



**FIA KARTING
EUROPEAN
CHAMPIONSHIP**

PRESENTED BY **MONDOKART.COM**

LeCont

OFFICIAL SUPPLIER

by **LECONT**
COMMUNICATION

ROAD TO... ZUERA

The 2023 season of FIA Karting races provided by LeCont is about to begin. Just like last year, the KZ and KZ2 categories will be involved and it will start from Spain and the first round of the two European Championships in these two categories will be held from the 13th to the 16th of April at the International Circuit of Zuera, a town of around 7,000 inhabitants in the Aragon region of Spain, less than 30 kilometres from the city of Zaragoza...

The Zuera International Circuit is steeped in history and is one of the most prestigious circuits in international karting. With a length of just under 1.7 kilometres, it is undoubtedly one of the fastest and most demanding circuits for drivers, karts, engines and tyres. For the upcoming European Championship race, lap averages of 105/106 km/h are expected, with peaks approaching 160 km/h as the drivers negotiate the first very fast corner.

As quoted in the official FIA Karting race presentation press release, *"The Circuito Internacional Zuera is the longest of the season at 1,699m in the wide open spaces of the Aragon desert. Known for its speed, the Spanish track is also very technical. The width of the track increases the possibility of overtaking and the slipstream phenomenon is not to be neglected. All these attributes have been appreciated by the vast majority of international drivers since 2007. The last time KZ came here was in 2016 during a CIK-FIA European event. Finally, the climate in Zuera can produce strong winds and sudden weather changes with a tendency for storms. Both categories in Zuera will be equipped with LeCont 'Prime' tyres and 100% sustainable P1 Fuel will be used exclusively."*

With a total of 123 drivers entered (31 in KZ and 92 in KZ2), the race weekend will be very intense and, especially in the KZ2 category, the tyre management factor will certainly be decisive for the final result. Divided into six groups (A, B, C, D, E and F), the KZ2 competitors will have to complete qualifying, 5 heats and the Super Heat with only 1.5 sets of slick tyres. Finding the best compromise between speed and tread wear will certainly be one of the main keys to qualifying for the final, where all 36 qualifiers will have a new set of tyres at their disposal.

The weather forecast seems to indicate dry conditions throughout the race weekend, with very little risk of rain, and temperatures that are spring-like but not too high, ranging from 22 to 26 degrees Celsius in the afternoon, but much cooler in the morning, at 7 degrees Celsius. The wind, which can often be strong and annoying when it sweeps across the circuit, which is situated on a plateau, does not seem to want to be invited on this occasion, as the forecast is for it to blow at a low speed (4-8) in the N-NW direction.

ZUERA INTERNATIONAL CIRCUIT

LENGHT OF THE TRACK: **1.699 km**

Address of the circuit:

CARRATERA NACIONAL 330 - KM 521.5

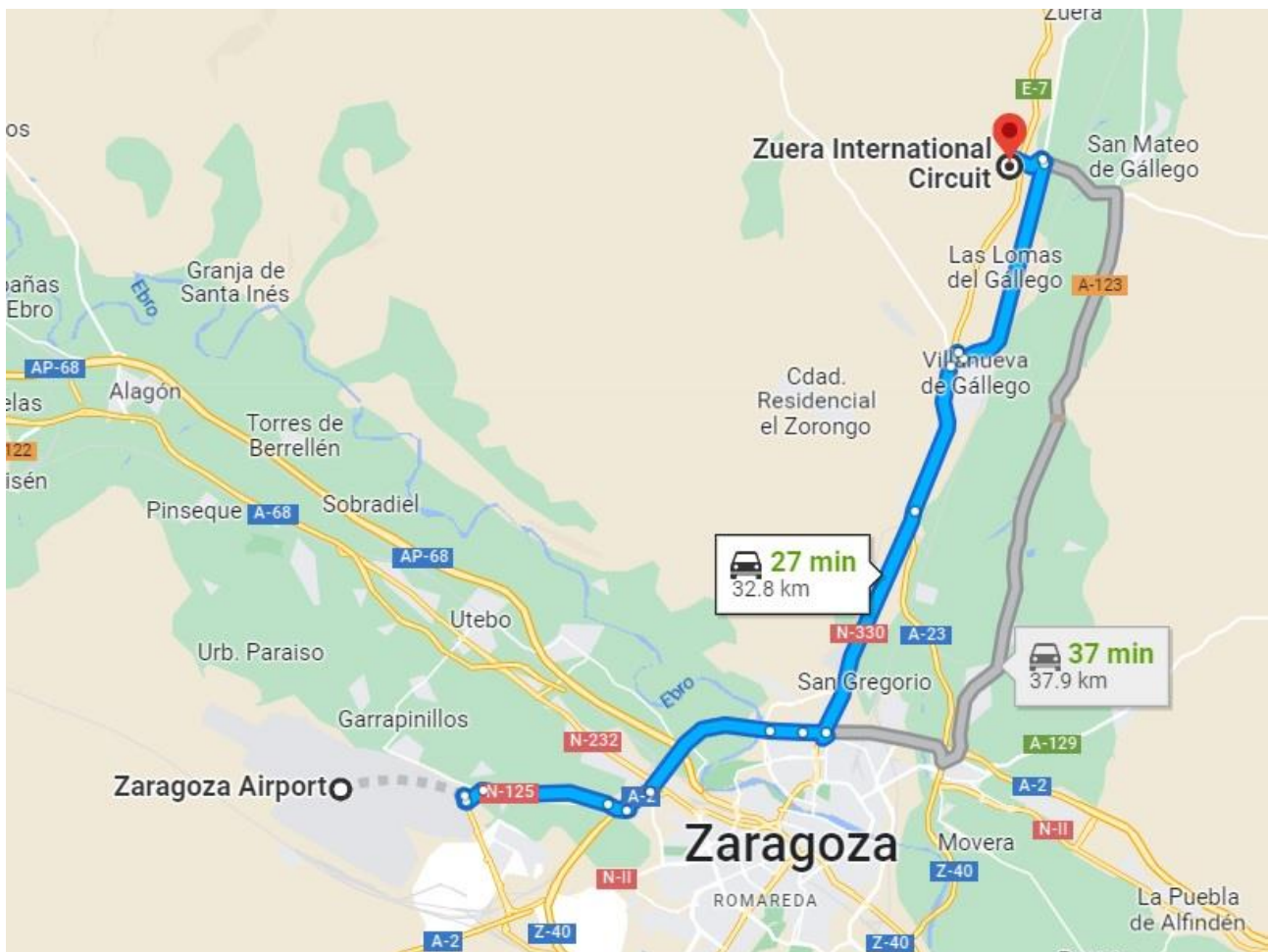
E - 50800 ZUERA

SPAIN

Website: <https://circuitointernacionaldezuera.es/en/>

Google Maps position: <https://goo.gl/maps/JhMxiTEruUYzvEc9>

Reachable in less than 30' by car from Zuera airport



A LAP RECORD TO BEAT FOR 125 GEARBOX CATEGORIES:

The current lap record of the Zuera International circuit for the gearbox classes was established in 2011 by KZ2 category equipped with CIK Soft Tyres:

58.423 (*Mirko Torsellini, CRG-Master-Vega*)

Last FIA KARTING race with gearbox classes: 2016 KZ European Championship, when the Pole Position and best lap of the event was settled with CIK Prime tyres in:

59.141 (*Patrick Hayek, Kosmic-Vortex-Vega*)

Unofficial indications from recent private testing on the Spanish circuit suggest that the track-record could be improved during the

2023 FIA KARTING EUROPEAN CHAMPIONSHIP PRESENTED BY MONDOKART.COM – RACE OF SPAIN – ROUND 1

for KZ and KZ2 categories.

