

PRESS CLIPPINGS 2015

ROTAX.



MAX
CHALLENGE

GRAND FINALS 2015

RACE AND CONQUER!



ROTAX MAX CHALLENGE GRAND FINALS 2015

PORTIMAO / PORTUGAL November 8 - 14, 2015

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TALKING TO ALEX IRLANDO



A PLACE IN HISTORY

ALEX IRLANDO, 16
YEAR-OLD FROM
ITALY,
ALREADY
JUNIOR

Alex Irlando's victory in Portimao was unexpected as much to the driver as to the team and the insiders. In a racing event that has always seen Italian drivers struggling to emerge, and one that usually sees drivers from England, the USA, Canada, Australia, South Africa as protagonist due a higher competitive level - all countries that have always supported the philosophy of the Austrian engine-based racing programme - the exploits of Alex in the Senior Max can not leave us indifferent, especially in light of the quality of the Italian driver's performance.

MAX NATIONAL
CHAMPION IN 2014,
IS THE FIRST EVER
ITALIAN DRIVER IN
THE HISTORY OF
THE ROTAX GRAND
FINALS TO WIN THE
TITLE.

BY S. MURTAS / PHOTOS VVL SPORTS IMAGES - VROOM PORTUGAL

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Up until Friday, with the last heat in the books, Alex was the first Italian to

for the top, and then he slips down into 4th position, then in 5th, where he

stopping hammering lap times, consistently in 1'00"5-1'00"6 mark, and

have taken a victory in the heats of the Rotax Grand Finals. The fact that he had gotten two, after stopping the 2nd fastest time in qualifying, was in itself a reason to rejoice, a success for the 'Azzurri' that came as a surprise, quite frankly also for us at Vroom, always used to mediocre performances in this too global of an event for the Italian colours.

"I was among the fastest drivers all weekend," Alex says proudly. "The drivers I feared the most were Besler from Turkey, Selliken from the USA, South African Sherratt, German Dreyspring and English Brand. But after the heats I had managed to do better than everyone except Besler in qualifying, where I stopped the fastest lap of my group, 2nd overall to the Turkish, and in the heats."

And why did you rate these drivers as your fiercest opponents?

"I was aware that they had a similar pace to mine and they could also fight for victory. Also, I've known Besler from the days of the Mini class, we raced together countless times and I know how competitive he is. He, like the others, had shown great speed already in the free practice."

Then, the pre-final and the first few laps that saw the Italian driver first move close to the leader from 3rd on the grid, and then take the lead in the second lap. Alex manages to keep the lead for three laps, characterized by furious battle

does not seem able to make ground as the pace is the same as the 4 ahead of him. But the agony lasts only a few laps, because with 3 laps to go the first 4 touch, leaving the door open to the Italian who takes the arch-rival Besler with him. The ensuing battle is gripping, but Alex resists showing great character and superb defensive skills. Second fastest time of the pre-final, clean and intelligent drive to fend off the Turkish, and pole for the final that seems like a dream. A bit of fortune, which as you know, favours the bold.

"Yes, a bit of luck, which you always need to win, but also a great speed."

"A BIT OF LUCK... BUT YOU HAVE TO BE IN THE RIGHT PLACE TO BE ABLE TO TAKE ADVANTAGE OF OPPORTUNITIES, AND THAT'S EXACTLY WHERE I WAS"

I must honestly say that the pace was really good, and it is only because of my mistakes that I lost some positions after leading for five laps. However, you have to be in the right place to be able to take advantage of opportunities, and that's exactly where I was."

The final is the perfect display of the talent of the Italian, who despite the relentless pressure of South African Sherratt in the first 5 laps, proves to be cool and determined. Flawless,

his direct rival is diminished, starting to lose ground and dropping 1", soon harassed by Selliken, who would eventually pass him with 6 laps to go. Alex administers the advantage like a veteran until the finish line, going to take his deserved place in the history of the event.

And to emphasize the masterful performance of the Italian, with almost no international experience if compared to many of the drivers on the grid, right after the race the team managers of England, France and USA were full of praising remarks, utterly impressed by the race conduct of the 'Azzurro'.

You've proven to be the latest talent of the Italian school throughout the whole season, but you don't have much international experience. How did you prepare to race in Portimao?

"Unfortunately we were not able to test in Portimao before the Grand Finals. Coming to the event, the

track was definitely a question mark for me. But I did a few laps with rental karts on Sunday morning, laps that have been very useful to study the track, which I continued during free practice. As for the chassis, I had already used in a previous race in order to understand how it would react. It was a very important experience that helped me understand how to find the limit of the chassis and what type of corrections I had to make on the set-up."



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Great result for Alex Irlando, celebrated by family members (bottom). The young driver from Puglia, who has raced on DR in the 2015 season, has been protagonist in the national championships in both Rotax and KZ class before taking the title in Portimao.

You raced a high-level season in the Italian championship in Rotax Senior and in KZ, with two international experiences at the 2014 Rotax Grand Finals and at the 2015 KZ2 World Cup in Le Mans. How do you rate your season?

"The season went pretty well. In the Rotax Championship I did well, while in the national final I did not do as I expected; we thought we could do better. Instead, in KZ we are half happy. In the first races of the season I did very well, also winning at my debut. Then, in the second half we lacked something, even though I was always among the fastest. As for the race in Le Mans, it was quite frustrating because I could not show what I'm capable of, a bit due to my mistakes and inexperience."

How easy is it to switch between Rotax and KZ?

"I like both classes and I have no

particular problems switching between the two. I usually need a few sessions to get used to the different driving style, as with KZ you can go deeper in the corner braking late and then open the throttle sooner, while with the MAX it's necessary to use a round raceline making sure to keep the momentum with a more consistent speed. But once I'm back with the rhythm I can express myself well in both classes. For sure, the experience in KZ was very useful to improve as a driver; I learnt how to handle pressure, to judge overtaking better and when to take advantage of an opportunity."

Such is the importance of this triumph that even the protagonist of the weekend in Portugal is yet to realize its historic relevance.

"Winning the world title - and that's what the Rotax Grand Finals is in substance if not in name - has always been my dream. And I celebrated this important goal with my family and friends the minute I got home, but I am yet to realize the importance of this victory. It seems strange to say, but it is. I consider this victory so important that it does not seem real to have won."

So to whom do you dedicate this victory?

"I must say a special thanks to all my family, my team Osella Engineering, to my sponsors, and Paolo De Conto, a special person to me, who I respect very much. Paolo has helped me in some races, he's been a great example and has always supported me with all his experience."

What are your plans for the future?

"Next year I will continue to race in Rotax Senior and KZ, just like this year, and I will race the Rotax Italian Challenge, and the European and World Championships in KZ. Later on, we will have to decide whether to race the Euro Challenge. As for the team, I still don't know what will happen, I received several proposals that I am yet to evaluate."

TALKING TO OELSINGER & VOGLSAM, BRP-ROTAX / ALEX IRLANDO CLOSE UP XPS

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ITALY RULES!

ALEX IRLANDO TAKES THE FIRST EVER ROTAX GRAND FINALS TITLE TO ITALY WITH A DOMINANT PERFORMANCE IN SENIOR MAX

FOCUS HOW TO GET TO GRIPS WITH OK ENGINES

CELEBRITY OF THE MONTH
RUBENS BARRICHELLO

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GALLERY

GALLERY





PATRICIJA STALIDZANE_KFJ (GERMANY)



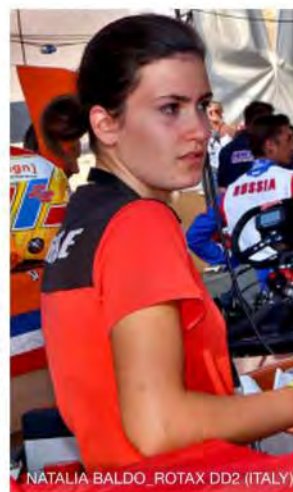
INGVILD LIETH_KZ2 (NORWAY)

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GALLERY



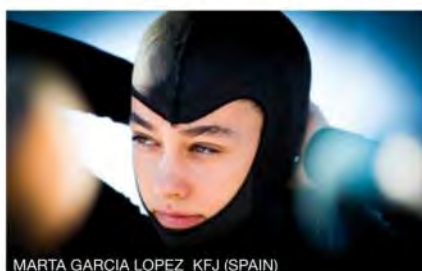
JULIA LEOPOLD_KF
(CZECH REPUBLIC)



NATALIA BALDO_ROTAX DD2 (ITALY)



MARTA GARCIA LOPEZ (SPAIN)
E MILEN PONOMARENKO (RUSSIA)



MARTA GARCIA LOPEZ_KFJ (SPAIN)

BEAUTY

Not just a girl holding an umbrella, but young girls involved in exciting duels for podium
Photo: D. Pastanella- Wafeproject



FRANCESCA RAFFAELE
60 MINI (ITALIA)



STARS AND STRIPES

It's not just the American flag that draws people to racing in Las Vegas, it's the dream of every karter who gazes at the stars and dreams of becoming a star of international karting.

Photos: BRP-Rotax, vvl sports images



VRROOM INTERNATIONAL MAGAZINE | 11



LIFE IS A CHALLENGE

Motorsport teaches you not to give up, it doesn't only apply to drivers but to everyone concerned.

Photos: BRP-Rotax, vvl sports images

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PORTIMAO (POR) 13-14 NOVEMBER 2015



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FIRST ITALIAN WIN

At the 16th edition of the most anticipated single-make event of the season, Italian driver **Alex Irlando** hits a historic victory by taking the first ever Rotax world title back to his country.

REPORT S.MURTAS / PHOTO VVL SPORTS IMAGES - VROOM PORTUGAL



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2015 ROTAX GRAND FINALS



Given the importance of the result, it seems right to focus on him: Alex Irlando, 16 year old driver from Italy, takes the Senior crown after a perfect, careful, impeccable final, one of substance. An ending that capped an equally exciting weekend, which would have been in itself remarkable, even without the final victory. And if the tone might seem slightly over-emphatic, it can not be otherwise, since Alex is the first Italian driver to achieve this important goal. Alex leaves a mark in the history of the sport for bringing the first title of the Rotax Grand Finals to the cradle of Karting. No Italian before him has been able to triumph in this truly global event, and Alex has done it in dominant fashion, taking a light-to-flag win with a flawless performance and a relentless pace, beating all the odds.



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ROTAX MAX CHALLENGE
GRAND FINALS 2015



ABOVE, THE USA TAKES THE NATIONS CUP VICTORY AFTER A PLACING TWO DRIVERS ON THE JUNIOR MAX AND SENIOR MAX PODIUM. OPPOSITE PAGE, ALEX (229) LEADS ON SELLIKEN (249) IN THE SENIOR FINAL. THE ITALIAN SHOWS SUPERB DEFENSIVE SKILLS IN PREFINAL, AND THEN GOES ON TO TAKE A FANTASTIC FINAL WIN. ABSOLUTE QUALITY BY THE FIRST EVER ITALIAN CHAMPION OF THE COMPETITION.



16 editions in 'crescendo'

The Rotax Grand Finals proves once again a global event, and if the near organizational disaster of last year in Valencia required a high-level response, well, the event in Portimao was it! Of course, from a facility that had already hosted the event (in 2012) no one could expect anything original, and yet the high level of organization, the quality of the infrastructure, the unquestionable beauty of the circuit, and the professionalism with which they handled the event have (re)done justice to this unique racing event, which came out quite battered from the Valencian quagmire. The mild and gracious weather, with peak temperatures of 24 degrees, clear skies and light breeze has certainly helped the 288 drivers in the race to bring out their best. And though it will not be remembered as an extraordinary edition - except by the Italians - the 2015 Rotax Grand Finals will go down in history as a solid, concrete edition with a very racing feel to it.

2015 ROTAX GRAND FINALS

Essentially pragmatic

Few novelties were introduced in Portimao, as if to confirm the will to put on a flawless event, accurate in every detail. Because the occasion called for it! In fact, all efforts had to be put into the introduction of the new version of the evo engine, presented at the Rotax Grand Finals in Valencia and already introduced in some international championship such as the Euro Challenge, which highlighted the physiological problems of any evolved engine. The headaches of the original evo version concerned the connecting rod and the cable harnesses, both successfully dealt with and included in the new evo version used in Portimao, where there were no technical problems. Exam passed with full marks, but it did require a lot of effort from Rotax, and probably many sleepless nights. The technical advancement was also coupled by a very levelled competition, as shown by the lap times that were extremely close all weekend, confirming the high performance level of all engines. To note that in the Senior final, the top 20 lapped constantly between 1'00"5 and 1'00"7!



And with flawless engine, we must report of very performing frames too, in this edition provided by three (not four as in the past) technical partners: Sodi for Senior Max and DD2 Masters, Praga for Junior Max (and Micro for the Grand Festival) and Birel for DD2 (and Mini). To amplify the magnitude of the event in the media, the presence of two-time F1 vice World Champion Rubens Barrichello, racing in DD2, was a real crowd-winner. Rubinho was amiable and discreet protagonist in the paddock, and author of a notable performance on the track, worthy of his resume.

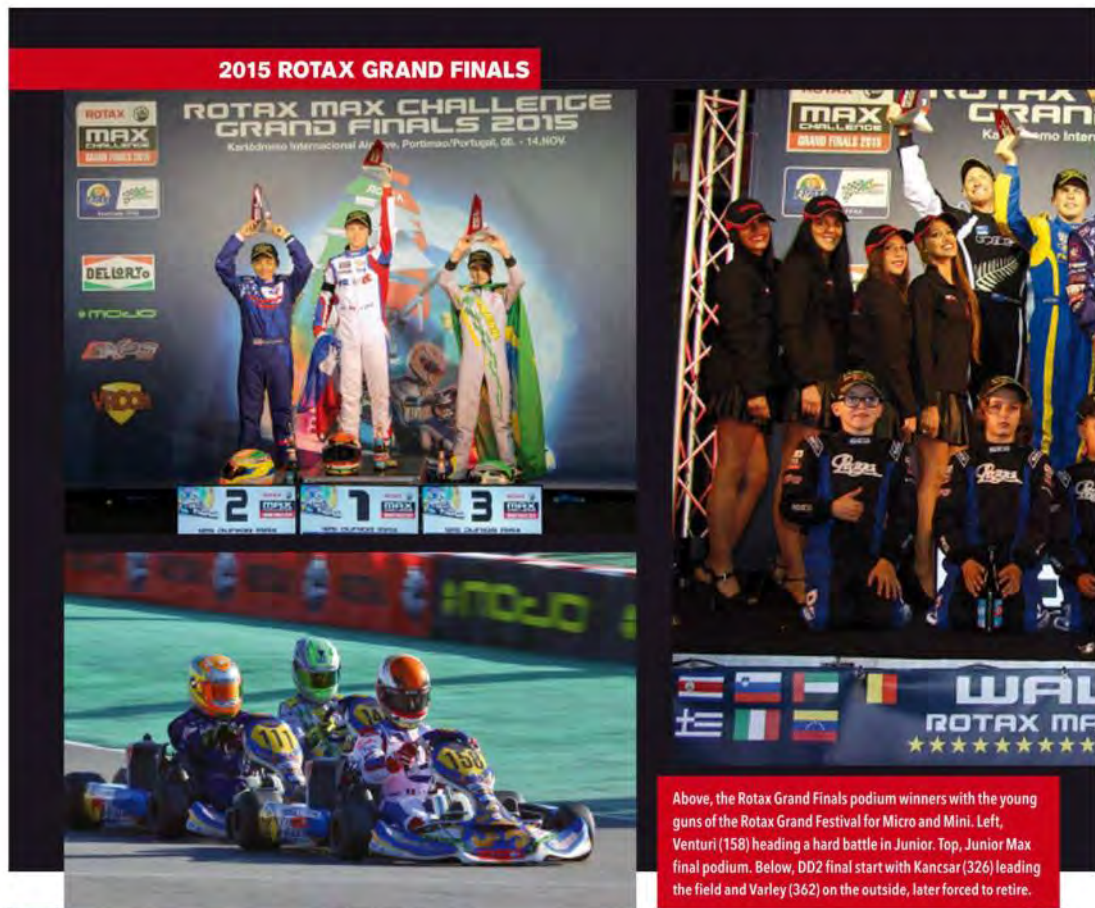


Above, Junior Max world champion Florian Venturi from France interviewed after the podium. Top, Rubens Barrichello is protagonist in DD2 final with an exciting comeback worth of a champion. Top, Berkey Besler (264) and Ed Brand (208) were two candidates for the Senior title.



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BACK TO ITALY IN





Rotax Grand Festival

As it's been happening since the 2011 Rotax Grand Finals, the event is also the perfect opportunity to host a parallel race for younger drivers of Mini and Micro categories. The 16th edition was not different. As many as 72 youngsters - 36 in each class - competed in the Rotax Grand Festival according to the same rules of the Grand Finals. After qualifying

practice and one heat on Friday, Micro and Mini drivers took on the stage on Saturday to dispute the prefinal and final. In **Micro MAX**, the battle for first was between Juan Martinez and Santi Vallve, who fought for the win the majority of the race. Ultimately, it was Martinez who won the 2015 Micro MAX Grand Festival over Vallve by just 7 tenths of a second, with Nico Lavery finishing 3rd for a 1-2-3 for Spain. In **Mini Max**, Daniel Nogales won the final race ahead of Quique Bordasi in 2nd and Lucas Martin in 3rd for another all-Spanish podium.

SENIOR MAX ALEX'S MASTERFUL WEEKEND

The Senior class, usually top category of the Rotax program, does not frustrate expectations providing great entertainment, and a new record. For the first time in the 16-years history of the event, an Italian driver has managed to win a title in the Rotax Grand Finals. The pole goes to the Turkish driver Berkay Besler (1'00"302) only 6 hundredths faster than Alex's laptime. The fast Australian Pierce Lehane, former European Champion in the Rotax Euro Challenge, stops the 3rd time just over a tenth off pole, with the top 63 drivers (out of 72 participants!) within 1".

Alex stands out also in the heats with two victories and a fifth place that projects him in third place on the grid of the prefinal, flanked by Dutch Willemse (a win, a 3rd and a 5th place for him), while the front row is occupied by Besler (one win and two 2nd places) and English driver Brand (also two wins and a 4th). German Deyspring (3-3-2) and South African Sherratt (5-4-6) share the third row, just in front of US driver Selliken (2-6-7). A bit more difficult heat session for Lehane, 8th overall after a 2nd and two 7th place, for US driver Kirkwood (24th with a 4th, a 10th and 34th), English Sam Marsh (27th following 9th, 28th and 11th) and Dutch Hoogenboom (12th with a 15th, a 6th and 8th), with his two compatriots Blom (35th and 6th, a DNF and a 21st) and Van Kalmthout (65th with two DNF and a 16th) on a bad day. In the prefinal, Alex continues his successful stride becoming the first Italian to win a prefinal in the Rotax Grand Finals. Constantly lapping in 1'00"5 and clocking a fast lap of 1'00"298 (third of the race only a few hundredths from the fastest), the Italian holds to the lead for a few laps, the fights in the top-5 for the next

7 laps, when the leading quartet made by Deyspring, Sherratt, Borlido and Hoogenboom hinders each other with a few contacts giving way to Alex.

Shadowed by Besler for the last couple of laps, the Italian keeps cool showing great defensive skills fending off the attacks of Turkish driver, and goes to take the pole for the final, with Bezel, Selliken and Sherratt completing the top-5. It is the most anticipated moment of the weekend. The final gets going with a brilliant start of the Italian who keeps the lead at the first corner, and shortly after is put under great pressure by Sherratt followed by Bezel and Besler. A few laps and the leading pair moves away, with Alex proving more and more solid in the lead. Sherratt loses a few meters, Selliken reels in passing with seven laps to go. Alex is a hammer, his pace is consistent and his lead untouchable, all the way to the finish. Kirkwood finishes a lonely 4th, with Bezel in 5th, Brand who recovers up to 6th after closing the prefinal in 16th, then Deyspring and Besler who had lost several positions in the early stages.

2015 ROTAX GRAND FINALS

JUNIOR MAX GUARANTEED ENTERTAINMENT

Great show in Junior with an endless sequence of overtakes and non-stop action throughout the weekend. The qualifying practice is hard fought. Finland's Roope Ropanen imposed himself by only 75 thousandths (1'01'912) on Scott Symons from England, with French driver Venturi following over a tenth down, and English duo Thomas-McCarthy very close.

In the heats Thomas takes three easy wins for

Charpentier, Thomas and Collet. Stunning fighting spirit of the British quartet Thomas, Symons, Charpentier and MacDonald (unwisely even against each other) while fighting for the top places and absolutely unable to work as a team, to the despair of the British delegation. No problems for the Kiwi driver Drysdale, involved in a massive crash that saw him bouncing off the kart at the first corner. Nothing serious, routine checks at the hospital and the Kiwi was back on track for the final. The final

Below, Ferenc Kancsar (326) caps a truly stunning season with the Rotax DD2 world title, only the last crown after those in the Rotax Euro Challenge and US Open Series. Left, DD2 podium with Kancsar, Swede Backman and Dane Thomsen. Opposite page, the two DD2 Masters protagonists of the final. Top, Ryan Urban (411) leading on Luis Schiavo (409), later excluded, and Jim Ringelberg (440); and Michael Stephen (462), who led the final until a few laps to go when he got touched by Ollikainen (405), the Finn later penalized.



the pole in the prefinal, with compatriot Symons joining him on front row after a win and two 2nd place. Second row for poleman Ropanen (1-2-5) and Venturi (5-1-6), with the Mexican Sulaiman grabbing an unexpected third row (3-4-5) joined by English Charpentier (7-5-4). Both McCarthy (16-5-2) and Australian Cameron (17-3-4), on row 5, could have been further up the grid, as well as Brazilian Collet (24-6-8) and Scot MacDonald (6-34-3) forced to start from 17th and 21th place respectively. Marco Settimo, the only Italian in the category, was able to finish 18th in the overall standings.

In the prefinal, as many as 6 drivers fought for the victory with overtakes at each and every corner, nail-biting action of attacks and counterattacks. After two laps in the head, Thomas gets taken by Ropanen, the Finn leading for three laps. But the battle rages on, and the English goes back in the lead, with the Finn finding once again the right gap two laps later to finish first ahead of Venturi,

starts slightly late as a result, and Ropanen holds on to the lead, but only for the first lap. The fighting for the top spots rages from the early corners and Charpentier is the first to take the plunge, moving in front of the leading group. But Collet and Ramirez (USA) are not there to watch and take turns in the lead, with Venturi and Ropanen busy fighting with each other as Thomas and Symons who also join in the mix. Exciting race from start to finish, with Venturi that manages to have the better of Ramirez and Collet, while Thomas and Symons hinder each other in the final lap while battling for the podium, ultimately favouring the Brazilian.

DD2 KANCARS DOMINATES

In the DD2 category - possibly the hardest class with a high technical value - that also saw the unprecedented participation of 2 times F1 vice world champion Rubens Barrichello, Hungarian Ferenc Kancsar is head and shoulders above

everyone else throughout the weekend. The reigning Rotax Euro Challenge champion stopped the fastest lap in qualifying with 58'929,4 hundredths better than English Luke Varley, of Team UAE, and 8 faster than South African Bradley Liebenberg. As in the Senior, the top-65 (of 72 participants) are within 1"! Kancsar continues his domination by winning all three heats, having the better of Varley in the first, and Backman in the remaining two, taking pole for the prefinal. But the English is a thorn in his side. Two wins and a 2nd place allowed him to start from the front row, with Backman (3-2-2) and Liebenberg (4-3-3) in the second. A win and a 3rd also for Polish Bartoszuk, who is however forced to start from 13th following a poor performance in the second heat, similarly to the German Kamali (2-23-5), 16th after the heats. Barrichello was also in trouble, as after the 25th time in qualifying had to retire in the first heat due to a crash, then 13th and 11th in the



next two that forced him to go through the second chance heat, closed in 3rd place behind talented Natalia Balbo from Italy (a DNF in the first heat followed by 12th and 9th place). In the prefinal, after the spectacular accident of Natalia Balbo at the first corner of lap 4 with Portuguese Leitao, luckily without consequences, Kancsar continues his winning stride followed by Varley throughout the race. But the English never had a chance, having

to race his socks off in the early laps to dispose of a impressive Malaysian driver Melvin Moh, who finished 6th behind Backman, Liebenberg and Thomsen after lapping on the same pace as the leaders. Barrichello struggled a bit to get into his rhythm, lapping a few tenths off the best to end in 20th place. In the final, Kancsar proves once again unbeatable leading from start to finish stopping the fastest lap of the race (59"134), relentlessly edging

away from Backman to close with more than 1"5 margin. Third is Dane Thomsen, down some 9" from the winner, with Barrichello putting on a prodigious comeback all the way to 4th. Varley instead slips in 4th place in the first lap and then is forced to retire on lap 7 while fighting with Kamali for the 3rd place. Final to forget also for Liebenberg, down to 24th after the first lap due to a contact in the first corner, and out four laps later.

2015 ROTAX GRAND FINALS



DD2 Masters podium with New Zealander Urban sided by Ringelberg and Zughella

DD2 MASTERS SURPRISE ENDING

In the two-speed category for over-32, the ending is unpredictable, because if South African Michael Stephen is the protagonist of all sessions, including the final, his dreams of glory would be thrown out the window with a few laps from the chequered flag, with New Zealander Ryan Urban taking the spoils. In qualifying Derek Wang form the US stops the fastest lap with 59'257, valid for the pole, with Stephen down a mere 0'056, then Japanese Kawase and Finnish Ollikainen separated by just 5 thousandths. In the heats, Stephen (3-1-1), Wang (2-3-1), Ollikainen (1-3-3) and the American Schiavo (4-1-4) fight for the front row for the prefinal closing in this order, with the South African only one to take two victories. Third row for Urban (5-2-2) and Brazilian Gozzi (1-9-2), while his countryman Russo is excluded in the last heat after taking 5th and 2nd in the previous. A hard fought prefinal saw Stephen taking the pole for the final after an intense, exciting yet fair battle with Ollikainen. The two pull away in the early stages with Urban slightly detached, ad Guzzi fighting for 4th place and author of the fastest lap (59'332). The final looked like a copy of the prefinal, but it ended dramatically for Stephen who lead for 17 laps, closely followed by Urban first, and then Ollikainen. With three laps to go, the South African and Finn touch, leaving the way open to Urban, Ringelberg and Zughella, with Russo and Guzzi completing the top-5. Stephen dropped down to 11th while Ollikainen to 9th, but the Finn would be given a 10" penalty for the contact that cost the title to the South African dropping down the order.

JUNIOR MAX FINAL

P	N	Driver	Nat.	Gap
1	358	Venturi, Florian	France	15 Laps
2	111	Ramirez-Barrero, Mathias	USA	0.050
3	141	Collet, Caio	Brazil	0.430
4	106	Symons, Scott	UK	1.020
5	168	Thomas, Harrison	UK	1.729
6	104	Ropanen, Roope	Finland	1.788
7	171	Charpentier, Axel	UK	2.227
8	120	Bollier, Jules	France	2.523
9	138	Bezel, Jakub	Czech	2.666
10	149	Sidebottom, Reece	Australia	2.432
11	167	Jugesar, Leroy	Netherlands	8.179
12	113	Micholf, Michael	USA	8.783
13	117	Estep, Trenton	USA	10.402
14	118	Keane, Darren	USA	11.023
15	108	Schoell, Nicolas	Austria	11.539
16	146	Matsuzawa, Ryoosuke	Japan	11.909
17	128	Drysdale, Dylan	New Zealand	12.809
18	134	Kenneally, Finlay	UK	13.311
19	130	Settimo, Marco	Italy	13.786
20	170	Estner, Andreas	Germany	14.857
21	132	Sulaiman, Manuel	Mexico	15.294
22	144	Kovacs, Zsombor	Hungary	15.727
23	102	McCarthy, Jack	UK	15.905
24	137	Macdonald, Dean	UK	18.104
25	116	Fernandez, Matias	Argentina	18.491
26	166	Buys, Dylan	Netherlands	19.088
27	160	Kermanshahchi, Taymour	EAU	33.784
28	140	Leesmaa, Karl	Estonia	34.755
29	164	Alzate, Jose Manuel	Colombia	39.153
30	136	Bolanos, Leonardo	Mexico	51 Laps
31	150	Cameron, Aaron	Australia	7 Laps
32	156	Morse, Zane	Australia	10 Laps
33	143	Kochov, Konstantin	Russia	11 Laps
34	151	Taira, Hibiki	Japan	13 Laps

DD2 MAX FINAL

P	N	Driver	Nat.	Gap
1	326	Kancsar, Ferenc	Hungary	20 Laps
2	371	Backman, Andreas	Sweden	1.656
3	334	Thomsen, Mads	Denmark	9.135
4	311	Barrichello, Rubens	Brazil	13.899
5	367	Dalmou Caballer, Oriol	Spain	14.015
6	359	Al Rawahi, Sanad	Oman	14.306
7	324	Kashak, Tyler	Canada	14.751
8	329	French, Jacob	USA	14.858
9	361	Pakenham-Walsh, Piers	EAU	15.044
10	303	Schirmer, Marcel	Germany	15.526
11	321	Van Riet, Lorenzo	Netherlands	15.773
12	306	Moh, Melvin	Malaysia	16.038
13	316	Gonzalez, Javier	Mexico	16.304
14	337	Leitao, Eduardo	Portugal	16.392
15	343	Bray, Daniel	New Zealand	16.701
16	347	Jermanowicz, Karol	Poland	17.240
17	320	Grube, Henrijs	Latvia	17.992
18	322	Kingsley, Jeffrey	Canada	21.163
19	341	Woolston, Troy	Australia	21.649
20	339	Pinto, Pedro	Portugal	21.714
21	310	Woodley, Fred	Canada	26.321
22	372	Schoell, Constantin	Austria	27.988
23	348	Ekelchik, Ivan	Russia	37.229
24	342	Pringle, Jason	Australia	37.325
25	330	Steinerts, Martins	Latvia	6 Laps
26	363	Aguaado, Antonio	Spain	9 Laps
27	317	Adds, Nathan	USA	11 Laps
28	336	Kamall, Luka	Germany	13 Laps
29	362	Varley, Luke	EAU	13 Laps
30	312	Liebenberg, Bradley	South Africa	15 Laps
31	328	Hofer, Max	Austria	20 Laps
32	325	Bilbo, Natalia	Italy	Excluded
33	308	Bartoszek, Lukasz	Poland	Excluded
34	345	Larroquette, Pablo	Chile	Excluded

SENIOR MAX FINAL

P	N	Driver	Nat.	Gap
1	229	Alex	Italy	20 Laps
2	249	Selliken, Lucas	USA	0.747
3	261	Sherratt, Jordan	South Africa	1.088
4	214	Kirkwood, Kyle	USA	1.752
5	233	Bezel, Petr	Czech	3.692
6	208	Brand, Edward	UK	5.752
7	247	Dryspring, Christopher	Germany	6.341
8	264	Besler, Berkay	Turkey	7.266
9	237	Piirmaegi, Sten Dorian	Estonia	2.875
10	318	Sarrasin, Arnaud	France	3.118
11	224	Kivi, Kairo	Estonia	9.240
12	228	Daly, Shane	Ireland	9.574
13	245	Marsh, Sam	UK	10.267
14	213	Hoogenboom, Leonard	Netherlands	10.435
15	235	Revirault, Emmanuel	France	10.640
16	263	Bale, Tom	EAU	10.732
17	256	Jenner, Brad	Australia	10.847
18	202	Christian, Silvano	Indonesia	11.044
19	234	Kadicak, Jakub	Czech	11.363
20	268	Blom, Dave	Netherlands	11.850
21	259	Al Rawahi, Abdullah	Oman	13.663
22	272	Willemse, Luc	Netherlands	15.912
23	243	Sasaki, Hirotaka	Japan	16.102
24	269	Cucciullo, Giuliano	Switzerland	16.321
25	222	Solarczyk, Matt	USA	16.912
26	253	Warge, Felix	Belgium	17.521
27	210	Brooks, Christian	USA	22.024
28	236	Shtotland, Maxim	Russia	22.429
29	254	Pastorok, Patrik	Slovakia	22.623
30	217	Rosate, Joao	Brazil	28.492
31	267	Bortido, Bruno	Portugal	16 Laps
32	205	Connor, Daniel	New Zealand	16 Laps
33	206	Lehane, Pierce	Australia	17 Laps
34	220	Trumbell, Alessandro	Italy	19 Laps

DD2 MASTERS MAX FINAL

P	N	Driver	Nat.	Gap
1	411	Urban, Ryan	New Zealand	20 Laps
2	440	Ringelberg, Jim	Netherlands	0.954
3	430	Zughella, Gabriel	Argentina	1.417
4	442	Russo, Renato	Brazil	1.920
5	408	Guzzi, Fernando	Brazil	2.025
6	415	Campbell, Scott	Canada	3.152
7	435	Hipp, Charly	France	3.467
8	401	Adams, Christophe	Belgium	3.640
9	450	Hrynjuk, Jason	Australia	4.453
10	449	Hunter, Adam	Australia	4.740
11	462	Stephen, Michael	South Africa	6.415
12	460	Lockai, Lajos	Hungary	11.098
13	470	Kroes, Dennis	Netherlands	11.941
14	432	Hart, Fraser	New Zealand	12.024
15	472	Schluenssen, Robert	Germany	12.108
16	443	Moura, Miguel	Portugal	12.376
17	445	Kawase, Tomokazu	Japan	13.148
18	405	Ollikainen, Antti	Finland	13.827
19	459	Muranski, Slawomir	Hungary	14.798
20	410	Gumpenberger, Alexander	Austria	16.229
21	416	Clark, Stuart	Canada	16.452
22	417	Matic, Primož	Slovenia	16.700
23	424	Medina, Carlos	Mexico	18.041
24	466	Perez-Santander, Jesus	Spain	18.660
25	421	Timaks, Uldis	Latvia	19.677
26	456	Oveta, Maximiliano	Chile	27.575
27	413	Wang, Derek	USA	2 Laps
28	469	Glauser, Alessandro	Switzerland	6 Laps
29	412	Moro, Rafael	Argentina	6 Laps
30	431	Sauriol, Luc	Canada	7 Laps
31	455	Torres, Horacio	Chile	16 Laps
32	419	Tanioka, Riki	Japan	18 Laps
33	409	Schiavo, Luis	USA	Excluded
34	458	Martin, Henry	Argentina	Excluded

talking to

PETER OELSINGER &



HELMUT VOGLSAM



EVO

SUCCESSFUL DEBUT

THE 16TH EDITION OF THE ROTAX MAX CHALLENGE GRAND FINALS HAS SEEN THE OFFICIAL INTRODUCTION OF EVO ENGINES IN THE MOST SUCCESSFUL SINGLE-MAKE RACING EVENT ON THE INTERNATIONAL CALENDAR. WE TALKED TO PETER OELSINGER, VICE-PRESIDENT OF ROTAX PROPULSION SYSTEMS AT BRP, AND HELMUT VOGLSMAS, ROTAX KART PRODUCTS SALES.

Report S. Murtas / Photos BRP



PETER OELSINGER CONGRATULATES RUBENS BARRICHELLO, FIRST SUPER STAR TO TAKE PART IN THE ROTAX GRAND FINALS

VROOM INTERNATIONAL MAGAZINE | 27

talking to PETER OELSINGER &

SUCCESSFUL DEBUT FOR THE EVO

So what are the main characteristics of the evo engine?

