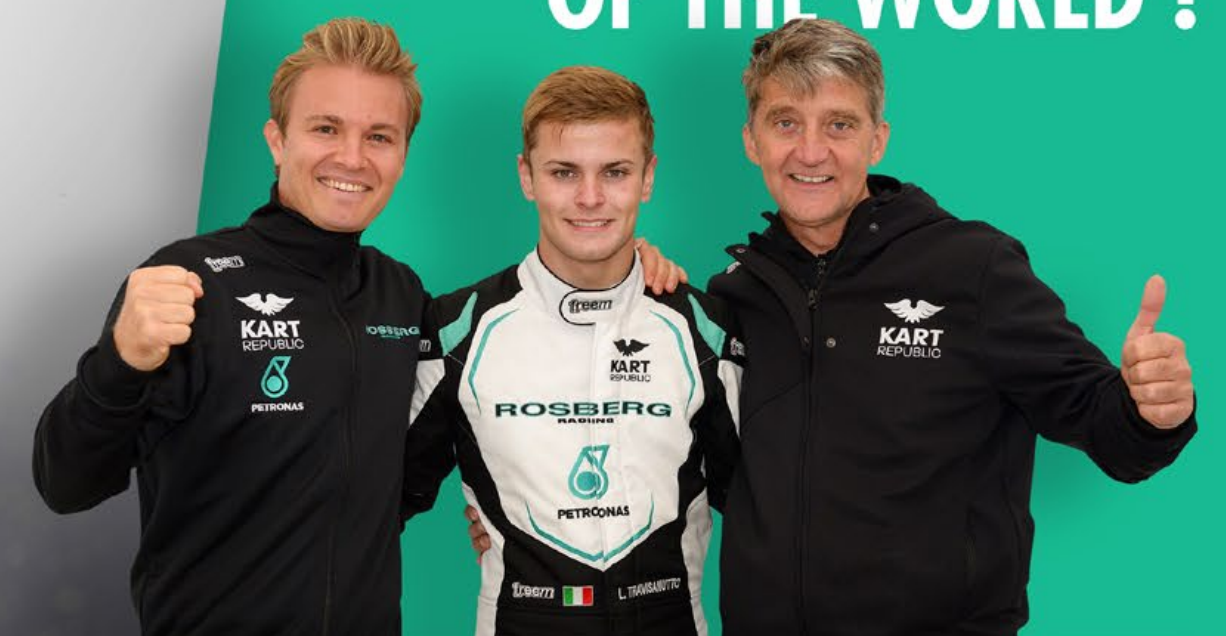
HAJEK
THE FIRST
CZECH WORLD
CHAMPION
IN KZ

FIA KARTING
FANTASTIC
2018 SEASON



KRISTIAN STANISLAV
**VICTOR
BERNIER**
REVELATION
OF A YOUNG
TALENT!

WORLD
CHAMPIONSHIP
TRAVISANUTTO
& ROSBERG RACING
CHAMPIONS
OF THE WORLD!



#45 SUMMARY

004 EDITORIAL

005 NEWS

- Many bookings already for the 2019 Offenbach show
- 2019 Academy FFSA Karting- Tests begin at Le Mans
- Clovis Trophy, the beautiful story continues
- 2019 FFSA Karting Calendar
- 47th Industrial Trophy, 26th-28th October at Lonato
- Parolin: the winning choice of young champions
- Masterful victory for Alex Powell in Colombia
- Contract fulfilled for LeCont at the World Championship
- Karting Expò: the new karting show conceived and promoted by Danilo Rossi

029 2018 CALENDAR

033 KSP GRAND

035 REPORTS

- Focus on the 2018 NSK Champions

051 INTERVIEW

- Interview with Nicolas Deschaux, President of the FFSA

055 INTERNATIONAL

- Aunay-les-Bois- FIA Karting- European Championship
- Assen- FIA Karting- European Championship
- Genk- FIA Karting- World Championship
- Genk- FIA Karting- International Super Cup
- Genk- FIA Karting- Academy Trophy
- Kristianstad- FIA Karting- World Championship

099 NATIONAL

- Croix en Ternois- French Long Circuit Championship
- Mirecourt- French Championship
- Mirecourt- French Cup
- Rissington- Tuto Super One Series
- Genk- DKM
- Laval- Rotax Max Challenge France

153 CARS

- Magny-Cours- French F4 Championship
- Nürburgring- Eurocup Formula Renault

177 VIDEO

- FIA Karting European Junior Championship- Final
- Wild ride- Aston Martin Red Bull Racing road trip
- FFSA Karting- The highlights of Mirecourt
- Genk- Adrien Renaudin -
2018 FIA Karting European KZ2 Champion

005

NEWS
2019 ACADEMY FFSA KARTING TESTS BEGIN AT LE MANS



051

INTERVIEW
INTERVIEW WITH NICOLAS DESCHAUX, PRESIDENT OF THE FFSA

069

INTERNATIONAL
GENK / FIA KARTING WORLD CHAMPIONSHIP



089

INTERNATIONAL
KRISTIANSTAD / FIA KARTING WORLD CHAMPIONSHIP



137

NATIONAL
LAVAL CHALLENGE ROTAX MAX FRANCE



KARTCOM NEWS #45

FIA INTERNATIONAL KARTING GOES FROM STRENGTH TO STRENGTH



While the CIK is integrating more than ever the FIA, the results of the 2018 World Championships are already very positive. Records were broken in Sweden with 215 pilots entered at Kristianstad. The most significant gain concerns the OK category, which has been steadily improving since its launch in 2016. A vital link in this roll-out, several national championships support the new CIK categories like Germany, France, Italy, Sweden, Japan, etc.

An essential gateway to the single-seater, OK-Junior now leads almost automatically through to OK where there are also drivers en route to a 100% karting career. The presence of these stars is an essential element to the image of this sport. Between a school for young drivers and a discipline in itself, karting has a strong potential for development. The foundations of this renewal put in place the CIK-FIA over eight years demonstrate a pragmatic and passionate

analysis whose merit is largely due to Kees Van De Grint, the visionary and determined Vice-President. The involvement of the FIA will be felt more and more clearly in the years to come and new major projects are already beginning under the aegis of Felipe Massa, the new President, and his team.

The organisation of the 2018 World Championships showed that karting can attract many spectators, while its presence on social networks became more important than ever. In Belgium as much as in Sweden, the two major events of the year offered a high quality show thanks to a constant effort to improve the organisation down to the smallest detail.

Although the KZ category is still looking for a place at the top of the performance with its specialists, OK and OK-Junior completely fulfilled their mission at Kristianstad. The competition proved to be very selective because of the changing weather which tested

the experience of the teams as much as the versatility of the drivers. In the end, some great champions were crowned in Sweden. The Frenchman Victor Bernier demonstrated the power of his young talent in full bloom by winning the world title with the VDK Racing team, two years after that of another Frenchman, Victor Martins, on the same equipment within the same team, so two Victors and two victories.

In its first year of existence, the brand Kart Republic created a sensation by disrupting the hierarchy in OK, as well as a great reward for the manufacturer IAME whose Parilla engines won the two world titles. Dino Chiesa confirmed his genius with KR by winning both the European title and the world title. It was a long awaited title for Lorenzo Trivisanutto, a pure karting driver with professional status and a very pleasant personality.



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 «Dynamique commerciale»

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NUMEROUS BOOKINGS ALREADY FOR THE 2019 OFFENBACH SHOW

WWW.KARTMESSE.DE +

Scheduled on 26th and 27th January 2019 in Germany, the Offenbach trade fair, the world's largest karting show, is already been almost full at the exhibitor level.

Only twenty places are still available. It's time for professionals to make their reservations on the website



2019 FFSA ACADEMY KARTING TESTING BEGINS AT LE MANS



As part of the recruitment of drivers for the 2019 season of the French Junior Karting Championship, the FFSA Academy is organising its last three days of testing on the Alain Prost circuit at Le Mans:

- Wednesday, 17th October
- Wednesday, 24th October
- Wednesday, 31st October

Up to eight drivers will be welcomed on each day. Additional days can be arranged according to demand.

The FFSA Academy takes care of the equipment hire and the consumables, as well as the mechanical and sporting staff (DEJEPS-qualified coaches). Drivers will need to arrange: travel expenses, accommodation and food, full race wear, track

fee (€40) and license per day (unless a valid license holder).

More information and registration from Arnaud Sepval:
asepval@ffsa.org or +33 6.32.03.39.83.

Registration requests must include the following information about the driver:

- Last name and First Name
- License number
- Phone numbers and postal address
- Size and weight of the driver (with and without equipment)

FFSA
ACADEMY

CLOVIS TROPHY

THE BEAUTIFUL STORY CONTINUES



The only karting event still organised on the streets on a temporary circuit, the Clovis Trophy in Soissons saw huge popular success on Sunday, 19th August. More than 5,000 people gathered around a spectacular track, appreciated by the many drivers, and several historic karts. Thanks to a well-established organisation for this type of event, a solid partnership with the Town Council of Soissons and a summer date, this 24th edition has left everyone with a good memories.

They came from Nord-Picardie, of course, as well as from Auvergne, Bourgogne-Franche Comté, Grand Est, Ile de France, Normandy, Brittany-Pays de la Loire and even Germany for this race unlike any other! "For us, the Clovis Trophy is to karting what the Monaco Grand Prix is to F1, proportionally of course," admitted a regular entrant, who would not miss the annual trophy for the world.

"With the other members of the Soissons club, we call it the "fun race". The drivers are looking for a sporting and friendly day, without the pressure and challenge of a championship," said Jean-François Malinowski, an active member of the ASK. "The "old" are happy to once more taste a way of karting that was very familiar to them for several decades, until the end of the 90s. As for the youngest drivers, they



appreciate the sensations of this street circuit, lined with straw bales. We attach a lot of importance to safety, with specific briefings to explain to drivers the peculiarities of the track. This year, we have welcomed a superb field of nearly 80 drivers, an even bigger number than in 2017."

THE TOWN COMES TO LIFE ...

Behind barriers, on paths, at windows or balconies, the public has responded en masse, giving karting a great showcase and the entire sport significant promotion. With its track of nearly 600 metres on the Place de la République, the roundabout of Vase and the climb to the abbey

of Saint Jean des Vignes adorned with its two majestic spires, the heritage of Soissons was also honoured.

Like a few years ago when the national champions did not hesitate to take part in more convivial "club" races, Evan Giltaire came to celebrate his recent victory in the 2018 French Cup for Cadet. Like the other winners he was treated to the famous and traditional lap of honour, tricolour flag in hand. "With all these spectators, it was a beautiful feeling," he said.

After a packed Sunday programme consisting of Free Practice, Timed Practice, Pre-final and Final, Enzo Leveque triumphed in National, Elouan Bienaimé in Minime,

Enzo Decadi in Senior, Roxane Regnault in Rotax, Mickael Thibault in Rotax Master, Floriane Payart in Open, Jason Toulotte in Rotax DD2, Nils Kaplon in KZ2, Xavier Maucourant in KZ2 Master and Fabrice Di Prospero in KZ2 Gentleman. As for the valiant drivers with historic karts, they contributed hugely to the success of the day, delighting visitors with their magnificent vintage machines.

"Seeing the drivers and their companions Rotax, Mickael Thibault in Rotax Master, Floriane Payart in Open, Jason Toulotte in Rotax DD2, Nils Kaplon in KZ2, Xavier Maucourant in KZ2 Master and Fabrice Di Prospero in KZ2 Gentleman. As for the valiant drivers with historic karts, they contributed hugely to the success of the day, delighting visitors with their magnificent vintage machines."

team, his technical services, the Aisne Prefecture, the police and gendarmerie, the FFSA for its support, the Karting League Nord-Picardie and all our valued partners. We all worked hand in hand for the success of this event."

President of ASK Soissons since 1979, Jacques Madoux also did not hide his satisfaction. "The club has always been very

active in terms of organisation and we are proud to see the Clovis Trophy continue in the heart of the city for many years. Today, we are already looking to the future with two new objectives: the 25th edition of the Trophy in 2019 and the 60th anniversary of the club in 2020!"



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2019 FFSA KARTING CALENDAR

On August 29, 2018 the office of the National Karting Commission finalised the calendar for the 2019 season. It needs to be approved by the Board of Directors of the FFSA at its meeting on October 24th. The calendar will be completed later on by the events of the French Junior Championship, the French Endurance Championship and the French Superkart Championship.

6th-7th April: Angerville (91)
French OK Championship -
French Cup for OK-Junior

11th-12th May: Lavelanet (09)
French Handikart
Championship - French
Cup for Senior, Master and
Gentleman

25th-26th May: Carole (93)
French Long Circuit
Championship 1/3 - KZ2,
KZ2 Master, KZ2 Gentleman

8th-9th June: Brignoles (83)
French Women's
Championship - French Cup
for Cadet - French Cup for
Minime

6th-7th July: Le Mans (72)
French National
Championship - French Cup
for KZ2, KZ2 Master, KZ2
Gentleman

13th-14th July: Valence (26)
French Championship
for Senior, Master and
Gentleman

27th-28th July: Aunay les Bois (61)
French Championship for
Minime & Cadet

31st August - 1st Sept:
Pau Arnos (64)
French Long Circuit
Championship 2/3 - KZ2,
KZ2 Master, KZ2 Gentleman

5th-6th October: Salbris (41)
French Championship for
KZ2, KZ2 Master, KZ2
Gentleman - French Cup for
National

2nd-3rd November: Ledenon (31)
French Long Circuit
Championship 3/3 - KZ2,
KZ2 Master, KZ2 Gentleman

It should be noted that the OK, OK-Junior and KZ2 national events have been placed a few weeks before the likely dates of the corresponding FIA Karting events that should take place in France on the same circuits. (awaiting validation by the CIK-FIA)

In addition, for 2019 the FFSA is investigating the organisation of a French E-Karting Championship and the revival of the French Regions Cup.

FFSAI

**COUPE DE FRANCE
HISTORI'KART
2018**

LAVAL 14 et 15 Juillet
CHÂTILLON SUR INDRE 22 et 23 Septembre
AUNAY LES BOIS 20 et 21 Octobre

**FFSAI
KARTING**



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Info KARTCOM - Frédéric Billet

47TH INDUSTRIAL TROPHY

26TH-28TH OCTOBER AT LONATO

The oldest karting event in the world, the Industrial Trophy, is back from 26th to 28th October 2018 for its 47th edition, at the South

Garda Karting circuit in Lonato (Italy). The Trophy will once again be organised by Parma Motorsport and will host the OK-Junior, KZ2, 60 Mini and X30 Senior categories as part of the "IAME X30 Trophy".