We will see, and we are eager to find out.

The last time LeCont equipped the KZ2 category at the Zuera circuit with LeCont LP CIK F/Z Prime tyres of the previous homologation was in 2015. At that time the pole position was taken by the French Laurent Thomas (Tony Kart-Vortex) with a lap-time of 59.800.



A SPECIAL TROPHY FOR 'SPECIAL' DRIVERS

The ROUND 1, RACE OF SPAIN, of the 2023 FIA KARTING EUROPEAN CHAMPIONSHIP presented by MONDOKART.COM will also mark a new stage in the history of LeCont as a supplier of tyres for the FIA KARTING sanctioned events.

For the first time, a new trophy will be awarded: the LeCont Pole Position Award, which will be given to the fastest driver in each of the two categories, KZ and KZ2, in the qualifying races.

Who will be the two fastest of the 31 competitors in the KZ category and the 92 in the KZ2 category?

Who, in each class, will be lucky enough, and above all good and fast enough, to win this coveted trophy, which we believe will become a "must" over time?



WHICH AND HOW MANY TYRES

The current tyre regulations stipulate the maximum possible use of tyres during a FIA KARTING event.

Specifically, for the 2023 FIA KARTING EUROPEAN CHAMPIONSHIP PRESENTED BY MONDOKART.COM for the KZ and KZ2 categories, competitors in both categories will be able to use the following allocation:

- From the second free practice session on Thursday and throughout free practice on Thursday and Friday:
 - 4 sets of slick tyres each, to be registered by the CIK FIA Karting officials and allocated to the respective drivers.
 - A free number of possible wet tyres and also slicks - not registered - for the first free practice session on Thursday.
- From the qualifying session and throughout the race, before the respective finals of the two categories:
 - 1.5 sets (3 front and the same number of rear) of slicks each
 - 2 sets (4 front plus the same number of rear) of wet tyres
- In the final of each category
 - 1 set (2 front and the same number of rear tyres) of new slick tyres, which the drivers must use.



SLICK: LeCONT SVC CIK PRIME



WET: LeCONT SV1 CIK WET

This is in addition to the tyres that LeCont will transport to the circuit to cover any additional slick tyre requirements for the first free practice session and wet tyres for all the free practice sessions.

In total, a transport truck plus LeCont's race service truck will be mobilized to transport these tyres.



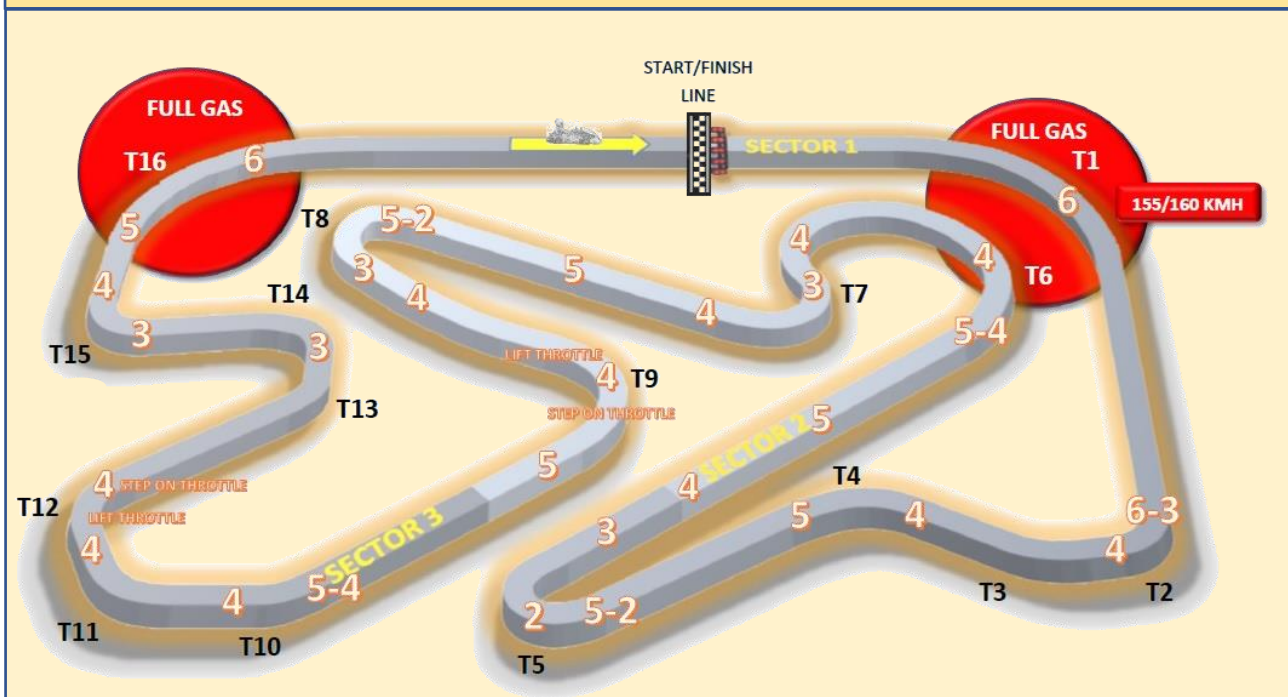
A LAP OF THE ZUERA INTERNATIONAL CIRCUIT