The technical changes concern some components that are easy to change and replace, and not the "body" of the engine. It's worth reminding that the Rotax 125 MAX evo features new driving shaft, connecting rod, piston, carburettor, ignition and exhaust valve control, now electronic. Only slight, yet significant changes have been made to the mechanical elements, and the aim wasn't to improve performance but to make it easier to drive and help set up (especially regarding the carburettor), allowing the engine a longer life and improved reliability. Also, a new housing for the battery - which includes start controls - makes it more manageable and longer lasting, besides being more suitable for the new ignition. As a result, the technical and regulations features that have determined the success of the Rotax MAX Challenge all around the world, are unchanged and are more than ever at the core of what the Rotax MAX Challenge is all about.

As it often happens with such delicate elements, there have been a few technical issues that Rotax had to deal with throughout the 2015 racing season, which seem to have been successfully dealt with.

Let's see what **Peter Oelsinger** and **Helmut Voglsam** had to say about the debut of the evo engine on the worldwide stage.

With the debut of the evo engine at the Rotax Grand Finals, this edition marks a milestone for Rotax. Can you draw a balance?

PO "The step to the evo engine was the right thing to do. We managed to overcome some weaknesses of the old engine, and we are in the right

direction. We've had some start up problems, we are not happy about it, but we have fixed all the issues so far and we've had the confirmation here in Portimao as we've not experienced any technical issues. Above all, we've managed to achieve a stable quality

engine which will ensure a high-level racing series in the future."

"Let's not forget that the 2015 Rotax MAX Challenge Grand Finals has been the first Grand Finals where the Rotax MAX evo engine series has been used.





CHANGES

Beside an overall positive feedback from the market, in the course of the 2015 season Rotax received various complaints on component failures and instable function of the engine that were dealt with prior to the Rotax Grand Finals in Portimao.

The main complaints were related to:

- 1) electronic timed exhaust valve not working properly
- 2) failures of the new evo conrod
- 3) failures of the cable harness resulting in an instable function of the engine.

Let's see more in detail how the Austrian manufacturer worked on finding adequate technical solutions.

1) ELECTRONIC TIMED EXHAUST VALVE

At the start of serial production, the crankcase pressure was used to close the exhaust valve (spring below the exhaust valve piston). The ambient pressure at different altitudes caused a temporary unstable function of the exhaust valve. To assure a stable function and accurate timing of the exhaust valve, Rotax changed the system using the crankcase pressure to open the exhaust valve (spring on top of the exhaust valve piston). For all 125 MAX evo, 125 MAX DD2 evo and evo upgrade kit "e-exhaust valve" original supply, Rotax has been offering an update kit (Rotax 481 265) free of charge via our service network.



2) EVO CONROD

With the evo engine series, Rotax introduced a new con rod designed to improve the durability of the big end bearing. All tests for the start of the serial production were positive. With the beginning of the racing season, Rotax received complaints of failed evo 1 conrods. These failures were analysed leading to a slight modification in the design of the evo

1 conrod. The new design of the evo 2 conrod has significantly improved its durability. In case of an evo 1 conrod failure, Rotax will accept warranty claims up to 12 months from date of purchase of the product (as an extension to the regular Rotax manufacturer's warranty of 6 months).

Customers owning a Rotax engine with an evo 1 conrod fitted will be offered an evo 2 conrod kit free of charge. This offer will be valid until end of February 2016.

3) EVO CABLE HARNESS AND ELECTRICAL COMPONENTS

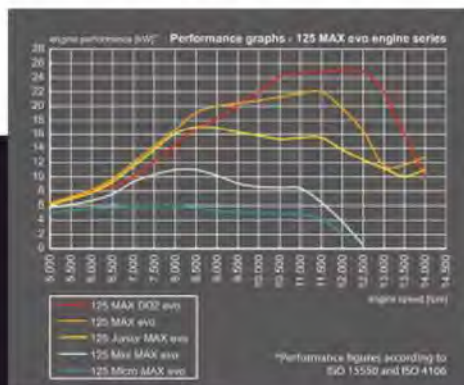
Rotax have carefully analysed reported failures of OFF/ON/START switches and cable harnesses. It was found that the claimed OFF/ON/START switches failed due to an internal contact failure, and have been redesigned to ensure a faultless function. A failure of the OFF/ON/START switch is covered under the regular Rotax manufacturer's warranty, and will be replaced by a switch with improved design.

As for the cable harnesses, they showed either broken connectors (ground wire, starter relay) or internal contact failures in connectors. The vibration of the electrical components (ECU, ignition coil, magnet valve), caused by engine and vehicle vibrations can have a negative impact on the durability of the cable harness (depending on the installation of the cable harness in the kart). The cable harness has been modified in the critical areas to ensure durability and faultless function. A failure of the cable harness is covered under the regular Rotax manufacturer's warranty, and will be replaced by a cable harness with improved design.

Also, Rotax announced it will initiate as of January 2016 an exchange campaign for the support plate, which carries the electrical components (ECU, ignition coil, magnet valve) in combination with the improved cable harness. This is because lower vibration levels of the electrical components have a significant impact on the durability of the cable harness. The support plate supplied with the evo engines or the evo upgrade kits will be replaced by a redesigned support plate system.

talking to

PETER OELSINGER & HELMUT VOGLSAM



ALL ISSUES HAVE BEEN SOLVED, ENSURING A STABLE QUALITY ENGINE AND A HIGH-LEVEL RACING SERIES IN THE FUTURE



The great features of the Rotax MAX evo engine series like ease of use, improved performance characteristics and above all the equal opportunities for the drivers, have been proven during this event.

As a result, the lap times in qualifying have been incredibly close. Up to 65 out of the 72 drivers qualified within 1". Also, the racing was close and this is what the Rotax MAX Challenge Grand Finals are all about."

Can you quickly highlight the main areas of intervention that the evo has undergone after its launch?

HV "One of the key features of the evo engine is ease of use, and this was achieved with throttle response, adjustment of the carburettor, exhaust valve, and we successfully addressed all these areas, and the feedback of the market is good on all those features. We made the competition even closer, and as you could see here more than 60 drivers were within 1". This is the proof that the features we set to work on are paying off."

PO "Let me add that since the initial introduction of the Rotax MAX evo engine series around the world, BRP-Rotax has been facing some challenges which were clearly understood."

The adjustment of engine components required from the market was executed. Consequently, the engines used at the Rotax MAX Challenge Grand Finals 2015 were already equipped with modified enhanced components. Exciting races and tight results proved that these modifications have been successful."

LAP TIMES IN QUALIFYING HAVE BEEN INCREDIBLY CLOSE... 65 OUT OF THE 72 DRIVERS QUALIFIED WITHIN 1"!

On a different note, we think this has been a great event. What's your first impression?

PO "We are very happy with how things are going in Portimao. The weather has been kind to us this time, the facility is fantastic, so a big congratulations to everyone at BRP-Rotax for putting on such a superb event, and the professional level is truly outstanding. It will be a challenge for us to maintain this standard in the future."

What convinced you to hold the Grand Finals

once again at the Circuito do Algarve?

HV "We have been here already in 2012 and we found that the infrastructure is outstanding, the management is very professional and our local partner, Korridas has been incredibly supportive and a big advantage to reach such high standards. The organization team from

Rotax, in cooperation with the local organization team from Korridas have been a perfect combination. So the success of this event is largely thanks to these factors."

A final word on another landmark achievement of this edition, the presence of a legend of motorsport, Rubens Barrichello, for the first time at the Grand Finals. What impact is this going to have on the motorsport community?

PO "It's difficult to assess, but in my expectation it will help increase the status of the event. To have a former F1 driver among the participants, that went through a qualification process to be here, confirms the standard we've achieved and will help us to market this great racing series."

celebrity of the month

RUBENS BARRICHELLO

Rubinho is back

Two-time F1 vice World Champion Rubens Barrichello made a spectacular come back in Karting at the Rotax Grand Finals in Portimao. At the age of 43, Rubinho's final 4th place from grid 20 was great proof of his longevity as a competitive driver.

Report S.Murtas / Photos vvl sports images, BRP-Rotax

Rubens Barrichello is the first 4-wheel racing legend to have qualified for the Rotax MAX Challenge Grand Finals. At 43, the former Scuderia Ferrari driver, currently racing in Stock Car Brasil Championship, took on the grids in the DD2 category in Portimao.

Rubens is a true motorsport legend, one whose numbers speak for themselves. Despite never clinching the F1 World Championship, Rubens' 322 races, 11 wins, 68 podiums, 658 points, 14 pole positions and 2 vice-World Championship titles in 19 years tell the story of a super fast, extremely dedicated driver. In a way, Rubens' career sees him back where he started from, in Karting. Besides his five Brazilian Karting Championship titles between 1983 and 1988, the South American title in 1987 and the participation in the Junior World Karting Championship in Laval that same year, Rubinho has always been

very supportive of Karting even during his years in Formula 1. The participation to the famous 500 Milhas de Granja Viana endurance race and Desafio das Estrelas held in Brazil, which attract the best drivers in the world, confirms his strong passion for this discipline.

And the participation to the South American RMC Championship in 2015 is only the latest demonstration of the kick he still gets out of competitive karting, one which ultimately led him to qualifying to the RMCGF. In July Rubens grabbed the ticket to the Rotax MAX Challenge Grand Finals at the IRMC South American at the Arena Sapiens Track, where a total of 140 drivers took part in the event.

We touched base with Rubinho in Portimao to hear his thoughts on the series.



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Left, Rubens celebrating the victory of the South American RMC that won the Brazilian a ticket for the Rotax Grand Finals. Above, Rubens in Portimao supported by top international driver Jordon Lennox-Lamb and experienced mechanic Craig Boyd. Top, Rubens charging through the field in the DD2 final in Portimao. A spectacular comeback from 20th on the grid to a near podium finish!

How does it feel to have qualified for the Rotax Grand Finals?

"It truly feels great! At 43 I'm still going strong, I'm fast and this is all I've always wanted in life."

It's your first time at the Rotax Grand Finals. How do you like the atmosphere?

"It's the very first time I experience something like this, with so many people around and such a relaxed, friendly atmosphere. It's such a good fun and I'm honoured to be here. I've taken photos with pretty much every driver, parent and friend present here, which is really gratifying."

I raced the Junior World Championship in Laval in 1987 but it was just different back then."

And what do you recall of that experience?

"I didn't have any international experience at that time, but I still managed to reach the final. I used to race a DAP/ DAP, just like Ayrton (Senna, editor's note) who helped me with the equipment. And even my good friend Fischella, who had more experience and was on the same equipment couldn't get to the final. So I didn't do to bad."

What was the most difficult race of the Rotax qualifiers?

"It's got to be the final of the South America championship... I took 3rd and 2nd in the previous races but had not managed to win yet... though I knew that with new tires I would have a good equipment. All I had to do was to make sure I had a great start in order to lead and push as hard as I could. And that's exactly what happened."

The Rotax Grand Finals gathers the best Rotax drivers from around the world. How did you prepare for the race?

"Unfortunately I wasn't able to test in

CELEBRITY OF THE MONTH RUBENS BARRICHELLO

Portimao before the event as I was

that I love it, I qualified to be here and

Formulas. Many people in Karting

busy with my Stock Car and Touring Car championships. That has been my only training ground in preparation for the RMC GF."

The Rotax program in Brazil has grown exponentially over the past few years, becoming a very challenging series. If until a few years ago there was a virtual monopoly by lame engines that had been going on for almost 30 years, Rotax engines and the RMC series provided a real change to the Brazilian Karting scene. So much so that the program has reached such a relevance as to attract names like Barrichello along with both his children.

Why did you choose to race in the Rotax series?

"I thought it was a great opportunity to race with the best around the world."

I never pushed my sons to race, they love it and it's fantastic to share such a passion with them.
It's great bonding time, but I get a bit too emotional...

What's the motivation for you to take part in this type of events?

"I just want to show the passion of all these people, which is ultimately driven by the dream to be champion. It doesn't matter how many years I've raced in Formula 1, how long my racing career has been, the fact that I'm doing this is a testament of the fact

at 43 I'm still pretty fast."

How hard is it out there?

"It's true to say that the first time I took my helmet off, the drivers of my class looked liked my son's friends, they were all so young, but I'm enjoying it a lot, it's like a dream come true. This is something I've always wanted to do. Of course when I was a teenager I didn't have the financial means to do it, I couldn't race more than one championship each season, but the passion helped me to go through and now I'm here, extremely proud of what I've achieved."

How has the sport changed over the years?

"It's become a lot more professional, kids have simulators, they can drive at the track a lot more, safety has improved massively, but karting is karting. I believe the sport has retained its original spirit, it's a pure form of motorsport, which attracts a great num-

believe that 14 is way too early an age to move up to single-seaters. What's your opinion?

"I believe the FIA has changed this a little because drivers need a licence with points to be able to enter some of the formula series. And I think it was necessary to put a stop because we would have ended up putting a 12-year-old on a formula. I was 16 when I first tried a single-seater, it was a Formula Ford, and I was ready because I had 8 years in go-kart before. A kid of that age is probably able to drive a formula, but the issue is the lack of experience. I wish kids had more experience on go-karts, learning more about set-up changes, more about the regulations and so on to be more prepared afterwards."

Both your kids race go-karts. How does it feel to watch them follow in your footsteps?

"My younger son is 10 and he started a year ago, while the eldest is 14 and started a bit late when he was 11. I never pushed them to race, but they love it and it's fantastic to share such a passion with them. It's great bonding time, but I get a bit too emotional. As a father it's really hard to watch your kids racing, suffering when they lose and rejoicing when they win, it's just too much."

Would you like to see the Rotax Grand Finals being hosted by

a venue in Brazil? And if it happened, would you like to be involved in the organization?

"It would be lovely to see the Rotax MAX Challenge Grand Finals taking place in Brazil... we have great go-kart tracks here. As far as my involvement is concerned, it would be to race it as fast as I can my friend..."





carburando



KARTING

DATE UNA VUELTA EN UN ROTAX

por Fefo Camps
y Pablo Posteraro

16/11/2015 | 13:20

COMPARTIR

Pasó el Mundial Rotax Portugal 2015 y Argentina regresó con un podio de la mano de Gabriel Zughella. Así se corría en Portimao:



0:06 / 1:12



0 comentarios

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NOTAS RELACIONADAS



16/08/2015 | 18:30

MULTI GANADORES EN ZARATE

por Fefo Camps



11/09/2015 | 17:50

POR LA DEFINICIÓN

por Damian Barischpolski



DESARROLLADO POR **varcelona**

Curva 1 KART

<http://curva1kart.com.ar/noticias/?cat=161>

GRAND FINALS ROTAX 2015. Excelente podio argentino en el Mundial de Portugal

14/11/2015 |

- [Grand Finals Rotax](#)



La Grand Finals Rotax 2015 de Portugal terminó con un festejado podio para Argentina, de la mano de Gabriel Zughella que subió al tercer escalón del podio en DD2 Máster.

Curva 1 KART desde Portugal

La cobertura de Curva 1 KART en Portugal fue gracias a los pilotos Matías Fernández, Santiago Fabiani, Andrés Jakos, Santiago Alvarez, Henry Martin, Brian Stafuza y Leandro Iglesias.

La última jornada de la Grand Finals Rotax 2015 comenzó con un Warm Up y las pre finales. Luego llegó el desfile de delegaciones y entrega de medallas, que fue la previa de todas las finales.

El podio cerró la edición 2015, coronando a los siguientes campeones:

- JUNIOR – Florian Venturi – Francia
- SENIOR – Alex Alex – Italia
- DD2 – Ferenc Kancsar – Hungría
- DD2 MASTER – Ryan Urban – Nueva Zelanda



El evento terminó, pero nuestra cobertura seguirá durante los próximos días con todo lo que dejó la Grand Finals Rotax 2015. **Todavía tenemos mucho material en fotos, notas y videos.**
A continuación, el resumen del día final del Mundial Rotax 2015.

Todos los resultados haciendo [CLICK AQUI](#)

JUNIOR MAX

MATIAS FERNANDEZ. El piloto cordobés tuvo un buen último día en la Grand Finals Rotax, ubicándose en el 5° puesto del entrenamiento, que lo dejó motivado para las dos carreras del sábado.

Largó la pre final desde la 33° posición y tuvo una buena largada, pero hubo bandera roja por el vuelto de un piloto de Nueva Zelanda. Se relanzó y Fernández nuevamente avanzó. Llegó a estar 22, pero llegando al frenaje de la curva uno, intentó ir por afuera y la maniobra no salió, además de un leve roce previo. Terminó en el puesto 27°.

En la final, otra vez aprovechó la largada para avanzar varios puestos y fue construyendo una buena performance, llegando a estar en el décimo puesto. La pelea con dos pilotos de Gran Bretaña, hizo que no pudiera seguir avanzando. Finalmente, terminó 12º y lo festejó ya que dio vueltas un fin de semana que había comenzado bastante flojo (había clasificado 63º). Al día siguiente, se pudo observar un recargo a Fernández que lo dejó en el puesto 25º.



DD2 MASTER

GABRIEL ZUGHELLA tuvo un sábado brillante. Desde la 13ª posición de la pre final escaló hasta el 6º puesto. En la final perdió una posición en la largada, pero luego pudo recuperarse. Más tarde, llegó a ponerse quinto y luego cuarto. Aprovechando un toque entre el primero y el segundo, avanzó hasta el tercero lugar, pero finalmente terminó cuarto en pista. Minutos después, excluyeron a Luis Schiavo (2º) y así Zughella ocupó el tercer lugar del podio.

HENRY MARTIN partió desde la 11ª puesto en la pre final y terminó en igual posición. En la final llegó a estar noveno, en una "trencito" con mucha paridad y donde los sobrepasos comenzaron a darse de

mitad de carrera hacia adelante. En pista finalizó en el puesto 12°, pero fue excluido por técnico por un problema en la balanza. *"Me ponía en un lugar de la balanza y el peso me daba sobrado por 100 gramos. En otro lugar, me faltaban 300 gramos. Los comisarios decidieron excluirme"* dijo Henry Martin.

RAFAEL MORO largó la pre final desde la posición 28° y avanzó una posición. En la final, peleó por avanzar durante los primeros giros, pero debió penar con la rotura de la caja que provocó que abandonara la prueba. Quedó ubicado 29°



HENRY MARTIN



RAFAEL MORO



GABRIEL ZUGHELLA



MAS NOTICIAS



GRAND FINALS ROTAX. Imágenes exclusivas de Portugal desde un drone



GRAND FINALS ROTAX. Anunciaron que Italia será la sede para 2016



GRAND FINALS ROTAX 2015. Cuatro argentinos clasificaron a la fase final en Portugal



Benja Ramos ya está en Portugal para el Campeonato Mundial Rotax Max Challenge

[BENJAMIN RAMOS](#), [KARTING](#), [PABLO LARROQUETTE](#), [PORTIMAO](#), [PORTUGAL](#), [RACING5 ARMY](#), [ROTAX](#), [ROTAX](#)

[MAX CHALLENGE GRAND FINALS](#)

noviembre 10, 2015 por Nicolás Espinoza - (0) comentarios



El piloto nacional [Benjamín Ramos](#) ya se encuentra en Portugal representando a Chile en el **Rotax MAX Challenge Grand Finals** a realizarse en el circuito de Portimao y donde serán 7 los chilenos presentes en esta cita mundial.



El fin de semana fue intenso para Benia Ramos quien tuvo que aclimatarse luego de un largo vuelo y todo el proceso de inscripciones, además aprovechó el tiempo para probar la pista en karts de arriendo, lo que le sirvió mucho para memorizar la pista y conocer el circuito. Ayer fue el sorteo de los karts y preparadores, jornada en la que se terminaron los autos con su butaca, neumáticos, pesos y puesta a punto. Todo previo a los entrenamientos que comenzaron el día de hoy.



Los pilotos chilenos presentes son **Angelo Caro** en categoría Junior, **Lukas Bacigalupo** y **Pablo Larroquette** en categoría DD2 Senior, **Horacio Torres**, **Maxi Orueta** y **Pablo Yarur** en DD2 Masters y **Benja Ramos** en categoría Senior quien debuta en este campeonato como piloto del equipo de Racing5.

Benja se siente muy bien y ya comienza con el pie derecho pues en su categoría, la 125 SeniorMax, se usará el mismo chasis marca Sodi con que corre en Chile. Probó en múltiples ocasiones durante el sábado y domingo y se siente cómodo y dice gustarle el trazado, superior a los 1.500 mts.



No se esperan lluvias para esta semana en Portimao por lo que se espera un gran grip para esta gran final. Le deseamos toda la suerte a Benja Ramos y le damos la bienvenida al Racing5 Army.

SPORT

Eesti kardisõitjad Rotaxi maailmakarika finaalis

Eesti kardisõitjad Rotaxi maailmakarika finaalis Rubbens Barrichellost edestada ei õnnestunud.

Rotaxi maailmakarika võitjaks seltsi aastal juba 16. korda, sektord 8.14, novembrikuu Portugali Portimao kardirajal.

Eesti kardisõitjad olid Rotaxi maailmakarika võitjateks olnud juba 14 korda alates 2002. aastast, kui esimene Eesti sõitja oli kohal Hanno Rajamets. Eesti sõitjad olid võitnud nelil kuld, kolm hõbe- ja ühe pronksmedali ning lisaks veel meesondilist hõbedat, mis tõstis Eesti Rotaxi maailmakarika võitjate 15. aasta arvestusse väga kõrgele 4.-6. kohale, mida jagasid Hispaania ja Hollandiga.

Seekord võistlesid Eesti meeskonnas Karl Leesmaa Rotax Juniori klassis, Kairo Kivi ja Sten Doran Pirmimägi Rotax Maxi klassis, Mario Vendi Rotax D102 klassis ning Priit Sei Rotax D102 Mastersi klassis.

Rohkelt kokkupuudet

Briti tuliseks kujunesid seekord võistluses ka pea igas sõidus tekkisid suurel külakuhjad, võistlajad lihtsalt konkurentide rajalt välja, heideid väga visalt parema koha eest ning vahel võeti isegi liiga suuri riske, eriti võistlajate rünnakute ja sõiduraskuste tõttu. Sellest kõigest ei jäänud puutumatuna ka Eesti sõitjad. Pirmimägi, kes oli ajasõitudes välja sõitnud neljanda ja viienda sõidus, lõpetas sõidu sõitmisel mõni ring enne lõppu raja ääres. Seavõitu Leesmaa lõpetas esimese eesõidu suurepärase neljanda koha ja ning Kivi kaheksanda koha.

Teises eesõidus võitis Pirmimägi välja teise koha, Leesmaa oli kolmes, aga kolmteistpoolt lähtunud transpordikindid andsid lõpuks duks Kivile, kolme hüllemüüri jättis teises eesõidus Kivile, kellest kahe võistlaja mõni ring enne lõppu sõitmisel ootuses ühes ühe lendas. Kart oli kahtluse all, Kivi be vaps me õhust abi ning tüüri ei andnud esimese eesõidu puhta lõpuks kulla. Ometis said kart meeskonnale abiga järgmisel sõidus võistluskordi.

Kolmande eesõidus olid meie Rotax Maxi sõitjad ühes sõidus ning väga pareva ja võistluskordi sõidu järele lõpetas Pirmimägi neljanda ja Kivi seitsenda koha. Teisel päeval Leesmaa võitis kolmanda koha, Kivi kaheksanda koha.

Karl Leesmaa jaoks lõppes viimane Rotax Juniori eesõid kaheksa aastalisi juba teises karbis: tema kart kühuras rajalt välja.

Eriti tuliseks kujunesid seekord eesõidud, kus pea igas sõidus tekkisid suured külakuhjad.

50 Autoleht 25. november 2015.



Rotax Maxi sõit on täies hoo: number 237 kardiga sõidab Sten Doran Pirmimägi ja 224-ga Kairo Kivi.



Eesti meeskond maailma lankavõistluse finaali võistluse avamisel.



Karl Leesmaa (140) tulemusel avasid mõju arvukod aratit. Kokkuvõttes 28. koha.



Karti nr 311 roolis leub endine vormid 1 sõitja brasiillane Rubens Barrichello.

**Maia Kau-
bandus
65 x 280
rekl**

Photo: Oleg Krasov

hea koha eest võideld. Kokkuvõttes sai meie pesumäe Leesmaa 28. koha 72 sõitja hulgas.

Pirmimägi lihtsaks

Rotax Maxi klassi eelfinaal sujus ilma vahetumureta ning meie poisid võitsid enamat karta karta hõlpsalt ülespoole: Pirmimägi lõpetas kolmes, Kivi kaheksa sõidus. Pinaalid jätasid põnevust külakuhjad: meie poisid rünnakust tülisid, kuid kindlalt alla ettepoole. Kivi õnnestus start finaalis hästi, sõidu kulgus mõeldus ta veel seitsmendal konkurentide ja saavutati lõpuks 11. koha.

Pirmimägi oli teas võites, joudes laupäeval koha. Ja Kivi ei jätanud kahtlust: Pirmimägi võitis kaheksa sõitja hulgas. Pirmimägi võitis kaheksa sõitja hulgas. Pirmimägi võitis kaheksa sõitja hulgas.

Pirmimägi võitis kaheksa sõitja hulgas. Pirmimägi võitis kaheksa sõitja hulgas. Pirmimägi võitis kaheksa sõitja hulgas.

KARIBACHIE ALMEIDA
PORTIMAO - TALIN



Al Rawahi brothers shine in qualifying day of 2015 Rotax MAX Challenge Grand Finals

November 13, 2015 | 6:35 PM

By Times News Service



Abu Dhabi: Team UAE driver Luke Varley and Oman based brothers, Sanad and Abdullah Al Rawahi, starred on qualifying day for the 2015 Rotax MAX Challenge Grand Finals, while their teammates endured mixed fortunes on an action packed day at Kartodromo Internacional Algarve, in southern Portugal.

Varley, the 2009 MAX Champion, used all of his experience to secure second place on the DD2 grid which includes ex-Formula 1 driver and grand prix winner Rubens Barrichello from Brazil among the 72 DD2 champions from around the world.

Sanad Al Rawahi impressed with a flurry of strong laps despite being mixed up in traffic to finish third in his session which was good enough for tenth overall, with almost the entire field separated by just over a second.

In the MAX class Abdullah Al Rawahi was constantly at the sharp end on the timing screens and in the end secured the sixth best time, in the field of 72 of the world's best Rotax MAX drivers.

Tony Hogg was the top DD2 Masters driver from Team UAE with the 56th best time, followed by Hussein Umid Ali 67th and Jonathan Mowatt was 71st.

Taymour Kermanshahchi was fastest of Team UAE's Junior MAX drivers, with Grand Finals rookie Amna Al Qubaisi next best and the only female driver in the junior category.

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Oman's Al Rawahi siblings advance to finals at Rotax Max Grand Finals in Portugal

November 14, 2015 | 10:16 PM
By Times News Service

Abdullah Al Rawahi



Muscat: Oman's Al Rawahi brothers, Sanad and Abdullah, advanced to the finals of their respective categories in the Rotax Max Grand Finals in Portugal.

According to information received here, Sanad made it to the final of the 125 DD2 category while Abdullah reached the final of the 125 Max division.

Team UAE, meanwhile, has six drivers who have progressed through to the final day, after a grueling qualifying process with drivers competing in three Heats against the world's top Rotax drivers.

The top 34 drivers out of 72 in each class proceed to the final day of racing for a Pre-final and the Final action which will determine the Rotax Max world champion in the respective classes.

Luke Varley has been the star for Team UAE with a second place followed by two victories in his DD2 Heats, establishing himself as one of the men to beat in Saturday's final where he will be hoping

to add a second Rotax title to the first he won in 2009.

Also delivering a fine performance in DD2 was Sanad Al Rawahi who was at the sharp end of proceedings throughout the week and finished seventh, third and fourth in his three Heat races.

Piers Pakenham-Walsh recovered well from a below par qualifying session and his first Heat where he finished down in 27th, to bounce back to 10th and 13th in his second and third heats respectively to book a berth on the finals grid.

In the Max class Tom Bale and Abdullah Al Rawahi were in the wars during their Heats, but overcame the high attrition to achieve the target of making it to the final day.

Bale recovered from a Heat 1 incident which relegated him to 17th, then dug deep to finish fifth in his second Heat and ninth in his third Heat.

Al Rawahi did enough with two seventh places in his first two Heat races and survived being punted off in the third Heat to finish tenth.

Taymour Kermanshahchi got off to a flying start in Race 1 of the Junior MAX class powering to fourth place. He then stumbled in his second Heat in which he ended 23rd, but made amends with a strong drive to finish sixth in his final Heat and with it secure his place in the finals.

It was heartache for the rest of Team UAE as Abu Dhabi schoolgirl Amna Al Qubaisi did not make it beyond the Heat races and missed the finals, as will the DD2 Masters trio of Hussain Umid Ali, Tony Hogg and Jonathan Mowatt, along with Patrick Hannah in the MAX class who had a luckless week at the Kartdromo Internacional Algarve.

For each of the six Team UAE drivers who have qualified for the finals, action on the last day includes a Pre-final on Saturday morning which will determine the starting positions for the all-important Final in the afternoon.

Team UAE Manager Guy Sheffield said: "It has been a bittersweet couple of days for Team UAE drivers. We are gutted that some of the drivers will not be making it to the final day, but at the same time we are elated for our drivers who made it through."

"But I am sure this is how all teams at these Grand Finals feel after the penultimate day as it is the nature of the competition. Whatever the case Team UAE have racked up massive experience at this event which will serve us well not only in these finals, but also for the future. And of course anything can happen in the finals," added Sheffield.

Oman's Sanad Al Rawahi pleased with sixth place finish at Rotax Max Grand Finals in Portugal

November 15, 2015 | 10:01 PM
By Times News Service

Piers Pakenham-Walsh, front, leads Team UAE teammate Sanad Al Rawahi during DD2 final at the 2015 Rotax MAX Grand Finals in Portugal. Photo - Supplied



Muscat: Omani racer Sanad Al Rawahi and his Team UAE teamamate Piers Pakenham-Walsh were the best performers on the final day of the 2015 Rotax MAX Grand Finals in Portugal, while their teammates suffered a myriad of misadventures on an action packed last day at Kartodromo Internacional Algarve on Saturday.

According to information received here, Al Rawahi started from 13th on the grid in the DD2 finals but was involved in first lap chaos, which saw him drop to near the back of the field of 34. But he recovered well and during the second half of the race was one of the fastest drivers on track - only the winner set a quicker lap - as he powered to sixth place and his best showing in a Grand Finals.

Al Rawahi said: "I am very pleased with this result as it is payback for the hard work we put into our racing programme. I want to thank my father for making this happen, my brother (Abdullah) for his support, my crew who provided me with a good kart and everyone in Team UAE."

Pakenham-Walsh recovered from 29th on the grid, made a good start and kept out of trouble, to claim a well-deserved ninth place as he slugged it out with the world's best Rotax drivers. The result a just reward for the Dubai based driver who endured a challenging time in the Heat races and the Pre-final, but he rose to the occasion in the best way possible.

"I can't believe it!" said Pakenham-Walsh when he was told he finished ninth. "The engine I had was not the fastest, but I gave it all I have and am very happy to be in the top ten. Big thanks to my family, my mechanic Tom Holland and Team UAE for a great effort. I am very, very happy."

It was bitter disappointment for Luke Varley who never put a foot wrong all week in the DD2 class, winning two of his Heats and finishing second in the Pre-final.

In the Final, starting from second on the grid he was swamped at the start and overtaken by several drivers. Nevertheless he recovered well and started picking his way to the front, but while battling for third he tangled with a slower driver and was forced to retire from the race.

Hungarian driver Ferenc Kancsar won the race to claim the DD2 world title.

Abdullah in 26th

Both Team UAE drivers in the MAX Pre-final had a morning to forget as they were embroiled in battles that saw them drop down to the tail of the field with Tom Bale and Abdullah Al Rawahi finishing 20th and 26th.

In the Final they both fared better with Bale crossing the line in 16th and Al Rawahi 21st, with Italian driver Alex Alex claiming the MAX world title.

Taymour Kermanshahchi was the only Team UAE Junior driver in action on the final day. He made a good start and was running strongly early on in the Pre-final but was involved in an incident which earned him a penalty from the Race Stewards which relegated him to 30th on the grid for the Final.

From that point on UAE Junior MAX Champion's Final race was compromised and although he was making his way up the order in the Final, he was bumped by a rival which again dropped him down the field to last. He crossed the line in 28th out of 34.

Frenchman Florian venturi emerged on top after a tense six kart battle for the lead to be crowned the Junior MAX world champion.

MUSCATDAILY.COM

By Ashok Purohit
November 03, 2015

16TH ROTAX MAX CHALLENGE: RAWAHIS AIM FOR A STRONG FINISH AT PORTIMAO EVENT



Sanad al Rawahi (left) and Abdullah al Rawahi

Oman's top go-karting drivers - Sanad al Rawahi and Abdullah al Rawahi - are all set, once again, to represent the sultanate at the 16th Rotax Max Challenge Grand Finals, to be held in Portimao, Portugal from November 8-14.

The siblings, who have been dominating the domestic circuit and winning titles in UAE, are high on confidence following a recent string of positive results in the 2015-2016 UAE Rotax Max Challenge (RMC) series.

The younger of the Rawahi duo, 19 year old Abdullah, has been in sizzling form this season, winning both the rounds to lead the championship standings.



Abdullah al Rawahi races during the second round at the UAE Rotax Max Challenge Series in Abu Dhabi last week

Meanwhile, 20 year old Sanad missed a podium in the first round of the UAE RMC with a fourth-spot finish, but he followed it up with a runner-up result in the second round last week in the DD2 class.

The recent successes have given the Omani duo enough confidence to finish in the top ten in their respective classes at the Rotax Grand Finals.

While Sanad will participate in the DD2 class, Abdullah will be competing in the senior class at the Grand Finals.

In his remarks to Muscat Daily on Monday, Sanad said, "My preparations have been good, they are on track. I gained good exposure while competing in three European events, in Germany and Belgium in July-August.

"I managed to finish among the top ten racers in two of the races and the recent results in UAE make me feel good ahead of the Grand Finals," he said.



Sanad al Rawahi in action at the 2015-16 UAE Rotax Max Challenge Series at the Al Forsan International Kart Circuit in Abu Dhabi

A student of GUTech in Muscat, Sanad said, "My aim is to qualify for the final race and finish among the top ten in Portimao."

This is the fifth successive participation of Sanad at the world-level championship, while for Abdullah, it is the fourth consecutive time.

At last year's Grand Finals in Valencia, Spain, a record 288 racers from 60 countries raced. Sanad qualified for the final race, but entered the title round only through a playoff for six spots after the top 28 drivers qualified for the final race from a grid of 72 competitors.

Sanad finished fourth among 34 drivers in the playoff to enter the decider. In the final, Sanad escaped with a few minor injuries after a crash right ahead of him sent debris flying at him. A metal piece struck him in the collar bone, forcing him to quit the race after two laps.

"I have much more experience and I have matured as a driver. It will help me achieve my goal," said Sanad.

Abdullah, who could not compete in the Oman and UAE rounds last year due to his academic pursuits, managed to qualify for the Grand Finals with a title win in Jordan during Ramadan.

The teenager is raring to go after notching up good pace at a recent IAME X30 International Final in Le Mans, France.

"I have had strong pace in the European races and also during the race in France. The recent back-to-back wins in UAE have given me the confidence of booking a berth in the final in Portimao. Hopefully, I can finish among the top ten," he said.

Last year at Valencia, Abdullah had impressed with his pace and qualified 12th for the finals from a field of 72 drivers that included former and current world champions.