47°
TROFEO DELLE
INDUSTRIE
26 - 28 OTTOBRE 2018

60 - OKJ - KZ2 - X30

South Garda Karting - Lonato (Italy)

Alitest
Test Rapidi per il Latte

www.trofedelleindustrie.it

Registrations can be made online on the website www.trofedelleindustrie.it from 1st to 20th October using the dedicated form, with payments made by credit card. A maximum of 54 drivers will be accepted in OK-Junior and KZ2, 72 in 60 Mini and 34 in IAME X30 Senior. Vega will equip the categories except for X30 Senior, which will use Komet tyres as always.

Spectacular racing is expected in all categories with the presence of the protagonists of the season. The Industrial Trophy has an outstanding list of champions since the 1st edition in 1971 until now when the Memorial Carlo Fabi Trophy was won by OK-Junior World Champion Dexter Patterson (Exprit-TM-Vega). Last year Riccardo Longhi (Birel Art-TM-Vega) won for the second consecutive time in the Industrial Trophy in KZ2, as did Nikita Bedrin (Tony Kart-TM-Vega) in 60 Mini. The other categories were won by Chris Lulham (OK, Exprit-Tm-Vega) and Vittorio Maria Russo (Senior X30, Tony Kart-Iame-Komet).

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FENÊTRE D'ATELIER

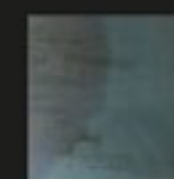


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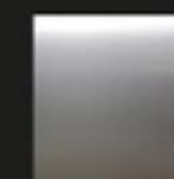
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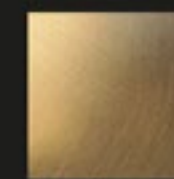
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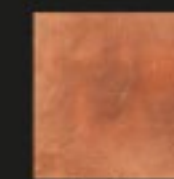
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ALEX POWELL

MASTERFUL VICTORY IN COLOMBIA

Despite his young age and lack of experience, 10-year-old Jamaican driver Alex Powell continues to impress in every race he takes part in. After significant performances in Europe, Alex tried his luck in Colombia, in the Rok Cup Panamerican Challenge at the circuit XRP Motorpark. For a first try, it was a master stroke, as the Jamaican hopeful became 2018 Champion in Mini Rok, after a perfect Final. As if that wasn't enough, Alex Powell took the opportunity to qualify for the Inter-

national Final of the Rok Cup in Italy.

PAN-AMERICAN CHAMPION!

The beautiful collaboration between the young Alex Powell and Energy Corse continues! While the Jamaican hopeful races in the colours of the Italian team, the excellent results continue relentlessly. In August in Colombia, Alex went one step further in being able to play the lead role in the Rok Cup Pan-American Challenge squad. His progress was welcomed by all.

"As a sportsman, Alex really does have many qualities and surprising potential," commented Mick Panigada, head

of Energy Corse. "He applies the advice of people around him with great talent: Mike Wilson, his coach, who is also the most successful kart racer in history with six world titles, Luigina Guerrini, whose charisma and technical skills are unanimously recognised, and Simone Sorio, renowned for his professionalism and rigour when he works with a driver."

ALEX BRILLIANT IN ALL CONDITIONS

"This year, the final of the Rok Cup Pan-American Challenge took place on the difficult track of XRP Motorspark which is no less than 1500 metres long! It also has the unique situation of being located at altitude, which complicates the running of the engine," noted Si-

more Sorio. "For Alex, there were several new parameters to manage and he did it perfectly. Not to mention the weather conditions, with constantly changing temperatures and regular showers that forced us to constantly change settings."

Unlike some of his opponents who failed to avoid incidents, Alex Powell kept his head to win the Final brilliantly. In particular there was a spectacular overtake in the Prefinal on two drivers who were some of the fa-

vorites of the event. His ability to avoid mistakes was also noticed...

With this magnificent victory in Colombia, Alex is preparing to resume his programme in Europe with the Energy Corse team. The Italian Championship, the WSK Final Cup and the Industry Trophy are on the schedule. "His success at the Pan-American Challenge gave the Jamaican driver an entry to the grand finale of the Rok Cup at Lonato, Italy, in November. I'm sure Alex will play an im-

portant role in this difficult race, where nearly 170 drivers are entered," said Mick Panigada. "Then it's time to think about the 22nd edition of the Supernationals in Las Vegas!"

ALEX POWELL IS INDEED AT THE BEGINNING OF A CAREER THAT LOOKS VERY PROMISING.



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FINAL 2017
AND ROK INTERNATIONAL
FINAL 2017



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LECONT PROMISES FULFILLED AT THE WORLD CHAMPIONSHIP

Thanks to perfect organisation, the major world karting event in Genk in Belgium kept all its sporting promises, spectacular and popular, with several thousand spectators at this remarkable event. But there are no big meetings without strong stakeholders. Among them, the manufacturer LeCont made its contribution to the event. The drivers of the FIA Karting World Championship - KZ, the KZ2 International Super Cup and the Academy

Trophy benefited from high-performance tyres, whose wear has remained consistent and predictable, as well as full sporting fairness. After a European Championship completed in excellent circumstances, LeCont confirmed its place among the most famous suppliers of the discipline during this world event.

A POSITIVE 2018 BALANCE SHEET

Since the manufacturer LeCont learned that it was to be the partner for FIA Karting for its events in the categories KZ, KZ2 and Academy, it has continued to intensify its work to bring drivers and teams products of the highest quality. Several months later, the balance sheet is extremely positive for the Italian tyre brand. The success of the recent World Championship in Belgium was another proof, as explained by Paolo Bombara, Marketing Manager at LeCont...

"First of all, I would like to congratulate the entire organisation team at the Genk circuit for the very high standard of event they have given to all of karting, and motorsport enthusiasts in general, in partnership with the CIK-FIA and the promoter RGMMC. The intensity of the show must be emphasised. I was very pleased to see very small gaps between the drivers throughout the event. Despite the very high number of KZ2 heats, no less than six per driver, tyre degradation was limited. No driver found abnormal

wear despite a large field: more than 100 entered at the start!"

"However, we experienced rain during the week, which had the effect of cleaning the track and the rubber that was deposited during the initial testing. It is probably also for this reason that some drivers noticed a slight lack of grip during the race, as well as increasing times. Not to mention that the exhaust pipes, facing down as required by the regulations, tend to emit oil and fuel on the line, increasing sliding. In any case, the most important thing for LeCont was to provide a tyre with a good level of performance and above all the same for everyone, for complete fairness. From one set to another, whether testing or race tyres, the differences were insignificant. The contract has been fulfilled."

Regarding the LeCont "Option" tyres supplied to the Academy Trophy, they have been praised by the drivers throughout the season. The races were intense and exciting, with countless passes. The 50 participants entered during the 2018 season have truly competed on a level playing field, in terms of both equipment and tyres. Despite the characteristics

that allow them to withstand a distance of 250 km as required by the regulations, these tyres remain effective, with the successful pole position of less than 56 seconds at Genk.

A GREATER DIFFERENCE BETWEEN KZ AND KZ2?

At the KZ World Championship, in the top 15 of the Final, 10 of them achieved their fastest lap in 52"7. The other five finished with 52"5, 52"6, 52"8 and 52"9. While many have enjoyed these very close times between the main leaders of the pack, some would like faster tyres in the top category of karting. "During the homologation, the tyres are designed to cover a distance of 150 km and LeCont is very keen to respect this regulation from the CIK-FIA," continues Paolo Bombara. "But I agree that the difference in performance between the F1 of karting and the F2 of karting with gearboxes should be bigger. Why not keep this "Prime" CIK-FIA homologated tyre in KZ2 and offer a stickier rubber that is not homologated in KZ? As a manufacturer we want to provide for KZ a tyre capable

of creating a real difference between the two categories. In a KZ race, a tyre never covers a distance of more than 100 km. On the one hand, the drivers would have more enjoyment and this could attract new participants to increase the entry in KZ which needs it. On the other hand, the show would improve, with a greater number of passes."

THE MANAGEMENT OF THE TYRES IN QUESTION

Finally, among the topics mentioned in the paddocks, tyre management is frequently commented on. Today, the drivers have two sets with open management during the meeting. Some therefore take the opportunity to use their second set in the last heat, or even in the penultimate, unlike the best placed drivers who, to use the second

set in the Final, keep their first set until the end of the Qualifying Heats. With the phenomenon of normal tyre wear on "Prime" sets, drivers do not start on an equal footing. Using two sets for the heats, or possibly one and a half sets, then a new set for the 34 finalists could be an answer to this problem. "We trust CIK-FIA decision-makers to find the best solutions," says Bombara.

LeCont



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LE MANS**

20 & 21 OCTOBRE 2018

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KARTING EXPÒ

THE NEW KARTING SHOW CONCEIVED AND PROMOTED BY DANILO ROSSI AT ADRIA RACEWAY

The news is an unexpected surprise, but it can only ignite the enthusiasm of fans, who will welcome the first Karting Expò which will take place on 8th and 9th December 2018 at Adria.

The promoter of this event is Danilo Rossi, five-time karting World Champion, currently the owner of DR Racing, which strongly encouraged an initiative that would appeal to all stakeholders in karting, from amateurs to professionals in the sector.

To do this, he chose a venue well known to enthusiasts: the Adria Raceway. A recent development, well organised, with adequate space and especially space for stands from many brands (8.000

m² covered in the paddock), the kart track available to test the racing karts and the Arena (an additional 8,000 m²) with a covered track to test rental karts.

During the two days of the show, it will be possible to learn about all aspects of karting: the brands will indeed show off the new karts for next season, as well as the latest accessories, technical clothing, data acquisition systems, helmets and airbrushing ... In short, any product relating to karting.

Moreover, and this is undoubtedly an important innovation of the Adria Karting Expò show, there will be tracks to test the products: racing machines will find space on the 1300m Adria Karting Raceway circuit, while rental products will be available on the indoor track at the entrance to the Adria complex.

In addition, there will be spaces for meetings and the exchange of ideas, including the halls of the international trade fair. Everything has been planned for the emergence of new initiatives and to promote developments for the entire community.

In the coming weeks, more details will be released regarding this initiative, but you can already mark the dates in red on your calendar for 8th and 9th December: appointment at the Adria Raceway for the first edition of Karting Expò!

KARTING EXPÒ

8- 9 dicembre. Adria Karting Raceway via Smergoncino 14- 45011 Adria

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1

KARTING
EXPÒ

8-9

DICEMBRE

2018

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ESPOSIZIONI

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TEST KART INDOOR

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TEST KART

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MEETING

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SEPTEMBER 2018

30/09	FR LE MANS	ENDURANCE CHAMPIONSHIP	OK
30/09	DE WACKERSDORF	ROTAX MAX - EURO TROPHY	DD2 / ROTAX SENIOR / MINI MAX / ROTAX JUNIOR

OCTOBER 2018

07/10	ES JEREZ (CARS)	CHAMPIONNAT DE FRANCE	F4
07/10	FR LE VIGEANT	CHAMPIONNAT DE FRANCE	SUPERKART
07/10	FR VARENNES / ALLIER	CHAMPIONNAT DE FRANCE	KZ2 MASTER / KZ2 GENTLEMAN / KZ2
14/10	FR LE MANS (CARS)	IAME INTERNATIONAL FINAL	X30 SUPER / X30 MINI / X30 JUNIOR / X30 SUPER SHIFTER / X30 SENIOR / X30 MASTER
14/10	IT LONATO	ROK CUP INTERNATIONAL FINAL	SUPER ROK / ROK SENIOR / JUNIOR ROK / SHIFTER ROK / MINI ROK
14/10	FR LE CASTELLET (CARS)	CHAMPIONNAT DE FRANCE	F4
21/10	IT LONATO	WSK - FINAL CUP	OK / 60 MINI / OK-JUNIOR / KZ2
28/10	FR LE MANS (CARS)	EUROPEAN CHAMPIONSHIP	SUPERKART
28/10	IT LONATO	TROFEO DELLE INDUSTRIE	OK / 60 MINI / OK-JUNIOR / KZ2 / X30

NOVEMBER 2018

11/11	FR PAU ARNOS	CHAMPIONNAT DE FRANCE	KZ2 MASTER (LONG CIRCUIT) / KZ2 (LONG CIRCUIT) / KZ2 GENTLEMAN (LONG CIRCUIT)
11/11	IT CASTELLETTO	WSK - FINAL CUP	OK / 60 MINI / OK-JUNIOR / KZ2
11/11	FR ANGERVILLE	CHAMPIONNAT DE FRANCE	ENDURANCE
18/11	GB LAS VEGAS	SKUSA - SUPERNATIONALS	
25/11	IT ADRIA	WSK - FINAL CUP	OK / 60 MINI / OK-JUNIOR / KZ2

DÉCEMBER 2018

01/12	BR PARAIBA	ROTAX CHALLENGE GRAND FINALS	
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ROK THE R10

OCT30-NOV3, 2018
LASVEGAS, NEVADA



GRAND PRIX KARTING

06-07 OCTOBRE 2018

Varennnes / Allier



CHAMPIONNAT DE FRANCE
KZ2 / KZ2 MASTER / KZ2 GENTLEMAN





FONDATION
POUR L'ENFANCE

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KSP GRAND

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FOCUS ON THE CHAMPIONS NSK 2018





NSK
National Series Karting

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CLÉMENT OUTRAN

MINIME

At nine and a half years old, Clément Outran already has a good experience of kart racing. He has progressed quickly since his debut in 2016 in the Minikart category, following his father's advice, and the first results arrived the following year. He finished 8th in Minime in the NSK and was in the top five of the French Championship.

But his progress was even more significant in 2018 with a strengthened programme. His first major success rewarded his talent at the end of the NSK season. Clément was already among the best from the opening at Le Mans where he took pole position and held the lead after the Qualifying Heats at the wheel of his Energy / IAME. At Varennes, he dominated the heats and clinched his first victory in the Final, scoring important points for the Championship. Trying a DR chassis at Salbris, Clément first set the 2nd fastest time in Qualifying, but lost some ground in the heats. He skilfully recovered in the Final

and regained 2nd place, securing his NSK Championship title with a good lead over his direct pursuer.

Clément's potential was subsequently confirmed in the federal competition as he took 2nd place in the French Cup for Minime at Soucy and finished in the top three of the French Championship at Mirecourt. Clément thanks his loyal partners Philippe Watel Assurances, ID Com, Montres & Watch and JHM for their appreciated support. With his highly encouraging 2018 results, he is poised to take another step next year.

THÉOPHILE NAEL

CADET

Already winner of the NSK last year in Minime, Théophile Nael confirmed his talent by this season winning in the top category, Cadet. He opened the scoring with pole position in the first race at Le Mans, before finishing 3rd in the Final. He continued the trend in Varennes sur Allier by first moving up to 2nd in the heats, then winning after a very close duel with Louis Iglesias. He was again the fastest in Qualifying at Salbris and then skilfully ma-

naged the heats, 2nd, then in the Final, 4th, to secure his victory in the 2018 series ranking.