As already mentioned, the Zuera International Circuit is known for its high speed (it is the fastest of the FIA 2023 season) and is very abrasive and wear intensive. All competitors know from the start that they will have to expect significantly more wear than usual for the LeCont SVC CIK Prime slicks.

In most cases, the left rear tyre will be the most stressed and subject to higher wear. But why?

Let's find out together by taking a virtual lap of this beautiful and very demanding 1.7 km track.

In some cases, drivers may wonder whether it is better to push hard all the time or occasionally to slow down in some strategic track corners, reducing the pace in order to maintain good tyre performance, preserving the tread and the subsequent pace and the possibility of safely completing the race phases before the final. The ability to handle slick tyres though the entire event will certainly be the extra weapon of the best drivers and chassis tuners. Easier said than done. We will soon see what happens in reality.



The various Turns are indicated on the drawing with T plus the corresponding number. For example, T1 stands for Turn 1.

A VERY FAST CLOCKWISE “TURNS” OVER

TURN 1 - You enter TURN 1 in 6th gear, which you tackle at full throttle, without letting up, at a speed that can vary between 155 and 160 km/h depending on the kart. This is undoubtedly the most demanding point for the tyres, which are subjected to a heavy load that puts both the carcass and the tread to a big effort due to the high grip. In particular, the left rear tyre is put to a high effort. Continue at full speed until you reach the braking point for TURN 2, where you downshift from 6th to 3rd gear.

TURN 2, 3 and 4 - You drive through TURN 2 in 3rd gear, almost at full throttle, without letting the left rear tyre breathe (right from the last corner of the previous lap!), to almost immediately shift into 4th gear, with which you drive through TURN 3 and TURN 4 at full throttle.

TURN 5 - At the end of TURN 4, engage 5th gear, which is used for the short straight that separates the hairpin (TURN 5). Downshift from 5th to 2nd gear, which you will take through the hairpin. Although it is taken at low speed, it is another 'heavy' corner for the left rear tyre. It is important to find good traction immediately on the exit.

TURN 6 - Coming out of TURN 5, shift up to 5th gear. Then, on the approach to TURN 6, downshift to 4th gear and take this very demanding 180° left-hand corner, also quite stressful especially for the right-hand tyres.

TURN 7 - On the approach to TURN 7, downshift to 3rd gear and take this tight corner leading into a medium straight. At the exit, shift into 4th and then up to 5th.

TURN 8 - At the braking point for TURN 8, downshift from 5th to 2nd as you enter the corner. Then quickly engage 3rd and 4th.