Abdullah had a good start in the decider, but a crash at the third corner in the first lap pushed him back to 25th place in a grid of 34 drivers.

However, a stirring fightback from the talented racer helped him finish overall 20th.

The duo's father-cum-manager, Suleiman al Rawahi, said 'the boys are ready and had good preparation'.

"The recent victories in the UAE rounds have boosted their morale and I hope they achieve good results. It is an honour to represent Oman at the world finals and more so as they have been doing it regularly over the past few years," he said, thanking the Ministry of Sports Affairs, Zubair Corporation, Khimji Ramdas Group and NBO for their support.

"To compete with the best racers in the world is quite an experience for me and my boys," said Suleiman, who is also the managing director of the Oman Automobile Association (OAA).

Read more: <http://www.muscatdaily.com/Archive/Sports/16th-Rotax-Max-Challenge-Rawahis-aim-for-a-strong-finish-at-Portimao-event-4ef7#ixzz3xmMEt67w>

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Datum: 09.11.2015 **ROTAX Grand Finals**

Motoren an! ROTAX MAX Grand Finals starten in Portugal



ROTAX MAX Grand Finals 2015 in Portugal - Foto: BRP

Die Spiele haben begonnen: Seit Samstag trudeln die Teilnehmer der 16. Ausgabe der ROTAX MAX Grand Finals im Kartodromo International Algarve ein, das nach 2012 bereits zum zweiten Mal den Austragungsort der ROTAX-Weltmeisterschaft markiert und vom 7. bis 14. November 2015 die 300 besten ROTAX-Piloten aus über 50 Ländern der Erde empfängt.

Der Philosophie der Chancengleichheit folgend, werden neben den Einheitsmotoren von ROTAX und den Einheitsreifen von MOJO wiederum drei Karthersteller als Exklusivausrüster dabei sein: Praga für die Junioren,

Sodikart für die Senioren und DD2 Masters sowie BirelART für die DD2. Neben den Hauptkategorien werden zudem nationale Rahmenrennen der Micro- und Mini-Klassen das Mega-Event verstärken.

Für alle Teilnehmer ging es am Sonntag entspannt los: Mit der Welcome-Party, einem Team-Contest und dem MOJO-Reifenwechsel-Wettbewerb konnte sich jeder auf die anstehende Woche einstellen, denn ab heute steht der organisatorische Teil, wie Quartier beziehen, Registrierung, Kart-Auslosung und -Montage, auf dem Programm. Erst am Dienstag werden die Piloten zum ersten Mal auf die Strecke dürfen, um sich im freien Training mit der 1.532 Meter langen Piste vertraut machen zu können. Richtig ernst wird es am Mittwochnachmittag, wenn das Qualifying das erste Kräfteverhältnis enthüllt. Donnerstag und Freitag werden die Vorläufe ausgetragen, bevor die besten 34 Piloten je Klasse am Samstag in den Finaltag starten.

Besondere Beachtung gilt natürlich wie jedes Jahr dem deutschen Kader: Durch ihre Titelgewinne in der ROTAX MAX Challenge Germany konnten sich Louis Henkefend (Junioren), Christopher Dreyspring (Senioren), Luka Kamali (DD2) und Tommy Helfinger (DD2 Masters) für den großen Showdown qualifizieren. Hinzu gesellen sich Marcel Schirmer (DD2), der sein Ticket über die ROTAX MAX Euro Challenge erhielt, sowie Andreas Estner (Junioren), der als RMC-Vizemeister nachträglich eine Wildcard ergatterte. Komplettiert wird das deutsche Team von Robert Schlünssen (DD2 Masters). Der Deutsch-Däne, der sonst als Teamchef von RS Competition agiert, eroberte als Sieger des ROTAX International Open auf dem Adria Raceway ein Last-Minute-Ticket.

Die glorreichen Sieben bilden eine vielversprechende Mannschaft und zählen schon jetzt zur Elite – immerhin kämpfen weltweit rund 15.000 Piloten um den WM-Einzug. Luka Kamali, Louis Henkefend, Marcel Schirmer und Andreas Estner können auf internationale Erfahrung und Erfolge aus der Euro Challenge zurückblicken und sind somit erprobt im globalen Wettbewerb. Das gilt auch für Dreyspring, der zudem bereits sein drittes Weltfinale bestreitet. Auch Helfinger zählt zu den Wiederholungstätern und tritt bereits zum zweiten Mal bei den Grand Finals an. Last but not least könnte Robert Schlünssen – trotz zehnjähriger Kart-Abstinenz – eine Überraschung gelingen, zählte er doch bei seinem Comeback beim ROTAX International Open zu den schnellsten DD2-Piloten.

Für alle Daheimgebliebenen werden die **ROTAX MAX Grand Finals live** übertragen. Auf der offiziellen

Datum: 10.11.2015 **ROTAX Grand Finals**

Grand Finals: Erste Action auf der Strecke in Portimao



Nach mehreren Tagen der Vorbereitung ist es endlich soweit: In Portimao (PT) geht es heute zum ersten Mal auf die Strecke für die rund 300 Teilnehmer der 16. ROTAX MAX Grand Finals. Seit dem Morgen dürfen die Piloten sich im Freien Training mit der 1.532 Meter langen Hochgeschwindigkeitspiste vertraut machen.

Die ersten Sitzungen wurden noch nicht offiziell gezeitet. Ab heute Mittag stehen zwei weitere Sessions für die vier Klassen der Junioren, Senioren, DD2 und DD2 Masters auf dem Programm, die dann mit Transponder-Pflicht ein erstes Krätemessen enthüllen werden. Auch für Mittwoch sind zwei Trainingssitzungen angesetzt, bevor es am Nachmittag ernst wird und das Qualifying über die Startaufstellung der Vorläufe entscheiden wird.

Für alle Daheimgebliebenen werden die ROTAX MAX Grand Finals live übertragen. Auf der offiziellen Webseite gibt es nicht nur ein **Live-Timing**, sondern auch eine **packende TV-Übertragung** aller Geschehnisse.

Diesen Artikel finden Sie im Internet unter folgender Adresse:

<http://www.motorsport-xl.de/news/2015/ROTAX-Grand-Finals/Grand-Finals-Erste-Action-auf-der-Strecke-in-Portimao-21113.html>

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Datum: 11.11.2015 **ROTAX Grand Finals**

Deutscher Kader stark – Barrichello zurück im Kart



Start frei zum Qualifying

Heute sind in Portimao (PT) die Zeittrainingssitzungen zu den 16. ROTAX MAX Grand Finals zu Ende gegangen. Beim ersten großen Kräftemessen auf dem 1.532 Meter langen Kurs an der Algarve fuhr die deutsche Mannschaft vielversprechende Ergebnisse ein.

DD2 Masters-Pilot Robert Schlünssen glänzte mit dem hervorragenden achten Platz, zeigte sich aber dennoch unzufrieden: „In den freien Trainings lagen wir stets ganz vorne. Von daher bin ich nicht wirklich happy mit dem

Ergebnis. In den Heats sollte es aber wieder nach vorne gehen“, so der Deutsch-Däne. Sein Klassenkamerad Tommy Helfinger haderte derweil mit der Leistung seines Karts. Mehr als Platz 45 war nicht zu holen. „Mir fehlt einfach der Topspeed und wir finden hierfür keine Lösung“, erklärte der zweifache RMC-Champion.

Auch bei den beiden deutschen Junioren verlief das Qualifying durchwachsen: Nach soliden Trainingsergebnisse reichte es für Andreas Estner zum 21. Rang im 72-köpfigen Feld. Louis Henkefeind erwischte es faustdick. Er hatte in der ersten Runde des Zeittrainings eine Kollision. Das hatte nicht nur ein ramponiertes Kart, sondern auch den enttäuschenden 68. Platz zur Folge.

Christopher Dreyspring, der die deutschen Farben als Solist im Senioren-Feld verteidigt, zeigte keine Schwäche. Seine hervorragenden Trainingsergebnisse verwandelte er im Qualifying in einen sehr guten 14. Rang.

Für das beste Ergebnis im deutschen Lager sorgte Luka Kamali. Der Deutsche RMC-Champion katapultierte sich auf den starken vierten Platz und bestätigte damit seine Trainingsergebnisse, die ihn regelmäßig in den Top-Ten führten. Nicht ganz problemlos verliefen die Trainings und auch das Qualifying für Mannschaftskollege Marcel Schirmer. Nach Anlaufschwierigkeiten belegte er Platz 39. „Wir haben aber noch Luft nach oben und ich bin zuversichtlich, dass wir in den Vorläufen die Lücke schließen können“, so Schirmer.

Im Feld der DD2 findet sich im Übrigen ein ganz prominenter Name wieder: Der ehemalige F1-Pilot Rubens Barrichello hat sich über die südamerikanische RMC qualifiziert und stellt sich in Portimao der Weltelite. Dass er den Wettbewerb nicht auf die leichte Schulter nimmt, bewies er mit Rang 25 im Zeittraining.

Am morgigen Donnerstag steht Rennaction auf dem Programm. Die Heats werden sich dabei auf zwei Tage verteilen, bevor am Freitagabend die besten 34 Piloten für die großen Finalrennen am Samstag ermittelt sind.

Für alle Daheimgebliebenen werden die **ROTAX MAX Grand Finals live übertragen**. Auf der offiziellen Webseite gibt es nicht nur ein Live-Timing, sondern auch eine packende TV-Übertragung aller Geschehnisse.

Diesen Artikel finden Sie im Internet unter folgender Adresse:

Datum: 12.11.2015 **ROTAX Grand Finals**

Deutscher Kader feiert Sieg in den Vorläufen



Das deutsche Team bei den ROTAX MAX Grand Finals

Bei spätsommerlichen Bedingungen wurden am heutigen Donnerstag die ersten Vorläufe zu den ROTAX MAX Grand Finals 2015 in Portimao (PT) ausgetragen. Insgesamt drei Heats hat jeder Teilnehmer auf dem Weg zum ersehnten Finale am Samstag zu absolvieren. Die Halbzeit ist damit heute bereits überschritten und der deutsche Kader liegt bis dato sehr gut im Rennen – auch wenn es vereinzelt Rückschläge zu verzeichnen gab.

Ein wahres Waterloo erlebte Junior Louis Henkefend. Der dreifache RMC-Champion klagte bereits die ganze Woche über Motorprobleme. Nach dem Warm-Up erhielt der Youngster aufgrund des nachweislichen Leistungsnachteils einen neuen Zylinder und ging entsprechend optimistisch in den ersten Vorlauf. Hier setzte der Motor jedoch schon in der Einführungsrunde aus und Henkefend musste dem Feld hinterherhinken, was am Ende Platz 30 bedeutete. Im zweiten Durchgang konnte er sich dann ins Mittelfeld nach vorne kämpfen, wurde dann aber unfreiwillig in eine Kollision verwickelt, die ihn wiederum auf Platz 30 zurückwarf. „Ich bin sehr enttäuscht – erst die technischen Probleme und jetzt auch noch eine Kollision. Jetzt hoffe ich nur, dass ich im letzten Heat am Freitag noch ein gutes Ergebnis einfahren kann, damit ich mich immerhin für den Hoffnungslauf qualifizieren kann“, fasste Henkefend am Abend zusammen.

Die Kohlen holte dafür der zweite deutsche Junior aus dem Feuer: Andreas Estner absolvierte zwei solide Vorläufe, in denen er sich die Plätze sechs und zwölf sichern konnte. Sollte auch der letzte Heat ähnlich verlaufen, ist er ein sicherer Kandidat für die Finalrennen am Samstag.

Auch bei den DD2 Masters-Piloten herrscht geteilte Freude: Robert Schlünssen zeigte eine starke Leistung und beendete die Heats als hervorragender Zweiter und Vierter. Pech hatte aber Mannschaftskollege Tommy Helfinger. Im ersten Heat geriet er in eine Startkollision und kam nur als 26. ins Ziel. Auch im zweiten Durchgang kostete ihn eine Kollision ein besseres Ergebnis als Rang 21.

In Topform präsentiert sich hingegen der deutsche Einzelkämpfer bei den Senioren: Christopher Dreyspring etablierte sich mit zwei dritten Plätzen, schnellster Rennrunde und seinen ersten Führungskilometern fast schon spielerisch im Spitzenfeld und zählt mittlerweile zum absoluten Favoritenkreis.

Das gilt auch für DD2-Pilot Luka Kamali. Schon Zeittraining hatte er mit Rang vier ein Ausrufezeichen gesetzt und so bestätigte er seine Leistung auch in den Vorläufen. In beiden Rennen lieferte er sich einen packenden Kampf um den Sieg. Musste er sich im ersten Durchgang noch mit Rang zwei begnügen, schlug er im zweiten Vorlauf zurück und holte Deutschland den ersten Heat-Sieg. Obwohl auch er am Freitag noch ein Rennen zu absolvieren hat, ist seine Finalqualifikation so gut wie sicher. „Mein Ziel ist es natürlich noch ein weiteres Topergebnis zu holen, damit wir dann auch von einer guten Startposition in die Finalrennen starten können“, so Kamali.

(Update) Doch die Hiobsbotschaft folgte am nächsten Morgen: Laut Rennleitung hatte Kamali in seinem

letzten Heat einen Frühstart hingelegt. Folglich erhielt die deutsche Speerspitze eine nachträgliche 10-Sekundenstrafe, die ihn auf Rang 23 zurückwarf. „Ich kann es gar nicht glauben, dass ich erst einen Tag später eine Strafe erhalte. Das ist sehr ärgerlich. Ich hatte ganz klar einen besseren Start als der Pole-Setter, da ihm offensichtlich der Motor versoffen war. Zudem wurde ich von den nachfolgenden Fahrern geschoben. Wir können das jetzt nicht mehr ändern und müssen das Ergebnis im letzten Heat ausbügeln“, so Kamali.

Durchwachsen verliefen die Vorläufe für Marcel Schirmer. Er geriet am Start des ersten Laufs in eine Kollision, wonach er sich mühsam noch bis auf Platz 22 vorarbeiten konnte. Besser lief es dann im zweiten Heat. Er konnte sich in einem großen Kampfpulk im Mittelfeld behaupten und letztlich Rang 15 nach Hause fahren.

Für alle Daheimgebliebenen werden die **ROTAX MAX Grand Finals live** übertragen. Auf der offiziellen Webseite gibt es nicht nur ein Live-Timing, sondern auch eine packende TV-Übertragung aller Geschehnisse.

Diesen Artikel finden Sie im Internet unter folgender Adresse:

<http://www.motorsport-xl.de/news/2015/ROTAX-Grand-Finals/Deutscher-Kader-feiert-Sieg-in-den-Vorlaeuften-21123.html>

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Datum: 13.11.2015 ROTAX Grand Finals

Rückschlag im deutschen Lager: Zeitstrafe für Kamali



Mit einer Hiobsbotschaft begann am frühen Morgen der letzte Qualifikationstag für das deutsche Team bei den ROTAX MAX Grand Finals in Portimao. Ausgerechnet Luka Kamali – das bis dato beste Pferd im Stall – erhielt eine nachträgliche Zeitstrafe.

Laut Rennleitung hatte Kamali in seinem letzten Heat, den er als Sieger beendet hatte, einen Frühstart hingelegt. Folglich erhielt die deutsche Speerspitze eine nachträgliche 10-Sekundenstrafe, die ihn nunmehr auf Rang 23 zurückwarf.

„Ich kann es gar nicht glauben, dass ich erst einen Tag später eine Strafe erhalte. Das ist sehr ärgerlich. Ich hatte ganz klar einen besseren Start als der Pole-Setter, da ihm offensichtlich der Motor versoffen war. Zudem wurde ich von den nachfolgenden Fahrern geschoben. Wir können das jetzt nicht mehr ändern und müssen das Ergebnis im letzten Heat ausbügeln“, so Kamali.

Auch DD2-Kollege Marcel Schirmer ist mit den Startprozeduren nicht wirklich zufrieden: „Die Starts auf dieser Strecke sind im DD2 wirklich schwierig. Vor der Start-Ziel-Geraden geht es steil bergauf und manchen Fahrern stirbt hier sogar der Motor ab. Das hat dann beim Umschalten der Ampel oftmals ein kräftiges Durcheinander zur Folge.“

Diesen Artikel finden Sie im Internet unter folgender Adresse:

<http://www.motorsport-xl.de/news/2015/ROTAX-Grand-Finals/Rueckschlag-im-deutschen-Lager-Zeitstrafe-fuer-Kamali-21124.html>

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Datum: 13.11.2015 **ROTAX Grand Finals**

Fünf Finaltickets für die deutsche Mannschaft



Die spannenden Heats sind abgeschlossen

Heute ist in Portimao (PT) die Qualifikationsphase für die 16. Auflage der ROTAX MAX Grand Finals 2015 zu Ende gegangen. Sowohl die Heats als auch die Hoffnungsläufe sind abgeschlossen, womit die 34 Finalisten in den Klassen Junior, Senior, DD2 und DD2 Masters endgültig feststehen. Aus deutscher Sicht konnten sich Fünf der glorreichen Sieben für die Hauptrennen am Samstag qualifizieren. In jeder Klasse wird mindestens ein Deutscher am Finaltag vertreten sein.

Bei den Junioren ließ Andreas Estner in seinem letzten Vorlauf nichts anbrennen. Er brachte einen sicheren 13. Platz nach Hause und löste damit ohne Hindernisse sein Finalticket. In der Addition der Vorläufe belegte er den beachtlichen zwölften Gesamtplatz. Dem gegenüber stand eine weiterhin unglückliche Vorstellung Louis Henkefends. Der zweite deutsche Junior wurde auch im dritten Vorlauf unschuldiges Opfer einer Kollision. Zwar rettete er sich als 31. ins Ziel, doch im Gesamtergebnis der Heats landete er auf dem unverdienten 70. Rang. Damit war der Youngster nicht für den Hoffnungslauf qualifiziert und schied frühzeitig aus dem Event aus.

Problemlos absolvierte DD2 Masters-Pilot Robert Schlünssen seinen letzten Heat. Er fuhr ein taktisches Rennen auf Position fünf zu Ende und schaffte damit locker die Finalqualifikation. Als Siebter des Heat-Rankings hat er am Finaltag alle Chancen ganz vorne mitzumischen. Das gilt leider nicht für Klassenkamerad Tommy Helfinger. Der Gronauer beendete seinen Lauf zwar mit seiner persönlichen Bestleistung, doch Platz 17 reichte nicht für den sofortigen Finaleinzug. Er musste im Hoffnungslauf antreten, wo er in aussichtsreicher Position lag, dann aber bei einem Überholversuch von der Strecke abkam und alle Chancen auf ein Finalticket begraben musste.

Eine wiederum fehlerfreie Vorstellung lieferte Senior Christopher Dreyspring ab. Als dreifacher Weltfinalteilnehmer spielte der Nürnberger seine internationale Erfahrung aus und erkämpfte sich den hervorragenden zweiten Platz. Damit rundete er seine vorbildliche Heat-Bilanz ab und zieht als Fünfter des Zwischenklassements in die Finalrennen ein.

Auch Luka Kamali zeigte im letzten Vorlauf keine Schwäche. Der DD2-Pilot ließ sich von seiner nachträglichen Zeitstrafe vom Vortag nicht beeindrucken und fuhr Platz fünf nach Hause. Im Gesamtranking belegte er Position 16, von wo aus in den Finalrennen noch alle Chancen auf ein Topergebnis bestehen. Mannschaftskollege Marcel Schirmer war im letzten Vorlauf solide unterwegs. Er konnte zahlreiche Positionen gut machen und wurde als 15. abgewinkt. Sein Kampfgeist wurde belohnt. Als 27. schaffte er knapp den sofortigen Finaleinzug.

Gute Nachrichten gibt es auch für alle Barrichello-Fans: Auch der ehemalige F1-Pilot hat sich als Dritter des Hoffnungslaufs noch Last-Minute für die Finalrennen der DD2-Klasse qualifiziert.

Die Prefinalrennen starten am Samstag um 10:30 Uhr deutscher Zeit. Die Finalläufe beginnen gegen 14:10 Uhr. Für alle Daheimgebliebenen werden die **ROTAX MAX Grand Finals live** übertragen. Auf der offiziellen Webseite gibt es nicht nur ein Live-Timing, sondern auch eine packende TV-Übertragung aller

Geschehnisse.

Diesen Artikel finden Sie im Internet unter folgender Adresse:

<http://www.motorsport-xl.de/news/2015/ROTAX-Grand-Finals/Fuenf-Finaltickets-fuer-die-deutsche-Mannschaft-21128.html>

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Datum: 14.11.2015 ROTAX Grand Finals

Deutschland setzt Ausrufezeichen zum Finaltag



Der deutsche Kader holte Rang sechs in der Nationen-Wertung

Die ROTAX MAX Grand Finals 2015 sind Geschichte. Bei besten äußeren Bedingungen ist die ROTAX-Weltmeisterschaft heute zu Ende gegangen. Die zahlreichen Zuschauer aus über 50 Nationen sahen packenden Kartsport bis zur letzten Runde der Finalrennen. Hervorragend präsentierten sich auch die fünf deutschen Finalisten, obwohl am Ende das nötige Quäntchen Glück fehlte.

Der deutsche Junior Andreas Estner machte bei den Junioren einen guten Job. Im Prefinale hielt er sich aus allen Rangeleien heraus und sah die Zielflagge nach zahlreichen Kämpfen auf Position 13. „Uns fehlt leider einfach Drehzahl. Von daher bin ich froh, meine Position weitgehend gehalten zu haben“, so Estner nach dem Rennen. Im Finale geriet der Youngster in eine Startkollision und fiel ans Ende des Feldes zurück. Trotzdem kämpfte er sich noch auf Platz 20 nach vorne und zeigte sich sogar zufrieden: „Es war ein einmaliges Erlebnis für uns. Unser Ziel war die Finalqualifikation. Das haben wir bei weitem übertroffen.“

Der deutsche Junior Andreas Estner machte bei den Junioren einen guten Job. Im Prefinale hielt er sich aus allen Rangeleien heraus und sah die Zielflagge nach zahlreichen

Sensationell schlug sich Christopher Dreyspring bei den Senioren. Der Nürnberger war das Maß der Dinge im Prefinale und übernahm frühzeitig die Spitze. Über weite Strecken des Rennens führte er die Meute an, bevor die Konkurrenz gegen Rennende den Vorsprung egalisierte. Zwei Piloten musste Dreyspring vorbeilassen, trotzdem blieb er in Schlagdistanz. Als seine Vordermänner in der vorletzten Runde kollidierten, ging dem deutschen Hoffnungsträger unglücklicherweise die Bahn aus. Trotz seiner schnellen Reaktion blieb nur die Wiese als Notausgang. Am Ende konnte er immerhin noch Platz zwölf retten. Im Finale blies Dreyspring noch einmal zum Angriff und verbesserte sich mit starken Überholmanövern im enorm ausgeglichenen Feld auf den siebten Schlussrang.

Ein Drama erlebte DD2 Masters-Pilot Robert Schlünssen im Prefinale. Noch in der Einführungsrunde quitierte sein Kart den Dienst: Getriebeschaden. „Was soll ich sagen? Vom siebten Startplatz wäre einiges möglich gewesen. Jetzt muss ich halt im Finale von hinten durch die Meute pflügen“, so Schlünssen, der sich im letzten Durchgang bis auf Position 15 nach vorne kämpfen konnte. Sein Können unterstrich er zudem mit der schnellsten Rennrunde.

Eine tadellose Vorstellung lieferte Luka Kamali im Prefinale der DD2-Klasse ab. Vom 16. Startplatz aus machte er in einem unauffälligen Rennen Platz um Platz gut und wurde letztlich mit Position sieben belohnt. Das stellte eine vielversprechende Ausgangslage für das entscheidende Finale dar. Hier lag er zeitweise schon auf dem dritten Platz, bevor er einen Motorschaden erlitt und als Folge von einem Verfolger von der Bahn bugsiert wurde. „Das ist einfach nur schade. Es wäre sehr viel möglich gewesen. Im Finale hatten wir einen Steinschlag im Kühler, was wohl die Ursache für den späteren Motorschaden war“, gab Kamali nach dem Rennen zu Protokoll.

Nicht ganz rund lief das Prefinale bei Marcel Schirmer. Der deutsche RMC-Vizemeister haderte sichtlich mit der Leistung seines Motors. Teilweise schnell genug, um die Pace des Feldes zu gehen, kämpfte er auf der anderen Seite mit Stumpfen Mitteln und verlor gewonnene Positionen ebenso schnell wieder. Am Ende musste er sich mit Platz 24 zufrieden geben. Dafür entschädigte er sich mit einem sensationellen

Finale. Er katapultierte sich in einem hartumkämpften Rennen zeitweise auf Platz vier nach vorne und kreuzte die Zielflagge am Ende als beachtlicher Zehnter.

Insgesamt hat der deutsche Kader sich sehr gut geschlagen und war die gesamte Woche auf Augenhöhe mit der internationalen Elite unterwegs. Auch wenn es nicht zum ganz großen Durchbruch eines Deutschen gereicht hat, so durfte sich das Team doch über eine starke Mannschaftsleistung freuen, die mit einem sechsten Platz in der Nationen-Wertung belohnt wurde. Hier kämpften nicht weniger als 53 Länder seit dem Zeittraining um Punkte.

Die Weltmeistertitel gingen an den Franzosen Florian Venturi (Junioren), den Italiener Alex Alex (Senioren), der Neuseeländer Ryan Urban (DD2 Masters) und der Ungar Ferenc Kancsar (DD2). Als beste Nation schnitt die USA ab. Vizemeister wurde Südafrika vor den Niederlanden.

Diesen Artikel finden Sie im Internet unter folgender Adresse:

<http://www.motorsport-xl.de/news/2015/ROTAX-Grand-Finals/Deutschland-setzt-Ausrufezeichen-zum-Finalltag-21133.html>

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Datum: 16.11.2015 **ROTAX Grand Finals**

ROTAX MAX Grand Finals 2016 in Sarno (IT)



Die ROTAX MAX Grand Finals 2015 sind gerade erst vorüber, da kündigt sich bereits die 17. Auflage der ROTAX-Weltmeisterschaft für 2016 an. Im Rahmen der offiziellen Abschlussparty gab BRP-Powertrain den Termin und den Austragungsort für das nächste Mega-Event bekannt.

Rund einen Monat früher als üblich, nämlich vom 16. bis zum 22. Oktober 2016 wird die ROTAX-Weltelite aufeinandertreffen. Als Austragungsort wird man erstmals auf dem Circuito Internazionale Napoli im italienischen Sarno zu Gast sein. Vor der malerischen Kulisse des Vesuvs gelegen, bietet die 1.699 Meter lange Piste den perfekten Standort für eine internationale Veranstaltung in der Größenordnung eines Grand Finals.

Diesen Artikel finden Sie im Internet unter folgender Adresse:

<http://www.motorsport-xl.de/news/2015/ROTAX-Grand-Finals/ROTAX-MAX-Grand-Finals-2016-in-Sarno-IT-21134.html>

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Datum: 17.11.2015 **ROTAX Grand Finals**

Starke Schweizer am Weltfinale in Portugal



Die Schweizer Fahrer zusammen mit Rubens Barrichello. - Foto: David Kriech, Facebook

Die Rotax Max Challenge Grand Finals 2015 auf dem Kartodromo International Algarve in Portimao (Portugal) gingen am Samstag, 14.11.2015 bei sommerlichen Temperaturen zu Ende und die Schweizer Weltfinalisten haben sich wacker geschlagen und hart gekämpft.

Enttäuschung für Julien Apotheloz

Apotheloz war super in das Weltfinale gestartet und konnte mit einer Bestzeit ein Ausrufezeichen setzen. Doch bald machte sich Ernüchterung breit, denn der junge Zürcher wurde von den Sport-Kommissären für nicht regel-konforme Teile bestraft. Daher musste er die Vorläufe jeweils von

hinten in Angriff nehmen, was das ganze Unterfangen natürlich nicht einfach gestaltete. So kam es dann auch, dass er sich nicht aus eigener Kraft für das Pré-Finale qualifizieren konnte und musste sich im Hoffnungslauf beweisen. Von Startplatz 27 raste Apotheloz noch auf 14! Trotzdem blieb diese Leistung unbelohnt, da sich in einem Hoffnungslauf nur die ersten 6 Fahrer ein Ticket für den Finaleinzug sichern.

Tolle Leistung von Giuliano Cucciollilo

Cucciollilo fühlte sich von Anfang an wohl und war dementsprechend immer in einer guten Ausgangslage und bei der Musik. Die Vorläufe gelangen ihm und er konnte sich immer im vorderen Bereich behaupten. Die Highlights waren eine schnellste Rennrunde sowie dann am Samstag der Einzug ins Finale mit einem sensationellen 3. Platz. Im Finale dann war das Ziel der Truppe Cucciollilo ganz klar ein Platz in den Top 10, was sich dann aber als schwieriger herausstellte, als angenommen. Gestartet als 14. im Finale fiel der Aargauer immer weiter zurück, was schlussendlich im 24. Rang resultierte.

Kategorie DD2 Master: Alessandro Glauser vertritt die Schweiz

Glauser, der für seine akribische Herangehensweise und seinen eher aggressiven Fahrstil bekannt ist, konnte mit diesen Eigenschaften Schritt für Schritt in den Vorläufen dem Finaleinzug näher kommen. Zurückgeworfen durch ein Motorenproblem in der Einführungsrunde im 1. Lauf, musste sich Alessandro durch das Feld pflügen. Mit einer super Leistung holte er sich dann auch am Freitag absolut verdient das Ticket für den Finaleinzug, wo er dann am Samstag am Pré-Final von Platz 16 starten durfte. Allerdings lief es im Pré-Final nicht wie erwartet und durch einen Crash fiel der Innerschweizer auf Platz 29 zurück. Das Finale war dann geprägt durch harte Fights und er konnte sich immer weiter nach vorne arbeiten. Doch seine starke Leistung wurde durch Rückschläge im Rennen nicht belohnt und schlussendlich landete er auf dem 28. Schlussrang.

Kategorie DD2: Mit Yannik Brandt und Philipp Seewer zwei Schweizer am Start

Die Portugal-Woche für die zwei Zürcher war alles andere als einfach. Sie hatten es schwer im dichten Feld, bei welchem auch Ex-F1-Pilot Rubens Barrichello am Start war. Viele Piloten innerhalb einer Zehntelsekunde waren keine Seltenheit auf dem Zeitentableau. Bei den Vorläufen waren die beiden im hinteren Mittelfeld zu finden, wobei Brandt seine Erfahrung vom letztjährigen Weltfinale (Kategorie Junior) nicht nutzen konnte und zu allem Übel noch in einen Crash verwickelt wurde. Im Hoffnungslauf wurde Brandt dann 10. und Seewer, das erste Mal an einem Weltfinale, nur 19., doch auch hier ist ein Platz unter den ersten 6 Pflicht um weiterzukommen.

Datum: 18.11.2015 ROTAX Grand Finals

Luka Kamali glänzt bei ROTAX Kart-Weltmeisterschaft



Vom 7. bis 14. November 2015 stellte sich Kart-Rennfahrer Luka Kamali seiner bislang größten sportlichen Herausforderung: In Portimao (Portugal) fand die ROTAX Kart-Weltmeisterschaft – die sogenannten ROTAX MAX Grand Finals – statt. Hierzu reisten rund 300 Teilnehmer aus über 50 Nationen in das Kartodromo International Algarve, um den ROTAX

Kart-Weltmeister zu ermitteln. In der Königsklasse der DD2 Schaltkart-Klasse hatte sich Luka Kamali aufgrund seines Titelgewinns in der deutschen ROTAX MAX Challenge für den internationalen Schlagabtausch in Portugal qualifiziert.

Entsprechend motiviert reiste der deutsche Hoffnungsträger an die Algarve, wo ein brandneues Einsatz-Rennkart auf ihn wartete. Dies wurde ihm per Los zugeteilt, was gute Gründe hatte: Um einen fairen Wettbewerb mit höchstmöglicher Chancengleichheit zu gewährleisten, wurden alle relevanten Komponenten wie Motor, Reifen und Kart-Chassis von Exklusivausrüstern bereitgestellt. Somit musste sich Luka Kamali zunächst mit der Einstellung des für ihn neuen Rennkarts vertraut machen. Diese erste Hürde meisterte er auf Anhieb und so konnte er schon in den Freien Trainingssitzungen auf der 1.532 Meter langen Kartbahn mit sehr guten Rundenzeiten und hervorragenden Platzierungen glänzen.

Erst wurde es zum ersten Mal im Zeittraining, in welchem sich der deutsche RMC-Champion sensationell auf den vierten Platz katapultierte. „Das ist ein tolles Ergebnis und eine sehr gute Grundlage für die drei anstehenden Qualifikationsrennen“, freute sich das Nachwuchstalent, das seine Leistung in den Vorläufen sogar noch steigern konnte.

Im ersten Durchgang belegte er Rang zwei und kreuzte anschließend sogar als Sieger die Ziellinie. Leider währte die Freude über den Triumph nicht lang. Laut Rennleitung hatte Kamali einen umstrittenen Frühstart hingelegt. Folglich erhielt die deutsche Speerspitze eine 10-Sekundenstrafe, die ihn auf Rang 23 zurückwarf. „Das ist sehr ärgerlich. Wir können das jetzt nicht mehr ändern und müssen das Ergebnis im letzten Qualifikationsrennen ausbügeln“, so Kamali, der sich von der Strafe nicht unterkriegen ließ und daraufhin noch einen fünften Platz im letzten Vorlauf einfahren konnte.

Im Gesamtergebnis der Qualifikationsrennen belegte er folglich Position 16, womit er sich für die entscheidenden Finalrennen der besten 34 Fahrer qualifizieren konnte. Im Pre-Finale zeigte Kamali eine tadellose Vorstellung. Vom 16. Startplatz aus ins Rennen gegangen, machte er Platz um Platz gut und wurde letztlich mit Position sieben belohnt. Das stellte eine vielversprechende Ausgangslage für das alles entscheidende Finale dar. Hier lag er zeitweise schon auf dem dritten Platz, bevor er einen Motorschaden erlitt und als Folge von einem Verfolger von der Strecke bugsiert wurde. Die Hoffnungen auf ein gutes Endergebnis waren damit zunichte gemacht.

„Das ist einfach nur schade. Es wäre sehr viel möglich gewesen. Im Finale hatten wir einen Steinschlag im Kühler, was wohl die Ursache für den späteren Motorschaden war. Ein Podestplatz war auf jeden Fall in Reichweite. Auch wenn ich über den Ausgang der Weltmeisterschaft etwas enttäuscht bin, habe ich beweisen können, dass ich in der Lage bin, ganz vorne mitzumischen“, gab Kamali nach dem Rennen zu Protokoll.