"I'm happy to have managed to get on two podiums out of three," said the 11-year-old. "The competition was difficult at a very high level. The new chassis specification was no problem: we chose a DR, Danilo Rossi's brand, which really is excellent. For me, it's the best. The successes were continuous this year and I have the morale of winner!"

10th in the French Cup after a dropped bumper and a braking problem in the Final, Théophile caught up admirably by winning the French Cadet Cham-

pionship at Soucy in his first season in this category. He is undoubtedly on the rise!

After Portimao in 2017, Théophile will participate in his second Rotax Grand Final, in Brazil at the end of November, with greater ambitions now that he has learned all the unique aspects of this world event.





NSK
National Series Karting

Info KARTCOM - Frédéric Billet © Photo KSP - Philippe Kalmès

ESTEBAN MASSON

NATIONALE

In his second season in National, Esteban Masson was at top of the NSK rankings in 2018. A driver trained at the Kart Racing Academy, he had finished 2nd behind Victor Bernier in 2015 in the category for 9-12 year olds. His debut in national competition the following year saw him take a very encouraging 4th place at the French Minime Championship. He then jumped directly into a "National" kart to rank 7th in the NSK and importantly 3rd rookie, in 2017.

Leaving Minime, my first season in National was not easy in the League Championship or the French Championship. Fortunately, my good results in NSK kept my morale up. This year, I have made good progress since the first event at Le Mans. I have a thought for the injured drivers, and especially for Jules Gougeon who has not yet fully recovered. It was better in the Finals at Varennes, but it was at Salbris that I scored the decisive points to win the Championship. I want to thank Arnaud Sarrazin and Eric Bénès from the PKS team for their excellent work. I do not forget all the help that Sodikart has given me for many years and that has largely contributed to my evolution."

Starting from far behind in the first two races, Esteban made a good comeback to 3rd place at Varennes and took 2nd place in the Prefinal. The Final was more

complicated with a 6th place finish. At Salbris, Esteban began with a good 4th time in Qualifying before dominating the heats. 3rd in the Prefinal, he won masterfully in the Final with the fastest lap of both races and won the Championship with a good lead.

Meanwhile, Esteban finished 4th in the French Championship at Anneville and he then reached the podium at the French Cup at Mirecourt. In the evening of Salbris, his eyes shone at the idea of participating in the Rotax Grand Final for the first time within Team France when the world meeting for Rotax will take place this year in Brazil. In the longer term, Esteban dreams of one day trying his luck in single-seaters in the French F4 Championship with the help of a few sponsors, which is seeming far from impossible given the talent he already displays at 13 years old.

VICTOR BERNIER

ROTAX MAX

At the age of 14, Victor Bernier will compete in his third Rotax Grand Final in a row, as the NSK champion in the Rotax Max category. The performance speaks volumes about the talent of this young driver from Loire-Atlantique, but is not the entirety of his achievements in karting.

Victor is one of the drivers trained by the Kart Racing Academy. 3rd in his debut in 2014 in the 7-11 age category, then winner the following year in 9-12, he negotiated his arrival in competition perfectly. He finished 3rd in

the French Cadet Championship in 2016 and took 2nd place in the NSK before finishing his first Rotax Grand Final in the 4th place in Minimax at Sarno. Always faithful to the PB Kart team and MSR engines, Victor won the 2017 NSK in National and National rookie, became French vice-Champion and climbed on the podium of the new French Junior Championship. His most spectacular feat of the season will remain his incredible 9th place at the OK-Junior World Championship at the British stronghold of PFI.

Continuing his irresistible rise, Victor participated in the 2018 European Championship in OK-Junior with the VDK Racing team. Winner on the track and finally ranked 2nd at PFI, he finished 4th in the European competition. His international

exploits earned him the opportunity to join the FFSA France Karting Team. Victor continued to race in France at the same time. In National, an incident took him out of the front in the French Championship, but he was 4th in the French Cup. He was more successful in the top category as he won the NSK in Rotax Max.

"I had no trouble adapting to this new category. It was a first for PB Kart who had never raced in this category, still with MSR as engine builder, and we were quick to be competitive. In the cold and wet at Le Mans, I achieved the 2nd fastest time, but it was difficult to do better than 6th in the heats. At Varennes things have improved. I took pole and kept 1st in the heats. I crossed the finish line of the Final in 2nd place before a penalty that I

could not understand made me drop down to 5th. I arrived at Salbris in 4th place in the Championship, without any pressure. I had to make no mistakes and everything finally went well. Pole in Qualifying, leader of the heats and winner of the Final, I could not hope for better. Paul Fourquemin was very fast too, but he was in trouble. I am happy to have managed to get ahead of experienced drivers like Bastien Borget, Milan Petellet or Nicolas Picot. A big thank you to the PB Kart team and my mechanic!"

Delighted to go to Brazil for the Rotax Grand Final in November, where he will take on a new challenge in Rotax Senior, Victor will first compete in the OK-Junior World Championship in Sweden before the end of September.





NSK
National Series Karting

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RUDY CHAMPION

ROTEX MASTER

Rudy Champion achieved his goal by winning the NSK Rotax Max Master category in the second season since his return to racing. As an ICA driver in the 2000s when he drove with Alpha and rubbed shoulders with drivers like Armand Convers and Alban Varutti, Rudy then put karting aside to secure his professional future and develop his own company.

His racing passion reemerged when he reached his 30th birthday in 2016, but fragile ribs de-

layed his true return by a year. 8th in the 2017 NSK in Rotax Max, he lined up at the wheel of a Sodi with the Pole Karting Service team in Rotax Master this year.

"I have been missing racing for a long time and I am happy to have been able to come back seriously last year. I even had the pleasure of participating in two Rotax Euro Challenge events to find my mark against some of the best opponents. In 2018, I would say that the season was not easy, but everything went well. I managed to beat my main opponent Olivier Paris who was my reference. I owe a lot to the efficiency of Team PKS and I thank Arnaud Sarrazin, Christine and Eric Benes, and Julien, my mechanic. I am delighted to have secured my place for the World Rotax in Brazil, it really is great!"

Rudy immediately took control of the NSK at Le Mans with his pole position and 1st place at the end of the heats. It was in Varennes that he strengthened his position as leader of Rotax Master by achieving an excellent start to the race before finishing 2nd in the Final. At the last meeting at Salbris, the goal was above all to ensure the Championship. Managing the situation with intelligence, Rudy held the 2nd places to score maximum points without taking unnecessary risks.

In line with his success in Rotax Master, he then scored a beautiful podium in the new federal Master class in the French Championship at Angerville.

PAOLO BESANCENEZ

DD2

AKZ2 driver recognized for his international performances, this year Paolo Besancenez chose to race in DD2 along with the continuation of his education. This gave him the opportunity to start off on a new basis and discover another approach to racing. He gradually got the measure of this new category and his rivals to win the NSK Championship at the wheel of a Sodi chassis.

"I 'm very happy to have made that choice," said Paolo, returning from the Salbris podium. *"Driving the DD2 is very different to a KZ2, you have to be more complete and I think it's beneficial to get ready for 125cc gearbox. The standard was excellent and I had to find my bearings to start with. We did a lot of work and it clicked during the second event at Varennes with a Final victory. It was a little harder at Salbris, I think I was missing a little something to match Nicolas Picot who was very fast. I attacked several times, but he was too good. My 2nd place on the line allowed me to get enough points to win the Championship against Lucas Joly. I am extremely happy to be able to participate in the Rotax Grand Final in Brazil and to represent France in this world competition."*

Third at Le Mans for his debut in DD2, Paolo won in Varennes, a circuit that he likes very much. Faced with a mechanical problem during the practice at Salbris, he came back in the top 3 of the heats before challenging for a time the 1st place to Nicolas Picot in the final. His regularity at the forefront has allowed him to keep the lead at the end of the season.

Paolo is also racing a few races in KZ2 where he has not lost his drive. He also won the Coupe de France in Anneville before the best French specialists in the category. He will also be at the start of the French Championship in Varennes, but before that, he will return to international competition at the KZ2 International Super Cup in Genk.





NSK
National Series Karting

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FRANCK LAVERGNE

DD2 MASTER

Franck Lavergne has the profile of a particularly dynamic karting gentleman. He started late four years ago with Bastien Borget in endurance before starting sprint racing with Michaël Dauphin. At 42, Franck has completed a dual programme in NSK without a problem. 7th in Rotax Master, he won DD2 Master and his ticket for the Rotax Grand Final in Brazil.

"I am delighted to be able to defend the colours of France in a big international event. This fits perfectly with my values and that of my company, Galvanor 2000, which promotes jewellery Made in France! My first NSK season in DD2

Master brought me a lot of satisfaction. I would have preferred to fight to the end with Paul Louveau and Christophe Adams, but I'm not dissatisfied with my progress and my win at Salbris. I took pleasure in facing the "youngsters" in DD2 in addition to my racing in Rotax Master. Thank you to the Kurb team for the quality of the equipment and support".

Kurb by MD was created by Michaël Dauphin and Jean-Marie Chauvel with the support of Franck Lavergne. The latter also wants to take solid action for young drivers. *"I would like us to be able to contribute soon to the training of Minime or Cadet drivers by supporting them over a long enough period, because that for me represents the spirit of karting."*

Franck can be proud of his rapid progress in karting. This year, he notably developed very positively in DD2 Master. From the

second event of the NSK in Varennes, he took 3rd place behind his two drivers of reference. Better still, he took pole at Salbris 5 tenths ahead of Christophe Adams. He then took the lead of the heats and got his first victory in the Final, which earned him the Championship with a comfortable lead.

Franck Lavergne also participates in the French Endurance Championship in GP1, still with Kurb by MD. His team is currently in 3rd place, but the title will be decided in November at Angerville. Meanwhile, Franck will start the 24 Hours Karting at Le Mans alongside Bastien Borget, Romain Jaloux and Marc Camarata. Always a fan of Rotax, he will try to win the French Cup for Masters at Laval next weekend at the Rotax France Final and plans to continue racing for fun.

INTERVIEW WITH

NICOLAS DESCHAUX

FFSA



THE FFSA PRESIDENT VISITS A FFSA KARTING MEETING

The presence of Nicolas Deschaux on Saturday, 21st July at Soucy lasted long enough to make it clear that his visit was more than protocol. The availability and attentiveness of the President of the FFSA to the various stakeholders of French karting gave rise to several constructive exchanges. Nicolas Deschaux took the time to explain his vision of the current situation in racing and the future orientations of the Federation during a long informal discussion.

Mr. President, can you start by talking about the overall situation of racing in 2018?

The current sentiment towards motorsport is weaker than in the past. When there were Prost or Senna on television every Sunday, the attraction was much greater than today. We must have the honesty to recognise it and act accordingly.

On the other hand we are on fragile economic ground with a barrier of access to the competition market higher than before. We work on two main axes, which are on the one hand on the world of leisure karting, and on the other hand on a greater accessibility to racing through the clubs, the Kart Sporting Associations, which are the essential link for welcoming and supporting new competitors. The top level remains an indispensable sector that we must continue to support.

How do you analyse the changes in costs for drivers and how can the FFSA act?

The cost of competition, both in cars and karting, has exploded over the last 20 years. The budgets needed for preparation have increased enormously. It is no longer possible to participate with a simple family team while controlling the budget to reasonable proportions. Professionals have massively invested in the environment, practically no one can do without them. The cost of a season includes a much larger share to the preparer and on spare parts. This is not the purchase price of the car or the kart, which has changed little in the absolute, but the products and services have.

The levers of the federation in this area are not very powerful. First of all, we are linked to international regulations that have national or even regional repercussions. I actively defended the concept of the U18 World Championship with its one-make engines. It was a true high level competition that was financially accessible, but the CIK did not wish it to continue, and I regret that.

This type of international category could very well be replicated in every country, at all levels, and we could have developed a real pyramid of racing.

The FIA Karting Academy Trophy, whose concept is excellent, has fortunately survived. France is the only nation to have adapted it successfully thanks to the strong involvement of the Federation and the participation of Tony Kart France. The French Junior Championship, organised by the FFSA Academy, fulfills its mission very well and is gradually finding its place in national karting. The industry has had a hard time accepting it, seeing it as unfair competition, but it is not the case. It remains an affordable turnkey formula that ensures the training of young drivers internationally.

In France, in the recent arbitrations concerning the new categories, we have worked a lot in the direction of greater economy. It was a joint decision between the National Karting Commission and the FFSA that was not easy to take. On this point, we come up against the very different logic of manufacturers responding to tenders. We are well aware that there are huge constraints on manufacturing costs. This is obvious in the field of tyres for example.

Speaking of budget, what about the FFSA?

We are no longer in a time when we can count on money from the state. Everyone knows that reducing public deficits is a priority. The FFSA has lost more than 50% of its grants in a few years. Since the organisation has always been well managed, it was easier to ask it to reduce its budget compared to other sports that must be maintained on a drip if you do not want to see them disappear. I have worked for the Federation for a long time to be as independent as possible from State aid. We need to find our own operating balance to face the years to come. And we are well on our way to doing it. Of course, this has consequences for our different strategies: we have to be as efficient as any company, the sustainability of our sport depends on it.

Many misconceptions continue to run regarding the karting budget at the FFSA. The FFSA automotive disciplines contribute significantly to the development of karting, not the opposite. This situation is not illogical in that karting is the first step of motor sport, but everyone should be aware of it. If karting were to regain its autonomy as in the days of the GNK and Norbert Pradines, I do not give it long to survive alone in the world today.

What place does high level karting have in the Federation?

We need to continue very strong promotion for the top level, as it is essential for the image of the discipline. Every sport needs its stars to dream about, to make you want to follow the long



road to victory. The FFSA is probably the most active ASN in this field, we are readily recognised for it abroad, perhaps more so than in France for that matter, and we will continue in this direction.

Regarding organisers and volunteers, where are we today?

Today the true capital is human. We are facing a problem of generational renewal. If we lose the involvement and dynamism of volunteers, we will have great difficulty in organising races. We do not realise it enough, but it represents irreplaceable value.

On the other hand, organisational costs must be taken into account. Many more constraints weigh on an organiser. The racing can only be good if the organisers are doing well. This is of course a question of people and passion, but not only that. Once again, the means of action of the Federation are complex. It is important to keep a strong mobilisation at the level of the ASKs. It's fundamental.

Do you plan to restructure the French Karting Schools?

The EFK is a very good initiative that has been proven from the start. They must now evolve, that's for sure, but it must be done with some caution to properly analyse all the components. Some EFKs play their role very well, others less so. We are actively working on this subject for the sake of karting, because it is still one of the most effective ways to expand the base of the discipline.