TURN 9 - You come up to full 4th, but on the approach to TURN 9 you have to shortly release the throttle, then quickly get back the throttle and engage 5th, which takes you down the short straight to TURN 10.

TURN 10 - You downshift into 4th gear and take the three turns to the right of the 'square turn'. You open the throttle to full, then let off the throttle for a moment just before the apex of TURN 12, then immediately step back on the throttle with your right foot. This succession of right-handed 'on the throttle' corners is another great moment of stress for the left rear tyre.

TURN 13 - Here you drop down to 3rd to take TURNS 14 and 15, which basically led you in the main straight. From here on, the grip provided by the new tyres allows you to accelerate and quickly take up 4th, 5th and 6th gears with your right foot at full throttle.

TURN 16 - From the outside it looks like a big corner, but from behind the steering wheel it's just a prologue to the start/finish straight, a turn that you take at full throttle in 6th gear and from there you keep the throttle on all the way down the long straight and through Turn 1 and the following straight to the TURN 2.

Another lap, another run.

It should be noted that despite the three demanding braking sections of TURN 2, TURN 5 and TURN 8, Zuera is not a track that puts a lot of strain on the brakes and is not a 'brake-pad eating circuit'.

DISCOVER ZARAGOZA

TEXT FROM SPAIN.INFO <https://www.spain.info/en/destination/zaragoza/>

With more than 2000 years of history, Zaragoza is known for its colossal Basilica del Pilar, its Roman foundation, its cultural diversity and the approachability of its people.

But its visitors have discovered much more among its streets. Zaragoza has two majestic cathedrals, a fortified Islamic palace in the city centre, monumental remains of the Roman Caesar Augusta, Renaissance-style palace houses, unique treasures of the work of Francisco de Goya, emblems of modern architecture and one of the most diverse gastronomic scenes in Spain.

A crossroads

Zaragoza, capital of Aragon, is the fifth Spanish city in number of inhabitants. Located at a crossroads between other large Spanish cities, the capital of the Ebro is an ideal destination for a city break. Its international airport, its high-speed train station and its radial road network place it 2/3 hours from the main destinations in the north and centre of Spain, as well as the south of France.

A destination of surprises

It's easy to feel at home in Zaragoza. The approachability of its people, the accessibility of its spaces and the freshness of its blue skies are the best setting for a city endowed with a rich heritage, characterised by its cultural diversity. Zaragoza also has a monumental and pedestrianised old quarter, large green spaces with a unique character, kilometres of cycle lanes, sustainable urban transport, a wide variety of squares, viewpoints, terraces, corners, surprises, palaces, museums and churches. And the warm social atmosphere of its streets, the gastronomic variety of its restaurants, its tapas and its nightlife.

And a monumental city

Zaragoza is a monumental historical heritage site. The heritage of its four ancestral cultures flourishes in its streets.

Its main attraction, the *Basilica of Nuestra Señora del Pilar*, is the symbol of the city and Zaragoza's second cathedral. Inside, you can find beautiful works by Francisco de Goya and the revered carving of the Virgen del Pilar. An essential part of a visit to the Basilica is the climb to the lookout tower of San Francisco de Borja. A few steps away, is the *Cathedral of El Salvador*, the city's main historic temple and a



leading example of Aragonese Mudéjar art, awarded the World Heritage designation by the UNESCO. Inside, it also houses one of the best collections of Flemish tapestries from the 15th-17th centuries. Also essential is the beautiful Aljafería Palace, an 11th-century Islamic fortress, built as a pleasure palace for the kings of the *taifa of Saraqusta*. The palace, whose Mudéjar art was declared a World Heritage site in 2001, continues to surprise its visitors with the unexpected beauty of its Arabic style so far north into Spain. The best way to discover the monumental Zaragoza is through its guided tours or on board its tourist bus, whose route brings you closer to the city's main attractions and its large green spaces: the Grande Jose Antonio Labordeta park and the Luis Buñuel water park.