Diesen Artikel finden Sie im Internet unter folgender Adresse:



Die Sieger des Rotax Max Grand Finals (v.l.): Sieger des 1. Platzes, Sieger des 2. Platzes, Sieger des 3. Platzes, Sieger des 4. Platzes, Sieger des 5. Platzes, Sieger des 6. Platzes, Sieger des 7. Platzes, Sieger des 8. Platzes, Sieger des 9. Platzes, Sieger des 10. Platzes

Die Sieger des Rotax Max Grand Finals (v.l.): Sieger des 1. Platzes, Sieger des 2. Platzes, Sieger des 3. Platzes, Sieger des 4. Platzes, Sieger des 5. Platzes, Sieger des 6. Platzes, Sieger des 7. Platzes, Sieger des 8. Platzes, Sieger des 9. Platzes, Sieger des 10. Platzes

16. ROTAX MAX GRAND FINALS IN PORTIMAO (PORTUGAL VOM 8. BIS 14. NOVEMBER 2015)

ROTAX MAX GRAND FINALS

GLOBALER WETTKAMPF DER EXTRAKLASSE

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Vom 7. bis 14. November 2015 stand Portugal eine Woche lang ganz im Zeichen der ROTAX MAX Grand Finals. Das Kartodromo Internacional Algarve im portugiesischen Portimao war nach 2012 bereits zum zweiten Mal Schauplatz der mittlerweile zum 16. Mal ausgetragenen ROTAX Weltmeisterschaft. Nicht weniger als die besten 288 ROTAX-Piloten aus über 501 Ländern der Erde hatten sich für den Showdown qualifiziert, was bei rund 15.000 akkreditierten Piloten weltweit auch kein leichte Aufgabe war.

Der Philosophie der Chancengleichheit folgend, wurden neben den Einzelsportarten von ROTAX und den Einheitskategorien von MOJO wiederum drei Kartersportarten als Endkampf der Sieger und DZ-Meisterschaften sowie Bester Pilot für die DZ. Neben den Hauptkategorien verstärkten zudem nationale Fahrer aus den Mikro- und Makroklassen das Mega-Event, wodurch man weit über 300 Teilnehmer an der Algarve begrüßen durfte. Das südliche Portugal präsentierte sich dabei von seiner besten Seite:



Die ROTAX MAX Grand Finals (v.l.): Sieger des 1. Platzes, Sieger des 2. Platzes, Sieger des 3. Platzes, Sieger des 4. Platzes, Sieger des 5. Platzes, Sieger des 6. Platzes, Sieger des 7. Platzes, Sieger des 8. Platzes, Sieger des 9. Platzes, Sieger des 10. Platzes

Eine Woche Sonnenschein und spätsommerliche Temperaturen begleiteten die Veranstaltung, die ein reichhaltiges Programm bot. Zur Eröffnung ging es mit der offiziellen Welcome-Party, dem Team-Contest und dem MOJO-Reifenwechsel-Wettbewerb los, bevor der organisatorische Teil, wie Quartier beziehen, Begleitung, Kart-Auslösung und Montage, auf dem Programm stand. Bis am dritten Tag durften die Piloten zum ersten Mal auf die Strecke, um sich im freien Training mit der 1.552-Meter langen Piste vertraut zu machen. Richtig ernst

012016 XX

wurde es anvierten Tag, als das Qualifying das erste Kraftverhältnis enthüllte und sich die Vorkäufe anschlossen. Das Highlight bildete der letzte Veranstaltungstag mit dem großen Finale der besten 34 Piloten je Klasse, einer stimmungsvollen Siegerehrung und einer großen Abschiedsparty am Abend.

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Besondere Beachtung galt natürlich wie jedes Jahr dem deutschen Kader. Durch ihre Titelgewinne in der ROTAX MAX Challenge Germany kennen sich Louis Henkeland (Junioren), Christopher Dreyspring (Senioren), Luka Kraml (DD2) und Tommy Heflinger (DD2 Masters) für den großen Showdown qualifizieren. Hinzu gesellten sich Marcel Schürmer (DD2), der sein Ticket über die ROTAX MAX Euro Challenge erhielt, sowie Andreas Esner (Junioren), der als RMC-Vizemeister nachträglich eine Wildcard ergatterte. Kompletter wurde das deutsche Team von Robert Schlüssen (DD2 Masters), Der Deutsch-Däne, der sonst als Teamchef von RS Competition agiert, eroberte als Sieger des ROTAX International Open auf dem Adria Raceway ein Last-Minute-Ticket. Die glorreichen Sieben bildeten eine vielversprechende Mannschaft, die sich beachtlich in Szene setzen konnte.



Die Juniorenmeisterin bei der DD2 auf dem Adria Raceway in der ersten Wertungsphase.



Der zweite Day of karting, wenn die Junioren und die Seniors auf die Bahn gehen.



Louis Henkeland erlebte ein tolles Rennen bei den Junioren.

Eine starke Vorstellung lieferte Andreas Esner bei den Junioren ab. Im Zeittraining etablierte sich der deutsche Vizemeister als 71. Im 72-köpfigen Feld und absolvierte dann drei solide Vorläufe, in denen er sich die Plätze sechs, zwölf und 13 sichern konnte. Damit löste er ohne Hindernisse sein Finalticket. In der Addition der Vorläufe belegte er den beachtlichen zwölften Gesamtplatz und sollte auch in den Finalrennen einen guten Job machen. Im Pre-finalte hielt er sich aus allen Ranggeleiten heraus und sah die Ziellinie nach zahlreichen Kämpfen auf Position 13. „Uns fehlt leider einfach Breitzahl. Von daher bin ich froh, meine Position weitgehend

Dem gegenüber stand leider eine absolute Pechsträhne des zweiten deutschen Junioren: Louis Henkeland, der durchaus zum Favoritenkreis zählte, erlebte ein Wasserbottchen, das schon im Zeittraining mit einem Unfall begann. So standen schon zu Beginn ein ramponiertes Kart und ein unverdienter 88. Platz zu Buche. Trotzdem wollte der dreifache RMC-Champion in den Vorläufen zum Angriff blasen. Hier spielte sein Motor aber nicht mit: In der Einführungsphase des ersten Heats setzte der Motor aus und Henkeland musste dem Feld hinterherrennen, was am Ende Platz 30 bedeutete. Im zweiten Durchgang konnte er sich dann ins Mittelfeld nach vorne kämpfen, wurde jedoch unfreiwillig in eine Kollision verwickelt, die ihn wiederum auf Platz 30 zurückwarf. „Ich bin sehr enttäuscht – erst die technischen Probleme und jetzt auch noch eine Kollision. Jetzt hoffe ich nur, dass ich im letzten Heat noch ein gutes Ergebnis einfahren kann, damit



Die Veranstalter haben und die Kartfahrer haben sich eine tolle Veranstaltung geschaffen, die für die Fahrer eine tolle Erfahrung ist.



Im Finale der DD2 hat sich ein spannendes Rennen wieder. Der ehemalige RMC-Pilot Henkeland hat sich bei den Junioren einen 12. Platz gesichert. Das ist ein sehr gutes Ergebnis, wenn man bedenkt, dass er in der DD2-Meisterschaft auf Platz 88 lag.



Ich mich immerhin für den Hoffnungslauf qualifizieren kann“, fasste Henkeland zusammen. Doch das Glück sollte nicht auf seiner Seite sein: Auch im letzten Lauf wurde er unschuldig Opfer einer Rangelage und kam nicht über Platz 31 hinaus. Im Gesamtergebnis der Heats landete er auf dem unbedeutenden 70. Rang und schied unter Wert geschlagen frühzeitig aus dem Event aus.

Dieses Schicksal teilte auch sein Landsmann Tommy Heflinger im DD2 Masters. Der zweifache RMC-Gewinner lieferte von Beginn an mit der Leistung seines Karts. Mehr als Platz 45 war im Qualifying nicht zu holen. „Mir fehlt einfach der Topspeed und wir finden hierfür keine Lösung“, erklärte Heflinger, der auch in den Vorläufen nicht unbescholten davon kam und gleich

KARTSPORT ROTAX-KARTENWETTBEWERBEN

ganz vorne mitzunehmen. Doch dann folgte der Rückschlag. Noch in der Einführungsrunde um Predele qualifizierte sein Kart den Dienst. Getriebebeschaden. „Was soll ich sagen? Von siebten Startplatz wäre einiges möglich gewesen“, so Schlusser. Im Finale reduzierte Schlusser das Feld daher von fünfzehn auf und kämpfte sich bis auf Position 15 nach vorne. Sein Können unterstrich er zudem mit der schnellsten Rennrunde.

Mit Anlaufschwierigkeiten eröffnete DD2-Pilot Marcel Schmitt die Grand Finals. Er belegte Platz 39 im Qualifying. „Wir haben



Die Sieger verabschieden den DD2-Kart-Wettbewerb



Der Karting-Bereich des Hockenheimrings



328 Zuschauer



KK 01/2018

aber noch Luft nach oben und ich bin zuversichtlich, dass wir in den Vorläufen die Lücke schließen können“, so Schmitt. Und tatsächlich ging es in den Heats mit regelmäßigen Positionen im Mittelfeld aufwärts, sodass sich Schmitt als 27. ohne Umwege für die Finalrennen qualifizieren konnte. Im Pre-Finale lief es aber nicht ganz rund. Der deutsche DD2-Meister verlor hartnäckig die Kontrolle über sein Motors. Teilweise schnell genug, um die Pace des Feldes zu gehen, kämpfte er auf der anderen Seite mit Stuntpfen Mühen und verlor gewonnenen Positionen, ebenso schnell wieder. Am Ende musste er sich mit Platz 24 zufriedengeben. Dafür entschädigte er sich mit einem sensationellen Finale. Er kapultierte sich in einen hartnäckigen Kampf mit Schlusser auf Platz vier nach vorne und kreuzte die Ziellinie am Ende als beschütelter Zehnter.



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Auch DD2-Pilot Luca Kammil war von Beginn an ein Kandidat für die Top-Ten und entwickelte sich am Ende der Veranstaltung sogar zu einem ernstzunehmenden WM-Potential. Er griffte schon im Zeittraining auf, indem er sich sensuell auf den vierten Platz kapultierte. „Das ist ein tolles Ergebnis und eine sehr gute Grundlage für die drei anstehenden Qualifikationsrennen“, freute sich das Nachwuchstalent und wusste seine Leistung auch in den Heats zu bestätigen. Im ersten Durchgang belegte er Rang zwei und kreuzte anschließend sogar als Sieger die Ziellinie. Leider währte die Freude über den Triumph nicht lang. Laut Rennleitung hatte Kammil einen unentschiedenen Frühstart hingelegt. Folglich erhielt die deutsche Speerspitze eine 10-Sekundenstrafe, die ihn auf Rang 23 rutschwarf. „Das ist sehr ärgerlich. Wir können das jetzt nicht mehr ändern und müssen das Ergebnis im letzten Qualifikationsrennen ausbügeln“, so Kammil, der sich von der Strafe nicht unterkriegen ließ und daraufhin noch einen fünften Platz im letzten Vorlauf einfahren konnte. Im Gesamtergebnis der Qualifikationsrennen belegte er folglich Position 16, womit er sich spielerisch für die Finalrennen qualifizieren konnte. Im Pre-Finale zeigte Kammil eine adäquate Vorstellung. Von 16. Startplatz aus ins Rennen gegangen, machte er Platz um Platz gut und wurde letztlich mit Position sieben belohnt. Das stellte eine vielversprechende Ausgangslage für das alles entscheidende Finale dar. Hier lag er teilweise schon auf dem dritten Platz, bevor er einen Motorschaden erlitt und als Folge von einem Vorfall von der Strecke bugsiert wurde. Die Hoffnungen auf ein gutes Endergebnis waren damit zu nache gemacht. „Das ist natürlich ein Schicksal, das wir sehr bedauern“, so Schlusser. Im Finale hatten wir einen Stein ins Rollen geworfen, was wohl die Ursache für den späteren Motorschaden war. Ein Podestplatz war auf jeden Fall in Reichweite.“



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* Der Kart-Wettbewerb ROTAX-Kartenwettbewerb ist der Zeit von 01.10. - 31.12.2018.
Angebot gültig bei allen ROTAX-Servicepartnern in Deutschland und Österreich.



www.rotaxkart.de - www.rotaxmarathon.de - www.karthandel-mir.de



ERGEBNISSE ROTAX GRAND FINALS PORTIMAO (PT) VOM 8. BIS 14.11.2015

Junioren-Finale: 1. Florian Venturi, 2. Matias Ramirez-Bowen, 3. Cam Collet, 4. Scott Symons, 5. Harrison Thomas, 6. Roope Rönkä, 7. Axel Chaperelle, 8. Jules Böhler, 9. Jakub Bezel, 10. Reece Sidebottom, 11. Benny Jagers, 12. Michael Micholli, 13. Tienho Esley, 14. Damien Keane, 15. Nicolas Schoell, 16. Ryosuke Matsuzawa, 17. Dylan Dygdale, 18. Finlay Kennedy, 19. Marco Sestini, 20. Andreas Istner, 21. Manuel Subiela, 22. Zsombor Kovacs, 23. Jack McCarthy, 24. Oscar Macdonald, 25. Matias Fernandez, 26. Dylan Buys, 27. Teymour Kermanshachi, 28. Kaili Leena, 29. Jose Manuel Abate, 30. Leonardo Balaros, 31. Aaron Cameron, 32. Zane Morse, 33. Konstantin Kocher, 34. Hiki Taka

Senioren-Finale: 1. Alex Alex, 2. Lucas Salliken, 3. Justin Schmitt, 4. Kyle Kirkwood, 5. Pehi Bezel, 6. Edward Brand, 7. Christopher Dreyspring, 8. Benay Bezel, 9. Sher Datta Pinnagey, 10. Anand Sarazin, 11. Kano Kivi, 12. Shane Daly, 13. Sam Walsh, 14. Leonard Hogenboom, 15. Emmanuel Revivault, 16. Tom Dale, 17. Brad Jones, 18. Silvano Christian, 19. Jakub Kadak, 20. Dave Blum, 21. Abdulat Al-Rawati, 22. Luc Willense, 23. Hiroaki Sasaki, 24. Giuliano Cucconillo, 25. Matt Sulcnyk, 26. Felix Wager, 27. Christian Brooks, 28. Maxim Shorland, 29. Patrick Pastorek, 30. Joao Rosate, 31. Bruno Bordin, 32. Daniel Corio, 33. Pierre Letane, 34. Alessandro Tonelli

DD2-Finale: 1. Ferenc Kancsar, 2. Andreas Bachner, 3. Wade Thomas, 4. Rubens Barichello, 5. Oriel Balboa Catala, 6. Samad Al-Rawati, 7. Tyler Kaslik, 8. Jacob Henck, 9. Piers Petherham-Walsh, 10. Marcel Schirmer, 11. Lorenzo Van Riet, 12. Mehdi Wot, 13. Javier Gonzalez, 14. Eduardo Letan, 15. David Bony, 16. Karol Jurmanowicz, 17. Dennis Grube, 18. Jeffrey Kingsley, 19. Tony Woodstock, 20. Pedro Pina, 21. Fred Woodley, 22. Constantin Schoell, 23. Ben Fleck, 24. Jason Pingle, 25. Martins Shierds, 26. Antonio Aguado, 27. Nathan Ads, 28. Luca Kana, 29. Wile Valley, 30. Badley Leheneg, 31. Max Hotei, nicht gewertet: Natalia Ballo, Lukasz Barosz, Fabio Lanoquette

DD2 Masters-Finale: 1. Ryan Urban, 2. Jim Ringelberg, 3. Daniel Zugella, 4. Remo Russo, 5. Fernando Guzzi, 6. Scott Campbell, 7. Clady Hing, 8. Christophe Adams, 9. Jason Hyatt, 10. Adam Hunter, 11. Michael Sheehan, 12. Lajos Locsai, 13. Dennis Kees, 14. Fraser Hart, 15. Robert Schrems, 16. Miguel Moua, 17. Tomokazu Kawase, 18. Ahti Ollainen, 19. Slavomir Murawski, 20. Alexander Gumpelberger, 21. Stuart Clark, 22. Pimoz Matelik, 23. Carlos Medina, 24. Jesus Perez Sanfand, 25. Uldis Tiedts, 26. Maximiliano Queta, 27. Derek Wang, 28. Alessandro Clouse, 29. Rabele Mon, 30. Luc Savini, 31. Nicolas Jones, 32. Hiki Tanka, nicht gewertet: Luis Schiano, Henry Martin

DD2 Masters-Pilot Tommy Hefflinger verpasst das Finale knapp.



Schnell aber glücklos war Robert Schlössen im DD2 Masters.

Christopher Dreyspring, der die deutschen Farben als Solist im Senioren-Feld verteidigte, zeigte zu keinem Zeitpunkt eine Schwäche. Seine hervorragenden Trainingsergebnisse verwandelte er im Qualifying in einen sehr guten 14. Rang. In Topform präsentierte er sich auch in den Vorläufen: Er etablierte sich mit zwei dritten Plätzen, einem zweiten Rang, der schnellsten Rennrunde und Führungskilometern fast schon spielerisch im Spitzenfeld. Als Fünfter des Zwischenklassiments zog er in die Finalrennen ein und wurde zu Recht zum Favoritenkreis gezählt. Das bestätigte der Nürnberger im Prefinale, wo er das Maß der Dinge war. Er übernahm frühzeitig die Spitze und führte die Meute über weite Strecken des Rennens an. Erst gegen Rennende musste Dreyspring zwei Piloten vorbeilassen, trotzdem blieb er in Schlagdistanz. Als seine Vordermänner in der vorletzten Runde kollidierten, ging dem deutschen Hoffnungsträger unglücklicherweise die Bahn aus. Trotz seiner schnellen Reaktion blieb nur die Wiese als Notausgang. Am Ende konnte er immerhin noch Platz zwölf retten. Im Finale blies

Dreyspring noch einmal zum Angriff und verbesserte sich mit starken Überholmanövern im enorm ausgeglichenen Feld auf den siebten Schlussrang.

Insgesamt hat der deutsche Kader sich sehr gut geschlagen und war die gesamte Woche auf Augenhöhe mit der internationalen Elite unterwegs. Auch wenn es nicht zum ganz großen Durchbruch eines Deutschen gereicht hat, so durfte sich das Team doch über eine starke Mannschaftsleistung freuen, die mit einem sechsten Platz in der Nationen-Wertung belohnt wurde. Hier kämpften nicht weniger als 53 Länder seit dem Zeittraining um Punkte. Die Weltmeistertitel gingen an den Franzosen Florian Venturi (Junioren), den Italiener Alex Alex (Senioren), der Neuseeländer Ryan Urban (DD2 Masters) und der Ungar Ferenc Kancsar (DD2). Als beste Nation schnitt die USA ab. Vizemeister wurde Südafrika vor den Niederlanden.

Und apropos Länder: Im Rahmen der offiziellen Abschlussparty gab BRP-Powertain den Termin und den Austragungsort für die 17. ROTAX MAX Grand Finals 2016 bekannt. Rund einen Monat früher als üblich, nämlich vom 16. bis zum 22. Oktober 2016 wird die ROTAX-Weltelite aufeinandertreffen. Erstmals wird man auf dem 1.699 Meter langen Circuito Internazionale Napoli im italienischen Sarno zu Gast sein. ■

KARTING Finales Mundiales Rotax en Portimao

Oriol Dalmau, entre los mejores

Las Finales Mundiales Rotax llegaron a su 16ª edición, este año en el Circuito de Portimao, en Portugal, un *meeting* con más participantes que nunca y con varios pilotos de renombre, como el expiloto de Fórmula 1 Rubens Barrichello. Entre los españoles, esta vez no hubo podio, pero sus actuaciones no pasaron desapercibidas, ya que tres de ellos llegaron a la gran final.

Jordi LÓPEZ. Fotos: MEDIA RACING

Un año más, las Finales Mundiales Rotax fueron todo un acontecimiento, con cerca de 300 pilotos de prácticamente todos los países del mundo. En la localidad portuguesa de Portimao, a lo largo de seis días, los mejores pilotos de cada país tomaban la salida para hacerse con el título mundial en las diferentes categorías: Júnior, Sénior, DD2 y DD2 Máster. Entre ellos, siete pilotos españoles: Jesús Pérez-Santander en DD2 Máster, Miguel Noval, Antonio Aguado y Oriol Dalmau en DD2, Oscar Palomo entre los Júnior y Ricardo García y Eduardo García en Sénior.

A lo largo de las diferentes mangas clasificatorias, uno de los que no conseguía llegar a la final era el español Eduardo García, ya que el kart que le tocó por sorteo no cesó de darle problemas de motor y, a pesar de reclamar constantemente, no se le autorizó a cambiarlo por uno nuevo cuando los problemas eran evidentes, quedándose fuera uno de los pilotos nacionales con más clase y opciones a la victoria en la categoría Sénior. Por su parte, Miguel Noval, Oscar Palomo y Ricardo García también se quedaban fuera de la final a pesar de mostrarse rápidos a lo largo de los entrenamientos

y las carreras clasificatorias de un campeonato en el que cada año el nivel es más alto.

Dalmau y Aguado muestran su clase

La final que más color español tuvo fue la de la categoría reina, DD2. Dos pilotos españoles se plantaron en ella con serias opciones, si bien algunos problemas técnicos les dejaron más retrasados de lo esperado. Oriol Dalmau salió desde la octava posición y tras pelear por el podio su motor no daba todo lo que se esperaba, finalizando en un destacado quinto puesto después de una bonita batalla con Rubens Barrichello, que protagonizó una gran remontada al salir desde la cola del pelotón. Otra de las remontadas de la final fue la del otro español, Antonio Aguado, que partió desde el puesto 17º y llegó a meterse en la pelea por la victoria hasta recibir un toque, quedándose fuera de carrera tras una gran actuación del piloto de Toledo.

Por su parte, el piloto español que más finales ha disputado, Jesús Pérez-Santander, seis, logró una vez más colarse entre los mejores a lo largo de las sesiones clasificatorias. No exento de problemas con su kart, en la gran final salió muy retrasado, finalizando en el puesto 24º tras



Oriol Dalmau fue el mejor de los españoles en tierras lusas, y solo un pobre motor le pasó de pelear por el título mundial; su actuación fue excelente.



Con casi 300 participantes, las Finales Mundiales Rotax fueron todo un éxito en el Circuito de Portimao.



La representación española estuvo compuesta por siete pilotos (faltan dos en la foto). Pocos llegaron al desfile final, aunque todos brillaron un año más.



KARTING Finales Mundiales Rotax en Portimao



Podio completo de españoles en la final de Micro Max, con Juan Martínez en lo más alto.



Ricardo García se quedó cerca de la final, pero esta vez la mecánica no estuvo de su lado.

verse perjudicado por un problema en la válvula de escape, que se enganchaba, quedándose sin bajos, y eso le impidió poder estar en el top ten, que era su objetivo.

Los peques dominan

Un año más, y con la organización del importador de Rotax para España y Portugal, Korridas, se organizó la carrera de los más pequeños, los Micro Max y Mini Max. Con 70 pilotos participantes, 34 de ellos españoles, dieron otro color a las Finales Mundiales y sin duda son el futuro del Karting mundial. El nivel, a pesar de su cor-

ta edad, fue realmente sorprendente y las carreras no dejaron indiferente a nadie por su alta competitividad.

En la categoría Micro Max, el dominio fue total para los pequeños pilotos españoles, que coparon el podio con total autoridad. Juan Martínez fue el vencedor final tras salir desde el tercer puesto de la parrilla, acabando por delante de Santi Vallvé y Nico Lavery. En la otra categoría, Mini Max, el podio también fue completamente español, siendo Daniel Nogales el ganador, seguido de Quique Bordas y Lucas Martín, tras un final extremadamente ajustado. <



Seis finales suma ya el aragonés Jesús Pérez-Santander, y en Portimao estuvo en la gran final una vez más.



En Portugal, Antonio Aguado realizó un meeting de menos a más tras culminar una excelente remontada en la final, en la que quedó fuera por un incidente de carrera.

clasificación

Júnior Max

1. F. Venturi, 15.43.833. 2. B.M. Ramirez, a 0.050. 3. C. Collet, a 0.080. 4. S. Symons, a 1.020. 5. H. Thomas, a 1.729.

Max DD2 Máster

1. R. Urban, 20.08.138. 2. J. Ringelberg, a 0.954. 3. G. Zugheila, a 1.417. 4. R. Russo, a 1.920. 5. F. Guzzi, a 2.025... 24. J. Pérez-Santander, a 18.660.

Max DD2

1. F. Kancsar, 19.53.169. 2. A. Backman, 1.656. 3. M. Thomsen, a 9.135. 4. R. Barrichello, a 13.899. 5. O. Dalmau, a 14.015.

Sénior Max

1. A. Alex, 20.22.663. 2. L. Seliken, a 0.747. 3. J. Sherratt, a 1.088. 4. K. Kirkwood, a 1.752. 5. P. Bezel, a 3.692.

Rubens Barrichello

Una estrella en Portugal

Si las Finales Mundiales Rotax ya cuentan cada año con un nivel espectacular en esta edición la presencia del expiloto de Fórmula 1 Rubens Barrichello sin duda la gran atracción. El piloto brasileño certificó su presencia gracias al sudamericano de Rotax que ha logrado este año. "Rubinho" no dejó al resto de pilotos y a los aficionados que vieron sus carreras. A pesar de los problemas iniciales que poco a poco fue resolviendo, se coló en la gran final tras entrar en la última repesca, que le dio su pase por los pelos, pues prefinal acabó 20º. En la gran final no defraudó, protagonizando una espectacular remontada que le llevó hasta la cuarta posición final, tras superar al español Oriol Dalmau, que no se lo puso nada fácil al brasileño. Sin duda, la presencia de "Rubinho" fue uno de los atractivos del fin de semana, dando todavía más prestigio a un certamen que cada año se sitúa a un alto nivel.



Este año volvieron las categorías de los más pequeños, Micro y Mini Max, con 34 pilotos españoles presentes.



También en Mini Max los españoles coparon el podio. Aquí los máximos honores fueron para Daniel Nogales.



En la categoría reina, la DD2, el máximo dominador fue el húngaro Ferenc Karcsar.



La foto lo deja claro, no hay edad para ser piloto, o mecánico; en este caso, el español Antonio Santos.

BREVES

Cada año, los organizadores de las Finales Mundiales Rotax se superan en todos los aspectos. Esta vez se repitió el escenario de 2012, el Kartódromo de Portimao, que goza de unas excelentes instalaciones y servicios que hacen del evento algo todavía más grande.

En esta edición, nada menos que 288 pilotos de 60 nacionalidades diferentes, a los que hay que añadir los 70 de las categorías Micro y Mini Max, estuvieron presentes en Portugal. La presencia de pilotos españoles fue inferior a la habitual, debido a las nuevas normas que Rotax ha impuesto en la manera de conseguir clasificarse, ya que todos los participantes en las finales tienen que haber ganado alguna categoría nacional, continental o mundial para poder estar aquí.

La empresa importadora de Rotax en España y Portugal fue quien llevó buena parte del peso de la organización de esta edición. Como siempre, el equipo de Korridas, capitaneado por **Arnaldo Frías**, realizó un trabajo ejemplar y la organización fue perfecta en todos los aspectos, mirando siempre por los participantes y para que todo el mundo pudiera disfrutar de una semana de alto nivel de competición.



Los chasis elegidos este año para cada categoría eran: Praga (125 Júnior Max), Sodikart (125 Sénior Max), Birel ART (125 Max DD2) y Sodikart (125 Max DD2 Máster). Cada piloto que participa no tiene ningún gasto de material, ni tan siquiera tiene que llevar el mono, ya que se entrega el de cada selección nacional; con el casco en la maleta no necesitas nada más para poder estar en las finales.



Gran actuación del expiloto de F1 Rubens Barrichello, que finalizó cuarto en la DD2 tras una remontada épica.

AutoSport

DE MOTORES PERCEBEMOS NÓS

ARNALDO FRIAS: “CUMPRIMOS AS EXPECTATIVAS COM AS FINAIS MUNDIAIS ROTAX”

Por Sebastião Neffe a 25 Novembro 2015 16:09



Portugal recebeu este ano, pela terceira vez, segunda em Portimão, as Rotax Max Challenge Grand Finals. A primeira foi em Viana do Castelo, em 2006. Na edição deste ano a prova contabilizou 360 pilotos, um número recorde no karting a nível mundial.

O distribuidor nacional da Rotax, a Korridas e Companhia, conta já com cinco eventos no currículo (ndr, além dos nacionais, dois também em Espanha) sendo o distribuidor que mais edições da prova realizou em 16 anos.

Para Arnaldo Frias, da Korridas e Companhia, “no final de um evento destes ficamos com uma sensação de satisfação por termos cumprido aquilo que tínhamos como expectativa. Este ano houve algo que ajudou bastante, que foi o tempo, que é a única coisa que nós não controlamos, o resto podemos fazer mas quanto ao tempo não. Obviamente que isto é um grande desafio porque as pessoas vão esperar mais no próximo ano, para mim pessoalmente é um desafio grande.”

Quanto ao segredo para o sucesso, numa prova com um volumoso número de pilotos e corridas, e sem atrasos, Amaldo Frias explica que tal se deve "à já alguma experiência de toda a equipa, dos comissários de pista, da direção de prova, no fundo, do planeamento e conhecimento de eventos anteriores, mas é evidente que podem também acontecer imprevistos. Para este evento contamos com cerca de 250 pessoas envolvidas", recordando que desde a primeira experiência, em Lanzarote, em 2004, "muita coisa mudou. O número de pilotos é outro, mudou o budget que a própria Rotax tem para este tipo de eventos e portanto conseguem-se fazer outras coisas e obviamente que mudou a nossa experiência que facilita muito."

Bruno Borlido: “Apesar dos problemas de motor consegui chegar à Final”

POR ANDRÉ DUARTE A SEXTA FEIRA, 13 DE NOVEMBRO DE 2015 19:09

Partilhar

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32



Bruno Borlido é o único piloto luso na categoria Max nas Rotax Max Challenge Grand Finals. O piloto português obteve um 6º, 8º e 3º lugares nas mangas de qualificação, que se traduziram por um nono lugar no cômputo das três corridas e o apuramento direto para a Pré-Final e Final da competição.

Porém o motor tem sido um grande adversário do piloto português, tendo tido problemas desde o início da competição. “O motor não está a responder, não é um bom motor, mas é o que nos calhou. Não é suficientemente bom para acompanhar os homens da frente. Não se trata do set-up, é mesmo algo no motor que não está bem. Apesar disso cumpro o objetivo de chegar à Final”.

Borlido frisou o facto de “estar na final, que era o principal objetivo”, mas sendo assumidamente um candidato ao triunfo na prova, tem em mãos um condicionante extra para além das dificuldades que os adversários lhe colocam em pista.

<http://autosport.pt/bruno-borlido-apesar-dos-problemas-de-motor-conseguir-chegar-a-fi...> 04.12.2015

Miguel Moura: "O meu andamento era de longe para ficar nos 10 primeiros nas mangas de qualificação"

POR ANDRÉ DUARTE A SEXTA FEIRA, 13 DE NOVEMBRO DE 2015 19:12

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A 16ª edição das Rotax Max Challenge de Karting traduz-se pela segunda presença da carreira, e consecutiva, de Miguel Moura no evento.

O piloto português da categoria DD2 Masters carimbou hoje o acesso à Pré-Final e Final após um segundo posto na corrida de repescagem. Antes disso um problema mecânico condicionou-lhe a prestação nas três mangas de qualificação. Na primeira abandonou fazendo um 13º e 8º lugares nas restantes duas.

Na primeira manga de qualificação o piloto viu a caixa de velocidades do seu kart partir e nem chegou a completar uma volta, classificando-se por isso no 36º e último lugar. Depois disso "trocaram-me o motor, mas como era novo e estava preso nas primeiras cinco voltas não andava. A três voltas do final começou a responder. Foi como cair do céu para o inferno depois de ter feito o sexto melhor tempo no warm-up, e sei que tinha condições para lutar pelos cinco primeiros". Mas esta situação acabou por comprometer o apuramento direto do piloto.

Miguel Moura confessou estar "desiludido por estar na corrida de repescagem, o meu andamento era de longe para ficar nos 10 primeiros nas mangas de qualificação. Também gostava de ter vencido a corrida de repescagem, queria mesmo ganhar. Antes de partir sabia que eu e o adversário que estava ao meu lado éramos os pilotos mais rápidos, por isso combinei com ele que quem chegasse à frente, aí seguia, sem nos passarmos. Porém ele acabou por me passar quando eu ia na frente. Para a Final se conseguir ficar nos 15 primeiros era excelente".

<http://autosport.pt/miguel-moura-o-meu-andamento-era-de-longe-para-ficar-nos-10-pr...> 04.12.2015

Rotax Max Challenge Grand Finals: Os resultados da armada lusa após as finais

POR ANDRÉ DUARTE A SÁBADO, 14 DE NOVEMBRO DE 2015 17:41

Partilhar

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Chegou ao fim a 16ª edição das Rotax Max Challenge Grand Finals. O palco foi o Kartódromo Internacional do Algarve, em Portimão, que desde o passado domingo recebeu 360 pilotos de 52 nacionalidades.

Do lote de seis portugueses foram quatro os nomes a chegar à Final. Eduardo Leitão foi o piloto melhor classificado, terminando a Final da categoria DD2 no 14º posto, depois de ter arrancado do 31º lugar. Integrando também a DD2, Pedro Pinto concluiu a sua participação no evento com um 20º lugar na Final.

Na DD2 Masters, Miguel Moura foi 19º enquanto Bruno Borlido não teve a sorte do seu lado e não chegou a concluir a Final da categoria Max. Um piloto fez um pião e a roda embateu na vela do kart de Borlido que foi obrigado a abandonar.

Neste evento foram também incluídas corridas para as categorias Micro e Mini-Max. Na Micro o melhor português foi Cameron Dias, tendo terminado no quarto lugar, enquanto na Mini foi Frederico Peters, que terminou em sexto.

Tempos [ONLINE AQUI](http://www.rotax-kart.com/en/Max-Challenge/Grand-Finals/Grand-Finals-2015/Race-Results) (<http://www.rotax-kart.com/en/Max-Challenge/Grand-Finals/Grand-Finals-2015/Race-Results>)

Rotax Max Challenge Grand Finals: Os vencedores das mangas de qualificação na Micro e Mini-Max

POR ANDRÉ DUARTE A SEXTA FEIRA, 13 DE NOVEMBRO DE 2015 10:55

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A Korridas e Companhia, organizador das Rotax Max Challenge Grand Finals, incluiu no evento corridas para as categorias Micro e Mini-Max para que os mais novos praticantes de karting a nível ibérico pudessem sentir o ambiente de um ambiente das dimensões.

Nas duas mangas de qualificação – uma por categoria – os espanhóis Nico Lavery (Micro) e Carles Martinez (Mini) foram os vencedores. Na Micro-Max o português Cameron Dias foi o melhor representante luso, terminando em oitavo, com António Correia a assumir semelhante papel na Mini, tendo terminado em quinto. Amanhã têm lugar as Pré-Finals e Finals em cada categoria.

Tempos [ONLINE AQUI](http://www.rotax-kart.com/en/Max-Challenge/Grand-Finals/Grand-Finals-2015/Race-Results) (<http://www.rotax-kart.com/en/Max-Challenge/Grand-Finals/Grand-Finals-2015/Race-Results>).

Rubens Barrichello: "Competição árdua esta do Mundial de Rotax. Posso ser o mais velho, mas definitivamente sou também o mais feliz..."

POR | LA A SÁBADO, 14 DE NOVENO DE 2015 11:31

Partilhar

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Quase a terminar a Rotax Max Challenge Grand Finals, no Kartódromo Internacional do Algarve, o dia de ontem ficou marcado pelos bons resultados nas qualificações para o ex-piloto de F1, Rubens Barrichello, e também para os portugueses. Em competição até hoje nas finais de mundiais, Barrichello marca um bom resultado no seu regresso aos karts, depois de ser o piloto com o maior número de participações em Grandes Prémios de F1.