Why is the FFSA interested more and more in leisure karting?

The global practice of karting is divided into two poles: competition and leisure. In recent years, leisure has taken the lead in attracting many people likely to be interested in competition. They are offered the opportunity to participate in high-quality, turnkey, inexpensive and user-friendly races in terms of logistics and timetable.

I think that the FFSA should take more interest in competitions organised on recreational karts. It is not a question of taking control over the activities of professionals. By staying involved, we can join this dynamic instead and take the opportunity to create more bridges between these two worlds. We are seriously thinking about it to bring more enthusiasts to racing.

SOUTH GARDA KARTING

NEXTEVENTS

30 SEPTEMBER
TROFEO D'AUTUNNO Rd.1

7 OCTOBER
TROFEO D'AUTUNNO Final

13 OCTOBER
ROK CUP INTERNATIONAL FINAL

21 OCTOBER
WSK FINAL CUP Rd.1

28 OCTOBER
TROFEO DELLE INDUSTRIE

South Garda Karting
Lonato del Garda (Brescia-Italy)
www.southgardakarting.it - info@southgardakarting.it - Tel. +39 030 9919958

ARON & JANKER

TAKE THE EUROPEAN CROWNS IN NORMANDY

FIA
KARTING
EUROPEAN
CHAMP.
4/4 - AUNAY-LES-BOIS

KEY POINTS

ORGANISER

CIK-FIA

DATE

3rd to 5th August, 2018

LOCATION

International Circuit Aunay les Bois,
France / 1215 m

ENTRIES

131 drivers - 2 categories

- 4th and final round of the European Championship
- Fine meeting
- Wins for the favourites
- Two titles for Kart Republic and Dino Chiesa
- Several accidents
- New faster surface
- Bridgestone tyres in OK
- Vega tyres in OK-Junior
- Good very hot weather



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JUNIOR

MINI' THE WINNER, ARON CHAMPION



The Russian Nikita Bedrin (Tony Kart / Vortex) was one of the revelations of the weekend with his performances in Qualifying, with pole position, and in the heats, the leader with three victories. Kai Askey (FA Kart / Vortex) came 2nd in front of the excellent Victor Bernier (Kosmic / Parilla). The Final saw several twists. Bedrin retired after a collision, Bernier took the lead before being joined by Gabriele Mini' (Parolin / Parilla) who won the race. Behind Zak O'Sullivan (FA Kart / Vortex), Paul Aron (FA Kart / Vortex) finished 5th, a high enough position to take the title in front of Mini' and Gabriel Bortoleto (CRG / TM), 3rd in the Final and the Championship. Bernier's fine 2nd place allowed

him to finish the season in 4th place ahead of Askey, delayed by a collision in the race.

Final classification of the FIA Karting European Championship - Junior 2018

1	Ralf Aron (EST)	83 pts
2	Gabriele Mini' (ITA)	80 pts
3	Gabriel Bortoleto (BRA)	68 pts
4	Victor Bernier (FRA)	56 pts
5	Kai Askey (GBR)	55 pts



BRIDGESTONE

OK

PATTERSON DOMINATES, TITLE FOR JANKER

Pole and Final winner, Dexter Patterson (KR / Parilla) was unbeatable at Aunay. He led the Final from start to finish to triumph with the fastest lap and a lead of more than 6". Harry Thompson (FA Kart / Vortex) and Nicklas Nielsen (Tony Kart / Vortex) joined him on the podium without being able to catch him. Luigi Coluccio (Birel ART / TM) finally took the lead over Zane Maloney (FA Kart / Vortex) for 4th place. As for the future champion Hannes Janker (KR / Parilla), he gave up on the first lap without much concern for his title which was already assured.

Final classification of the FIA Karting European Championship - OK 2018

1	Hannes Janker (DEU)	77 pts
2	Harry Thompson (GBR)	64 pts
3	Pedro Hiltbrand (ESP)	58 pts
4	Zane Maloney (BRB)	52 pts
5	Juho Valtanen (FIN)	46 pts



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PAROLIN

THE VICE EUROPEAN JUNIOR CHAMPION WITH MINI'

Parolin Racing Kart's first European campaign in OK-Junior was completed in France with victory in the Final for the young driver Gabriele Mini'. The European Junior Vice-Cham-

pionship also rewarded the performances by the Parolin / Parilla from the Italian team who were one of the most serious protagonists of the international season.



"We could not finish better in the European Championship!" said Marco Parolin. "At Essay, we really did our best, demonstrating once again our competitiveness in a new field. For his first year in OK-Junior, Gabriele Mini' was the most consistent driver at the top of the rankings, whatever the conditions. It gives Parolin Racing Kart great satisfaction to have been so successful. After winning the WSK Super Master Series, we have finished 2nd in Europe. Our goal was to be among the best in OK-Junior, so we have surpassed it."

The Parolin driver completed fulfilled his mission at the highly technical track of Essay (FRA). After setting the 7th fastest time, he has managed to get back into the top five in the Qualifying Heats by avoiding the pitfalls of this important phase, while still being among the fastest, as evidenced by his fastest lap in heat 3. He drove the Final with a lot of intelligence, confident in the potential of his Parolin / Parilla to take the lead in mid-race after avoiding the pitfalls of the first very hectic laps. Mini' then drove to a great victory, more than a second and a half ahead of his rivals.

Gabriele finished his first European Championship in 2nd place, just three points behind the title, making his team proud. The next major event will take place at the end of September in Sweden for the World Junior Championship. Parolin Racing Kart has perfectly reasonable ambitions for this season's flagship event. However, thanks to the great performances achieved this year, in Junior as well as in 60 Mini, the Italian brand is already preparing its strategy for the coming season using its strongest attributes.



WHAT A RACE FOR LUIGI COLUCCIO !

Italian driver Luigi Coluccio and his Birel ART team did wonders in OK at the FIA Karting European Championship. Already very impressive at the German Grand Prix Kart in June, Coluccio improved his score this time by reaching 4th position at the circuit of Essay in France.

A CHASSIS WITH AN EXCELLENT PEDIGREE

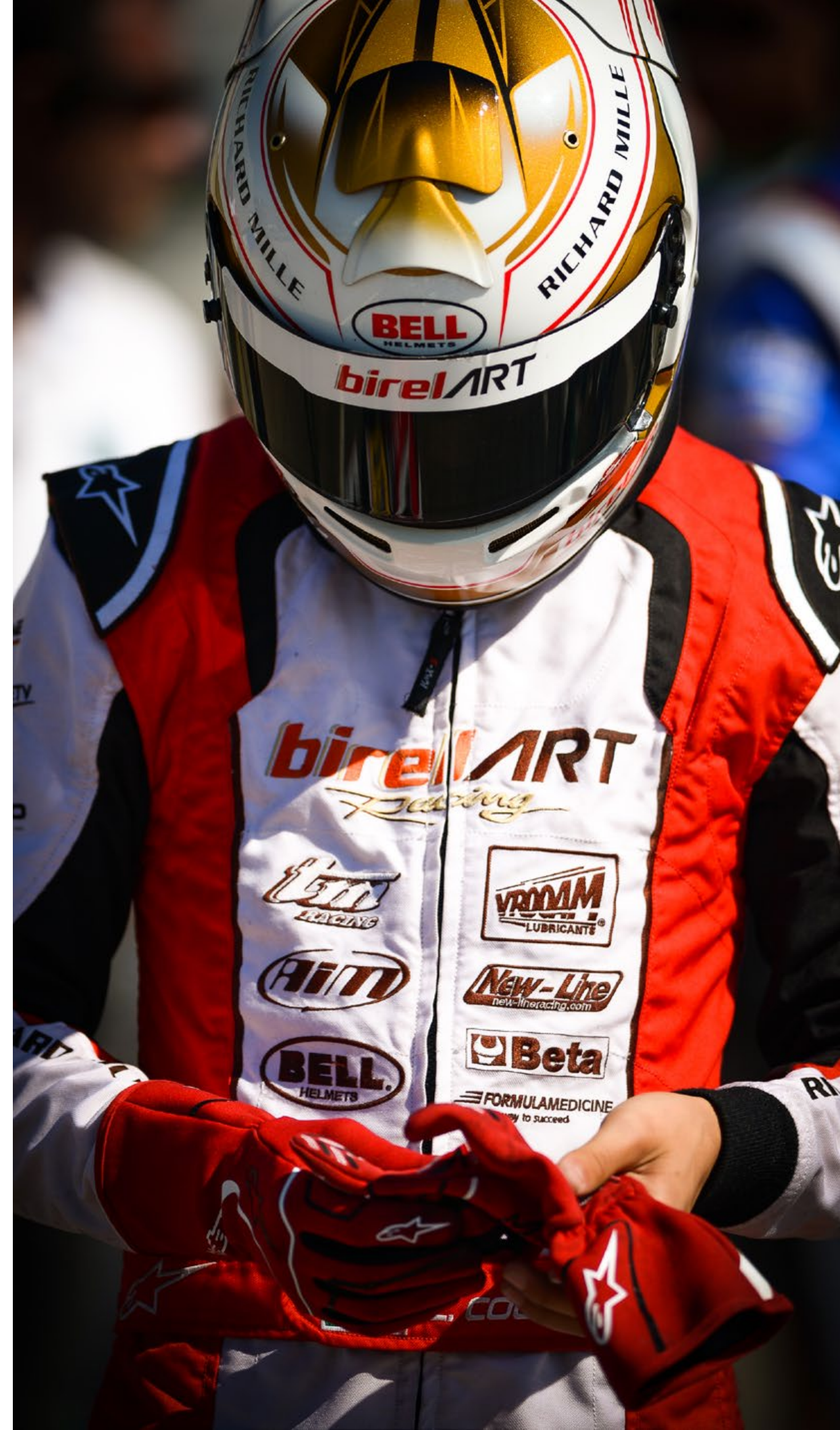
The Birel ART Racing Team has finished the 2018 European Championships with a great celebration! After the podiums obtained at Lonato for Marijn Kremers in KZ and Riccardo Longhi in KZ2, Luigi Coluccio came very close at Essay. Exactly four tenths away! The Italian began with brilliant and consistent progress in the Qualifying Heats, with five 3rd places in five races! "In addition to being very competitive, as evidenced by the fastest lap by Luigi in one of his heats, the Birel ART chassis is very consistent and it does not degrade the tyres. It was very hot at Essay, the circuit had new tarmac with a lot of grip and we managed these conditions perfectly," said Davide Fore,

the team manager of Birel ART Racing.

5th on the first lap, Luigi Coluccio finished his magnificent attacking race with 4th place in the Final. "I'm very happy with his performance and our equipment that is decidedly fast in all conditions," said Davide Fore. "He really was not missing much to get on the podium and we will now focus on preparing for the next World Championships to realise this great potential."

POTENTIAL IN OK-JUNIOR

The German Valentino Fritsch, the Czech Matej Kacovsky, the Dutchman Marijn Kremers and the Lithuanian Gustas Grinbergas completed the impressive Birel ART Racing team in OK at Essay. In spite of their



good level of performance, they had variable luck. In OK-Junior, the Canadian Thomas Nepveu was hampered by a distant Qualifying. Meanwhile, the Italian Lorenzo Ressico D'Aloisio again brilliantly won his place in the Final. But he fell back in the clash at the beginning of race and had to retire with many regrets. The Italian team also welcomed Craig Tanic, crowned French Cadet Champion in 2017 at the wheel of a Birel ART and recently awarded the French Junior Championship. "I thank MGT Distribution (Thomas and Patrice Mich), the importer of Birel ART in France, for having confidence in Craig," commented Davide Fore. "Without a retirement in a heat, he would have reached the Final when only competing in his first race at this level. In a few days, his progress has been significant. This young driver is promising!"

Since the beginning of the season, the entire Birel ART Racing team has been working decisively in the right direction and intends to continue its efforts for the next world events.

birelART



TWISTS IN THE TITLE RACE

FIA KART.
EUROPEAN
CHAMP.
SUPERKART
2/3 - ASSEN

KEY POINTS

ORGANISER

CIK-FIA

DATE

1st to 3rd June, 2018

LOCATION

TT Circuit Assen De Haar,
Netherlands / 4555 m

ENTRIES

24 drivers – 1 category

- 2nd round of the 2018 • European Championship • Large audience and big show for Gamma Racing Day • Pole position and Race 1 for Elkmann • De Brabander returns to victory in Race 2 • Positions tighten in the championship



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Eric Sévère

ELKMANN & DE BRABANDER SHARE VICTORIES

Not surprisingly, Peter Elkmann (Anderson / VM) was the fastest in Qualifying in front of his rival Adam Kout (MS Kart / DEA). Yannick de Brabander (MS Kart / VM) came back with 3rd.

Elkmann dominated Race 1 from start to finish while the battle was fierce for the places of honour. De Brabander took 2nd place ahead of Andreas Jost (Anderson / VM). In the grip of technical problems, Kout finished 4th despite Marcel Maasmann (Anderson / VM).

Elkmann's engine failed him in Race 2, forcing him to retire on lap 8. De Brabander managed to find the opening on Kout on the last lap to find the way to victory. Jost climbed on the third

step of the podium in front of Maasmann and Leo Kurstjens (MS Kart / VM).

European Superkart Championship ranking after Assen

1	Peter Elkmann	75 pts
2	Adam Kout	73 pts
3	Andreas Jost	64 pts
4	Yannick De Brabander	63 pts
5	Marcel Masmann	48 pts



HAJEK

FINALLY TAKES THE TITLE

FIA
KARTING
WORLD
CHAMP.
KZ - GENK

KEY POINTS

ORGANISER

CIK-FIA

DATE

6th to 9th September, 2018

LOCATION

Horensbergdam Race Track, Genk,
Belgium / 1360 m

ENTRIES

30 drivers - 1 category

• Top quality meeting • Domination by Kosmic, Vortex and Hajek • Fine debut for Dreezen with KR and Parilla • Disappointment for CRG; both factory and Holland • Ardigo misses out for family reasons
• Entries down • LeCont tyres
Fair weather and dry track



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© Photo KSP - Philippe Kalmès



HAJEK

WINS WITHOUT A HITCH

After the pole position by Fabian Federer (CRG / TM), Patrick Hajek (Kosmic / Vortex) took the situation in hand during the Qualifying Heats by winning three times in a row. Marijn Kremers (Bi-relART / TM) proved to be his main rival, while Rick Dreezen (KR / Parilla) showed his speed ahead of Simo Puhakka (Tony Kart / Vortex) and Anthony Abbasse (Sodi / TM). Federer was only 6th after a missed start.

Everything was decided during the first lap of the final. Hajek was alone in the lead while Kremers and Puhakka crashed. Dreezen recovered 2nd place and Federer came back to 3rd from Pedro Hiltbrand (CRG / TM). Alex Irlando (Sodi / TM) was back in 4th place ahead of Paolo De Conto (CRG / TM), who was fastest on the track. It was the defeat for the French with Abbasse's crash and the modest 19th position for Jeremy Iglesias (Formula K / Vortex).





BIREL ART

AT THE FOREFRONT OF THE WORLD CHAMPIONSHIP

A legendary recovery in the International Super Cup KZ2 for Riccardo Longhi, who set many fastest laps during the meeting, and especially a place on the front row of the Final of the KZ World Championship for Marijn Kremers! The Birel ART chassis is one of the current benchmarks for the gearbox categories in the world of karting. But motorsport is sometimes ruthless and regrettable circumstances deprived the Birel ART-TM karts of the result that the whole team deserved.

birelART



KREMERS: A CONTENDER FOR VICTORY IN KZ

Under the direction of Ronni Sala and team manager Davide Fore, the Birel ART Racing team did not skimp on its preparation for the major annual event for KZ, a discipline that attracts thousands of drivers around the world. In Belgium, as soon as the Birel ART chassis took to the track on the famous Genk circuit, the Qualifying times spoke for themselves, with a succession of performances at a very high level.

Marijn Kremers started his World Championship with 2nd in the timed practice. The Qualifying Heats for the Dutchman continued in a very positive way. "I finished 2nd, 1st and 2nd in my heats, while achieving a fastest lap in the race," said Marijn. "I was really very optimistic for the Final. Alas, on the first lap, I was surprised by the braking from a driver in front of me and I could not avoid the collision. It's a pity to see this podium disappear, even a possibility of victory."

Bad luck also fell on Jonathan Thonon, caught in a collision despite his efforts at the start of the Final. Too bad, because the Belgian has shown great things with his Birel ART (three times 7th in the heats), when he had not raced at this level for over two years! The recovery to 13th position for the Dutch private driver Guust Specken should also be welcomed.

LONGHI: FASTEST IN THE FINAL

In the KZ2 International Super Cup, Riccardo Longhi finished with the absolute fastest time in the last Free Practice before the official Qualifying. "The traffic did not allow Riccardo to confirm his great speed and he had to settle for 26th place," said Davide Fore, the team manager of Birel ART. "This resulted in him meeting clashes in the pack in the heats. Despite two wins and two fastest laps in the race, he started the Final in a distant 28th position. From then on, we knew that victory had gone. However, he wanted to give us a show by coming back to 5th position. He was again the fastest of the 34 finalists (two tenths faster!) And that gives us many regrets. In any case, our Birel ART-TM karts were very effective at this big world meeting. Congratulations to the entire team and our engine manufacturers."

Always present in major events, the Swede Alexander Dahlberg finished in a magnificent 9th place out of 105 participants, while having won two heats! The Ukrainian Ivan Peklin and the English Thomas Bale were also in the field of the Belgian meeting. From the Birel ART Racing KSW team, Valentino Fritsch and Robert Kindervater were honoured to be among the finalists.



VIGANO

GREAT VICTORY WELL DESERVED

FIA
KARTING
SUPER CUP
INTER. KZ2
GENK

KEY POINTS

ORGANISER

CIK-FIA

DATE

6th to 9th September, 2018

LOCATION

Horensbergdam Race Track, Genk,
Belgium / 1360 m

ENTRIES

105 drivers- 1 category

- Top quality meeting • Domination by Tony Kart, Vortex and Vigano
- Revenge for Bray • Vidales on the podium • Several favourites in difficulty • LeCont tyres • Fair weather and dry track



Info KARTCOM - Frédéric Billet
© Photo KSP - Philippe Kalmès



VIGANO

FINALLY VICTORIOUS IN STYLE!

Matteo Vigano (Tony Kart / Vortex) was the strongest at Genk. He won every heat except one where the drivers in front were on new tyres. From Qualifying to the Final, he was the boss, and for once, no fateful blow thwarted his triumphant march. Second fastest in Qualifying, Alexander Schmitz (Tony Kart / Vortex) broke his engine in a heat before finishing with a retirement in the Final.

Emil Skaras (Energy / TM) was 3rd fastest in Qualifying and placed 6th. Adrien Renaudin (Sodi / TM) was 2nd in the heats, but his slower machine in the Final did not allow him to continue to attack and he finished 5th. Daniel Bray (GP / TM) came back in the heats and scored a nice 2nd place that probably erased the disappointment of his incident with Max Verstappen at the 2012 World Cup at Sarno. David Vidales

(Tony Kart / Vortex) took advantage of the confusion of the last laps to get on the 3rd step of the podium in front of Gaetano Di Mauro (CRG / TM). Riccardo Longhi (BirelART / TM) had a tough weekend in both Qualifying and in the heats. The Italian made an incredible comeback from 28th to a 5th place finish before being disqualified for being underweight. Emilien Denner (Kali'Kart / TM) had a number of issues

before returning from 23rd to 12th place ahead of Jean Nomblot (Sodi / TM), who had a solid track record. Hubert Petit (Sodi / TM) was 16th.

PAUWELS THE WINNER NAVALON BOYA TAKES THE TITLE

FIA KARTING ACADEMY TROPHY

3/3 - GENK

KEY POINTS

ORGANISER

CIK-FIA

DATE

6th to 9th September, 2018

LOCATION

Horensbergdam Race Track, Genk,
Belgium / 1360 m

ENTRIES

42 drivers - 1 category

- Top quality meeting
- Beautiful domination by Navalon Boya
- Pawels wins at home
- Tight overall ranking
- LeCont tyres
- Fair weather and dry track



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© Photo KSP - Philippe Kalmès



DUEL TO THE FINISH LINE

Isidro Callejas Gomez (ESP) started with pole position after Qualifying ahead of Tukka Taponen (FIN) and Guilherme De Figueiredo (BRA). But Jose Maria Navalon Boya (ESP) took the lead after a clear run in the Qualifying Heats, while Kobe Pauwels (BEL) came back to 2nd place. The two contenders were to compete for the Trophy in the Final. Very fast, the Spaniard perfectly managed his small lead in the standings and let the Belgian win the race, contenting himself with 2nd place. Joshua Rattican (GBR) was 3rd on the podium against De Figueiredo. Robert De Haan (NLD) competed in the top five after a spoiler penalty downgraded Craig Tanic (FRA) to 15th. Faced with engine problems, Sami Meguetounif (FRA) could not go higher than 9th.

Final ranking of the 2018 FIA Karting Academy Trophy

1	Jose Maria Navalon Boya (ESP)	64 pts
2	Kobe Pauwels (BEL)	63 pts
3	Guilherme A. De Figueiredo (BRA)	50 pts
4	Sami Meguetounif (FRA)	47 pts
5	Federico Albanese (ITA)	40 pts

FRENCH FFSA ESPOIRS KARTING TEAM

DISAPPOINTMENT IN THE FINAL OF THE ACADEMY TROPHY IN GENK



The circumstances did not allow the two drivers of the French FFSA Espoirs Karting Team to achieve their goals during the third and final round of the FIA Karting Academy Trophy held in Belgium on the Genk circuit. Sami Meguetounif gave everything to get back to the top of the standings after a disappointing lap in traffic, but Sunday's mechanical problems prevented him from reaching the podium. Craig Tanic made a good run to finish 4th in the Final, but a spoiler penalty then ruined his efforts.

Young Martinican Craig Tanic was once again very fast to master the subtleties of a difficult track that he learned during Free Practice disturbed by a downpour. Held up on his fastest lap, he nevertheless took the 8th position in Qualifying and went back to 6th place after three convincing races. Craig struggled with his usual battles during the 19 rounds of the Final to finish 4th on the finish line, while having the 3rd fastest time of the race. Unfortunately, his dropped front fairing earned him a 10" penalty that took him back to 15th. He was also 15th in the Trophy, although he could have finished 8th without the penalty.

Things started badly for Sami Meguetounif who was aiming for at least the top three of this Championship. Very fast during the first two Free Practice sessions, Sami could not find a clear lap at the right time during the Qualifying session. Stopped in his tracks, he only set the 23rd time and found himself in the middle of the pack in the heats. A spoiler penalty even before the start for which he wasn't responsible was expensive in the first heat, but he made up for it in the following one. Unfortunately, he was facing engine problems as early as the warm-up on Sunday morning. Despite the intervention of Vortex technicians and a change of engine before the Final, the problem reappeared. Sami was in fact 8th after four laps, setting excellent times, but the engine again let him down and he had to settle for 9th position in the race and finished 4th in the Trophy.

"We were definitely hoping better in this last meeting of the season," said Christophe Lollier, the National Technical Director. "It's always disappointing to have good cards in hand and not be able to play them well. Victory in the 2018 Academy Trophy may have been out of reach at Genk, but Sami had the potential to reach the podium despite his worries at the time. His repeated engine trouble on Sunday had heavy consequences. Before the engine betrayed him, he posted repeated purple sectors and came back like a rocket ..."

Craig, the French Junior Champion, confirmed that he was quickly learning an unknown course. He made solid runs and a great final in the top 4. Too bad a penalty made him go back. Our two drivers have made good progress this year and their talent is undeniable. We are looking

forward to seeing the French FFSA Espoirs Karting 2018 team in full force in less than two weeks for the World Championship in Sweden. "

Created in 2000 to accompany the best hopefuls towards the high level, the French FFSA Espoirs Karting Team has welcomed in its ranks several big names in national and international motorsport: Loïc Duval, Jeremy Iglesias, Arnaud Kozlinski, Jules Bianchi, Anthony Abbasse, Jean-Eric Vergne, Esteban Ocon, Pierre Gasly ... Placed under the captaincy of Yvan Muller, the French FFSA Espoirs Karting 2018 Team consists of Victor Bernier, Hadrian David, Sami Meguetounif and Craig Tanic.



SULEIMAN ZANFARI,

TOP AFRICAN AND 7TH IN THE 2018 ACADEMY TROPHY

At only 13 years old, the young Moroccan driver Suleiman Zanfari has raised the image of the African continent in international karting competition. On the podium in Italy, he finished 7th in the Karting Academy Trophy, the challenge for the young talents throughout the world, organised by the FIA. Suleiman carries the hopes of Morocco and those of all the youth of Africa in motorsport.

Four African drivers raced in the 2018 FIA Karting Academy Trophy, participation that has grown significantly over the years. At the wheel of their Exprit / Vortex one-make kart, they competed on a level playing field with the top 50 hopefuls from 40 nations on five conti-



nents. Rodrigo Almeida of Mozambique finished 32nd, Jaivir Dadhley of Kenya 25th, Joshua Coertze of South Africa 19th and Suleiman Zanfari of Morocco 7th.

Suleiman had a great season, several times fighting at the forefront of the Trophy. He was the first driver from Africa to finish on the podium at this level, finishing 3rd in the Italian Final at Lonato. Although there were difficulties during the three events on the calendar - France, Italy and Belgium - Suleiman can be proud of his performance whilst being the youngest of the top 10 drivers.

Youth is one of Africa's strengths with 500 million young people under the age of 15

ready to follow the achievements of their representatives in a global competition. The 39 national motor sport federations on the African continent are grateful to CIK-FIA for allowing four of them to show their talent in the Academy Trophy where they were warmly welcomed. Through its President Felipe Massa, the CIK-FIA must be congratulated for the implementation of such a competition where equal opportunities and fairness in sport are the main values. The Academy Trophy can fulfill its mission of revealing the most talented young drivers perfectly.

Proud to represent his country at the height of international competition, Suleiman thanks the FMRSA and its Pre-

sident Mr. Youssef Zahidi for allowing him to highlight the colours of Morocco by getting on the Final podium of the second event and finishing in a very good 7th place at the end of the season. Suleiman carries the hopes of a whole nation and opens the way for a new generation of drivers ready to follow his footsteps in motorsport.

Suleiman is already preparing for another major challenge, the FIA Karting World Championship - Junior which will take place from 20th to 23rd September in Sweden, where he will be the only representative of Africa among the 227 drivers entered in OK and OK-Junior.



WORLD CROWNS FOR TRAVISANUTTO & BERNIER

FIA
KARTING
WORLD
CHAMP.
OK/JUNIOR
KRISTIANSTAD

KEY POINTS

ORGANISER

CIK-FIA

PROMOTER

RGMMC Group

DATE

20th - 23rd September 2018

LOCATION

Åsum Ring, Kristianstad,
Sweden / 1221 m

ENTRIES

215 drivers - 2 categories

- Record participation • Six heats per driver • Numerous spoiler penalties • Vega Junior and Bridgestone OK tyres
- Changing conditions on Saturday • Finals in the dry on Sunday • Close hierarchy in Junior • 2nd world title for VDK Racing • Travisanutto finally rewarded • Brilliant performance from Kart Republic



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JUNIOR

REVELATION OF **BERNIER** CONFIRMED

The fastest driver in Qualifying, Gabriele Mini' (Parolin / TM) was less comfortable in the rain and his direct pursuer Taylor Barnard (KR / Parilla) took the lead at the end of the heats, while Kai Askey (FA Kart / Vortex), Dino Beganovic (Tony Kart / Vortex) and Gabriel Bortoleto (CRG / TM) gathered behind him. Penalised for his spoiler, Victor Bernier (Kosmic / Parilla) was 5th. The show was spectacular in the Final. The leaders were quickly caught by Bernier who settled in control with calm and assurance on the third lap of the race. Bortoleto then took 2nd place, but Mini' came back from 7th and went 2nd with two laps to go. Bortoleto was on the third step of the podium, crowned World Champion behind the excellent Frenchman Bernier. Behind Barnard, in 4th, Kirill Smal (Tony Kart / Vortex) took 10 places in 5th place with the fastest time and Marcus Amand (KR / Parilla) took an impressive 6th place. European Champion Paul Aron (FA Kart / Vortex) finished 8th ahead of the young Moroccan Suleiman Zanfari (Tony Kart / Vortex) who had gained 12 places.





OK

TRIVISANUTTO MAJESTIC TO THE END

The Italian Lorenzo Trivisanutto (KR / Parilla) finally won a major title in Sweden after flawless domination of the OK category. The European Champion Hannes Janker (KR / Parilla) battled him until the Final. Trivisanutto managed the race perfectly and came back to the lead on the penultimate lap to win the OK World Championship in front of his closest rival. With an big gap to his pursuers, Luigi Coluccio (BirelART / TM) watched from a distance and finished 3rd, while Dexter Patterson (KR / Parilla) was 4th in front of Kristianstad driver Noah Milell (Tony Kart / Vortex). Karol Basz (Kosmic / Vortex) finished 7th for his return to racing.