Para 'Rubinho', como é tratado na sua equipa, o seu percurso em Formula 1 foi um ciclo que terminou e do qual se orgulha. Neste momento, o seu foco é a competição em DD2 e nunca procurou o apuramento para a categoria DD2 Master. Durante a qualificação, onde ficou em 3º lugar, Rubens detetou algumas falhas, desconfiando que talvez sejam as velas, o que o fez perder alguma velocidade e que espera ver resolvido hoje para a corrida final.

Ao terminar a qualificação, após regressar à boxe, a preocupação do piloto de 43 anos é sempre passar toda a informação necessária aos seus mecânicos e só depois responder a todos os jornalistas, fotógrafos e fans que o esperam. Entre uma pequena entrevista, um autógrafo e uma fotografia, o piloto desabafa que já está habituado a este reconhecimento, chegando a referir que "quando entro num restaurante e ninguém olha ou vem tirar alguma fotografia estranho".

Em conversa Barrichello refere que tem muito orgulho em estar a competir no Rotax Max Challenge Grand Finals e que procura apoiar os outros pilotos mais jovens, dando alguns conselhos e ajudando a encaminhá-los no seu percurso. Caracterizando a pista do Kartódromo Internacional do Algarve como "muito boa e, principalmente, ótima para ultrapassagens", o ex-piloto de F1 compara o bom tempo do Algarve ao Brasil, de onde é natural: "Competição árdua esta do Mundial de Rotax. Posso ser o mais velho, mas definitivamente sou também o mais feliz...", disse.

<http://autosport.pt/rubens-barrichello-competicao-ardua-esta-do-mundial-de-rotax-pos...> 04.12.2015

RUBENS BARRICHELO: “O KARTING PARA MIM FOI TUDO”

Por Sebastião Neffe a 26 Novembro 2015 15:38



Rubens Barrichello é um piloto que dispensa apresentações. Aos 43 anos, o brasileiro regressou a Portugal pela modalidade em que se iniciou na competição, o Karting, para participar nas Rotax Max Challenge Grand Finals.

O AutoSport aproveitou a oportunidade para trocar algumas impressões com o piloto e saber como vê hoje em dia aquela que é uma escola de pilotos a nível mundial. De recordar que no seu currículo contam-se cinco campeonatos brasileiros e paulistas e um campeonato sulamericano em 1986.

Qual é a importância do karting na vida de um desportista que tem o objetivo de chegar à Fórmula 1? E não seu caso em particular?

“O karting para mim foi tudo. Cheguei já muito preparado para a primeira corrida de Fórmulas e hoje acho que é necessário pelo menos quatro a cinco anos para um piloto estar preparado para ir para os Fórmulas, porque se se faz só dois ou três anos ele não chega preparado aos monolugares. Além da competição, o karting tem também o importante papel de formar pessoas.”

Qual ou quais as principais diferenças do karting, quando aos 6 anos se iniciou na modalidade, para os dias de hoje?

"Acho que é a segurança. As coisas melhoraram muito, hoje em dia é mais seguro e também é tudo muito mais calmo. Eletronicamente falando, o kart teve uma evolução muito grande, nos tubos, nos pneus, tudo isso teve uma grande evolução e logicamente que a modalidade hoje é também muito mais fácil devido a isso, com as ignições eletrônicas por exemplo. Para os pais e para os mecânicos era uma situação muito difícil antigamente, quando o kart ia abaixo. De resto, o karting evoluiu como tudo na vida."

A nível da segurança é o próprio kart que é mais seguro, ou os traçados evoluíram nesse aspeto?

"Acho que os intervenientes na modalidade também melhoraram. Com os 'crash tests' que hoje são feitos, as coisas estão melhores. Quanto às pistas, a evolução delas é boa, mas vemos que, por exemplo, a pista de Portimão é uma pista de grande velocidade e com grandes corridas e ultrapassagens, mas temos sempre a questão de ser ou não seguro. 50% das pessoas vão ser sempre da opinião de que é, 50% de que não é. Eu acho que é."

Que motores utilizavam e qual a potência na sua altura?

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ROTAX MAX CHALLENGE GRAND FINALS

São 60 os países que atualmente contam com troféus fornecidos por motores Rotax. No final de cada época, os melhores pilotos reúnem-se numa 'Liga dos Campeões' de seleções para se conhecer o melhor dos melhores em cada categoria - DD2, DD2 Masters, Max e Júnior. Em ano de regresso a Portugal, o AutoSport aproveitou para perceber **como funcionam os bastidores** das Rotax Max Challenge Grand Finals

ROTAX MAX CHALLENGE GRAND FINALS 2015
PORTIMAO / PORTUGAL November 8 - 14

A MARCA É AUSTRIACA e premeia anualmente os participantes que se destacam em cada país, com a presença naquela que é uma festa do karting, as Rotax Max Challenge Grand Finals, cuja organização é feita, em parceria, entre a sede da Rotax e o distribuidor de cada país, que este ano foi Portugal.

"Os pilotos quase que só precisam de trazer o fato, capacete, botas e luvas", como refere Tiago Marinho, um dos elementos do distribuidor nacional Rotax, a Korridas e Companhia. "Na prova, os pilotos têm tudo à disposição, tendo apenas de se preocupar com os gastos pessoais, viagens, alimentação e alojamento. Além do kart é-lhes fornecido um kit de jiggers, uma variedade grande, para os pilotos os poderem experimentar. No caso da DD2, em particular, para além do rapport original da caixa de velocidades são fornecidos mais dois para também os poderem experimentar e escolher aquele de que mais gostam."

À semelhança do que acontece nos eventos nacionais, também nas Rotax Max Challenge Grand Finals o motor é sorteado, a diferença é que aqui o chassis também o é e nas competições nacionais não. Nesta 'Liga dos Campeões', em cada categoria, todos os pilotos têm em mãos o mesmo material, num princípio de igualdade que permite aos pilotos fazer sobressair a sua habilidade ao volante, sendo esta a filosofia que subjaz nesta competição. Nesse sentido "é também feito um acordo com as marcas de chassis para tentar limitar ao máximo aquilo que pode ser mudado no chassis, para reduzir os custos, porque senão havia pilotos que iriam gastar dinheiro para comprar outro tipo de peças."

Como salientou o presidente da FPAK, Manuel Mello Breyer, em Portimão, "o figurino da Rotax permite que pilotos com menos posses possam aceder a este tipo de corridas".

As Rotax Max Challenge Grand Finals são precisamente isso, uma forma de os melhores pilotos dos vários países competirem entre si, num evento em que se confrontam em igualdade de circunstâncias. O número de representantes de cada país é proporcional ao número de participantes da competição Rotax a nível interno - Portugal este ano contou com seis pilotos.

A FÓRMULA ROTAX

Em 2015 realizou-se a 16ª edição - e a terceira em território luso - de um evento cuja preparação tem início um ano antes. A Rotax começa por fazer a apresentação do evento às marcas de patrocinadores e visibilidade. Depois as marcas decidem se querem entrar ou não. A Rotax negocia com elas os preços dos motores e estes são vendidos às marcas, sendo elas que trazem o trabalho de casa já feito - o chassis com o motor - tudo preparado em termos do kart. A Korridas e Companhia, enquanto distribuidor, fornece a gasolina, os pneus, o chumbo, os transponders e uma caixa de ferramentas a cada piloto. O distribuidor é também responsável pelo fato de cada país. Este ano fornecemos os fatos para os pilotos portugueses e espanhóis, os dois países em que a Korridas e Companhia está presente.

Na edição deste ano, Portugal contou com 360 pilotos, porém apenas os 288 das categorias DD2, DD2 Masters, Max e Júnior - aquelas que competem no evento - integravam as Rotax Max Challenge Grand Finals. A este número foram acrescentados 72 pilotos para as categorias Micro e Mini-Max, uma forma de a Korridas e Companhia dar uma oportunidade aos pilotos mais novos de fazerem parte deste evento.

Apresentada a fórmula, fique com os números... **ANDRÉ DUARTE**

TÍTULOS POR PAÍSES

País	Nº total de títulos
África do Sul	13
Grã-Bretanha	10
Canadá	7
Espanha	4
Holanda	4
Estónia	4
Bélgica	2
Irlanda	2
Japão	2
Estados Unidos da América	2
França	2
Argentina	1
Austrália	1
Austria	1
Finlândia	1
Indonésia	1
Lituânia	1
Emirados Árabes Unidos	1
Hungria	1
Nova Zelândia	1
Itália	1



FOTOS: JONAS REIS

AS 16 EDIÇÕES

Anos	País	Nº de Pilotos	Nº de Países Representados
2015	Portugal	288	52
2014	Espanha	288	58
2013	USA	288	59
2012	Portugal	276	60
2011	Emirados Árabes Unidos	264	60
2010	Itália	252	58
2009	Egipto	216	59
2008	Itália	216	55
2007	Emirados Árabes Unidos	214	55
2006	Portugal	186	50
2005	Malásia	140	43
2004	Lanzarote/Espanha	100	40
2003	Egipto	68	32
2002	África do Sul	68	33
2001	Malásia	68	29
2000	Porto Rico	66	19



RUBENS BARRICHELLO

"O Karting para mim foi tudo"

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NÚMEROS ROTAX 2015

Pilotos	288
Motores	316
Total chassis	427
Chassis Praga	117
Chassis SodiKart	160
Chassis Birel	150
Total de pneus	4608
Pneus Slicks	2304
Pneus Chava	2304
Litros de gasolina	80001
KG de chumbo (lastro)	2500 kg

TOP 5 DE PAÍSES

com maior número de participantes*

1º Estados Unidos da América	149
2º Canadá	124
3º Grã-Bretanha	115
4º Holanda	96
5º França	86

*Dados disponíveis apenas desde 2007

ARNALDO FRIAS KORRIDAS E KOMPANHIA

"Cumprimos as expectativas"

PORTUGAL recebeu este ano, pela terceira vez, segunda em Portimão, as Rotax Max Challenge Grand Finals. A primeira foi em Viana do Castelo, em 2006. Na edição deste ano, a prova contabilizou 360 pilotos, um número recorde no karting a nível mundial. O distribuidor nacional da Rotax, a Korridas e Companhia, conta já com cinco eventos no currículo (ndr. além dos nacionais, dois também em Espanha) sendo o distribuidor que mais edições da prova realizou em 16 anos.

Para Arnaldo Frias, da Korridas e Companhia, "no final de um evento destes ficamos com uma sensação de satisfação por termos cumprido aquilo que tínhamos como expectativa. Este ano houve algo que ajudou bastante, que



foi o tempo, que é a única coisa que nós não controlamos, o resto podemos fazer mas quanto ao tempo não. Obviamente que isto é um grande desafio porque as pessoas vão esperar mais no próximo ano, para mim pessoalmente é um desafio grande." Quanto ao segredo

para o sucesso, numa prova com um volumoso número de pilotos e corridas, e sem atrasos, Arnaldo Frias explica que tal se deve "já já alguma experiência de toda a equipa, dos comissários de pista, da direção de prova, no fundo, do planeamento e conhecimento de eventos anteriores, mas é evidente que podem também acontecer imprevistos. Para este evento contamos com cerca de 250 pessoas envolvidas", recordando que desde a primeira experiência, em Lanzarote, em 2004, "muita coisa mudou. O número de pilotos é outro, mudou o budget que a própria Rotax tem para este tipo de eventos e portanto conseguem-se fazer outras coisas e obviamente que mudou a nossa experiência que facilita muito."

A Armada Lusa...



ANTÓNIO LIMA
(70º após as mangas de qualificação na DD2 Masters)

"Não estava a contar vir e foi espetacular. Era para vir o Pedro Loures mas à última hora ele não pôde e ligaram-me, estava na Holanda e vim direto para aqui. Foi a minha primeira vez e uma experiência muito boa, isso e saber que posso andar no meio dos outros pilotos. Tenho 52 anos e estou a correr com rapazes que têm 32, faz muita diferença porque quando ficamos cansados perde-se a concentração e começamos a perder ritmo. Aguentamos, mas é diferente. A organização do evento é também muito boa, esteve perfeita".



MIGUEL MOURA
(19º na Final da DD2 Masters)

"Não deixo de estar satisfeito com a minha participação, fica um amargo na boca pelo azar da primeira manga em que se partiu a caixa, porque sem isso sei que podia lutar pelo top 10. Assim parti mais de trás e era mais difícil para recuperar. Mas depois de tudo, na Final não arrisquei muito porque queria acabar a prova, não deu para mais".



BRUNO BORLIDO
(Abandonou na Final da Max)

"Esta é uma experiência muito boa, e em que estão os melhores pilotos. Estive sempre lento em relação aos outros devido aos problemas de motor, mas mesmo assim apurei-me no top 10".



EDUARDO LEITÃO
(14º na Final da DD2)

"Faço um balanço positivo desta participação e não me magoei no acidente da Pré-Final, que é bom. Tivemos alguns percalços ao longo do evento, mas acima de tudo, diverti-me. A Final deu um gozo especial com dez pilotos juntos a lutar pelo quarto posto".



MARIANO PIRES
(67º após as mangas de qualificação na Júnior)

"Fui sempre dos mais rápidos em pista, mas arranquei sempre por fora e aqui em Portimão isso é o mais difícil. Se nos metemos por dentro estamos sujeitos a levar toques, porque como a maioria das curvas são para a direita (...). Foi um evento que não me correu bem, com muitos azares, mas foi bom participar".



PEDRO PINTO
(20º na Final da DD2)

"A participação foi excelente até aos azares na Final. Estive rápido, mostrei que tinha andamento para lutar pelos primeiros lugares e cheguei a fazer um segundo numa das mangas. Fui evoluindo na minha adaptação, mas nota-se que a ultrapassar ainda me falta experiência, porque se chega com maior velocidade às curvas. Faltam-me corridas, é só isso".

MANUEL MELLO BREYNER

"Este é um evento bastante importante para a região"



O ATUAL Presidente da FPAK, Manuel de Mello Breyner, esteve presente no evento para demonstrar presencialmente o seu apoio à 'Seleção Nacional' da prova. Mello Breyner disse ao AutoSport que "este é um excelente evento e bastante importante para a região porque envolve muita gente. Passaram por aqui cerca de duas a três mil pessoas. Esta é também uma boa pista e o tempo também ajudou". Quanto ao impressionante número de piloto presentes, realçou que "o figurino da Rotax permite que pilotos com menos posses possam aceder a estas corridas".

Rubens Barrichello

"Posso ser o mais velho, mas sou o mais feliz..."

DEPOIS de 19 anos de Fórmula 1 a carreira de Rubens Barrichello está atualmente ligada à Stock Car Brasil... e ao karting, modalidade em que começou e motivo pelo qual regressou na passada semana a Portugal. Nas Finais Mundiais Rotax, na DD2, teve de jogar o apuramento na corrida de repescagem, em que foi terceiro, depois de ter tido problemas de velas nas mangas. Na Pré-Final terminou em 20º, e na Final alcançou o quarto posto.

Durante o evento o piloto foi sempre muito solicitado tanto por pilotos como por adeptos. Numa análise do evento, 'Rubinho', como é tratado na sua equipa, afirmou que "o nível dos pilotos é muito diferente. Há pilotos com nível alto e há outros que nem tanto, daí por vezes alguns acidentes, mas é um bom evento". Aos 43 anos o seu foco foi sempre competir em DD2 na Rotax e nunca o apuramento através da DD2 Master. Ao regressar à boxe a preocupação do piloto é sempre passar toda a informação necessária aos seus mecânicos e só depois responder a todos os jornalistas, fotógrafos e fans

que o esperam. O piloto brasileiro classificou a pista algarvia como "muito boa e, principalmente, ótima para ultrapassagens. A Competição foi árdua esta do Mundial de Rotax. Posso ser o mais velho, mas definitivamente sou também o mais feliz...", disse. De recordar que no currículo contam-se cinco campeonatos brasileiros e paulistas e um campeonato sul-americano em 1986.



As Rotax Max Challenge de Karting reuniram um total de **360 PILOTOS DE 52 NACIONALIDADES**. O AutoSport aproveitou a ocasião para trocar algumas impressões com alguns dos protagonistas do evento e perceber como é funciona o **KARTING** um pouco por **TODO O MUNDO**

KARTING



ESTÓNIA KARL LEISMA

"Na Estónia a competição é tão difícil quanto neste evento, embora aqui os pilotos sejam mais agressivos. Mas é preciso ter em consideração que os pilotos estónios dividem o seu tempo com outras atividades. Atualmente muitos estão a ir para outros países da Europa onde há mais competitividade e podem adquirir mais experiência"



LITUÂNIA ROKAS BACIŠKA

"Na Lituânia o karting é muito diferente daqui, em que há pilotos com muito mais experiência. O nosso campeonato tem cerca de 60 pilotos e os traçados não são muito seguros porque não há dinheiro para isso. Na Rotax é mais interessante"



LETÓNIA MARTINS STEINERTS

"O karting no meu país está a crescer há cinco anos. Há 20 anos era muito mais popular, mas não deixa de ser interessante, até porque o nível é muito alto, o que faz com seja muito difícil qualificarmos-nos para aqui. Na DD2, por exemplo, há oito pilotos de topo que podem vencer corridas, isto porque todos eles competem em campeonatos pela Europa"



FINLÂNDIA HEIKKI VAISANEN (Team Leader)

"Temos 20 pistas em todo o país e muitos pilotos, cerca de 140 no campeonato. O nível é consideravelmente elevado"



AUSTRIA NIKI KRESSE

"Não temos nem muitos traçados, nem muitos pilotos. Apenas alguns são bons, isto porque o país é pequeno. Quando vimos para competições como esta, com muitos concorrentes, é sempre difícil para nós"



TURQUIA BERK DURAK

"Na Turquia temos um campeonato com cerca de 100 pilotos, cinco capazes de ganhar corridas por categoria. Pistas não temos muitas, apenas seis"



CRÓÁCIA DAMIAN SEKULIC

"Na Croácia temos sete pistas e não há muitos pilotos, cerca de 50. Mas os que há são muito bons. No campeonato contamos também com concorrentes provenientes da Eslovénia e Sérvia"



ALEMANHA CHRISTOPHER DREYSPRING

"A Alemanha tem muitos e bons pilotos. O campeonato conta com cerca de 200 concorrentes e é muito competitivo. Recebemos também pilotos de outros países. Por exemplo, este ano, na primeira corrida, tivemos concorrentes da Holanda, Bélgica, Dinamarca e Itália"



ÁFRICA DO SUL BRADLEY LIEBERBERG

"No meu país costumamos dizer que se podes vencer lá podes vencer em qualquer lugar. O nível é mesmo muito elevado. Temos, aproximadamente, 100 pilotos e sete capazes de vencer corridas, ou candidatos a isso, por categoria. Temos vários pilotos de topo e os outros estão muito perto disso"



ESPAÑA ORIOL DALMAU

"A cada ano o nível de karting sobe e torna-se mais difícil. 2015 não foi diferente. Tivemos mais pilotos e cada vez melhores. Isto deve-se ao facto de a cada ano surgirem mais pilotos novos a entrar na competição"



ITALIA ALEX ALEX

"Itália é o melhor país para o karting. Temos os maiores construtores a nível Mundial, como a Tonykart e a CRG. Acho que temos também os melhores traçados do Mundo - La Conca, Sarno e Adria. O WSK é o campeonato mais importante e, no fundo, o karting nasceu em Itália. Mas acho que em termos de segurança, o traçado de Portimão, em Portugal, e o de Alcañiz, em Espanha, são melhores que os Italianos. Já o asfalto é idêntico"



HOLANDA JIM RINGELBERG

"A Holanda é um dos países mais fortes no karting, o nível é muito alto e tivemos recentemente o Max Verstappen como exemplo. Somos mesmo muito bons. Por outro lado, as pistas são muito técnicas, mas ao mesmo tempo muito completas, com curvas de baixa, média e alta velocidade, o que ajuda os pilotos a evoluírem. Pessoalmente compito no karting há 29 anos, tenho 36, e lembro-me que na altura não haviam categorias, era tudo mais rudimentar"



CHINA LINGYUN LONG

"Na China não temos muitos pilotos, mas a modalidade está gradualmente a crescer. As pistas são mais pequenas que a de Portimão e de baixa velocidade. Não temos experiência a correr na Europa. Por exemplo, demorei um dia e meio a encontrar o acerto ideal para o meu kart. O estilo de pilotagem é também diferente. Os pilotos aqui não são muito mais agressivos. Há também uma atmosfera melhor e posso aprender mais. No campeonato chinês existem cerca de 100 pilotos"



EMIRADOS ÁRABES UNIDOS AMNA AL QUBAIS

"A competição aqui é muito agressiva, todos querem ganhar. É muito duro e há muitos europeus. Nos Emirados Árabes Unidos temos pneus diferentes, o piso é mais sujo, não há tanta aderência e os pneus gastam-se facilmente porque o piso é muito escorregadio. O campeonato tem cerca de 80 pilotos"



ARGENTINA HENRY MARTIN

"Na Argentina não temos tanta quantidade de pistas como há na Europa. Além disso são muito mais pequenas. O nível de pilotagem é semelhante, mas a principal dificuldade dos nossos pilotos está em não haver tantos traçados, o que faz com que os pilotos tenham dificuldades de adaptação quando vêm para a Europa"



ESTADOS UNIDOS DA AMÉRICA DEREK WANG

"O nosso campeonato é composto por três provas - Dallas, Colorado e Las Vegas - e é muito internacional. Corremos com pilotos da Venezuela, Irão, Canadá e México. Pistas como a de Portimão temos apenas uma, em Nova Orleães, que recebeu as Finais Mundiais Rotax em 2013. Mais pequenas, as outras têm cerca de 1200 m"

OS 12 PAÍSES MAIS REPRESENTADOS EM 2015

1º Estados Unidos da América 20	7º Argentina 10
2º Austrália 12	8º África do Sul 10
3º Brasil 11	9º Finlândia 9
4º Croácia 11	10º França 9
5º Malásia 11	11º Emirados Árabes Unidos 9
6º Holanda 11	12º Coreia do Sul 9

NO MUNDO



JAPÃO EISEI MATSUDO - distribuidor Rotax.
"Depois da Yamaha, a Rotax é a marca mais importante para nós. No Japão há cerca de 400 praticantes da modalidade. Temos oito pistas, três pequenas e cinco de grandes dimensões. Mas na Europa os custos são superiores aos que temos no Japão."



AUSTRÁLIA ZANE MORSE
"Nós temos pistas pequenas e mais técnicas, com curvas e contra curvas, enquanto a de Portimão é uma pista muito mais rápida. Temos muitos pilotos, cerca de 40 por categoria, e nunca há muitos acidentes."



RÚSSIA IGOR MUKHIN
"Temos 20 pistas decentes e 4/5 realmente boas. E temos 150 pilotos, o que não é muito dada a população total. Há 10 anos não havia muito talento nos praticantes de karting, mas desde então alguns empresários com dinheiro resolveram investir e as coisas têm vindo a crescer. Mas o que acontece é que os pilotos mais rápidos vão para outras competições como a WSK e não ficam na Rússia."



MÉXICO CARLOS MEDINA
"No México temos cerca de 400 a 500 pilotos de karting. A competição mais forte é a Rotax. Na Europa encontramos pistas muito maiores, mais largas e com muita aderência, além de serem traçados mais técnicos, com curvas e contra curvas. O calor é muito, corremos com cerca de 35 a 40 graus e só num fim de semana de corridas podemos perder 2 a 3 quilos. Na Europa as coisas são mais competitivas, os pilotos são mais fortes."



CANADÁ BEN COOPER
"No Canadá as coisas são muito diferentes. As pistas não têm tanta aderência e há poucos pilotos que são realmente rápidos. No entanto a competição é divertida e tem vindo a crescer. Temos cerca de 17 pistas."



BRASIL CAIO COLLET
"Há muito menos pilotos e as pistas são mais curtas e estreitas. Temos cerca de 200 participantes, mas em cada cinco há dois que são bons. A modalidade é muito cara. Eventos como este são muito mais competitivos e as pistas aqui são boas."



ESLOVÁQUIA PATRIK PASTOROK
"Na Eslováquia temos um campeonato Open, em que fazemos corridas também na República Checa e na Áustria. É muito internacional. Competimos também com pilotos da Hungria e Polónia. Há alguns bons pilotos, dois mesmo bons em cada categoria e os outros capazes de lutar pelo terceiro lugar."



MALÁSIA SILVANO CHRISTIAN
"Nos últimos anos a competição tem vindo a cair na qualidade. Temos cerca de três a quatro pistas, mas apenas uma homologada, o que é um problema. Como apenas corremos na que está homologada acabamos por não adquirir grande experiência. O campeonato tem cerca de 75 pilotos. O tempo é muito mais quente e muito húmido. Competimos com cerca de 30 graus."



IRLÂNDIA FINLAY KENNELLY
"Temos cerca de 200 pilotos no campeonato e as pistas são consideravelmente rápidas. Há muitos pilotos em todas as classes e temos geralmente grelhas sempre completas, com 36 participantes, o que o torna muito competitivo."



IRLÂNDIA SHANE DALY
"Temos cerca de 160 pilotos e 4/5 que andam na frente em cada categoria. As pistas são diversificadas, muito técnicas, e com distâncias entre os 800 e 1200 metros. Existem cinco, duas mais novas e três antigas."



REPÚBLICA CHECA JAKUB BEZEL
"Na República Checa temos sempre 10 pilotos capazes de vencer corridas, mas mesmo assim ainda podia ser melhor. No total temos cinco pistas."



FRANÇA CHARLY HIPPI
"Em França contamos sempre com cerca de 150 pilotos por fim de semana. O karting é a paixão de muita gente e é algo importante para o país. Há um bom nível e os traçados são muito rápidos."



LÍBANO CHRISTOPHE RIZK
"No Líbano não há muitos pilotos, somos cerca de cinquenta. A comunidade é pequena e é tudo diferente em relação aqui. A pilotagem é distinta e o nível é realmente baixo. O país é pequeno e não treinamos tanto como os pilotos dos outros países. O karting não é muito importante, mas está a crescer."



INDONÉSIA SENNA NOOR
"Temos cerca de 100 pilotos e é tudo muito diferente. Não temos inverno, é sempre verão. Corremos com cerca de 40 graus, é como se estivéssemos em Espanha no verão. Habitamos-nos a correr nestas condições, mas se corremos em sítios em que haja inverno, sentimos dificuldades. Aí a diferença é grande."



ESLOVÉNIA KLEMEN PRESEN
"Na Eslovénia não temos muitos pilotos. Precisamos de mais, e também de pistas. Temos apenas uma usável. Por isso temos que ir correr para Itália. O karting está pouco desenvolvido, as pessoas não sabem que existem. Mesmo assim há cerca de 60 a 70 praticantes para oito categorias. Não há sequer um jornal que noticie o que fazemos."



SUIÇA GIULIANO CUCCIOLILLO
"Na Suíça temos um bom nível, mas não temos muitas pistas, por isso no campeonato temos apenas duas corridas no nosso país. Fazemos uma em Itália e outra em França."



HUNGRIA ARPAD FODOR
"No verão temos duas a três corridas por mês e o campeonato é composto por oito eventos. Cinco corridas em nossa casa, duas na Áustria e uma na Eslovénia."

KARTING NO MUNDO

quinta-feira, janeiro 21, 2016

Últimos: Revista de Imprensa – 21 de janeiro de 2016

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JORNAL de MONCHIQUE

DESTAQUE LOCAL REGIONAL CULTURA CIÊNCIA REVISTA DE IMPRENSA OPINIÃO EDIÇÕES DESPORTO



Desporto **Regional**

Rotax MAX Challenge Grand Finals 2015 (FOTOGALERIA)

em 16 novembro, 2015 | jornal@monchique.pt | 0 Comentários | Autódromo Internacional do Algarve, Karting, Nelson Inácio, Portimão, Rotax

A 10.ª edição do Rotax MAX Challenge Grand Finals 2015 realizou-se no Kartódromo Internacional do Algarve entre os dias 8 e 14 de novembro, contando com a presença de mais de 300 condutores de 50 países.

Fotos: Nelson Inácio



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09-11-2015

Karting: GrandFinals: Eerste dag Grand Finals begonnen met de verdeling van het materiaal



In Portugal zijn het Nederlandse en Belgische Team na een geslaagde Team presentatie op de zondagavond vandaag begonnen met de kart raffle en opbouw van de karts. Gisteravond allen voor één en vanaf vandaag één voor allen, oftewel individueel voor de natie karten met het bloed in de ogen. Want alleen zo word je wereldkampioen bij de Rotax.



Vandaag staat naast het opbouwen van de karts ook de rijders presentatie plaats op de hoofd tribune waarbij Mevrouw Kroes de eer had om bij 24 graden het leeuwenpak aan te trekken.



Morgen vanaf 8.00 begint dan eindelijk waar het om gaat, de vrije trainingen, en de volgers van de Grand Finals weten het al van voorgaande jaren. Zit je er aan het eind van de eerste dag niet bij dan wordt het hard werken want iedereen leert elke sessie bij en blijf je achter de feiten aan lopen. Dus bij deze heren monteurs en coureurs op tijd naar bed en morgen vanaf de eerste seconde vol aan de bak, dit maak je misschien nooit weer mee en maak er dan ook het beste van.

12-11-2015

Karting: GrandFinals: Wisselend succes na kwalificaties in Portimao



Woensdag 11-11-2015, de dag van het gekken getal het begin van het carnavalseizoen en het echte begin van de Rotax Grand Finals 2015. Eindelijk ging het om iets na anderhalve dag vrij trainen, en dat werd ook tijd ook volgens de meeste rijders.

De oneven junioren mochten als eerste aan de bak in de kwalificatie met daarin Leroy Jagesar en Danny Kroes. De beide coureurs zaten er goed bij met een 15e plek voor Leroy en een 16e voor Danny in hun groep maar ze wisten ook dat de tweede snellere groep nog moest komen en dat maakte dat ze nog even moesten afwachten wat deze groep met daarin ook Dylan Buys ging doen. Als snelste BeNe deelnemer kwam Kenzo Aerts over de meet met een 14e plek in zijn groep en tevens 14e overall. Na afloop werd hij teruggezet op de grid wegens het duwen van een andere rijder. Dylan Buys reed de 18e tijd maar door de snellere groep reed hij de 19e tijd overall. Leroy Jagesar en Danny Kroes reden een achteraf teleurstellende 39e en 40e plek overall wat voor morgen een startplek in de tweede helft van het startveld oplevert. Oftewel extra aandacht gaat van ons uit naar Leroy en Danny want naast snelheid zullen ze ook een dosis geluk nodig hebben.

Bij de Max Senioren kwamen 4 Nederlanders aan de start en als we de vrije trainingen mochten geloven kon de kwalificatie een feestje worden. Helaas werd het dat niet! Leonard Hoogenboom reed in zijn groep naar een 14e plek en Rinus van Kalmthout een 23e plek. Het leek wel of zijn kart stil stond, heel erg jammer. Luc Willemsse deed het iets beter met een 5e plek in zijn groep en liet zien dat zijn snelheid het afgelopen EK seizoen geen toeval is.

De grootste teleurstelling kreeg Dave Blom te verwerken, zijn eerste twee ronden waren snel de beslissende derde en vierde ronde brachten niet wat hij in de trainingen had laten zien. 23e in zijn groep. Deze uitslagen resulteren in een 11e overall voor Luc, Leonard Hoogenboom vinden we terug op de 28e plaats, Rinus van Kalmthout 44e en Dave Blom 47e en dat is niet wat wij van deze kwalificatie verwacht hadden. De Belg Felix Warge volgt net daarachter op P49



Lorenzo van Riet en Roy Bakker moeten vanaf morgen vol aan de bak tijdens de heats. Lorenzo eindigde zijn kwalificatie twee plekjes achter Rubens Barichello en start vanaf de 31e plek. Na zijn tweede tijd in de afsluitende vrije training is dit zeker voor Lorenzo teleurstellend. Roy Bakker onze Nederlands kampioen vinden we nog verder naar achteren op een 56e plek. Vooral Roy moet flink wat plaatsen goed maken om rechtstreeks de finales te halen.

De DD2 Masters moeten voor Nederland de eer hoog houden, Jim Ringelberg en Dennis Kroes eindigden na een goed verlopen kwalificatie op respectievelijk de 5e en 8e plaats in hun groep en 11e en 18e plaats overall. Normaal gesproken zijn beide heren meer racers dan kwalificatie rijders dus dat beloofd nog wat voor de heats van morgen.

13-11-2015

Karting: Heats Rotax Grand Finals 2015, net als op de kermis



Ja het waren vandaag net botsauto's bij de Rotax Grand Finals. Bijna geen enkele Nederlandse en Belgische rijder kwam zonder schade de eerste twee heats door. Bijna, want er waren ook een paar hele mooie uitzonderingen. Bij de Junioren startten de drie Nederlanders allen in de tweede race van de dag en dit ging goed voor Dylan Buys en Leroy Jagesar met een 7e en 9e plaats maar Danny Kroes kreeg na een goede start een aantal aanslagen te verwerken op zijn materiaal wat hem plekken kostte en een 18e plaats opleverde. Voor Kenzo Aerts was er nog meer drama na contact in de eerste ronde viel hij terug naar de 28e plaats en na een kansloze race met beschadigd materiaal komt Kenzo als 27e over de Finish.

Tekst: aangeleverd bericht

Foto's: PR

Bij de Senioren was het verschil tussen de resultaten in de eerste heat maximaal. Waar de Belg Felix Warge nog een 14e plek naar huis reed startten er in de tweede senioren heat 3 Nederlanders. Luc Willenmse wint op knappe wijze deze wedstrijd en Dave Blom komt als 6e over de meet, en Leonard Hoogenboom 15e. Rinus van Kalmthout overleeft de eerste ronde niet en word als laatste geclassificeerd.

Bij de DD2 Master pakt Dennis Kroes in zijn race een knappe 9e plaats en laat zien zoals hij gisteren al zei een racer te zijn. Oftewel koppie erbij en naar voren werken. Jolige Jim Ringelberg reed in zijn

heat de snelste race ronde maar met een verhaal. Hij werd in de eerste bocht door een Braziliaan naast de baan gezet en kon met 10 meter achterstand een inhaal race beginnen. Oftewel van 36 naar 18 in slechts 9 ronden. Een dikke vette MERCI voor deze prestatie.

Bij de DD2 was de eerste race ook een groot tranendal. Roy Bakker werd op grove wijze van de baan gereden en besloot de tweede race niet te rijden. Lorenzo van Riet kwam met meerdere oorlogsstrepen op zijn bakken als 15e over de finish en was nog enigszins gelukkig met zijn plek.

Na de pauze begon de tweede serie wedstrijden met wederom veel naast de baan activiteiten voor de Nederlanders. Bij de Junioren was Leroy Jagesar slim en zeker onderweg en maakte een grote stap naar rechtstreekse plaatsing naar de finale van zaterdag. Een plek in de top 20 in de laatste race brengt hem haast op zeker deze felbegeerde plaatsing. Dylan Buys eindigde na een verschrikkelijke eerste ronde als 19e. Dit samen met zijn resultaat uit de eerste race dwingen hem tot een top 10 finish in de laatste heat voor rechtstreekse plaatsing. Danny Kroes haalde de tweede bocht niet en bleef met een krom chassis en een bak schade achter naast de baan. Resultaat 34e, oftewel wil hij zich direct plaatsen voor de finales van zaterdag moet hij zijn laatste wedstrijd winnen. Ach en met een beetje hulp van boven zit dat er ook nog in ook.