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TITLE FIGHT REMAINS OPEN

FRENCH
LONG
CIRCUIT
CHAMP. 2/3
CROIX EN TERNOIS

KEY POINTS

ORGANISER

FFSA

DATE

25th - 26th August 2018

LOCATION

Croix en Ternois circuit,
France- 1900 m

ENTRIES

45 drivers - 3 categories

- 2nd round of the French Long
- Circuit Championship • 20th Anniversary of the Nations Trophy
- Small entry • LeCont tyres • Mixed weather • Final meeting at Pau Arnos on 10th and 11th of November

FFSA
KARTING



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PICOT

ON THE LAST LAP

Gabin Leuillet (Sodi / TM) again set the fastest time in front of Nicolas Picot (Tony Kart / TM) and won in the heats in which Pierre Lefebvre (CRG / TM) took advantage of his consistency to take 2nd. Nelson Bondier (Tony Kart / TM) took the lead in the Prefinal against Leuillet who had to give up the start of the Final. Picot and Lefebvre were at the back of the grid. Bondier and Picot were fighting for much of the race and Picot managed to overtake his rival on the last lap while Lefebvre returned to 3rd position ahead of Tim Hansen (GP / TM) and Florian Kurtzmann (Rosso Corsa / Vortex).

Provisional classification of the French Long Circuit Championship KZ2 after Croix

1	Nelson Bondier	172 pts
2	Gabin Leuillet	157 pts
3	Nicolas Picot	136 pts
4	Florian Kurtzmann	106 pts
5	Romain Couedic	85 pts



KZ 2 / KZ 2 MASTER / KZ2 GENTLEMAN
CROIX EN TERNOIS 25 - 26 AOUT 2018



KZ2 MASTER

SAVARD REBOUNDS IN THE NORTH

Despite a spin and 18th place in the Pre-final, Yannick Savard (Top Kart / TM) was the strong man of the weekend in the category for 30 years and over. Poleman and leader of the heats, he completed a superb victorious recovery in the Final. Julien Deharte (CRG / Vortex) overtook Grégory Guilvert (Birel ART / TM) on the last lap to climb on the second step of the podium, Thomas and Armand Bailly (Sodi / TM) completing the top five.

Provisional ranking of the French Long Circuit Championship for KZ2 Master after Croix

1	Yannick Savard	168 pts
2	Grégory Guilvert	156 pts
3	Henry Daniel	111 pts
4	Thomas Bailly	110 pts
5	Armand Bailly	84 pts





KZ2 GENTLEMAN

SAVOURET THE WINNER ON THE LINE

The fastest of the 45 years and older category, Franck Savouret (KR / TM) and Benoit Portmann (Birel Art / TM) often got involved in the Masters fight before going off on the last lap of the Final. Brice Pianet (RK / TM) had set the fastest lap in Qualifying, but he was delayed later and Savouret was in the lead of the heats and the Prefinal against Portmann, who was still ahead in the Final. Pianet returned to 4th position against Raphaël Redondi (Sodi / TM) and Emmanuel Galichon (BirelART / TM).

Provisional ranking of the French Long Circuit KZ2 Gentleman Championship after Croix

1	Brice Pianet	154 pts
2	Franck Savouret	146 pts
3	Benoit Portmann	144 pts
4	Emmanuel Galichon	114 pts
5	Frédéric Feix	89 pts



VERBRUGGE WINS THE TITLE

FRENCH
MINIME
CHAMP.
MIRECOURT

KEY POINTS

ORGANISER

FFSA

DATE

24th - 26th August 2018

LOCATION

Circuit de Mirecourt Juvaincourt,
France / 1267 m

ENTRIES

41 drivers - 1 category

- New 950mm chassis in Minime
- IAME Gazelle 60cc engine
- Vega tyres
- Several sanctions
- Raffle of an engine and five chassis
- Variable weather, clear on Sunday

FFSA
KARTING



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Hugo Martiniello (Formula K / IAME) was in pole position ahead of Guillaume Bouzar (Parolin / IAME), Maxens Verbrugge (Parolin / IAME) and Stefano Ravoire (Tony Kart / IAME), but Verbrugge took the lead in the Qualifying Heats thanks to his two wins against Martiniello.

Kimi Mérieux (KR / IAME) won the first of three Finals ahead of Verbrugge and Clément Outran (Energy / IAME). Verbrugge replied by winning Final 2 in front of Mérieux, the two drivers finding themselves tied in the title race. Outran was once again 3rd ahead of Martiniello and Enzo Bionaz (Tony Kart / IAME).

The third Final proved decisive. After a close confrontation and several changes of leader, Verbrugge took the chequered flag as winner and Champion. Mérieux went round the outside of Martiniello on the last lap and was in 2nd position of the race as well as the Final classification. Martiniello finished 3rd ahead of Valentin Hervas (JB 17 / IAME) and Bionaz.

Ranking of the 2018 French Minime Championship

1	Maxens Verbrugge	285 points
2	Kimi Mérieux	270 points
3	Clément Outran	217 points
4	Hugo Martiniello	210 points
5	Valentin Hervas	203 points

KPR

WINS THE FRENCH MINIME CHAMPIONSHIP WITH VERBRUGGE

The KPR Kid's structure, set up at the beginning of the season under the responsibility of Fabrice Etienne, has perfectly achieved its objective in the "youth" categories. Léo Poncel opened the scoring with a top three in the French Cup for Cadet at Ancenis and confirmed at the wheel of his KR chassis with his title of French Vice-Champion at Soucy. In winning his ticket for Brazil, it will be the 10th participation of a KPR driver at the Rotax Grand Final which will

take place at the end of November. KPR's Rotax engines once again showed their excellent potential thanks to the expertise of Dominique Check. For his first season in Cadet, Alessandro Giusti was in the top 10 of France with his notable 9th place. The coaching of the young drivers by Fabrice Etienne is already bearing fruit.

In Minime, the new FFSA 2018 homologation required thorough work to find the right benchmarks for the Parolin chassis and the IAME Gazelle 60cc engine. KPR negotiated this change of equipment very well as its top driver Maxens Verbrugge finished under the chequered flag in the top three of the French Cup before being deprived of his place on the podium. He took a satisfying revenge at Mirecourt, during the French Minime Championship. 3rd in Qualifying Practice in changing conditions, Maxens went on the attack in the heats and led the way with two wins. He finished 2nd in Final 1, but took the lead in the other two Finals by imposing his great fighting spirit against valiant opponents. He indisputably won his first French Championship, also a first for KPR in this category. Maxens is now ready to move up into Cadet under the colours of KPR.





In the French National Cup, Mathéo Cochet (Tony Kart / Rotax), 3rd in Qualifying and 3rd in the heats, did very well moving up from 20th to 9th place in the Pre-final after an incident at the start, then crossed the finish line in 4th place, even though he was 9th after a spoiler penalty.

"It's a great success for the team!" said Dominique Chech. *"In Minime, our opponents had progressed since the French Cup and it took hard work all week to give Maxens the equipment to win. With his sense of attack, our young driver fully fulfilled his mission despite his 9 years. He deserves to be congratulated! I want to thank Fabrice Etienne, all our mechanics, Maurice Burnouf for the carburetors and the parents who trusted us. The experience with Parolin chassis has been very positive. The equipment is very efficient and we had excellent support from the Italian factory and it is not unlikely that we will continue our collaboration in the future."*

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DYLAN LÉGER

AT THE FINISH

FRENCH
CUP FOR
NATIONAL
MIRECOURT

KEY POINTS

ORGANISER

FFSA

DATE

24th - 26th August 2018

LOCATION

Circuit de Mirecourt Juvaincourt,
France / 1267 m

ENTRIES

66 drivers - 1 category

- Popular and vigorous category •
- Rotax Max 125 J engine • B'stone
- tyres • Several sanctions • Raffle
- for an engine • Variable weather,
- clear on Sunday

FFSA
KARTING



Info KARTCOM - Frédéric Billet
© Photo KSP - Guillaume Veuve



Enzo Peugeot (Tony Kart / Rotax) had the fastest lap in front of Mattéo Antoine (Kosmic / Rotax), while Mathéo Cochet (Exprit / Rotax) and Louis Pelet (Tony Kart / Rotax) dominated groups 3 and 4 in the rain. Esteban Masson (Kosmic / Rotax) had a very good run during the Qualifying Heats, his two victories allowing him to return from 16th to 1st position. Peugeot was 2nd ahead of Cochet while Mathys Jaubert (Kali Kart / Rotax) was 4th and Kevin Bejeannin (Tony Kart / Rotax) 5th.

The fight became more intense in the Prefinal. Masson scored another win ahead of Victor Bernier (Kosmic / Rotax), coming from far back, and Dylan Léger (Tony Kart / Rotax) climbed from 16th to 3rd. Isack Hadjar (Tony Kart / Rotax) climbed from 20th to 4th in front of Bejeannin. Masson and Bernier seemed to have left to fight for the final victory, but Léger quickly grabbed the lead and escaped irrevocably. Renaud Gasperment-Braye (FA Kart / Rotax) made a superb return to the leading group and reached 2nd place in front of Masson. Bernier finished 4th, Gazeau 5th and Hadjar 6th.





RAINY WEEKEND AT RISSINGTON



TUTO
SUPER ONE
SERIES
ROUND 7,
RISSINGTON

KEY POINTS

ORGANISER

Super One Series

DATE

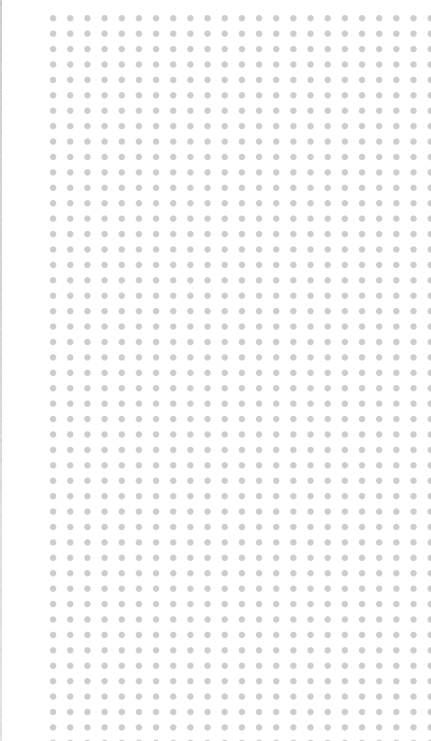
25th - 26th August 2018

LOCATION

Costwold Circuit, Rissington,
United Kingdom / 1100 m

ENTRIES

41 drivers - 1 category



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© Photo KARTPIX - Chris Walker

MSA TKM JUNIOR NATIONAL CHAMPIONSHIP

Spencer Stevenson took pole in Qualifying, 0.7s ahead of Championship leader Abbi Pulling and 0.18s ahead of Louis Harvey. He went on to win both heats. Pulling was 5th and 2nd to finish the heats on equal points with Harvey (3rd and 4th). Stevenson took the win in the wet Final 1, leading all the way to finish a tenth ahead of guest driver Reggie Duh, after Pulling dropped back slightly at the start and didn't recover for a lead challenge. Louis Harvey was 3rd and 2 seconds back. Duh won the drying Final 2 by 2 seconds from early leader Stevenson, gradually pulling away while Pulling came in 3rd another 2 seconds behind. With two rounds to go, Pulling is 33 points ahead of Butterworth on dropped scores.





MSA TKM SENIOR NATIONAL CHAMPIONSHIP

In Qualifying Adam Sparrow took pole ahead of Gavin Pitt and James Pashley. However, Pitt was on pole for Final 1 after a 2nd and 3rd in the heats, with wins going to Sparrow, Joseph Reeves-Smith and Chris Whitton. Pete Newman won Final 1 in the wet after pressuring Pitt throughout the race, then passing on the last lap. Reeves-Smith took 3rd in the early stages and stayed over a second behind Newman. Robert Welham gained 18 places to 4th but was 8 seconds behind the leaders. In Final 2 Newman held the lead for half the race before he was forced to retire with a mechanical problem, with Kyle Sproat taking over control to win ahead of Welham and Reeves-Smith. With two rounds to go, Reeves-Smith has a 28 point lead over Welham on dropped scores.





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DJKM THOMAS TEN BRINKE WINS JUNIOR TITLE BATTLE

CONCLUSION IN BELGIUM BEFORE THE WORLD CHAMPIONSHIP

Thomas Ten Brinke (FA Kart / Vortex) completed an excellent performance to take control at the end of the heats. He kept the advantage in Race 1 and won for the first time in DJKM against Ben Dörr (KR / Parilla). Zak O'Sullivan (FA Kart / Vortex) moved up from 13th to 3rd ahead of Joshua Rattican (Tony Kart / Parilla) and Enzo Scionti (CRG / TM).

Ten Brinke continued his winning streak in Race 2 and finally won the title. His direct pursuers O'Sullivan and Kai Askey (FA Kart / Vortex) had to settle for finishing out of the top 10. Dörr fi-

nished 2nd again in front of Conrad Laursen (FA Kart / Vortex), Rattican and Sebastian Ogaard (FA Kart / TM).

Final ranking of the DJKM / OK-Junior Championship

1	Thomas Ten Brinke	164 pts
2	Zak O'Sullivan	159 pts
3	Ben Dörr	153 pts
4	Kai Askey	145 pts
5	Mikkel Hojgaard	105 pts

GERMAN CHAMP. DKM 5/5 - GENK

KEY POINTS

ORGANISER

DMSB

DATE

24th to 26th August, 2018

LOCATION

Horensbergdam Race Track, Genk, Belgium / 1360 m

ENTRIES

165 drivers - 4 categories

- Last meeting of the German • Championship • Two weeks before the KZ World • Championship • RFM wins titles in OK and OK-Junior • Good debut for Hadrien David in OK • Emilien Denner wins the KZ2 Cup Vega tyres





DKM

THOMPSON CROWNED IN OK

The favourite Harry Thompson (FA Kart / Vortex) took off at the start of Race 1 in front of his team-mate Zane Maloney (FA Kart / Vortex). They were however joined by Leonardo Anderrüti (KR / Parilla) and Hadrien David (Kosmic / Vortex) and clashed until the finish. David took the win in his first OK appearance ahead of Maloney and Thompson. The penalty for Hugo Sasse (KR / Parilla) caused him to

drop to 10th place and assured the title for Thompson.

Thompson was leading Race 2 and this time gave no chance to his pursuers to challenge the victory. Nicklas Nielsen (Praga / Vortex) was 2nd in front of Bastian Buus (Tony Kart / Vortex), while Kas Haverkoort (CRG / TM) finished at the foot of the podium and David secured a good 5th place.

Final classification of the DKM / OK Championship

1	Harry Thompson	242 pts
2	Hugo Sasse	166 pts
3	Zane Maloney	156 pts
4	Kas Haverkoort	147 pts
5	Tijmen Van Der Helm	108 pts



DKM

DSKM

DSKC

SUSPENSEFUL FINAL FOR NEW KZ2 CHAMPION FABIAN FEDERER

The KZ2 title race was uncertain until the end between Fabian Federer (CRG / TM) and brothers Jorrit and

Stan Pex (CRG / TM). At the end of the heats the Pexs started on the front row, while Federer was then only 10th. The youngest Pex led Race 1 before dropping at halfway. His brother

Jorrit won against Rick Dreezen (KR / Parilla). Stan was still 3rd in front of the guest drivers Bas Lammers (Alpha / TM) and Jonathan Thonon (BirelART / TM). Federer however scored important points with his 6th place.

Stan Pex had to retire in the starting phase of Race 2. Jorrit Pex secured a second win in a row, but that was not enough to win his seventh title. Martijn van Leeuwen (KR / Parilla) and Federer made contact and Alexander Schmitz (Tony Kart / Vortex) recovered 2nd position ahead of Federer. Dreezen and Emil Skäras (Energy / TM) completed the top five. Federer was crowned one point ahead of Jorrit Pex.

Final standings of the DSKM / KZ2 Championship

1	Fabian Federer	221 pts
2	Jorrit Pex	220 pts
3	Stan Pex	197 pts
4	Alexander Schmitz	115 pts
5	Daniel Stell	111 pts

EMILIEN DENNER WINS THE KZ2 CUP WITH A DOUBLE WIN

The Frenchman Emilien Denner (Kali'Kart / TM) recovered after his disappointment at Kerpen. After taking pole position, he finished with two indisputable victories. Davids Trefilovs (CRG / TM) defended his 2nd place in Race 1 against Alessio Curto (Sodi / TM). Pawel Myszkier (Mach1 /

TM) finished 4th ahead of Patrick Kreuz (CRG / TM).

Performing very well in Race 2, Trefilovs led until Denner managed to overtake him midway through. He stayed in the wake of the champion, but had to retire before the finish. Curto inherited 2nd place ahead of Kreuz, Myszkier and Christopher Dreyspring (CRG / TM).

Final standings of the DSKC / KZ2 Championship

1	Emilien Denner	251 pts
2	Alessio Curto	205 pts
3	Tobias Mähler	162 pts
4	Pawel Myszkier	130 pts
5	Thomas Neumann	104 pts

THOMPSON & TEN BRINKE

TWO GERMAN CHAMPIONS FOR RFM

The 5th and final round of the German International ADAC Championship took place at the end of August in Belgium at the famous Genk circuit. The Ricky Flynn Motorsport team once again achieved top performances in the face of severe competition. Three Final wins, two titles for Harry Thompson in OK and Thomas Ten Brinke in OK-Junior, and two

other podiums in the Championship rewarded the work of an entire season at the highest level.

The RFM drivers were among the favourites for the last meeting of the 2018 DKM season on Genk's demanding technical track, and the British team's FA Kart chassis powered by One Engines Vortex engines did not disappoint. Harry Thompson won a well-deserved DKM title in OK. After 3rd in Qualifying, the young Briton took control during the heats. Starting on pole in Race 1, he was fighting in a fierce group

and finished 3rd to secure his place in the Championship. As the title winner, Harry was a clear winner in Race 2 having achieved the fastest lap in each of the Finals. He was crowned German Champion with a considerable lead of more than 70 points from his closest pursuer. His teammate Zane Maloney was not left behind with a climb from 10th to 4th place in the heats and a superb 2nd position in the first race. He unfortunately had to retire at the start of Race 2, but still reached 3rd place in the DKM as a reward for his overall results. For this occasion RFM welcomed a new driver, the Briton Tyler Read, who showed excellent potential for a first race at this level.

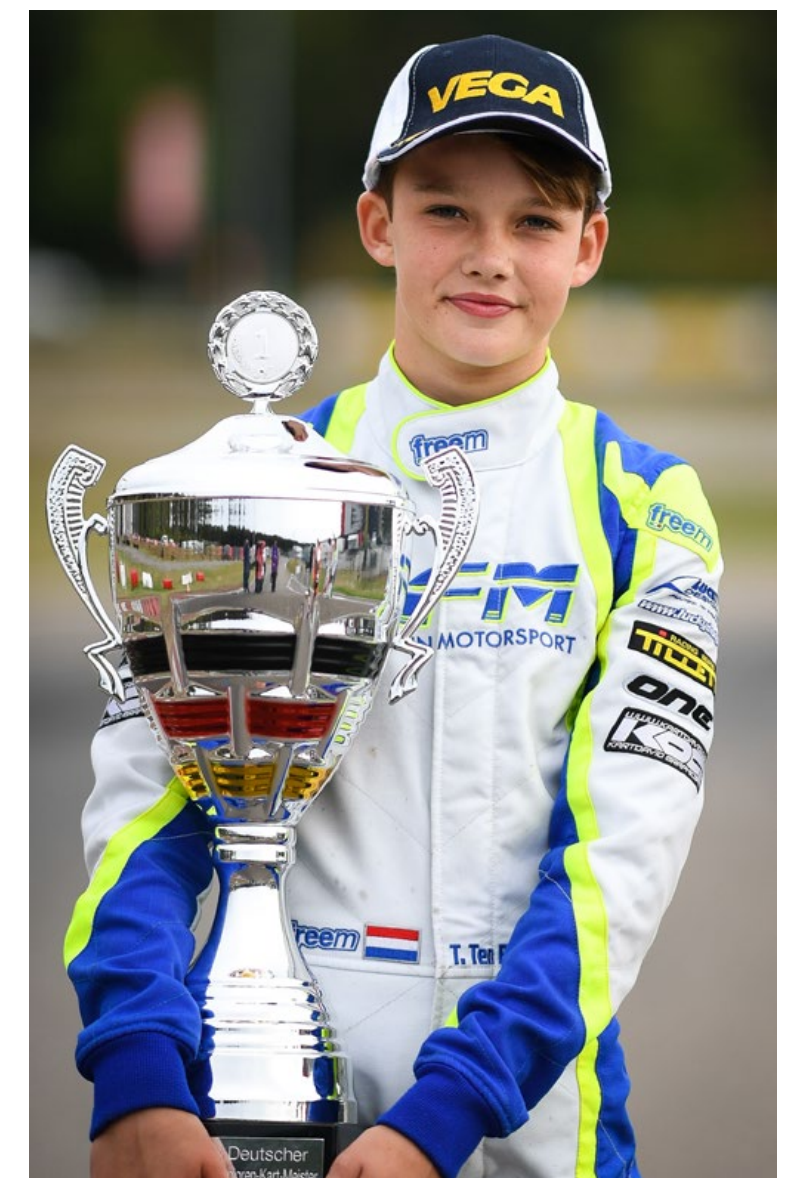
In OK-Junior, Thomas Ten Brinke continued his development within the team in the best way. After his 2nd in Qualifying and 2nd place in the first heat, he didn't leave the lead. Double winner of the Finals on Sunday, he was at the front of the DKM standings with great success and won his first Junior title. Zak O'Sullivan was a little less successful. Penalised in the last heat, however, he was on the podium of Race 1 before giving up ground

in the last Final. This did not prevent him from finishing the Championship in 2nd place. Kai Askey completed RFM's success in 4th after a difficult run near the top 10. Matthews Rees had some setbacks on the Belgian track and ended with a retirement at the start of Race 2. He was finally 13th just in front of Conrad Laursen, very efficient at Genk, as he managed to get on the podium of the last race.

Ricky Flynn Motorsport is already one of the leading protagonists in the upcoming OK and OK-Junior World Championship in a few weeks in Sweden at the Kristianstad circuit.

RFM.TEAM +

RFM



VAI, RACERS, VAI!



ROTAX MAX CHALLENGE
GRAND FINALS 2018

CONDE - PARAÍBA, BRASIL / Nov 24 – Dec 1



REMPORTEZ VOTRE TICKET ET
INTÉGREZ LE TEAM FRANCE ROTAX 2018

EN PARTICIPANT AU CHAMPIONNAT NSK
OU LA FINALE DU CHALLENGE ROTAX FRANCE
OU COUPE & CHAMPIONNAT DE FRANCE

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THE BIG NATIONAL MEETING FOR ROTAX DRIVERS IN FRANCE

ROTAX MAX CHALLENGE FRANCE

LAVAL

KEY POINTS

ORGANISER

3MK Events

DATE

14th to 16th September 2018

LOCATION

Beausoleil Louis Paillard Circuit, Laval, France / 1232 m

ENTRIES

139 drivers- 6 categories

- 19th edition of the Rotax Max France Challenge
- A success story for 3MK Events
- Increased participation
- Sunny weather
- French Cup for Rotax Max and Rotax Master
- Intense races on a technical route
- Very appealing prizes
- Four Grand Final tickets won by Augustin Bernier, Marcus Amand, Paul Fourquemin and Nicolas Picot



Info KARTCOM - Frédéric Billet
© Photo KSP - Philippe Kalmès

ANOTHER SUCCESS FOR GILTAIRE

Arthur Poulain (Birel ART) had shone in Qualifying, then Augustin Bernier (Birel ART) took the lead in the heats. But it was Evan Giltaire (Birel ART) who won in the Final despite the constant pressure from Bernier, while Poulain was on the 3rd step of the podium. Karel Schulz (KR) moved up from 8th to 4th position ahead of Jules Roussel (Sodi) and a strong driver at the start of the weekend, Corentin Rousseau (CRG) in 6th.

CADET

ROTAX MAX CHALLENGE

COUPE DE FRANCE

ROTAX MAX ET ROTAX MAX MASTER





NATIONAL

MAX CHALLENGE

FINALE NATIONALE

COUPE DE FRANCE

ROTAX MAX ET ROTAX MAX MA

NATIONALE

A TICKET TO BRAZIL FOR VICTOR BERNIER

Marcus Amand (KR) made the most of his debut in the National category. His main rival was the poleman Guilhem Crespin (Exprit) who chased him to the finish line. Amand however managed to win while César Gazeau (FA Kart) accompanied them on the podium. Guillaume Treillard de Quinmont (Tony Kart) and Valentin Lumet (Sodi) completed the podium of this spectacular category reserved for 12-16 year olds.

DESERVED FRENCH CUP FOR FOURQUEMIN

ROTAX MAX

François Peurière (Tony Kart) was the fastest in Qualifying, but from 2nd Paul Fourquemin (Sodi) was quick to take the situation in hand. Winner of four heats, he won in the Prefinal before taking victory in the Final. Jean Nomblot (Sodi) made a solid run in 2nd position ahead of Alexandre Jenouvrier (Tony Kart). Charles Seguin (Tony Kart) and Jacques Missimily (FA Kart) followed in the top five. Too bad that Adrien Renaudin (Sodi) and Marc Cammarata (Sodi) could not get involved in the Final fight after their collision on the first lap.



ROTAX MASTER

MICHEL PEURIÈRE WINS THE CUP

Michel Peurière (Tony Kart) simply set the fastest time and won three heats before concluding with the win in the Final. Florian Bourdon (Exprit) had however taken the lead in the heats after a poor performance by the leader on Saturday afternoon and he responded before containing Jacques Gautier (Sodi) in the Final. Franck Lavergne (Sodi) took 4th position in front of his team-mate Bruno Dos Santos (Sodi) who finished very well.



PICOT & ADAMS

FIGHT FOR THE WIN AT LAVAL

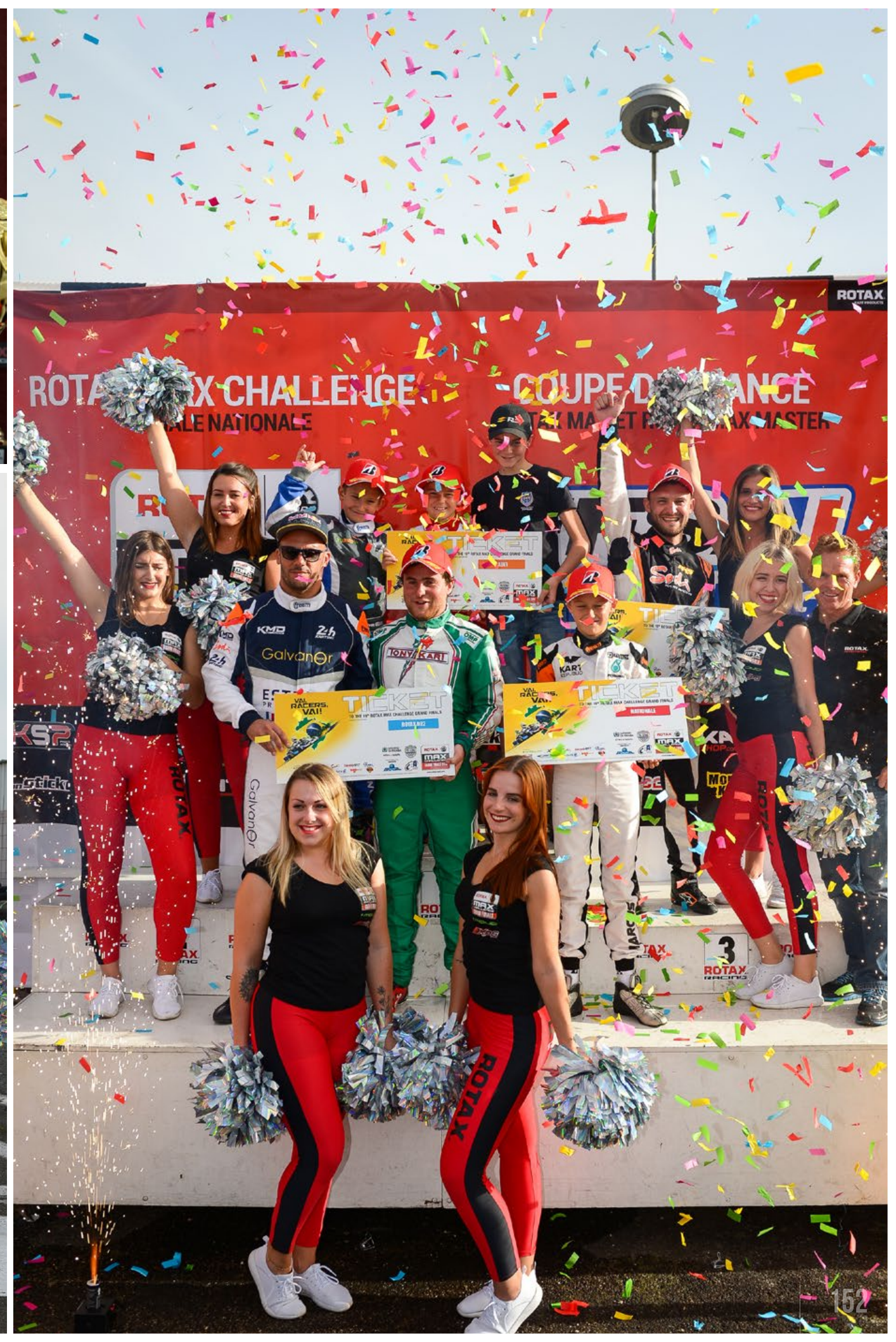
Lucas Joly (Sodi) first achieved the fastest DD2 time, then Nicolas Picot (Tony Kart) won all the heats in front of Andrew Williamson (Exprit). It was again Joly who challenged the domination of Picot during the Final. But he managed to distance himself at the end of the race to ensure a good victory. Joly in 2nd and Williamson in 3rd were on the podium.