Bij de senioren was Rinus van Kalmthout wederom het bokje. WEER DE EERSTE RONDE NIET OVERLEEFD EN WEER ALLES KROM, om moe van te worden. Dave Blom idem dito, na de start eraf geketst, terug van 34 naar 24 en in de laatste ronde weer gaan vliegen en 31e. Wat een drama voor onze Nederlands kampioen. Gelukkig hebben we nog Luc Willemse die wel uit de problemen bleef en netjes 3e word. In principe is Luc geplaatst voor de finale en dus is het voor hem zaak om zijn kart heel te houden in de laatste race voor zaterdag. Leonard Hoogenboom hield in deze heat zijn droom op rechtstreekse plaatsing levend door een snaar strakke 6e plaats waardoor hij aan een plek bij de eerste 15 in de laatste race genoeg heeft voor plaatsing.

DD2 Master, Jim Ringelberg 7e en wederom snelste race ronde met 2 tiende voorsprong op de tweede snelste ronde. Oftewel Jim is goed bezig en vol vertrouwen aangaande het halen van de finales op zaterdag. Ook goede zaken deed Dennis Kroes met een 12e plaats een plek bij de eerste 20 in de eerste race geven hem recht op een startbewijs voor de finales en dit moet geen probleem zijn voor hem. Voor wie dit wel een probleem word is Roy Bakker, hij besloot door de hoeveelheid schade uit race één niet te starten in race twee en het is nog niet bekend of hij morgen nog zal starten. Lorenzo van Riet daarentegen leeft momenteel op een high, hij word tiende 3 plekken voor Rubens Barichello de ex formule 1 coureur die in de derde ronde door Lorenzo in de hoek gezet werd met een mooie inhaal actie. Voor morgen nog 1 wedstrijd voor alle deelnemers en de second chance heats. Oftewel nog enkele keren canonball run en proberen uit de problemen te blijven.



Vandaag

Crazy races tijdens de Grand Finals 2015, We zagen het vandaag tijdens de interviews van Jenny tijdens de live streaming, bijna alle rijders die voor de microfoon kwamen klaagden over de driving standards. De frustratie spatte er bij sommige rijders vanaf. Onze jongens kregen hier ook mee te maken en dat is jammer en frustrerend en vooral onnodig als de wedstrijdleiding doet waarvoor ze op de baan staan. Situaties goed beoordelen en zo nodig zonder discussie straffen. Danny Kroes Roy Bakker en Rinus van Kalmthout kunnen naar huis omdat ze geen eerlijke kans kregen. Ik hoor u nu denken, hé that's racing maar **er zijn grenzen en die zijn de afgelopen dagen overschreden.**



Gelukkig is er ook veel goed nieuws te melden vanuit het warme Portugal. De meeste Nederlanders hebben gelukkig wel de finale gehaald eventueel via een omweg. Leroy Jagesar gaat als beste

Nederlander door naar de pre-finale bij de max junioren op plek 11, 9 plekken voor Dylan Buys die na een slow start van de week nu redelijk mee kan met het tempo en als hij uit de problemen blijft goed is voor een top 5 klassering. Kijkend naar de wedstrijden van gisteren en vandaag durf ik te zeggen dat Leroy super met de extra druk om gaat en wij denken dat een podium er in zit. Dus Leroy go get them. Bij de senioren 3 rijders door naar de finale. Luc Willemse op een knappe vijfde plaats en absoluut een kanshebber voor de titel, hij heeft in de heats al laten zien dat hij niet de snelste in de rondetijd is maar wel kan winnen. En dat is een belangrijk gegeven. Leonard Hoogenboom rijdend onder Belgische vlag start vanaf een twaalfde positie, en Leonard kon morgen wel eens voor vuurwerk zorgen. Ook vandaag weer beweegt hij zich als een sluipmoordenaar door het veld, niet nadenken gewoon de trekker overhalen en er voorbij. In één woord KLASSE! Dave Blom die ook slachtoffer was van het geweld op de baan reed via een hele bekeken second chance heat naar de tweede plek in deze afval race. Hierdoor mag hij morgen als dertigste starten in de pre finale. In de DD2 Master zijn beide deelnemers door naar de finales, Dennis Kroes als 12e en Jim Ringelberg als 19e. Jim heeft de betere snelheid maar Dennis laat zien dat je een sluwe vos nog niet zo 1, 2, 3 voorbij bent en ja als je een goede startplek hebt dan is dat een groot voordeel. Gaan deze beide heren morgen potten breken? Dat is lastig te zeggen, in ieder geval is de drive er en kan in de top 20 van de master eigenlijk iedereen winnen als ze er bij de start goed bij zitten. In de DD2 was het nog even billen knijpen. Lorenzo van Riet moest proberen via de second chance heat zijn startplek veilig te stellen en dat deed hij in stijl. Lorenzo werd bijna achterstevoren zittend in zijn kart eerste op de hielen gezeten door Rubens Barichello. Oftewel Lorenzo is er morgen gewoon weer bij. Danny, Roy en Rinus bedankt voor de inzet en het vermaak. Volgend jaar beter.



13-11-2015

Karting: Rinus van Kalmthout teleurgesteld in werkwijze Grand Finals in Portimao



Rinus van Kalmthout kwam als tweede van Europa en Amerika bij de Rotax Max Senioren naar de Grand Finals in Portimao en verwachtte daar de strijd aan te kunnen gaan met de wereldtop in zijn klasse. Al tijdens de kwalificatie besepte de 15-jarige karter met een 44e tijd dat hier weinig eer te behalen viel. "De deelnemers krijgen via loting een kart en motor toegewezen. Op zich een mooi systeem, maar dan moet het materiaal wel gelijkwaardig zijn. We hebben gemeten dat mijn kart op het rechte eind een halve seconde langzamer was. Dan weet je dat je kansloos bent", was Van Kalmthout teleurgesteld. Zijn gelijk bleek al snel, na de reguliere drie heats waren de Grand Finals voor het KNAF kart-talent al op vrijdagmiddag voorbij.

Tekst: Aangeleverd bericht

Fotografie: PR

De verwachtingen over de Rotax Max Challenge Grand Finals in het Portugese Portimao waren voor Van Kalmthout en zijn team hoog. Na een uitstekend seizoen met internationale successen zoals een derde plaats in de BNL, het vice-kampioenschap in de Rotax Max Euro Challenge bij de senioren en recent het vice-kampioenschap in het Rotax US Open, was iedereen ervan overtuigd dat Van Kalmthout een kanshebber was voor een goede klassering tijdens de Rotax Max Challenge Grand Finals. De sfeer in Team the Netherlands, met 10 Nederlandse kart-talenten verdeeld over vier klassen, was uitstekend en iedereen begon vol verwachting aan de Grand Finals.



Tijdens de vrije trainingen zat Van Kalmthout er met een snelste en een derde tijd onder de 72 senioren meteen goed bij. De organisatie van de Grand Finals kiest voor een systeem waarbij elke deelnemer via loting een kart en motor krijgt toegewezen. Dat lijkt een eerlijk systeem, maar groot was de ontgoocheling bij Van Kalmthout en vele anderen toen tijdens de kwalificatie bleek dat zijn kart niet goed meer liep. Zoals later uit de data bleek verloor Van Kalmthout alleen al op het rechte stuk een halve seconde ten opzichte van een collega-rijder. Karters die hij het hele seizoen met gemak achter zich liet waren nu tienden van een seconde sneller dan de jonge Hoofddorper. Een verbijsterende 44e tijd overall was het eindresultaat van de kwalificatie en dat betekende dat hij de drie heats vanaf een 22e plaats moest starten.

Evengoed begon Van Kalmthout gemotiveerd om te doen wat hem al vaker is gelukt, een sterke inhaalrace rijden. In de eerste heat kon de jonge karter echter de eerste ronde niet eens afmaken, hij werd vol vanachter aangereden en moest met een kapotte kart opgeven.



De tweede heat was al even dramatisch, dit keer reed een karter met hoge snelheid achterop de kart van Van Kalmthout, vloog letterlijk over hem heen en raakte daarbij zelfs zijn helm en zijn hand. Even werd gevreesd voor een gebroken hand, maar na controle bleek zijn hand gekneusd en ontveld. Ook nu was zijn race binnen een ronde afgelopen.



In de derde heat werd Van Kalmthout 16e en dat was niet voldoende om door te gaan naar de Last chance heat, waarmee zijn Portugese avontuur voorbij was. "Ik vind het niet leuk om te verliezen, maar dit lijkt nergens naar. Ik ben serieus met mijn sport bezig en dan wil je niet dat een loterij je kansen bepaald. Ik heb hier in elk geval weer veel van geleerd en ga me nu voorbereiden op mijn test in de USF2000 formulewagen in Amerika. Daar kijk ik enorm naar uit!", besluit een duidelijk zeer teleurgestelde Van Kalmthout.

15-11-2015

Grand Finals eindigen voor Nederland in mineur met lichtpunt in de DD2 Master



Bij de **Max Junioren** stond de pre-finale in het teken van heel houden en proberen te finishen in de top 10 om zo een mooie startpositie in de finale te vergaren en het liefst aan de binnenkant. Helaas lukte dat niet voor beide Nederlandse rijders. Dylan Buys eindigde als tiende en Leroy Jagesar als elfde in de pre-finale. De beide heren hadden niet de snelheid om echt voorin mee te racen. Leroy lag nog kort op een vijfde plaats maar zakte daarna terug naar achteren.

In de Finale een zelfde beeld waarbij Dylan in de tiende ronde terugviel van een top 15 plek naar de 26ste plaats. Leroy vocht zich naar een knappe elfde plaats in zijn eerste Rotax Grand Finals.

Pre-finale

Een mooie uitgangspositie bij de Max Senioren waren er voor Luc Willemse en Leonard Hoogenboom. Startend in de top 10 was het devies verder naar voren rijden en zorgen dat je zonder kleerscheuren door zou gaan naar de finale. Luc Willemse was te voorzichtig en viel terug buiten de top tien. Leonard Hoogenboom was zeer gedreven en reed zelfs op de derde plaats. Door een inschattingsfout van de twee mannen die voor Leonard om de koppositie vochten en in de laatste ronde op elkaar klapten, verloor Leonard veel tijd en zakte van een derde plaats naar een kansloze 32ste plek. Luc Willemse pakte voordeel door dit voorval en finishte toch nog als zesde. Dave Blom gestart als 30ste reed een race vol kleine incidenten maar kwam na vele inhaalacties toch nog knap als 17de over de finish.

Finale

In de finale was het al snel voorbij voor Luc Willemse. Na een matige start en een tik van een tegenstander viel hij terug naar een teleurstellende 22ste positie. Leonard Hoogenboom reed van zijn kansloze 32ste startpositie toch nog naar de plaats 16. Dave Blom eindigde op een 20ste positie. Een pluim voor de snelheid maar jammer genoeg teleurstellende eindresultaten voor de Max Senioren.



DD2 Masters hielden van het Nederlands team

Dennis Kroes en Jim Ringelberg reden de hele week al top 12 tijden en in de heats reden de beide rijders zelfs in de top drie. Alleen het geluk kleefde nog niet helemaal aan hun achterwerk. In de pre-finale reden Jim en Dennis naar een respectievelijk 7e en 13e positie. Zeker voor Dennis had er meer ingezet, maar het leek alsof er totaal geen gang meer zat in zijn motor.



In de finale reed vooral Jim Ringelberg een slimme en zekere wedstrijd. Hij liet anderen het tempo maken en ondanks dat hij sneller was dan zijn voorgangers ging hij niet de strijd aan. Maar reed geamelijk het gat dicht naar de kop. Deze slimme wijze van racen bracht hem aan het einde van de race op een knappe derde plek die later nog aangepast werd tot een tweede plaats vanwege het negeren van de materiaalvlag door de nummer twee. Dennis Kroes reed ook een sterke finale maar het ontbrak hem aan de pure snelheid om een vuist te kunnen maken en verder naar voren te rijden. Dennis eindigde als 13de en kan terug kijken op een geslaagd WK.

Een Houdini act voor Lorenzo van Riet tijdens de Finale. In de Pre-finale viel Lorenzo uit en moest de finale als 32ste starten. In de Finale had hij een moeizame start maar door slim en knap race werk hengelde de kleine Lorenzo, rijder na rijder binnen. Als beloning werd Lorenzo elfde in een wedstrijd die vooraf gezien werd als een kansloze missie. Lorenzo verdient respect, niet opgeven loont altijd.

Van de 288 coureurs uit 52 landen werden aan het eind van de rit slechts vier rijders als kampioenen gehuldigd. Florian Venturi uit Frankrijk won de Rotax 125 Junior MAX klasse, de Italiaanse rijder Alex. Alex was de beste bij de 125 MAX, Ryan Urban uit Nieuw Zeeland werd de Grand Finals kampioen bij de DD2 Masters terwijl de Hongaar Ferenc Kancsar de DD2 class won.

KARTING • ROTAX EURO

Resultaten 16th Rotax Max Challenge Grand Finals in Portimao, Portugal

Uitgegeven door Bas Kaligis • 11 november 2015 22:34 • [Print artikel](#)

De 288 deelnemers aan de 16e Rotax Max Challenge Grand Finals maakten zich vandaag op voor de kwalificatie op het Kartódromo Internacional do Algarve. Bekijk de resultaten van de kwalificatie.



[Bekijk HIER de resultaten](#)

KARTING • ROTAX EURO

LIVESTREAM Rotax Max Grand Finals Portimao: Volg de Nederlanders in de Grande Finale

Uitgegeven door Bas Kaligis • 14 november 2015 09:29 • [Print artikel](#)

Het is de grote dag in Portimao, waar alweer de zestiende Rotax Max Challenge Grand Finals wordt verreden. Plaats van handeling: het uitdagende Kartódromo Internacional do Algarve nabij Portimão in Portugal. De beste Rotax Max karters ter wereld zijn aanwezig, met maar liefst 288 deelnemers uit meer dan 50 landen. [Team The Netherlands](#) is goed vertegenwoordigd met een ijzersterke ploeg, ook Team België is klaar voor de uitdaging. Volg de rijders uit de Benelux op de voet met de livestream. Vandaag staan de prefinales en de grote finale op het menu! Wat kunnen de overgebleven Nederlanders in Portimao? Om 10.45 uur is de pregrid en 11.00 uur Nederlandse tijd begint de prefinale van de Junioren, gevolgd door de Senioren, DD2 Masters en de DD2 en dan is het de hele dag actie!

Stem op Team The Netherlands!

Team The Netherlands is zoals altijd weer een kleurrijke verschijning. Er is dit jaar ook een prijs voor het populairste team met de RMC GF 2015 [Team Contest](#). Laat de Nederlandse leeuw brullen en [stem door te LIKEN](#) op [Team Nederland](#)!

KARTING • ROTAX EURO

Rotax Max Grand Finals: Hoogenboom ziet kansen op wereldtitel verdwijnen na crash

Uitgegeven door Bas Kaligis • 14 november 2015 11:54 • [Print artikel](#)

PORTIMAO - Leonard Hoogenboom was zaterdag o zo dicht bij een uitstekende startpositie voor de finale bij de senioren tijdens de Rotax Max Grand Finals in Portimao. Maar in de 13de van de 15 rondes crashten de twee kemphanen op kop en de karter uit Numansdorp, die op dat moment vierde lag, kon hen niet meer ontwijken. Hij finishte als 32ste op de Portugese piste. Weg droom over de wereldtitel.



Luc Willemse profiteerde van de consternatie voorin. De coureur uit Amerongen, begonnen op een veelbelovende vierde positie, kwam terug tot de zesde plaats achter de uiteindelijke winnaar Alex uit Italië. Een meevaller, want hij was op dat moment teruggezaakt tot een plaats net buiten de top tien. Overigens eindigde Willemsses landgenoot Dave Blom de race op de 17de plaats.

Bij de junioren was Dylan Buys de beste Nederlander. Hij eindigde knap op de elfde plaats achter winnaar Roope Ropanen uit Finland. Direct achter Buys eindigde Leroy Jagesar als twaalfde. Daarmee hebben beide Nederlanders een mooie uitgangspositie voor de race die hen, als het een beetje meezit, een klassering voorin kan opleveren.

Voor Lorenzo van Riet verliep de prefinale in de DD2 niet naar wens. De sympathieke coureur uit Castricum viel halverwege uit en moest genoegen nemen met een 30ste plaats die hem bijna achteraan plaatst op de startgrid voor de finale. Ferenc Kansar, de hele week al dominant en van tevoren al topfavoriet voor de titel, won de race en vertrekt later op de zaterdag van pole position.

Bij de DD2 Masters reed Jimmy Ringelberg naar een keurige zevende plaats achter winnaar Michael Stephen uit Zuid-Afrika. Zijn landgenoot Dennis Kroes, oud-wereldkampioen, werd dertiende en mag ook blijven hopen op een mooie klassering voorin tijdens de finale, later op de zaterdag. Christophe Adams uit België finishte één plaats lager dan Kroes en moest dus genoegen nemen met de veertiende plaats in de startgrid voor de finale.

KARTING • ROTAX EURO

Jim Ringelberg blikt terug op zijn hoogtepunt van 2015: Podium bij Grand Finals
Uitgegeven door Bas Kaligis • 2 december 2015 02:38 • Print artikel

Team Nederland ging met een sterke equipe naar de Rotax Max Challenge Grand Finals in Portimao. En er lagen in elke klasse kansen op mooie resultaten, maar toch was het Jim Ringelberg die na een bloedstollende finalerace in de DD2 Masters het podium haalde. En gratis kreeg hij het niet, want wat moest Ringelberg er voor knokken. Vanaf de eerste meters in de heats tot aan de Grande Finale moest hij echt alles geven. Zelfs in de finale toen hij in de kopgroep zat, viel Jim terug door een onbehouden actie van een concurrent, maar waar vele karters het hoofd zouden laten hangen, beet Ringelberg zich vast in zijn stuur en hield de één voor één zijn tegenstanders weer binnen met als doel het podium. De beloning was daarom ook zo mooi! We kijken middels een interview terug op het hoogtepunt van het jaar van Jim Ringelberg.



Hoe vond je het om de Grand Finals mee te maken?

"Ja geweldig! Je ziet dat de organisatie en professionaliteit groeit met de jaren. Voor mij en mijn vrienden was het een kers op de taart om naar het WK te mogen. Ik kon Julian en Jan geen mooiere beloning geven voor het harde werk afgelopen jaren. We hebben er van begin tot het eind een feest van gemaakt."

De sfeer rond het WK en Team Nederland was super. Gaf dit nog een speciaal gevoel, je komt toch uit voor je land?

"Ja absoluut. Het begon al met een reporter uit Portugal die vroeg waarom die Hollanders toch altijd zo snel zijn. Iedereen binnen team Nederland hielp elkaar en ook naar een hoger niveau, want van de

elf rijders gingen er acht naar de finale. Dat was gewoon heel goed. En uiteraard Looki de leeuw. Die zette absoluut een trend in de Grand Finals. Sfeer en presentatie van ons team was mooi en goed geregeld."

In de trainingen zat de snelheid er al in. Hoe ging de kwalificatie, en de heats?

"Groep 2 waarin ik in zat, had iets achterstand op groep 1, maar met een vierde tijd van de groep en elfde totaal zaten we op koers."

"De heats waren zoals je eigenlijk kon verwachten; overleven. De eerste heat werd ik bij de start gewoon van de baan gezet. Dus ik begon als 36e en 100 meter achterstand. Ik heb toen echt met stoom uit mijn oren gereden. Het was denk ik mijn beste race in afgelopen jaren. Ik zette ronde na ronde snelle tijden neer en kwam terug tot plek 18 met de snelste rondetijd. In de tweede heat was het overleven. Ik startte als zesde en kwam binnen op P7. Ik reed wel de snelste tijd maar ik heb zonder risico gereden. De derde heat moesten ze mij weer eens hebben. Ik werd weer de baan gereden en kwam van plek 19 weer naar terug naar P13. Gelukkig ging ik wel direct door naar de finales."

In de prefinale kwam je al naar voren gestoomd. Hoe verliep die, want je kwam van ver en je doelstelling was toch het podium. Dus je moest terrein winnen?

"Met de heats in het achterhoofd heb ik mijn starts iets aangepast. Meer ruimte om me heen gelaten. Bij de start betaalde dat zich direct uit. Van P18 kon ik opstomen naar plek 14. Daarna heb ik met constante snelle rondetijden één voor één mensen ingehaald. De kart voelde heel goed en constant. In de prefinale begon ik ook een trucje toe te passen. Het rechte stuk opgaand. Ik nam daar het asfalt buiten de kerb mee waardoor ik veel meer snelheid genereerde. Aan het eind was het wel spannend want mijn uitlaat zat de laatste ronde los. Maar ik kwam toch op een mooie zevende plek binnen. Dit hadden we ons ook als doel gesteld om in de finale wat te kunnen betekenen."

En voor de finale hadden we er het al over gehad dat een podium zou kunnen. Hoe verliep je race?



"De finale ja... Die heb ik terug moeten kijken wat er allemaal gebeurde want ik kon me vrij weinig meer herinneren. De start was perfect en ik kon zo mee met de kopgroep van vijf. Ik lag steady rond plek 3/4 en ik was verbaasd dat de leiders al zo vroeg liepen te blokken. Op een gegeven moment kwam ik meer en meer in mijn ritme en zette een opmars in, maar door het blokken van de leider kwam de rest weer dichtbij achter mij en deed iemand een hele late actie. Daardoor zakte ik terug naar plek 4. Het was al een rijder waar ik niet blij mee was, dus toen deed ik hetzelfde terug. Ik kwam in het gedrang en viel terug naar 6. Maar ik was wel van hem verlost. En toen kon ik weer mijn opmars gaan inzetten naar voren met P2 als mooi resultaat."

Wanneer rook je dat een podium erin zat?

"Eigenlijk al de hele race. Alleen door die actie werd het heel moeilijk. Ik ben er toen echt voor gaan zitten en lukte het om op P2 binnen te komen."

Over de finishlijn, hoe voelde je toen?

"Ja ontlading. De race was intens en het voelde als beloning voor mij, mijn vriendin en mijn vrienden. We hebben zoveel opofferingen gemaakt voor deze spaarzame momenten en als het dan ook lukt, voelt het gewoon heel goed."

En op het podium, ik kreeg al kippenvel, hoe vond je het zelf? Als enige Nederlander toch podium gered!



"Te gek! De opzet en de sfeer van het podium was super. Je voelde je gewoon een superster. Volgens mij heb ik alleen maar lopen lachen. Ik was niet de enige Nederlander op het podium. Wij als Team Nederland hadden ook plek 3 in het Landenkampioenschap en die kwam van alle rijders. Looki (onze mascotte) heeft die prijs mooi in ontvangst genomen. Het was een fantastische en onvergetelijke week."

Page 113 of 172

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For the 16th edition of the Robax Max Challenge Grand Final, BRP Powertrain is pleased to be able to rely on longstanding partners to provide the chassis for the global event. For the 6th consecutive year, Sodikart, a French company and the world's top kart manufacturer, was selected as an official supplier for the international Robax race meeting. In 2015, Sodi will make frames available to the competitors in two of the four categories at the competition in Portugal.

Bertrand Pignolet, the CEO of Sodikart, shares his excitement about this new challenge: «Since 1988, Sodikart has had a close and strong relationship with Rotax. In November 2015, the 6th consecutive year, Sodikart will be proud to participate in the biggest karting event of the year: the Rotax Grand Final.»

**154 RACING KARTS, 500M
OF TUBE AND 7 TRUCKS!**



"In a major development for the 16th event, Sodilark has the challenge of being the chassis supplier in two categories: Senior and DD2 Master. Sodilark certainly has the experience and the resources, both human and technical, to fulfill the mission. The Sodilark team has stepped up its efforts to further increase the quality of the equipment and supply the drivers with fantastic Scio Sigma RS and DD2. We will meet in Portugal for this unforgettable event."

Building, assembling, inspecting and shipping 154 racing karts is not an easy task. The different departments of the Nantes Factory, Design, Production, Logistics and Events, have worked closely for several months in carrying out the preparation for the appointment at Portimao. Who better than the world's leading kart manufacturer to take on this difficult task? Renowned for its perfect organisation and the quality of its products, Soklat has risen to the challenge with its usual gusto.

For the two categories, no less than 154 complete karts have been assembled with the utmost rigor. 77 Sigma RS Senior and 77 D02 complete karts, plus five spare karts in each category. In total, over three tons of metal (steel technology) were used, 500m of tube and 250m of welding. The transport of the equipment alone required five articulated lorries and two support vehicles.

A dozen people are there to manage logistics in addition to all of the representatives at the disposal of customers and to present the Sodli range. The three factory drivers will also be present, with Arnaud Kozlinski being the captain of Team France.

This event will also allow many competitors, French and foreign, to discover the value of the Sodi chassis in high level competition. No fewer than 288 drivers from 60 different countries are expected in Portugal for the event.

**NOW IT'S TIME
FOR THE RACE
AND THE SHOW!**

THE OPPORTUNITY OF THE GRAND FINALS 2015 TO PRESENT ITS



MISSION ACCOMPLISHED FOR SODI AT THE ROTAX GRAND FINAL AT PORTIMAO

Aways in evidence at the major events, Sodikart has made a point of taking on the difficult challenge of providing karts for two of the four categories competing in the 2015 Rotax Grand Final. It's now time for assessment, and the French company is satisfied that it has fulfilled its mission with exemplary professionalism over the ten days at Portimao. The drivers' enjoyment, made manifest by many glowing testimonials, was the biggest reward for the world number 1 in karting.

No fewer than 154 complete Sodi karts, ready to run, were prepared by the technical staff for the 16th edition of the Rotax Max Challenge Grand Finals this year in Portugal. 2015 marked the sixth consecutive year of collaboration between Sodi and DRP Rotax, with the French brand this year taking care of the D02 Masters and Senior Max categories.



We can be proud of our services at Portmap in more ways than one. As said Bertrand Pignolet, the CEO of Spolkart: "The Soft-Sigma RS and 2002 chassis have fully met the expectations of the most demanding drivers and we experienced no major technical problems on the 154 circuits available. I congratulate the members of the Nantes production department as well as the staff in Portugal for the quality of their work. Spolkart has again emphasised its determination and its ability to provide reliable and efficient equipment. Spolkart also thanks BHP Rotax for its confidence."

Preparing materials used the skills and high-tech equipment of the French company within its ultramodern plant. The logistics of such a global event was perfectly controlled by Sodikart who managed both to put everything in place for the big day and throughout the event, despite the sometimes hectic racing, the thoroughness and professionalism of Sodikart allowed competitors in the P22 Masters and Senior Grand Prix to compete in optimal conditions. The French brand again increased its level of organisation by providing a spare parts and technical area and a technical area equipped with all the necessary tools. In the showroom, the Sodi Racing and Rental lines were on display alongside its international distributors.

/// PASSION FOR INNOVATION

Alex, the Italian, dominated the Senior Max Final after winning the Prefinal. The American Lucas Seilkens took 2nd position ahead of the South African Jordan Sherratt after a breathtaking battle. The fight was even harsher in DD2 Masters with New Zealand's Ryan Urban and Dutchman Jim Ringelberg emerging in the top two positions ahead of the Argentine Gabriel Zugnelli, after the leaders Michael Stephen (USA) and Antti Olikkanen (FIN) crashed after a few laps.

After the races, Sodi again achieved perfection by managing the return of his stable of karts in a very short time after the last few races, thanks to the mobilisation of an impressively efficient team. During this last phase, Sodi was distinguished by applying a very reasonable policy regarding the billing for damaged parts. The French company considers that the Rotax is primarily a great opportunity to present and try out its products, rather than trying to take a small profit in the short term.

The extremely positive 2015 Rolex Grand Final in nevertheless marked by the attacks that bereaved Paris during the event. On Friday evening the gravity of the situation showed on everyone's faces and a tribute was paid to the victims Saturday afternoon after the drivers' presentation.



COMMUNIQUÉS

Communiqués » SODIKART - Réseau mondial pour Sodi & la Grande Finale Rotax de Portimao

SODIKART - Communiqué n°28

11/10/15 Mission accomplie pour Sodi à la Grande Finale Rotax de Portimao
SODIKART - Rotax Challenge Grand Finals - Portimao

Toujours présent dans les événements majeurs, Sodikart a mis un point d'honneur à relever le difficile challenge d'assurer la fourniture des karts de deux des quatre catégories en lice à la Grande Finale Rotax 2015. À l'heure du bilan, la satisfaction est de mise pour l'entreprise française qui a remporté sa mission avec un professionnalisme exemplaire pendant une dizaine de jours à Portimao. Le plaisir des pilotes, qui s'est manifesté par de nombreux témoignages élogieux, a été la plus belle des récompenses pour le numéro 1 mondial du karting.



Pas moins de 154 karts Sodi prêts à courir ont été préparés par le staff technique pour la 16e édition de la Rotax Max Challenge Grand Finals cette année au Portugal, 2015 marquant la 5e année consécutive de collaboration entre Sodi et BAP Rotax, la marque française prenant cette fois en charge les catégories Max Senior et DD2 Masters.

« Nous pouvons être fiers à plus d'un titre de notre prestation à Portimao. » a déclaré Bertrand Pigroiet, le directeur général de Sodikart. « Les équipes Sodi Signa AS et DD2 ont parfaitement répondu aux attentes des pilotes les plus exigeants et nous n'avons rencontré aucun problème technique majeur sur les 154 karts mis à disposition. Je tiens à féliciter pour la qualité de leur travail aussi bien les membres de l'équipe de production santonie que ceux du staff présent au Portugal. Sodikart a encore une fois mis en valeur son exigence et sa capacité à proposer un matériel fiable et performant. Sodikart remercie également BAP Rotax pour sa confiance. »

La préparation du matériel a mobilisé les compétences et les équipements high-tech de l'entreprise française à l'intérieur de son usine ultramoderne. La logistique d'une telle épreuve mondiale est parfaitement maîtrisée par Sodikart qui a réussi encore fois à tout mettre en place pour le jour J. Tout au long du meeting, et malgré des courses parfois agitées, la rigueur et le professionnalisme de Sodikart ont permis aux concurrents des catégories Max Senior et DD2 Masters de disputer leur compétition dans des conditions optimales. La marque française avait encore haussé son niveau d'organisation en proposant un espace de vente de pièce détachée pour chaque catégorie en complément de sa zone technique équipée d'un matériel et de tout l'outillage nécessaire. Dans son showroom, Sodi présentait ses gammes Racing et Racing aux côtés de ses distributeurs internationaux.



C'est l'italien Alex qui a donné la finale Max Senior après avoir remporté la préfinale. L'américain Lucas Seltzer, néo-zélandais, la 2e position devant le Sud-Africain Jordan Sherrett au terme d'une bataille éprouvante. La lutte a été encore plus âpre en DD2 Masters avant que les Hollandais Ryan Urtan et Jon Klingberg n'émergent aux deux premières places devant l'argentin Gabriel Zugheila, les leaders Michael Steylen (USA) et Arto Gillkaneen (FIN) s'étant accrochés à quelques tours de l'arrivée.

Après les courses, Sodi se faisait à nouveau remarquer en gérant à la perfection le retour des karts dans des délais très courts à l'issue des dernières courses, grâce à la mobilisation d'une équipe impressionnante d'efficacité. Lors de cette dernière phase, Sodi se distinguait en appliquant une politique très responsable quant à la conservation des pièces endommagées. L'entreprise française considère en effet que la Finale Rotax est avant tout une belle opportunité pour présenter et faire essayer ses produits, plutôt que chercher à en retirer un bénéfice modeste à court terme.



Le bilan extrêmement positif de la Grande Finale Rotax 2015 a malgré tout été marqué par les entants qui ont endeuillé Porto pendant l'épreuve. Les équipes étaient marquées dès vendredi soir par la gravité de la situation et un hommage a été rendu aux victimes samedi matin après la présentation des pilotes.

Télécharger le document (COM_SODIKART_2015_nk.doc)
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Les Derniers Communiqués SODIKART

11/10/15 154 karts pour la finale mondiale ROTAX !
SODIKART - Rotax Challenge Grand Finals - Portimao

Pour la 16e édition de la Rotax Max Challenge Grand Finals, BAP Powertrain est heureux de pouvoir compter sur des partenaires de longue date en ce qui concerne la fourniture des équipes de l'épreuve mondiale. Pour la 5e année consécutive, Sodikart, entreprise française et 1er constructeur à...

11/01/15 Sodi 2015 : priorité à l'innovation et la créativité
SODIKART

Présent comme chaque année en bonne place au kartisme d'Offenbach (DEU), le plus grand salon de karting au monde, Sodikart vient de dévoiler ses nouveautés 2015, fruits de sa ligne de conduite historique fondée sur la créativité et l'innovation. Aussi bien en compétition qu'en loi...

Voir tous les communiqués SODIKART ...

Les Courses Associées

Rotax Challenge Grand Finals

Rotax Senior / DD2 / DD2 Masters / Rotax Junior

14/11/15 Portimao

288 engagements



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Sodi: 154 karts for ROTAX World Finals!

For the 16th edition of the Rotax Max Challenge Grand Final, BRP Powertrain is pleased to be able to rely on longstanding partners to provide the chassis for the global event. For the 6th consecutive year, Sodikart, a French company and the world's top kart manufacturer, was selected as an official supplier for the international Rotax race meeting. In 2015, Sodi will make frames available to the competitors in two of the four categories at the competition in Portugal.



Bertrand Pignolet, the CEO of Sodikart, shares his excitement about this new challenge: "Since 1988, Sodikart has had a close and strong relationship with Rotax. In November 2015, for the 6th consecutive year, Sodikart will be proud to participate in the biggest karting event of the year: the Rotax Grand Final. In a major development for the 16th event, Sodikart has the challenge of being the chassis supplier in two categories, Senior and DD2 Master. Sodikart certainly has the experience and the resources, both human and technical, to fulfill the mission. The Sodikart team has stepped up its efforts to further increase the quality of the equipment and supply the drivers with fantastic Sodi Sigma RS and DD2. We will meet in Portugal for this unforgettable event."



Building, assembling, inspecting and shipping 158 racing karts is not an easy task. The different departments of the Nantes factory; Design, Production, Logistics and Events, have worked closely for several months in carrying out the preparation for the appointment at Portimao. Who better than the world's leading kart manufacturer to take on this difficult task? Renowned for its perfect organisation and the quality of its products, Sodikart has risen to the challenge with its usual gusto.

For the two categories, no less than 154 complete karts have been assembled with the utmost rigor, 77 Sigma RS Senior and 77 DD2 complete karts, plus five spare karts in each category. In total, over three tons of metal (steel technology) were used, 500m of tube and 250m of welding. The transport of the equipment alone required five articulated lorries and two support vehicles. A dozen people are there to manage logistics in addition to all of the representatives at the disposal of customers and to present the Sodi range. The three factory drivers will also be present, with Arnaud Kozlinski being the captain of Team France.

This event will also allow many competitors, French and foreign, to discover the value of the Sodi chassis in high level competition. No fewer than 288 drivers from 60 different countries are expected in Portugal for the event.

Now it's time for the race and the show!

Mission accomplished for Sodi at the Rotax Grand Final at Portimao

Always in evidence at the major events, Sodikart has made a point of taking on the difficult challenge of providing karts for two of the four categories competing in the 2015 Rotax Grand Final. It's now time for assessment, and the French company is satisfied that it has fulfilled its mission with exemplary professionalism over the ten days at Portimao. The drivers' enjoyment, made manifest by many glowing testimonials, was the biggest reward for the world number 1 in karting.



No fewer than 154 complete Sodi karts, ready to run, were prepared by the technical staff for the 16th edition of the Rotax Max Challenge Grand Finals this year in Portugal. 2015 marked the sixth consecutive year of collaboration between Sodi and BRP Rotax, with the French brand this year taking care of the DD2 Masters and Senior Max categories.

"We can be proud of our services at Portimao in more ways than one," said Bertrand Pignolet, the CEO of Sodikart. "The Sodi Sigma RS and DD2 chassis have fully met the expectations of the most demanding drivers and we experienced no major technical problems on the 154 karts available. I congratulate the members of the Nantes production team as well as the staff in Portugal for the quality of their work. Sodikart has again emphasised its determination and its ability to provide reliable and efficient equipment. Sodikart also thanks BRP Rotax for its confidence."



Preparing materials used the skills and high-tech equipment of the French company within its ultramodern plant. The logistics of such a global event was perfectly controlled by Sodikart who managed both to put everything in place for the big day and throughout the event, despite the sometimes hectic racing, the thoroughness and professionalism of Sodikart allowed competitors in the DD2 Masters and Senior Max categories to compete in optimal conditions. The French brand again increased its level of organisation by providing a spare parts sales area and a technical area equipped with all the necessary tools. In the showroom, the Sodi Racing and Rental lines were on display alongside its international distributors.



Alex, the Italian, dominated the Senior Max Final after winning the Prefinal. The American Lucas Selliken took 2nd

position ahead of the South African Jordan Sherratt after a breathtaking battle. The fight was even harsher in DD2 Masters with New Zealand's Ryan Urban and Dutchman Jim Ringelberg emerging in the top two positions ahead of the Argentine Gabriel Zughella, after the leaders Michael Stephen (USA) and Antti Ollikainen (FIN) crashed after a few laps.

After the races, Sodi again achieved perfection by managing the return of karts in a very short time after the last few races, thanks to the mobilisation of an impressively efficient team. During this last phase, Sodi was distinguished by applying a very reasonable policy regarding billing for damaged parts. The French company considers that the Rotax Final is primarily a great opportunity to present and try out its products, rather than trying to take a small profit in the short term.

The extremely positive 2015 Rotax Grand Final is nevertheless marked by the attacks that bereaved Paris during the event. On Friday evening the gravity of the situation showed on everyone's faces and a tribute was paid to the victims Saturday afternoon after the drivers' presentation.

<https://www.motorstv.com/latest-videos/all>



RMC GRAND FINALS 2015 - FINAL DD2 MASTERS

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GULF NEWS 

Team UAE: Hussain Umid Ali and Amna Al Qubaisi head to Portugal

Published: 12:15 November 6, 2015

[Martin Fullard, Guides Writer](#)



The Rotax Max Challenge Grand Finals is an annual motorsport event that takes place in a different country each year. National Rotax Max championships take place in over 70 countries around the world, and each country is invited to send a team of drivers to compete against the rest of the world.

When November 8 to 14, 2015.

Where International Karting Circuit of Portimao, Algarve, Portugal.

Track length 1,532 metres **Track width** 8m **Average kart speed** 94kp/h.

Classes There are four main classes that race at the Grand Finals: Junior Max, 125 Max, DD2, and DD2 Masters.

How many drivers 288 drivers from 70 countries.

Team UAE Team UAE comprises 9 drivers, all selected by the UAE's Rotax agent, Al Ain Raceway.

The format Drivers are separated into groups of 34. Each driver will practice and qualify for the heats. After the heats, based on points scored, drivers will qualify for the pre-final. A second-chance race is run to boost final grid numbers before the finals themselves are run on the last day.

Team UAE's prospects Guy Sheffield, General Manager of Al Ain Raceway and manager of Team UAE said: "We're quietly confident going into the Grand Finals, but we're sure that Team UAE will do the country proud."

He went on to say that "We're in a good place, mainly thanks to the development of the domestic series we run here. The increase in numbers has stood us in good stead. We have attracted international drivers, and when they come over to race in the UAE that raises the level even higher. We will work together as a team as always and support each other and, who knows, we could have another champion like we did last year."

Live streaming [You can stay up to date with Team UAE's progress here.](#)

Team UAE ready for tough weekend at World Finals

Team UAE are in Portugal, hoping to retain the World Championship

Staff Report
November 9, 2015



Image Credit: Supplied

A strong Team UAE contingent have arrived in the Algarve holiday town of Portimão, in Portugal, where they are part of 288 champion drivers who will participate in the 2015 Rotax MAX Challenge Grand Finals (RMCGF) from November 8 to 14.

Drivers face a challenging schedule of practice and qualifying sessions, along with several heat races between Tuesday and Friday, which culminate in the Pre-Finals and Grand Finals on Saturday.

Who are Team UAE?

Today, drivers took delivery of their brand new karts, engines and related equipment as the organisers provide all competitors with what they require to compete, which ensures a level playing field and has become the benchmark series of its kind in the world of karting.

The event features all the Rotax MAX champions from more than fifty countries competing for one of the most prestigious titles in international karting.

- Team UAE: Hussain Umid Ali and Amna Al Qubaisi head to portugal

In last year's edition of the Grand Finals, UAE based, Sean Babington won the DD2 World championship title, and with it established the country on the role of honour. This year Babington is absent, unable to defend his title due to personal reasons. His place in the squad has been taken by 2009 MAX World Champion Luke Varley who is Team Manager for Abu Dhabi Racing's Daman Speed Academy.

Abu Dhabi school girl Amna Al Qubaisi makes history by becoming the first female driver in Team UAE at the Rotax MAX Challenge Grand Finals and is one of several lady drivers who will be in action this week in Portimao. The Daman Speed Academy driver qualified for the finals as a Wildcard entry, in recognition of her efforts and success in the UAE Rotax MAX Challenge championship.

Peter Oelsinger, Vice-President, Rotax Propulsion Systems at BRP said, "The Portimão circuit is a great venue for the RMCGF, as it meets all requirements in terms of track surface and overall infrastructure. Participants will race for the first time [in a Grand Finals] with the new MAX Evo engine, which should tighten the field and make the races even more thrilling."

Team UAE Manager Guy Sheffield said, "It is an honour and privilege for our team to be part of the Rotax Grand Finals with such a strong line-up of drivers. Our team gets stronger each year, and at this 16th edition of the event we are confident of an impressive showing by the drivers who will fly the UAE flag this weekend."

Al Qubaisi makes UAE karting history

Becomes first female to make Rotax Max Challenge Grand Finals UAE squad

Staff Report
November 10, 2015

Dubai: Amnah Al Qubaisi will make history this week as the first female driver to be selected for the UAE team at the Rotax Max Challenge Grand Finals. The event takes place in Portugal from November 8-14. Al Qubaisi was awarded a wildcard entry to the event in recognition of her efforts in the UAE Rotax Max Challenge Championship.

She joins a strong UAE contingent for the finals including: UAE Junior Max champion Taymour Kermanshahchi, UAE Max champion Tom Bale, UAE Max runner-up Patrick Hannah, UAE DD2 champion Piers Pakenham-Walsh, 2009 Max World Champion Luke Varley, UAE DD2 Master champion Jonathan Mowatt, UAE DD2 Master runner-up Tony Hogg and Oman DD2 Master champion Hussain Umid Ali.

Almost 300 champion drivers will take part in the event, which starts with practice, qualifying and heats between Tuesday and Friday and pre-finals and grand finals on Saturday.

On Monday, drivers took delivery of their new karts and engines as the organisers provide all competitors with what they require to compete, which ensures a level playing field.

The event features all the Rotax MAX champions from more than fifty countries competing for one of the most prestigious titles in international karting. In last year's edition of the Grand Finals, UAE based, Sean Babington won the DD2 World championship title. Babington is unable to defend his title this year, so his place has been taken by Varley.

UAE manager Guy Sheffield said: "It is an honour and privilege for our team to be part of the Rotax Grand Finals with such a strong line-up of drivers. Our team gets stronger each year, and at this 16th edition of the event we are confident of an impressive showing by the drivers who will fly the UAE flag this weekend."

Varley and Oman's Al Rawahi brothers star in qualifying

Varley and Al Rawahi brothers shine during Rotax MAX Challenge Grand Finals qualifying day



Image Credit: Supplied

Luke Varley set the second best time in DD2 qualifying at the Rotax Max Grand Finals in Portugal

Published: 11:02 November 12, 2015
Staff Report

[Find out more about Team UAE, who are currently competing in the world finals in Portugal.](#)

Team UAE driver Luke Varley and Oman based brothers, Sanad and Abdullah Al Rawahi, starred on qualifying day for the 2015 Rotax MAX Challenge Grand Finals, while their teammates endured mixed fortunes on an action packed day at Kartodromo Internacional Algarve, in southern Portugal on Wednesday, November 11.

Varley, the 2009 Max Champion, used all of his experience to secure second place on the DD2 grid which includes ex-Formula 1 driver and Grand Prix winner Rubens Barrichello from Brazil among the 72 DD2 champions from around the world.

Varley managed to avoid the traffic on his flying lap, to put down a marker that sets him up well for the all important heat races. In the end he was a mere three hundredths of a second down on the pole winner Ferenc Kancsar from Hungary.

He said afterwards: "Qualifying was a little bit tough in the beginning with a lot of drivers waiting for the ideal moment to go out and it took me a couple of laps to find my position on track, but when I did the kart felt really good and I managed to put in a really good lap so I am very happy."

"It's going to be a long weekend of racing, we only have one set of tyres for the warm-up, the heat races, the Pre-Final and Final. So it will be a case of playing it safe, managing tyres and see where we stand on Saturday afternoon for the Final," added Varley who is also Team Manager of the Darnan Speed Academy.



Luke Varley set the second best time in DD2 qualifying at the Rotax Max Grand Finals in Portugal
| Supplied image

Sanad Al Rawahi impressed with a flurry of strong laps despite being mixed up in traffic to finish third in his session which was good enough for tenth overall, with almost the entire field separated by just over a second.

Piers Pakenham-Walsh was less fortunate and was 40th in the rankings, albeit only 0.423 of a second off the pole position time.

In the Max class Abdullah Al Rawahi was constantly at the sharp end on the timing screens and in the end secured the sixth best time, in the field of 72 drivers.

Tom Bale was 20th after enduring an action packed session which saw him end up with a bent axle, with Patrick Hannah 29th overall in a class that saw the top 63 setting times within a second of one another.

Tony Hogg was the top DD2 Masters driver from Team UAE with the 56th best time, followed by Hussein Umid Ali 67th and Jonathan Mowatt was 71st.

Taymour Kermanshahchi was fastest of Team UAE's Junior Max drivers, with Grand Finals rookie Amna Al Qubaisi next best and the only female driver in the junior category.

On Thursday and Friday drivers will partake in a morning warm-up, with each driver competing in three qualifying heats which will determine places in Saturday's finals.

Varley makes most of late call-up to Team UAE for world finals

Experience and calmness under pressure give Varley the edge in qualifying



Luke Varley - left - with his mechanic Norbi Kuti at the 2015 Rotax MAX Grand Finals

Published: 14:54 November 12, 2015
Staff Report

[Find out more about Team UAE, who are currently competing in the world finals in Portugal.](#)

Competing in the 2015 Rotax Max Grand Finals was not on Luke Varley's agenda, but now he has emerged as one of the front runners in the premier DD2 class as the world's top karting drivers battle it out for the prestigious title at Kartodrome Internacional Algarve, in southern Portugal this weekend.

Varley was drafted into Team UAE as a replacement for reigning DD2 World Champion, UAE-based, Sean Babington who was unable to attend the event. Varley has no previous experience racing DD2, but is a vastly experienced and accomplished race driver and he seized the moment in qualifying to set the second best time, which assures him prime starting places in the all important heat races.



Luke Varley (362) in action during DD2 qualifying at the Rotax Max Grand Finals in Portugal | Supplied image

The quiet spoken and likable Englishman's 'day job' is team manager of Daman Speed Academy, where he is actively involved and oversees the development of young Emirati talent in the UAE - arguably one of the most challenging roles on the local karting scene.

He is also a Sodi factory driver and this year he has competed in international rounds of the Rotax Max Challenge in and around Europe. He was Max World Champion in 2009 when the Grand Finals were hosted in Egypt and thus knows his way around race tracks.

This played into his hands on Wednesday as he slugged it out with 72 of the world's top DD2 drivers, including ex-Formula 1 driver Rubens Barrichello, to claim the second fastest time and only four hundredths of a second shy of the fastest driver. The top 65 drivers were covered by just under a second, an indicator of just how tough the contest for top spots is in the class.

Varley is under no illusions and knows that the hard work starts with the Heat races, and said after qualifying, "It's going to be a long weekend of racing; we only have one set of tyres for the warm-up, the Heat races, the Pre-Final and Final. So it will be a case of playing it safe, managing tyres and see where we stand on Saturday afternoon for the Final."

Team UAE Manager Guy Sheffield commented, "Having Luke Varley in our team has been a revelation for many as he has applied himself like the true professional he is. Watching him manage the 10 minute qualifying session was particularly impressive."

"It didn't go to plan in the opening laps of the ten minute session, but his calmness under pressure through his experience meant that he was able to quickly shift to 'Plan B' and came through as one of only two drivers to complete a lap beneath 59 seconds. To those of us who know Luke's ability, it was no surprise that he was one of the pace setters," added Sheffield.

The action in Portugal ramps up on the final three days, with each driver competing in three qualifying heats on Thursday and Friday which will determine places in Saturday's finals.

Mixed fortunes for Team UAE at world finals

Varley, Bale, Kermanshahchi and Al Rawahi brothers in strong contention for place in Finals



Luke Varley in action on Race Day 1 at the 2015 Rotax MAX Grand Finals in Portugal Image Credit: Supplied



Sanad Al Rawahi in action on Race Day 1 at the 2015 Rotax MAX Grand Finals in Portugal Image Credit: Supplied



• Tom Bale in action on Race Day 1 at the 2015 Rotax MAX Grand Finals in Portugal Image Credit: Supplied



• Abdullah Al Rawahi in action on Race Day 1 at the 2015 Rotax MAX Grand Finals in Portugal Image Credit: Supplied



• Turkish driver Berk Durak (357) crashed heavily in the DD2 Heat race Image Credit: Supplied

Published: 09:24 November 13, 2015
Staff Report

[Find out more about Team UAE, who are currently competing in the world finals in Portugal.](#)

After a few days of administration, practice and qualifying, the racing began in earnest at the 2015 Rotax MAX Challenge Grand Finals in Portugal on Thursday, November 12, with Team UAE drivers experiencing both highs and lows on a day of high attrition, packed with on track incidents.

Team UAE drivers in the DD2 class enjoyed the most success, in a class which is the premier category at the Grand Finals. Luke Varley impressed by taking second place in his first heat race, which was a tight contest between half a dozen drivers in the leading pack all capable of winning. In the end he managed to break away with race winner Ferenc Kanicsar from Hungary - the pair exchanging positions and eventually crossing the line nose to tail.

Varley finished third in his second Heat race which was red flagged due to an accident which resulted in Turkish driver Berk Durak being taken to hospital by ambulance.



Turkish driver Berk Durak (357) crashed heavily in the DD2 heat race |Image supplied

Also showing strongly in DD2 was Sanad Al Rawahi who finished seventh in his first heat race and followed that up with an impressive showing to claim fifth in his second heat race.

Piers Pakenham-Walsh recovered from a luckless Race 1 where he finished 27th, to end the day 12th in his second heat race in the DD2 class.

In the Junior Max class Taymour Kermanshahchi got off to a flying start in Race 1 as he mixed it up with the front runners on his way to a strong fourth place.

But in the afternoon's heat race two things went decidedly wrong. Despite battling with the leaders early on, he became a victim of a melee that forced him off track. He did well to re-join, albeit at the back of the field, upon which he dug deep to fight his way back to 23rd.

Also in the Junior Max, making her debut in a Rotax Max Grand Finals, was Emirati school girl Amna Al Qubaisi whose weekend has been one steep learning curve. In her first heat race she was involved in a first lap incident which resulted in a DNF. She avoided trouble in the second heat to finish 31st out of the 36 starters.

Abdullah Al Rawahi had a good opening day in the 125 Max class, scoring two seventh place finishes in his two heat races on the day and positioning himself well ahead of the third heat on Friday. The young Omani driver, who races in the UAE, was in touch with the pace setters throughout the day.

It was a day of mixed fortunes for Tom Bale who was in the top six in the early stages of his first Max heat race but was compromised by a rival, dropping him to 20th place. He battled back to 18th and was promoted to 17th after a penalty was applied to the offender.

In his second race he bounced back to finish fifth and well in sight of the leaders, which went a long way to make amends for the earlier mishap.

For Patrick Hannah, the third Team UAE driver in the Max class, day one of the Grand Finals was one to forget. In his first race he was out by turn two of the opening lap thanks to a multiple kart pile-up which accounted for several drivers. In Race 2 he was making good progress through the midfield towards the leading group, but in the final stages of the race he was involved in a couple of incidents which relegated him down to 27th.

It was a very tough day for Team UAE drivers in the DD2 Masters class with Jonathan Mowatt best of the trio as he finished 25th and 29th in his two races, with Hussein Umid Ali 26th and DNF in Race 1 and Race 2 respectively, and Tony Hogg 27th in his first Heat race and a DNF in his second race.

Race day on Friday features the third and final Heat race for each driver, whereupon the top 28 point scoring drivers progress to the finals on Saturday and 10 drivers are eliminated. The remaining 34 will battle it out in the Last Chance race where a top six finish will ensure progress to the final day.

Team UAE Manager Guy Sheffield summed up the day: "It was a very tough day of racing for all the drivers at the Grand Finals, where attrition was high and incidents aplenty. As it goes in this type of event, where you have the world's best Rotax Max drivers in action, racing is incredibly close and staying out of trouble is not always possible. Nevertheless the positives balanced out the negatives and with a number of our drivers on course for a place in the Finals on Saturday."

Pakenham-Walsh drives Team UAE to top 10 at world finals

Al Rawahi and Pakenham-Walsh perform impressively in the DD2 finals



Image Credit: Supplied

Piers Pakenham-Walsh (361) leads Sanad Al Rawahi (359) during DD2 final at the 2015 Rotax Max Grand Finals in Portugal

Published: 09:12 November 15, 2015
Staff Report

Team UAE drivers Sanad Al Rawahi and Piers Pakenham-Walsh were the best performers on the final day of the 2015 Rotax Max Grand Finals in Portugal, while their teammates suffered myriad misadventures on an action packed last day of action at Kartodromo Internacional Algarve on Saturday.

Al Rawahi started from 13th on the grid but was involved in first lap chaos, which saw him drop to near the back of the field of 34. But he recovered well and during the second half of the race was one of the fastest drivers on track - only the winner set a quicker lap - as he powered to sixth place and his best showing in a Grand Finals.

Al Rawahi said, "I am very pleased with this result as it is payback for the hard work we put into our racing programme. I want to thank my father for making this happen, my brother for his support, my crew who provided me with a good kart and everyone in Team UAE."

Pakenham-Walsh recovered from 29th on the grid, made a good start and kept out of trouble, to claim a well deserved ninth place as he slugged it out with the world's best Rotax drivers. The result a just reward for the Dubai based driver who endured a challenging time in the Heat races and the Pre-final, but he rose to the occasion in the best way possible.

"I can't believe it!" said Pakenham-Walsh when he was told he finished ninth. "The engine I had was not the fastest, but I gave it all I have and am very happy to be in the top ten. Big thanks to my family, my mechanic Tom Holland and Team UAE for a great effort. I am very, very happy."

It was bitter disappointment for Luke Varley who never put a foot wrong all week in the DD2 class, winning two of his Heats and finishing second in the Pre-final.

In the Final, starting from second on the grid he was swamped at the start and overtaken by several drivers. Nevertheless he recovered well and started picking his way to the front, but while battling for third he tangled with a slower driver and was forced to retire from the race.

Hungarian driver Ferenc Kancsar won the race to claim the DD2 world title. Both Team UAE drivers in the MAX Pre-final had a morning to forget as they were embroiled in battles that saw them drop down to the tail of the field with Tom Bale and Abdullah Al Rawahi finishing 20th and 26th.

In the Final they both fared better with Bale crossing the line in 16th and Al Rawahi 21st, with Italian driver Alex Alex claiming the Max world title.

Taymour Kermanshahchi was the only Team UAE Junior driver in action on the final day. He made a good start and was running strongly early on in the pre-final but was involved in an incident which earned him a penalty from the Race Stewards which relegated him to 30th on the grid for the Final.

From that point on UAE Junior Max Champion's Final race was compromised and although he was making his way up the order in the final, he was bumped by a rival which again dropped him down the field to last. He crossed the line in 28th out of 34.

Frenchman Florian Venturi emerged on top after a tense six kart battle for the lead to be crowned the Junior Max world champion



Sexta-feira, 23 de Outubro de 2015 - 19h20

Com 11 pilotos, Time Brasil terá força total no Rotax Max Challenge Grand Finals. Confira os nomes

Por: KartPress Motorsport Management

Mario Ferreira / Rotax



Rubens Barrichello fará parte do Time Brasil

Estão definidos os nomes dos pilotos que farão parte da delegação Brasileira durante o Rotax Max Challenge Grand Finals, que será realizado entre os dias 8 e 14 de novembro, em Portimão, Portugal. As Olimpíadas do Kart, como é conhecido o torneio internacional, reúne cerca de 300 pilotos, de mais de 50 países, divididos em 4 categorias e disputam quem é o melhor piloto do mundo. Neste ano, o Brasil terá uma equipe de peso, com 11 competidores, entre eles o ex-piloto de Fórmula 1, Rubens Barrichello.

Em um formato de classificatória por meritocracia, ou seja, onde o piloto só garante sua participação por ter sido campeão nacional ou internacional de alguma competição Rotax pelo mundo, o RMC Grand Finals reúne os melhores pilotos de cada País em uma disputa eletrizante. Neste ano, o Brasil terá uma delegação composta por grandes nomes do kartismo nacional e até mesmo do automobilismo mundial. Os competidores se classificaram em quatro campeonatos diferentes. Logo no início do ano, o primeiro classificado foi o catarinense Leonardo Nienkötter, que conquistou a vaga na DD2 Masters ao ser campeão do Flórida Winter Tour, nos Estados Unidos. Nienkötter tem um currículo de peso, com passagens por categorias de Turismo e a Fórmula 3000, além de possuir vários títulos no Kart.

No mês de Julho, durante o Campeonato Sul-Americano de Kart Rotax realizado em Florianópolis (SC), mais três nomes foram conhecidos. João Rosabe, uma das jovens revelações do kartismo nacional, Fernando Guzzi, conhecido como Mister Rotax por sua sequência de títulos Nacionais e Internacionais na categoria e Rubens Barrichello, que dispensa apresentações, venceram uma verdadeira batalha para conquistar suas vagas. Tudo porque a competição estabeleceu um recorde histórico em campeonatos realizados no Brasil, com mais de 60 pilotos estrangeiros, ficando popularmente conhecida como "A invasão estrangeira". "A Rotax oferece o mesmo regulamento e igualdade de competição no Mundo todo. Os estrangeiros vieram em peso para Sul-Americano Rotax pois sabiam que teriam iguais condições aos 'donos da casa'. Vimos que isso não existe em nenhuma outra categoria de Kart no Brasil ou no Mundo. O

Guzzi, o Rosate e o Barrichello conquistaram seus títulos na pista e agora vão defender o Brasil nas Olimpíadas", disse Wilton Santos Junior, diretor da Mach 5 Karting, detentora dos direitos da Rotax no Brasil e Paraguai.

Em setembro, mais quatro pilotos carimbaram seus passaportes para Portugal. O Festival Brasileiro Rotax, realizado no lendário Kartódromo de Interlagos, colocou os pilotos Thiago Lopez, Luca Travaglini, Nelson Stanisci e Renato Russo, o maior recordista de títulos do kartismo nacional, no Time Brasil. Lopez conseguiu o título na disputada Jr Max e Travaglini na Rotax Max. Russo e Stanisci, foram vice-campeões no Festival e herdaram a vaga, sem nenhum demérito, dos campeões de suas respectivas categorias, Fernando Guzzi e Rubens Barrichello, que já haviam garantido suas vagas no Sul-Americano Rotax.

No início deste mês, as três últimas vagas estavam em jogo, com a etapa final da Copa Rotax. Caio Collet na Jr Max, Lucas Souza na Max e Roberto Azana na DD2 Masters fecharam o Time Brasil 2015. Collet, inclusive, surpreendeu o Mundo ao ser o terceiro colocado no Campeonato Mundial de Kart da FIA, o WSK. "Acredito que o Brasil tem a maior e mais bem preparada comitiva jamais vista em eventos deste porte. O time deste ano é excelente, com um histórico de títulos impressionante em qualquer país. Seremos a única delegação a ter um ex-piloto de Fórmula 1 competindo. O padrão Rotax atrai pilotos extremamente competitivos que buscam medir suas habilidades com os melhores do mundo em igualdade de condições. O time Brasil vai se divertir muito, será fantástico", comenta Wilton.

O RMC Grand Finals será realizado entre os dias 8 e 14 de novembro, em Portimão, Portugal.

www.kartmotor.com.br

[Imprimir](#)

Sexta-feira, 13 de Novembro de 2015 - 10h57

Com 11 pilotos, Brasil disputa o Rotax Grand Finals. Acompanhe ao vivo

Por: KartPress Motorsport Management

Divulgação



Time Brasil

O kartismo mundial está com as atenções voltadas para a cidade de Portimão, em Portugal, onde, nesta semana, está sendo realizado o Rotax Max Challenge Grand Finals, conhecido como as Olimpíadas do Kart. Com 11 pilotos, a delegação brasileira tem se mostrado competitiva e com chances reais de conquistar títulos nas finais, que serão realizadas neste sábado (14).

Competindo contra cerca de 300 pilotos, vindos de quase 50 países, a delegação brasileira está concentrada em vir da Europa com bons resultados e, até mesmo, com títulos. Fernando Guzzi, Leonardo Nienkotter, Renato Russo e Roberto Azana (DD2 Masters), Luca Travaglini, Lucas Souza e João Rosate (Sênior Max), Thiago Lopez e Celo Collet (Junior Max), e Nelson Staniscl e Rubens Barrichello (DD2), são os brasileiros em ação no circuito português. "É a melhor delegação brasileira desde que iniciamos a participação no Grand Finals.", disse Wilton Santos Junior, diretor da Mach5 Karting, detentora dos direitos da Rotax no Brasil e Paraguai.

Nesta sexta-feira, serão realizadas corridas classificatórias, com as pré-finais e finais sendo realizadas amanhã (14). Durante toda a semana, os brasileiros se mostraram competitivos, com chances reais de conquistar o título.

Como são escolhidos os pilotos que disputam O RMC Grand Finals

Diferente de qualquer outra competição do kartismo mundial, para o piloto disputar as Olimpíadas do Kart, ele deve se classificar ao longo do ano, vencendo competições oficiais da Rotax ao redor do mundo. "O piloto que está no Grand Finals é, no mínimo, campeão de seu País. Existem diversas formas de se classificar. Na delegação brasileira, por exemplo, tivemos pilotos classificados no Florida Winter Tour, no Sul-Americano, no Festival Brasileiro e na Copa Rotax do Brasil. Ou seja, é um campeonato onde os

pilotos que estão lá são merecedores de suas vagas", explicou Junior.

Acompanhe tudo ao vivo

Além das corridas, outro grande atrativo é a grande cobertura realizada pela Rotax. Através do site www.rotax-kart.com é possível acompanhar todas as atividades, ao vivo, através de imagens e do live-timing.

Rotax Max Challenge Grand Finals 201...



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Segunda-feira, 16 de Novembro de 2015 - 16h31

Depois de conquistar o Capacete de Ouro, Caio Collet volta a subir em um pódio Internacional

Por: FG Com

Divulgação



Caio Collet no pódio, em 3º

Uma das jovens promessas do automobilismo nacional, o paulista Caio Collet conquistou neste sábado (14) mais um grande resultado para o Brasil no kartismo internacional. O piloto de 13 anos foi o terceiro colocado na final da 16ª edição do Rotax MAX Challenge Grand Finals no Kartódromo Internacional do Algarve, em Portimão (Portugal).

Com 34 kartistas na decisão da categoria Júnior Max, a vitória ficou com o francês Florian Venturi, seguido pelo norte-americano Mathias Ramirez-Barrero e por Collet, que chegou a apenas 0s380 do campeão. O evento, considerado as Olimpíadas do kartismo, reuniu quase 300 pilotos, divididos em quatro categorias, e representando cerca de 50 países.

Depois de quebrar um jejum de 17 anos do Brasil no pódio do Mundial de Kart ao chegar em terceiro na disputa na Itália, em setembro, Collet conquistou em Portugal o primeiro pódio para o país na história do Rotax MAX Challenge Grand Finals.

"Foi uma ótima conquista. Consegui estar entre os mais rápidos durante toda a semana, mas infelizmente bati em uma das baterias, o que me fez largar de 17º na Pré-Final", lembrou o piloto que conseguiu uma

excelente recuperação e, inclusive, liderou boa parte da prova final. "Na Pré-Final, o ritmo era muito bom e cheguei em quinto. E, na Final, consegui uma boa largada e liderei boa parte da corrida. Nas últimas voltas, acabei perdendo rendimento e finalizei em terceiro. Mas estou muito feliz", completou Collet.

A conquista se soma a outras vitórias importantes este ano para o piloto. Além do pódio no Mundial de Kart, Collet foi o sexto colocado e melhor estreante no Europeu, tornou-se Bicampeão Brasileiro, Bicampeão do Top Kart Brasil e vencedor da Copa Rotax.

O piloto também faturou o Capacete de Ouro, da revista Racing, na categoria Kart. O próximo compromisso será no Super Kart Brasil, no final do mês, em Paulínia (SP).

www.kartmotor.com.br

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Terça-feira, 17 de Novembro de 2015 - 13h27

Delegação brasileira fechou as Olimpíadas do Kart em 4º, com bons resultados individuais

Por: Mastermídia Marketing

José Lourenço



Thiago Oliveira

Terminou no último final de semana o Rotax Max Challenge Grand Finals, popularmente conhecido como as Olimpíadas do Kart, que foi disputado em Portugal, reunindo 360 pilotos de 52 países. E o Brasil teve uma boa participação, terminando em quarto na Copa das Nações, com a sua seleção composta por 11

brasileiros.

"Eu acho que a nossa seleção foi relativamente bem. Poderíamos ter ido melhor se alguns pilotos não sofressem com o acerto do equipamento em momentos importantes, ou mesmo com os toques, quando a pista tinha até 34 pilotos juntos brigando para passar para as finais", comentou Thiago Lopez Oliveira (Guaraná Dolly/ Academia B9/ Reex/ Box100), mascote da Seleção brasileira. "Mesmo assim ficamos em quarto entre 52 países e eu particularmente comemorei muito o quarto lugar do Renato Russo na Max DD2 Masters, que é meu chefe de equipe e coach no Brasil", completou o garoto selecionado depois de ser campeão do Festival Brasileiro Rotax 2015 na categoria 125 Junior Max.

O brasileiro de apenas 13 anos de idade destacou a experiência adquirida com as disputas do Rotax Max Challenge Grand Finals no circuito de Portimão, em Algarve. "A maior importância de ter participado do Mundial foi que fazia quatro anos que eu não corria fora do Brasil, então ganhei bastante experiência e sei que vou vir mais forte nas próximas corridas. E também significou que eu posso ser melhor do que eu imagino", destacou Thiaguinho, que estabeleceu o 15º tempo para a largada em seu grupo composto por 36 pilotos, metade do grid da 125 Junior Max.

"A minha maior dificuldade foi a tomada de tempo. O que representou para mim o meu resultado final - 38º lugar - foi que a tomada de tempos é uma das coisas fundamentais para um bom resultado. Se eu tivesse feito uma boa tomada meu resultado poderia ser bem melhor. Mas estou feliz pela experiência que ganhei", encerrou o 'pilotozinho', que representou o Brasil apoiado por Guaraná Dolly/ Academia B9/ Reex/ Box100.

Confira o resultado final de cada um dos brasileiros:

Caio Collet (125 Junior Max), 3º colocado;
Thiago Lopez Oliveira (125 Junior Max), 38º colocado;
Rubens Barrichello (Max DD2), 4º colocado;
Nelson Stanisic (Max DD2), 69º colocado;
Renato Russo (Max DD2 Masters), 4º colocado;
Fernando Guzzi (Max DD2 Masters), 5º colocado;
Leonardo Nienkotter (Max DD2 Masters), 42º colocado;
Roberto Azana (Max DD2 Masters, 68º colocado;
João Rosate (125 Max), 30º colocado;
Luca Travaglini (125 Max), 46º colocado;
Lucas Souza (125 Max), 69º colocado.

Classificação do Rotax Max Challenge Grand Finals:

1) Estados Unidos, 1.184 pontos;
2) África do Sul, 1.103;
3) Holanda, 1.103;
4) Brasil, 1.005;
5) Austrália, 985;
6) Alemanha, 982;
7) Nova Zelândia, 919;
8) França, 903;
9) Finlândia, 838;

Terça-feira, 17 de Novembro de 2015 - 13h27

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Fernando Guzzi (Max DD2 Masters), 5º colocado;
Leonardo Nienkotter (Max DD2 Masters), 42º colocado;
Roberto Azana (Max DD2 Masters, 68º colocado;
João Rosate (125 Max), 30º colocado;
Luca Travaglini (125 Max), 46º colocado;
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- 7) Nova Zelândia, 919;
- 8) França, 903;
- 9) Finlândia, 838;
- 10) Hungria, 833.

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Terça-feira, 17 de Novembro de 2015 - 18h18

Com show de Barrichello e pódio de Collet, Brasil tem melhor resultado da história nas Olimpíadas do Kart

Por: KartPress Motorsport Management | WNG MKT.

Fernando Bianchi | Rotax



Delegação Brasileira em Portugal

Foram sete dias de atividades, com quase 300 pilotos, de 52 países diferentes, divididos em quatro categorias, sendo que 11 deles levaram o Brasil ao melhor resultado de um país Sul-Americano nos 16 anos de história do torneio. Estamos falando do Rotax Max Challenge Grand Finals, as Olimpíadas do Kart, que foi realizada entre os dias 8 e 14 de Novembro, em Portimão, Portugal, e que concentrou todas as atenções do kartismo mundial neste final de semana.

Realizado desde 2000 pela Rotax, o RMC Grand Finals reúne os melhores pilotos do Mundo para uma grande final mundial. "O sonho de todo o piloto de kart é participar de competições internacionais de alto nível, na Rotax o piloto é convidado a defender o seu país nas Olimpíadas do Kart. A única maneira do piloto participar da competição é ganhando algum campeonato nacional ou intercontinental da Rotax ao longo do ano. Ou seja, quem está lá, conquistou sua vaga e, certamente, isso faz com que uma vaga no Grand Finals seja tão valorizada", explicou Wilton Santos Junior, diretor da Mach5 Karting, detentora dos direitos da Rotax no Brasil e Paraguai.

Neste ano, a delegação brasileira foi ao Grand Finals com uma equipe de peso. 11 pilotos levaram as cores do Brasil à Portugal, entre eles, o ex-piloto de Fórmula 1 Rubens Barrichello, que carimbou seu passaporte ao vencer a categoria DD2 no Campeonato Sul-Americano Rotax, realizado em Julho, na cidade de Florianópolis (SC). Além de Barrichello, outras 10 estrelas do kartismo nacional estiveram em Portugal: Nelson Staniszi também na DD2, Fernando Guzzi, Leonardo Nienkötter, Renato Russo e Roberto Azana disputaram a competição na categoria DD2 Masters, enquanto Luca Travaglini, Lucas Souza e João Rosate competiam na Sênior Max. Entre os menores, Thiago Lopez e Caio Collet chamavam a atenção na Júnior Max.