Christophe Adams (Sodi) won everything in the age 30 and over category of DD2 Master, except for the last heat. While Romain Bossard (Sodi) had long held 2nd place, it was Gil Berthelot (CRG) who took it in the end.

DD2 / DD2 MASTER







COLLET

ASSERTS HIMSELF AS THE BOSS



FRENCH
F4 CHAMP.
5/7, MAGNY-COURS

KEY POINTS

ORGANISER	FFSA Academy
DATE	7 th - 9 th September 2018
LOCATION	Nevers Magny-Cours Circuit, France / 4411 m

- FFSA Academy Championship
- New F4 Mygale to FIA standards
- Three races during the weekend
- Two wins for Collet
- One win for Leclerc
- Pourchaire the top junior
- Eight different winners since the beginning of the season
- Collet increases his lead, positions tight behind him
- Next meeting from 5th to 7th October at Jerez (ESP)



Info KARTCOM - Frédéric Billet
© Photo KSP - Guillaume Veuve

Already the holder of the fastest Free Practice time, Caio Collet confirmed by being the fastest in Qualifying and ensuring pole position for Races 1 and 3. Ugo De Wilde and Ulysse De Pauw followed him in the top three.

The Brazilian clearly dominated Race 1, which he won by more than 7" after having outstripped his menacing rivals in the early laps. Théo Pourchaire held the pace behind the leader, Adam Eteki managed to take 3rd position in front of the fine recovery of Arthur Leclerc in 4th position.

Always very lively because of its inverted grid, Race 2 began with several adventures and the intervention of the safety car. Reshad De Gerus managed to take the lead while Leclerc put him under pressure and passed him on the last lap. De Pauw cut the line in 3rd position followed by Collet, holder of the fastest lap.

Collet won again brilliantly in Race 3 after two laps behind the safety car. Pourchaire was again his most serious opponent in 2nd position, 2 seconds later under the chequered flag. Leclerc got the better of Eteki for his second podium of the weekend.





Provisional ranking of the French F4 Championship after Magny-Cours

F4

1	Collet Caio (BRA)	214.5 pts
2	Leclerc Arthur (MON)	164 pts
3	De Pauw Ulysse (BEL)	161 pts
4	Eteki Adam (FRA)	161 pts
5	De Wilde Ugo (BEL)	151 pts

JUNIOR

1	Pourchaire Théo (FRA)	306.5 pts
2	De Gerus Reshad (FRA)	205 pts
3	Muth O'Neill (DEU)	191 pts
4	Al Habsi Shihab (OMA)	188.5 pts



CAIO COLLET

TWO NEW F4 WINS FOR THE 2018 WINFIELD VOLANT

Through Caio Collet's ever more impressive performances at the FIA French F4 Championship, again the Winfield Volant is in the spotlight. The main contender for the 2018 title, the Brazilian scored a lot of points in the fifth round at Magny-Cours, winning two races and coming back to 4th in the race started on a reversed grid.

The quality of the very international field continues to motivate Caio Collet, ever more determined to become French F4 Champion this year and to bring to the colours of the Winfield Volant to the highest level. For Caio, his season started at the Paul Ricard circuit and the Winfield premises.

After three intensive days of training and selection, the Brazilian hopeful became the first winner of the new version of the famous Winfield Volant whose name evokes a host of great champions in the history of motorsport.

Since then, Caio Collet has gradually taken the lead over his opponents in F4. At Magny-Cours, his domination was reaching a crescendo. Already the fastest Free Practice, he won both pole positions, being the only one to drop under 1'46! He was to repeat this performance in Race 1, running more than 5 tenths faster than his rivals and winning after a superb solo race. Forced to start in 10th place due to the reverse grid principle, Caio managed to keep a cool head to get through the clashes of the pack and move up to 4th position, with the fastest lap of the race, while scoring 10 points more in the classification.

In Race 3, he managed the wear of his tyres perfectly and again widened the gap on his main rivals in the Championship unstoppably. The win and the fastest lap rewarded the Brazilian, by far the best performer of the weekend.

At two meetings of the end, Collet now has 50.5 points ahead of his closest rival. The Winfield Volant intends to keep this advantage until the end ...

Among the other drivers who shone at Magny-Cours, many of them took part in the 2018 Winfield Volant, such as Théo Pourchaire, Arthur Leclerc, Adam Eteki, Ugo De Wilde, Esteban and O'Neill Muth and Theo Nouet.





THÉO POURCHAIRE

RETURNS TO THE FRENCH F4 CHAMPIONSHIP

With two new podiums achieved with panache, Théo Pourchaire managed to move back up to 2nd place of the French F4 Championship, organised by the FFSA Academy, in one fell swoop. At Magny-Cours, on the famous circuit that has hosted the French Formula 1 Grand Prix 18 times since 1991, the

young Frenchman has also won twice in Junior, where he is only a few points from the Championship.

DUEL FOR POLE POSITION

Now based at Le Mans for his education, close to the premises of the training centre of the French Federation of Motor Sport

which has followed him since his start in karting, Theo Pourchaire has made the most of his return to racing. In the fifth of seven rounds of the French F4 Championship, the French hopeful was one of the two best performers of the meeting.

In posting the 2nd fastest time of free practice, only 6 thousandths from the leader, Théo Pourchaire showed all of his speed and talent. "I was hoping to confirm that during the Qualifying session. I held pole position for several minutes, when I unfortunately experienced an electronic

problem," says Theo. "I had to stop on the track, which resulted in a red flag. When we restarted, I still managed to improve my time, but the problem came back and I was not able to benefit from another attempt. Two drivers ended up getting ahead of me at the end of the session."

THEO STORMS THE PODIUM

"In Race 1, I was able to overtake for 2nd at the Adelaide hairpin during the sixth lap," continues the driver from Grasse. "But the leader, Caio Collet, was too far ahead and I could only secure 2nd place, which was 1st of the Juniors."

Despite his desire to score maximum points in Race 2, his performance was cut short because of a problem with braking from the start. But on Sunday, curtain-raiser of the FFSA GT series, always followed by thousands of enthusiasts, Théo Pourchaire would soon return to the podium. "My start was very good, I was able to overtake Ugo De Wilde at the exit of the Estoril curve. I pushed throughout the race, keeping a fast and steady pace. Although I could not stop Collet from winning, I managed to widen the gap to get out of the pack and get on the second step of the podium."

Not always very lucky with his equipment this season, Théo Pourchaire welcomed these two top three finishes with optimism at Magny-Cours, meaning two victories in the Junior ranking that he continues to dominate. As for the overall classification, he has returned to 2nd position. "The title is always possible," says Theo. "We need to believe. With the Simumotion team that trains me, I will prepare optimally for the last two meetings in October, at Jerez de la Frontera in Spain and on the Paul Ricard circuit at Le Castellet. One goal: victory!"



THE QUADRUPLE AND THE TITLE FOR R-ACE GP!



Info & © Photo Renault Sport

R-ace GP scored a resounding fourfold result in the second Formula Renault Eurocup race at the Nürburgring. By finishing ahead of Victor Martins, his partner in the Renault Sport Academy, and his team-mates Charles Milesi and Logan Sargeant, Max Fewtrell returns to 13.5 points behind Christian Lundgaard (MP Motorsport), still at the top of the overall standings. The show of strength from the French team also enabled them to win their second consecutive teams title before the last two meetings of the season.

MAX FEWTRELL AHEAD OF HIS TEAM-MATES

On Sunday morning, the Group B drivers were the first on the track. Victor Martins finished ahead of Logan Sargeant in 1'56"929. This time was however quickly beaten by Group A, marked by the duel between Max Fewtrell and Christian Lundgaard. The Brit finally won with 1'56"028 while Charles Milesi was between the two.

On the starting grid, R-ace GP monopolised the first two rows with Max Fewtrell, Victor Martins, Charles Milesi and Logan Sargeant in that order. Behind them, Christian Lundgaard and Yifei Ye (Josef Kaufmann Racing) shared the third row, followed by Oscar Piastri (Arden Motorsport), Thomas Neubauer (Tech 1 Racing), Lorenzo Colombo (JD Motorsport) and Alexander Smolyar (Tech 1 Racing).

FOURTH BRITISH SUCCESS IN 2018

Initially, Max Fewtrell controlled the pack led by his three team-mates in spite of the efforts of Christian Lundgaard. As Raúl Guzmán (Fortec Motorsports) and Phil Hill (Anders Motorsport) had problems before the start, the safety car made its appearance at the beginning of the second lap to clear the car of Axel Matus (AVF by Adrián Vallés), after an accident on the pit straight.

The removal proved complex, the race was suspended before resuming ten minutes later. After a lap behind the safety car, it withdrew. The leading positions remained identical to the restart, but Alex Peroni (MP Motorsport) took 10th place at the expense of Thomas Neubauer. The Australian then attacked Lorenzo Colombo successfully while the Frenchman was under pressure from Thomas Maxwell (JD Motorsport) and Neil Verhagen (Tech 1 Racing). In their wake, Lorenzo Colombo returned to the pits, with a damaged front wing.

Mastering his task from start to finish, Max Fewtrell won 2 seconds ahead of Victor Martins. Charles Milesi and Logan Sargeant completed this quad for the R-Ace GP team, followed by Christian Lundgaard and Yifei Ye. In 7th, Oscar Piastrì was ahead of Alexander Smolyar and Alex Peroni while Thomas Neubauer kept the last point uncertain by resisting Thomas Maxwell until the chequered flag.

THEY SAID

MAX FEWTRELL (R-ACE GP):

"This weekend, we had a good pace from the start. We did not let up for all three days and our work paid off. Before Budapest, I thought it would be hard to fight for the title, but we are back in the game! We always knew we had the potential, but we had to get rid of a bit of bad luck. I hope we can continue on this dynamic for the last two meetings and I cannot wait to see how it all ends!"





VICTOR MARTINS (R-ACE GP):

"It's always nice to be back on the podium. I had a good start and was able to keep in touch with Max. I tried to narrow the gap between us, but he was too fast today. This is a satisfactory result and I hope we will have the same results next week. Even though I'm still in the running for the title, I continue take it a race at a time. We will add it up at the end."

CHARLES MILESI (R-ACE GP):

"Since my victory in Monaco, the pace was still there, but I was not able to put everything together in Qualifying. This weekend, my performances were even better and I was confident on Friday morning. I think that's what I missed, so I'm happy about it!"

THIBAUT DE MÉRINDOL (TEAM MANAGER, R-ACE GP):

"We are delighted with this second title in a row which confirms the work we have been doing for several years now. I would like to thank all the women and men who work with us: the mechanics, the engineers, the logistics, ... And of course the drivers. This year we have four very strong drivers in Formula Renault Eurocup. They form the basis of this success, but we must remain 100% focused on taking the drivers crown. We will do everything to achieve that and I am convinced that we have the potential."

Provisional general classification *

1	Christian Lundgaard (MP Motorsport)	215 pts
2	Max Fewtrell (R-ace GP)	201,5 pts
3	Yifei Ye (Josef Kaufmann Racing)	198 pts
4	Victor Martins (R-ace GP)	171 pts
5	Logan Sargeant (R-ace GP)	153 pts

* subject to the officialization of the results at the end of scrutineering and sports.

A PODIUM AFTER HARD WORK FOR CHARLES MILESI

For his first year in Formula Renault Eurocup, Charles Milesi is regularly among the best performers in the pack. At the Nürburgring, a place steeped in the history of motorsport, the French driver was very combative. From the fastest time in the first session of collective testing to the 3rd step of the podium during the second

race of the German meeting, Charles took the opportunity to significantly improve his points total. In addition, thanks to these results and those of his team-mates, Thibaut de Mérindol's R-ace GP team had the opportunity to make sure of the teams title!

23 THOUSANDTHS FROM THE SECOND ROW!

Somewhat frustrated with his trip to Hungary, Charles Milesi arrived in the Eifel mountains determined to return to the podium for the 8th of the 10 meetings in 2018. Focused on his goal, he needed to start off at the top of the hierarchy on Friday morning, during the first collective tests on a dry track, pulling out a good margin of 4 tenths on his immediate pursuer.





The next day, the first Qualifying session started under excellent auspices and ended with a promising 3rd place in his group, however with a small regret. "One of my opponents beat me by just 23 thousandths," said Charles. "That's a small gap, but it meant I lost a line on the starting grid of Race 1." When the lights went out, Charles was on the pace, even close to taking 5th place. Alas, the driver Bourguignon was slightly trapped on the outside at the Nürburgring and fell to 7th position. This would be his result at the finish, taking more than 9 seconds ahead of the rest of the pack.

BACK IN THE TOP THREE ...

As it had been since Friday, the weather was still good on Sunday for the second Qualifying session and Race 2. Calm and confident, Charles Milesi would fully exploit the potential of his car to rank 2nd in his group and win his place on the second row inside for the race. "Since my victory in Monaco, I know that the performance is still there. But every time, you have to put together the small details to make a difference. Because in Eurocup, it is essential to get to the front, as the standard is incredible," commented the French hopeful.

Charles was to perfectly exploit this brilliant Qualifying to take the checkered flag in 3rd position. "Charles made the right choices at the start to keep his place. He also managed the interruption of the race by the safety car period. Then, Charles was consistent, which allowed him to keep Logan Sargeant behind him, 4th in the Championship," said Julien Abelli of Simumotion. "At the Nürburgring he had a very positive attitude. This is a good omen for this weekend at Hockenheim."

The icing on the cake was that R-ace GP celebrated its coronation in the team standings thanks to the points scored in Germany by all of its drivers.

PLAYER VIDEO



FIA KARTING EUROPEAN JUNIOR CHAMPIONSHIP
Final



WILD RIDE
Aston Martin
Red Bull Racing road trip



FFSA KARTING
The highlights of Mirecourt



GENK
ADRIEN RENAUDIN
2018 FIA Karting European K22 Champion



ONCE AGAIN !

CIK-FIA INTERNATIONAL PHOTO CONTEST "**BEST PHOTOGRAPH OF THE YEAR**"

BEST PHOTOGRAPH OF THE YEAR 2007, 2008, 2011, 2012, 2013, 2015 & 2017