Logo nos treinos-livres, o Time Brasil já mostrava que estaria concorrendo ao título em todas as

categorias. Na DD2 Masters, Guzzi, Russo e Nienkotter demonstravam que estavam no páreo, enquanto Travaglini e Rosate brilhavam na Sênior Max. Na Junior Max, Caio Collet, demonstrava que sairia de Portugal com um bom resultado. Já na DD2, todas as atenções estavam voltadas para a principal estrela de todo o evento: Rubens Barrichello.

Na pista, após boas corridas classificatórias, repescagens e pré-finais, os brasileiros brilharam: Na DD2 Masters, Russo e Guzzi conquistaram a quarta e quinta posições, respectivamente, com o Neozelandês Ryan Urban conquistando o título.

Na Sênior Max, João Rosate representou o Brasil na final, sendo muito rápido, mas se envolvendo em alguns acidentes, completando a corrida na 30ª posição. O título ficou com o italiano Alex Alex. Na Júnior Max, o Brasil teve seu melhor resultado, com o pódio de Caio Collet, que foi o terceiro mostrando novamente o motivo de ser apontado como uma das principais promessas do automobilismo brasileiro. Numa corrida Final emocionante, os 6 primeiros colocados trocavam de posições constantemente, Caio liderou a prova em várias ocasiões mas terminou em um brilhante 3o lugar com direito a ultrapassagem na última curva da última volta sobre o quinto e quarto lugares!

Já na DD2, Barrichello deixou seu nome cravado na história do RMC Grand Finals logo em sua primeira participação. O piloto recordista em largadas da Fórmula 1 foi um capítulo à parte. Sempre muito assediado, Barrichello se dividia em atender seus fãs, que em sua maioria eram seus concorrentes de pista e acertar os detalhes do seu kart. Um fato curioso chamou a atenção de todos que estavam presentes no kartódromo. Barrichello contou com a ajuda do campeão mundial de kart, Jordon Lennox-Lamb, que apesar de seu extenso currículo, não conseguiu conquistar uma vaga no Grand Finals deste ano e deu um 'jeitinho' de participar da grande festa, sendo mecânico de Barrichello. Após uma batida na primeira bateria e outras duas baterias difíceis, o piloto foi a repescagem e teve que lutar muito para estar na pré-final. Largando em 30o, Barrichello terminou a pré-final em 21o, posição que largaria na grande final. Utilizando de toda sua experiência na corrida final, o brasileiro deu um show com belas ultrapassagens para cruzar a linha de chegada na quarta colocação, fazendo com que o público o aplaudisse de pé.

Além dos excelentes resultados individuais, coletivamente os 11 pilotos brasileiros classificaram o Brasil na 4ª colocação na Copa das Nações, o quadro de medalhas das Olimpíadas que contou com 52 países. Com Estados Unidos em primeiro, África do Sul em segundo e Holanda em terceiro. "É o melhor resultado da história entre todos os países da América Latina. Foi uma delegação forte, consistente, que lutou muito para estar aqui. Os pilotos e seus mecânicos estão de parabéns por essa maravilhosa atuação, saímos de Portugal com a sensação de dever cumprido e com a certeza de que estamos no caminho certo com a Rotax no Brasil, que é uma realidade" comemorou Wilton Santos Junior, da Mach5 Karting. "Quero agradecer também o apoio da Dolly, Matrix Energy Trading e Lë grieg à delegação", completou.

Como de costume, a Rotax anunciou onde será o Rotax Max Challenge Grand Finals 2016: a cidade de Sarno, na Itália, berço do kartismo mundial, recebe a competição entre os dias 8 e 16 de outubro do ano que vem.

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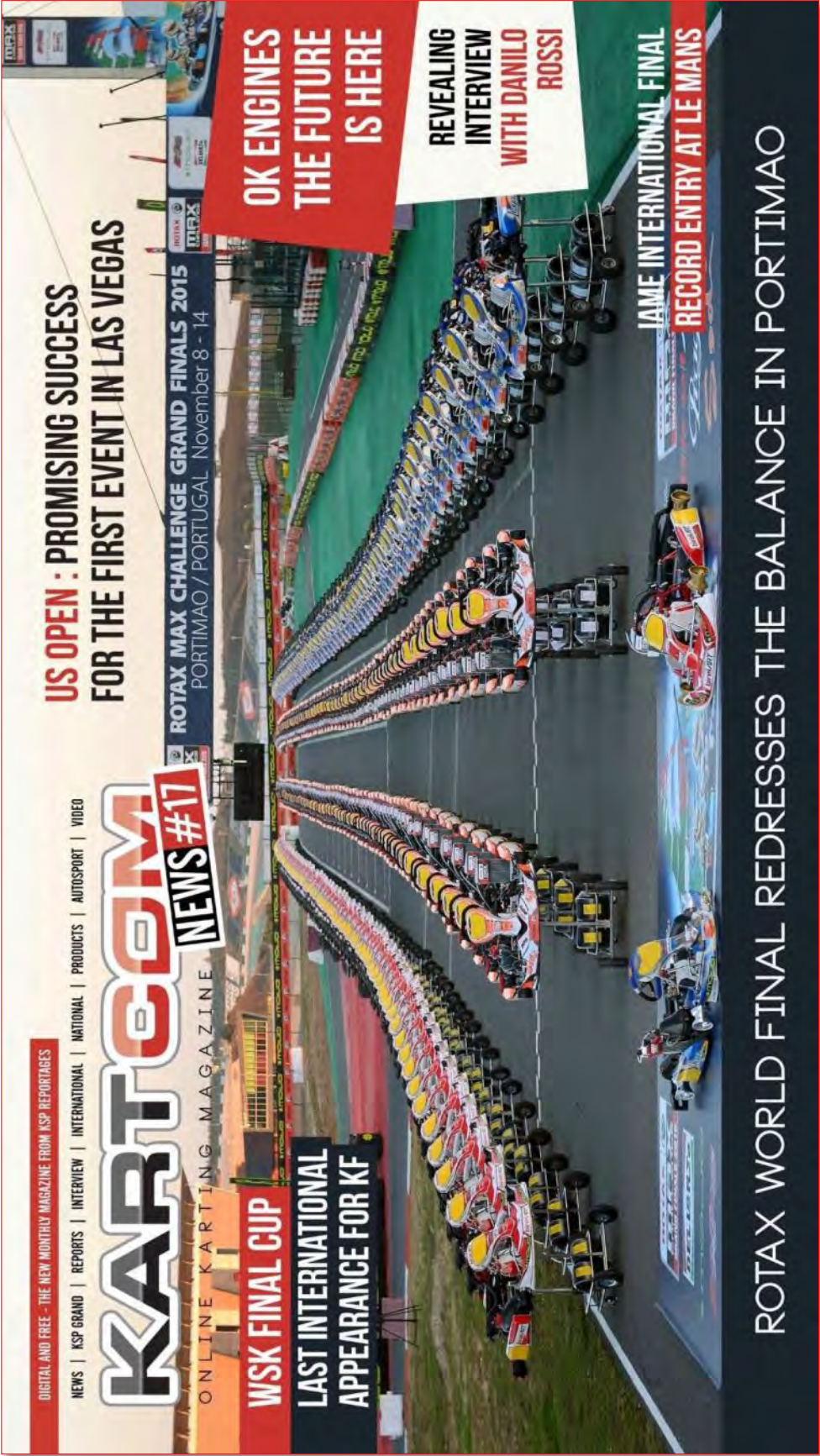
ROTAX MAX CHALLENGE GRAND FINALS 2015
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ROTAX WORLD FINAL REDRESSES THE BALANCE IN PORTIMAO



Info Kartcom - Frédéric Eliaï © Photo KSP - Philippe Kalinós

ROTAAX MAX CHALLENGE GRAND FINALS, PORTIMAO

OUTSTANDING GLOBAL COMPETITION IN PORTUGAL

KEY POINTS

DATE	ENTRIES
8 th to 14 th November, 2015	288 drivers 4 categories
LOCATION	Kartódromo do Algarve, Portimao, Portugal - 1531 m

RESULTS



• 16th edition of the Rotax World Final • The second time at Portimao after 2012 • Impeccable organization • Sodi chassis for Senior and DD2 Masters • Praga for Junior and • Birel ART for DD2 • Good reliability for the Max evo engine • The US wins the Nations Cup ahead of South Africa and the Netherlands • Hotly contested races • Many skirmishes but few sanctions

FRENCH WIN IN JUNIOR FOR FLORIAN VENTURI

After pole position in qualifying for Roope Roapanen (FIN), Scott Symons (GBR) took control in the heats. Roapanen then won the Prefinal ahead of Florian Venturi (FRA) and Axel Charpentier (GBR). Venturi was dominant in the Final battle, while Harrison had to be content with 4th place. Symons 5th and Roapanen 6th. Mathias Ramirez Barrero (USA) and Collet. Calo (BRA) accompanied Venturi on to the podium. After a lot of overtaking, Jules Bollier (FRA) could do no better than 8th.





ITALY WINS IN SENIOR WITH ALEX

Constantly in the leading group at the start of the meeting, Alex (ITA) won in both the Prefinal and the Final in the Senior category. Pole man in Qualifying, leader of the heats and 2nd in the Prefinal, Berkay Besler (TUR) lost ground in the Final, while Lucas Selliken (USA) and Jordan Sherratt (ZAF) seized 2nd and 3rd positions. Pierce Lehanne (AUS) had given up in the Prefinal. Amaud Sarrazin (FRA) finished in 10th place and an excellent Emmanuel Revirieux (FRA) finished 15th.



97 | 98



KANGSAR UNBEATABLE IN DD2

Already victorious in the Rotax Euro Challenge, the Hungarian Ferenc Kancsar achieved the grand slam from the testing until the last lap of DD2 in Portimão. The winner of the competition was, however, followed closely by Luke Varley (ARE) and Andreas Backman (SWE), but he never let them intimidate him. Backman clinched 2nd place, Mads Thomsen (DNK) took 3rd place while Rubens Barrichello (BRA) enthused the audience by finishing 4th after going through the repechage.

ROTAX MAX CHALLENGE
GRAND FINAL 2015
Kartódromo Internacional Algarve, Portimão Portugal, 03. - 14. NOV.

THE NEW ZEALAND URBAN WINS IN DD2 MASTERS

ristians Morgado, wounded, attended as a spectator of the D202 Masters concentration. The South African Michael Stephen presented the Prelinal after Derek Wang (USA) took the pole position in Qualifying. After Ollikainen (FIN) gave him a hard time in the Prelinal and the two men eventually retired in the Final, leaving the field open to Ryan Urban (NLD), winning ahead of his compatriot Jim Ringelberg and the Argentine Gabriel Zugliella. The Frenchman Charly Hipp made a good recovery to finish 7th in the competition ahead of the Belgian Christophe Adams.

GRAND FINALS 2015
Kartódromo Internacional do Algarve, Portugal, 08. - 14. NOV.

Kartódromo Internacional do Algarve, Portimão/Portugal, 06. - 14. NOV.





TEAM FRANCE BACK TO WINNING WAYS WITH VENTURI

Info Kartteam - Frédéric Bilet
© Photo KSP - Philippe Kalinós

The 16th edition of the Rotax Max Challenge Grand Final in Portimao kept all its promises thanks to very high quality organisation, unmatched by any other one-make event. The overall standard of the 288 qualified drivers from 52 countries proved very tough. Benefiting from excellent media coverage, the event was accompanied by a very friendly atmosphere both at the circuit, in the paddock and at the parties. Technically, the latest Rotax Max two engines gave satisfaction through a high level of reliability, no major problems interfering with the proper operation of the 288 karts.

Team France demonstrated a high level of competitiveness overall against the other countries. France was finally ranked 8th in the Nations Cup, with five of its nine drivers in the Final, a positive outcome from the over 50 countries represented, despite some race incidents for the French group. We had to go back to 2004 to find the last French victory in the Rotax Max Challenge Grand Final. That year, Benjamin Salvatore and Sam Ghalieb completed a memorable double in Junior Max and Masters in the Canary Islands. For his first participation in a Rotax Grand Final, Florian Venturi won

a victory just as beautiful against the top worldwide specialists.

Florian has been progressing for two years in the National category where he qualified for Portimao by winning the NSK. Purely a product of the National class powered by the Rotax Max Junior engine, he proved that the standard of French events had nothing to envy of the other competing countries. For his 14 years, the youngest driver in Team France in 2015 can be proud of his race in Portugal where he never left the leading group in Junior before finishing

with a beautiful win of unquestioned intelligence in the Final. Jules Bollier also achieved much even though his luck was not always favourable. Qualified through the Repechage, Jules moved up from 34th to 6th in the Prelim, but he was off the pace in the Final and had to settle for 8th position. Although not in the Final, David Beaumann continued to progress throughout the meeting, despite weighing too much on the scale for the international Rotax regulations. He had the satisfaction of constantly closing the gap to the fastest.



At 38, Annaud Sarrazin was able to face the difficult challenge against his young competitors in Senior Max brilliantly. Starting a long way back after Qualifying before becoming familiar with the specific rules of the Grand Final, he qualified 19th. 3th at the start of the Final, he crossed the finish line in 10th place having given his all. Emmanuel Revirvault wanted to do well and to get into the top 15 in the Final from his 28th place in the Prefinal, but the young driver, racing in National before moving to Rotax Max last year, was delighted with his first experience in the Grand Final. The leader of the team, Nicolas Duchateau was delayed by a small mechanical problem early in the meeting, and he found his true performance level too late to reach the finals.

Alternating good and less good in DD2, Alexander Anstett lost all chance when he was ejected at the first corner of the Repechage. Charly Hipp lost time in solving a mechanical problem before embarking with his usual energy in the battle in DD2 Masters. Ranked 9th in the Prefinal, he hoped for better than 7th place in the Final, but did not have much to reproach himself for throughout the competition. Racing experience was the greatest deficit for the very fast Laurent Aulin. Uncomfortable to overtake due to his lack of seat time, he finished his first Grand Final 10th in the Repechage when he was beginning to find his feet.





Regardless of their classification, the 2015 Team France members spontaneously expressed their desire to return to race in this incredible event, thanking 3MK Events for this beautiful week in Portugal.

affected by the bombings in Paris on Friday 13th. All of the French present met at Saturday lunchtime on the track at Portimao at the end of the drivers' presentation for a moment of reflection. Testimonials of support from the other nations were much appreciated.

Régis Venturi's victory, hailed on the podium by the Marseillaise from all sides, soothed the hearts of the French delegation, a little - also very much -

Info Kartcom - Frédéric Eliet - © Photo KSP - Philippe Kaimés

FELIX WARGÉ REACHES THE FINAL WITH TYS RACING TEAM

The young Belgian driver Felix Wargé had an outstanding adventure at the Rotax Max Challenge Grand Finals at Portimao with a place in the Senior Final, in 25th, despite a competition peppered with various incidents.

Spotted four years ago on an indoor track, Felix made a remarkable debut in Junior Max with the Tys Racing team. 5th in the Belgian Max Challenge in 2013 and 3rd in the BNL in 2014, Felix joined the Senior category in 2015 because of his size. At 15, he won the Belgian Max Challenge, a first for a rookie in Belgium! That was how he got his ticket to the Rotax Grand Final at Portimao.

With a difficult time with his engine at the beginning of the meeting, Felix posted 49th in Qualifying which doesn't reflect his level. He fought courageously in the Qualifying heats to return from his 25th place on the grid despite continuing mechanical problems and fierce battles on the track. As such, his rise to 21st position was exemplary. Hope came back for the Finals, having finally solved his Rotax engine problem. The start of the Prelim was hectic, but it was mostly a clash on the 11th lap that dropped Felix to 29th position. Motivated as ever, the Tys Racing team driver gave his maximum in the Final. Again, his progress was slowed this time because of brake trouble, but he could still add an interesting 26th place to his tally.

"Finishing 26th in this global competition is not really the result I expected," admitted Felix. "But after all the technical difficulties we encountered, as well as numerous incidents

on the track, we can consider that this is a good performance for a first year in Seniors, given the very high standard of competition."

Created three years ago by Tys Design, a recognised specialist in painting helmets, the Tys Racing Team is a specialised operation in Rotax competition in Belgium fueled by passion. The young French and Belgian drivers race on OTK chassis with Inkartad engines with encouraging successes. Working closely with Christophe Adams, Tys Racing Team also won the X30 Veteran class this year in the IAME International Final at Le Mans. In addition to its programme in Belgium, Tys Racing Team plans to participate in NSK next season in France as well as the Rotax Euro Challenge.



2015 Rotax MAX Challenge Grand Finals

Team USA / MAXSpeed Group



GoRotax.com Website Homepage

Team USA at the Rotax MAX Challenge Grand Finals

Updates from Team USA at the RMCGF in Portimao, Portugal



Quick Links: [Team USA Bios](#) | [Event Timeline](#) | [Race Results](#) | [Live Broadcast](#) | [About the Grand Finals](#)

Be sure to follow updates on MAXSpeed's social media: [Instagram](#) and [Facebook](#)



All updates were posted to a dedicated page on GoRotax.com - <http://gorotax.com/team-usa-at-the-rotax-max-challenge-grand-finals/> - as well as on MAXSpeed social media accounts



2015 MAXSpeed RMCGF Facebook Post Sampling



MAXSpeed Facebook Photo Gallery

Saturday, November 14 - Prefinal & Final

TEAM USA WINS THE NATIONS CUP!

Mathias Ramirez started the final from seventh and led a majority of laps. Falling to second in the closing laps, Ramirez looked to make the pass for the lead, but fell short by 0.050 seconds to claim the Rotax Junior MAX Grand Finals Vice-Championship. Parity of the Rotax equipment was evident in the Junior final, as the top-ten ran nose to tail. The remaining Americans, Michael Michoff, Trenton Estep and Darren Keane would end their Grand Finals 13th, 14th and 15th respectively.

Team USA secured their second Rotax Grand Finals Vice-Championship title via Rotax Senior MAX pilot Luke Selliken. Starting from fourth, Selliken looked strong from the start and found speed when needed the most. Unable to close the gap to P1, Selliken claimed second place in the 20-lap race, the best ever finish by an American in the category. Kyle Kirkwood was one of the fastest karts on the track and just missed the championship podium in fourth. Matt Solarczyk finished 21st and Christian Brooks 28th to complete the Team USA Senior contingent.

In what can only be called heartbreak, starting the week in Portugal so strong, the two American Rotax DD2 MAX Masters drivers ended with disappointing results. After earning pole position and a heat race win, Derek Wang ended his run at the 2015 RMC GF with a 27th place result. Luis Schiavo would cross the line in second, but a technical flag put him at the bottom of the results.

In Rotax DD2 MAX, Jake French was the highest placing American earning a hard-fought eighth place result with Nathan Adds in 28th.

With their strong showing and two second place podium results in Portugal, Team USA was honored with the coveted Nations Cup award. Team USA also won the award in 2013 when MAXSpeed hosted the world competition at the NOLA Motorsports Park in Avondale, Louisiana.

[Rotax-BRP Daily Report: 11/14](#)

[Rotax-BRP Video Clip: Day 6](#)

* Unofficial Results

Final

Rotax Junior MAX	Rotax Senior MAX	Rotax DD2 MAX	Rotax DD2 MAX Masters
2. Mathias Ramirez	2. Luke Selliken	8. Jake French	27. Derek Wang
13. Michael Michoff	4. Kyle Kirkwood	28. Nathan Adds	33. Luis Schiavo
14. Trenton Estep	25. Matt Solarczyk		
15. Darren Keane	27. Christian Brooks		

Prefinal

Rotax Junior MAX	Rotax Senior MAX	Rotax DD2 MAX	Rotax DD2 MAX Masters
7. Mathias Ramirez	4. Luke Selliken	17. Jake French	5. Luis Schiavo
15. Trenton Estep	9. Kyle Kirkwood	27. Nathan Adds	17. Derek Wang
16. Michael Michoff	21. Matt Solarczyk		
17. Darren Keane	28. Christian Brooks		



November 13 – Heat #3 & 2nd Chance Race

Heat #3

Today's action at the International Karting Circuit of Portimao started with the third and final heat race. Darren Keane added another top-15 result in the Rotax Junior MAX A + D heat, as did Trenton Estep in B + C with a seventh place result. Anthony Gangi Jr. posted a top-15 result as well, but his accumulated points still forced him into the 2nd Chance Race. Kyle Kirkwood was quick in Rotax Senior MAX A + D heat, until another driver drove directly over top of him. Luke Seliken and Matt Solarczyk were the top Americans in the race, placing seventh and 11th. Christian Brooks also had a strong run in B + C, also finishing seventh. Derek Wang remains robust in Rotax DD2 MAX Masters, winning convincingly in the A + D heat with Luis Schiavo right there in fourth. The Rotax DD2 MAX Team USA members all finished their final heat with results in the top-30, with Nathan Adds placing best in 22nd in the B + C heat.



2nd Chance Race

Team USA members finding themselves in the 2nd Chance Race would need to place sixth or better to transfer to Saturday's events. Michael Michoff won the Rotax Junior MAX race, as Matt Solarczyk was another American earning a transfer spot in the 2nd Chance Race after placing third in Rotax Senior MAX. The remaining Team USA drivers in the 2nd Chance Race would end their 2015 RMCGF journeys here.



Tomorrow's final event day will see Team USA battling for Rotax World Championship titles. Estep leads the way in Rotax Junior MAX and will start seventh, with Keane lining up 11th. Mathias Ramirez 26th and Michoff 29th for the prefinal. Rotax Senior MAX will see top American pilot Seliken in seventh, Brooks in 22nd, Kirkwood in 24th and Solarczyk in 31st. Jake French and Nathan Adds will start Rotax DD2 MAX 24th and 28th respectively, while Team USA's best results will come from Derek Wang, who will start off pole in Rotax DD2 MAX Masters with Luis Schiavo lining up directly behind in fourth.

Follow the live broadcast at www.rotax-kart.com starting at 5am EST.

Rotax-BRP Daily Report: 11/13

Rotax-BRP Video Clip: Day 5



*Unofficial Results

Heat #3

Rotax Junior MAX	Rotax Senior MAX	Rotax DD2 MAX	Rotax DD2 MAX Masters
Groups A + D	Groups A + D	Groups A + D	Groups A + D
13. Darren Keane	7. Luke Seliken	25. Jake French	1. Derek Wang
29. Mathias Ramirez	11. Matt Solarczyk	27. Nathan Mauel	4 Luis Schiavo
	20. Jake Craig		20. Paul Bonilla
Groups B + C		Groups B + C	
7. Trenton Estep	29. Artie Carpenter	22. Nathan Adds	26. Scott Roberts
14. Anthony Gangi Jr.	35. Kyle Kirkwood	30. Sabre Cook	
22. Michael Michoff	Groups B + C		
32. Sting Ray Robb	7. Christian Brooks		

2nd Chance Race

Rotax Junior MAX	Rotax Senior MAX	Rotax DD2 MAX	Rotax DD2 MAX Masters
1. Michael Michoff*	3. Matt Solarczyk*	11. Sabre Cook	11. Paul Bonilla
8. Anthony Gangi Jr.	20. Jake Craig		20. Scott Roberts
12. Sting Ray Robb	21. Artie Carpenter		

* Transfer spot

Starting Position for Prefinal

Rotax Junior MAX	Rotax Senior MAX	Rotax DD2 MAX	Rotax DD2 MAX Masters
7. Trenton Estep	7. Luke Seliken	24. Jake French	2. Derek Wang
13. Darren Keane	22. Christian Brooks	28. Nathan Adds	4. Luis Schiavo
26. Mathias Ramirez	24. Kyle Kirkwood		
29. Michael Michoff	31. Matt Solarczyk		

Thursday, November 12 - Heats #1 & #2

Heat #1

Trenton Estep led the way for Team USA in the Rotax Junior MAX C + D heat, finishing second at the stripe for the first of wheel-to-wheel competition. Darren Keane and Anthony Gangi Jr. also brought home top-ten results in their respective heats. Luke Selliken matched Estep's effort, with his second place finish in the Rotax Senior MAX A + B heat. Kyle Kirkwood also had a strong performance in Senior MAX C + D, placing fourth. Christian Brooks posted fastest time in the morning warm-up, but will need to overcome being taken out in Heat #1 and manage very worn tires as a result of the damage done. Derek Wang continues a strong run in his fifth Grand Finals appearance, finishing second in Rotax DD2 MAX Masters A + B heat with teammate Luis Schiavo in fourth. Jake French was the only American to score a top-ten in the first Rotax DD2 MAX heat, with Nathan Adds adding a top-15 result.



Heat #2

Team USA's Junior competitors posted a strong set of results in Heat #2, as Mathias Ramirez finished fourth in A + C and also posted the fastest race lap. Estep and Michael Michoff placed eighth and 11th in the same heat, respectively. Keane added another top-ten, finishing eighth in B + D with Sting Ray Robb just outside the top-15. In Rotax Senior MAX A + C, Selliken had another strong run finishing sixth, with Brooks rebounding nicely from Heat #1 with a ninth place result. Kirkwood remained near the top of the sheets in B + D, finishing tenth. Schiavo and Wang worked together through lead and follow to bring home more strong results for Team USA, with Schiavo besting Wang this time with his second place result as Wang finished fourth in the A + C group. The Americans continue to push in the ultra-competitive Rotax DD2 MAX field, with Sabre Cook posting a top-20 in A + C and French in 16th and Adds 18th in B + D.



"The focus and determination of Team USA has been incredible here in Portugal," explains USRMC Director Andy Seesemann. "The team work, sharing and trading of data and information, and enthusiasm of all the drivers, mechanics and families has been truly fantastic. Our drivers are racing hard and showing the world what the USA has to offer."

Team USA continues to impress in Portimao, and is looking as a strong contender for the coveted Nations Cup. Tomorrow will be the third and final heat race followed by the 2nd chance race. Follow the live broadcast at www.rotax-kart.com.

Rotax-BRP Daily Report: 11/12
Rotax-BRP Video Clip: Day 4



*Unofficial Results

Heat #1

Rotax Junior MAX	Rotax Senior MAX	Rotax DD2 MAX	Rotax DD2 MAX Masters
Groups A + B	Groups A - B	Groups A + B	Groups A + B
9. Anthony Gangi Jr.	2. Luke Selliken	14. Nathan Adds	2. Derek Wang
19. Mathias Ramirez	19. Artie Carpenter		4. Luis Schiavo
29. Sting Ray Robb		Groups C + D	35. Paul Bonilla
	Groups C - D	10. Jake French	
Groups C + D	4. Kyle Kirkwood	26. Nathan Mauel	Groups C + D
2. Trenton Estep	21. Jake Craig	31. Sabre Cook	21. Scott Roberts
10. Darren Keane	26. Matt Solarczyk		
26. Michael Michoff	29. Christian Brooks		

Heat #2

Rotax Junior MAX	Rotax Senior MAX	Rotax DD2 MAX	Rotax DD2 MAX Masters
Groups A + C	Groups A - C	Groups A + C	Groups A + C
4. Mathias Ramirez*	6. Luke Selliken	20. Sabre Cook	2. Luis Schiavo
8. Trenton Estep	9. Christian Brooks		4. Derek Wang
11. Michael Michoff	26. Artie Carpenter	Groups B + D	19. Paul Bonilla
		16. Jake French	
Groups B + D	Groups B + D	18. Nathan Adds	Groups B + D
8. Darren Keane	10. Kyle Kirkwood	32. Nathan Mauel	29. Scott Roberts
16. Sting Ray Robb	19. Matt Solarczyk		
29. Anthony Gangi Jr.	23. Jake Craig		

* Fastest Lap

Wednesday, November 11 – Qualifying Practice

Derek Wang on Pole in Rotax DD2 MAX Masters

Qualifying is complete at the International Karting Circuit of Portimao, and Derek Wang has secured pole position in DD2 MAX Masters for Team USA! Luis Schiavo also fared well in DD2 MAX Masters, finishing ninth overall. Kyle Kirkwood placed in the top-ten in Rotax Senior MAX, as did Trenton Estep in Rotax Junior MAX, both eighth overall in their respective classes. Luke Selliken, Christian Brooks and Matt Solarczyk were three more Team USA drivers in the top-25 in Senior, with Darren Keane and Sting Ray Robb also in the top-25 in Junior. Jake French was the highest placing American in Rotax DD2 MAX, ending 24th overall. Tomorrow will feature Qualifying Heats #1 and #2. All results and the live broadcast can be found at www.rotax-kart.com.

[Rotax-BRP Daily Report: 11/11](#)

[Rotax-BRP Video Clip: Day 3](#)

**Unofficial Results*

Qualifying

Rotax Senior MAX	Rotax Junior MAX	Rotax DD2 MAX	Rotax DD2 MAX Masters
8. Kyle Kirkwood	8. Trenton Estep	24. Jake French	1. Derek Wang
17. Luke Selliken	23. Darren Keane	35. Sabre Cook	9. Luis Schiavo
19. Christian Brooks	25. Sting Ray Robb	64. Nathan Mauel	53. Paul Bonilla
24. Matt Solarczyk	37. Mathias Ramirez	71. Nathan Adds	64. Scott Roberts
40. Jake Craig	42. Anthony Gangi Jr.		
65. Artie Carpenter	55. Michael Michoff		



Tuesday, November 10 – Non-Qualifying Practice

After unofficial practice is complete for the day, our Senior drivers Luke Selliken and Christian Brooks finish P2 and P4 respectively. More results tomorrow or follow the live broadcast at www.rotax-kart.com.

[Rotax-BRP Daily Report: 11/10](#)

[Rotax-BRP Video Clip: Day 2](#)



Monday, November 9 – Raffle of Karts

[Rotax-BRP Daily Report: 11/9](#)

[Rotax-BRP Video Clip: Day 1](#)

Complete Team USA Coverage

SINAR HARAPAN.CO

Senna Dapat Pengalaman Berharga

Sayang di lap-lap awal, kaki Senna tertimpa pacuan pembalap lain yang mengalami tabrakan.

16 November 2015 15:16 [Nonnie Rering Arena](#) dibaca: 144



SH / Nonnie Rering

PORTIMAO - Meski tak meraih hasil maksimal di ajang kejuaraan dunia karting bertajuk World Championship Rotax Max Grand Final 2015 di Kartodromo Internacional do Algarve, Portimao, Portugal, akhir pekan lalu; acungan jempol layak ditujukan kepada Senna Sulaiman Noor dan kawan-kawan. Hanya karena faktor keberuntunganlah yang membuat mereka tak bisa meraih hasil maksimal.

Pasalnya, ratusan pembalap yang hadir sebagai peserta setelah meraih tiket dari hasil juara nasional dan juara Asia sepanjang musim 2015 memang hadir di Portugal dengan hanya membawa diri. Mesin dan sasis disiapkan langsung oleh pabrikan. Jadi, ini tergantung mereka beruntung atau tidak mendapat mesin dan sasis yang bagus dan kencang.

Mekanik setiap pembalap tak bisa berbuat banyak karena setting mesin sudah langsung diatur sejak pacuan masing-masing didatangkan dari pabrikannya. Selebihnya, faktor keberuntungan dan pengalamanlah yang lebih banyak berbicara.

Seperti yang dialami pentolan tim Riser ShaDaff KratingDaeng, Senna Noor, pembalap yang sudah enam kali tampil di ajang Grand Final Rotax Max dan lima kali secara beruntun sejak 2011—sebelumnya 2008—ini merasakan atmosfer yang berbeda dengan kehadiran mantan pembalap F1, Rubens Barrichello. Tak hanya Senna yang bersama Barrichello berlaga di kelas DD2, tapi empat pembalap Indonesia lain, Silvano Christian, Julio Prost (kelas senior), dan dua pembalap kelas junior Keanon Santoso dan Nabil Hutasuhut pun menyatakan hal serupa.

"Adrenalinnya terasa berbeda karena kehadiran Barrichello. Ini membuat penonton berlomba-lomba datang ke sirkuit. Tentu saja itu memicu mantan pembalap F1 lain untuk kembali tampil di ajang karting ini. Jelas ini pengalaman luar biasa bagi kami," ucap Senna yang pada balapan second chance sudah mencapai posisi ke-11 dari total 34 pembalap yang turun di jalur kedua.

Tabrakan

Sayang di lap-lap awal, kaki Senna tertimpa pacuan pembalap lain yang mengalami tabrakan. Alhasil, Senna harus berjuang dari posisi belakang sehingga hanya finis di posisi ke-23.

"Sayang sekali Senna kena timpaan gokar pembalap lain yang tabrakan. Jika tidak, ia bisa melesat ke depan. Faktor keberuntungan memang sangat berbicara di balapan tingkat dunia seperti ini. Apalagi, semua pembalap datang dengan hanya membawa diri. Semua mesin dan sasis sudah disiapkan pabrikan sehingga mereka hanya berharap keberuntungan mendapat pacuan yang kencang. Jika tidak, kendala di lintasan sangat berpengaruh seperti yang dialami Senna," tutur Bunjamin Noor, CEO Tim Riser ShaDaff KratingDaeng, yang hadir langsung di Portimao guna menyaksikan Senna bertarung.

Namun yang terpenting, menurut Bunjamin, Senna mendapat pengalaman berharga dari Portugal dengan berlaga melawan pembalap juara dunia, bahkan mantan pembalap F1, Barrichello. Di babak final, pembalap itu finis di posisi keempat.

Hal senada diutarakan sang ayah, Samsul Noor, yang juga menyaksikan langsung balapan putranya dari sisi sirkuit. "Apa pun hasilnya, kami tetap bangga karena Senna masih bisa lolos sampai mendapat second chance. Ia mendapat pengalaman berharga, juga satu balapan dengan Barrichello," kata Samsul bangga.

Kelima pembalap Indonesia juga begitu bangga karena diberi aplaus khusus dari Wakil Duta Besar Indonesia untuk Portugal, Pov Jesus. Ia datang langsung ke lintasan untuk memberi semangat kepada semua pembalap Indonesia.

Sumber : Sinar Harapan

Rubens Barrichello Brasil Bisa Jadi Tuan Rumah

Bukan saya saja yang berambisi membawa Brasil menjadi tuan rumah.

17 November 2015 17:12 [Nonnie Rering](#) [Arena](#) dibaca: 140



SH / Nonnie Rering

Kehadiran runner up dunia F1 dua kali, Rubens Barrichello, benar-benar menyita perhatian seluruh peserta Kejuaraan Dunia Rotax Max Grand Final 2015 di Kartodomo Internacional do Algarve, Portimao, Faro, Portugal, sepanjang akhir pekan lalu. Betapa tidak, nama besarnya sebagai rekan satu tim juara dunia lima kali, Michael Schumacher, di Ferrari tetap membuatnya masih cemerlang, meski sudah nyaris satu dekade meninggalkan gemerlapnya pentas F1.

Sejak turun lagi ke kancah gokar lewat ajang Kejuaraan Rotax Max Amerika Selatan RMC South America (RMC SA) 2015, Barrichello yang kerap dipanggil Rubinho ini meraih tiket ke Grand Final Rotax Max 2015 setelah tampil cemerlang di seri pamungkas RMC SA 2015 di Sirkuit Arena Sapiens, Brasil. Di antara 140 pembalap yang berjuang meraih tiket, Barrichello paling cemerlang. Jadi sejak Juli silam, ia sudah mengantongi tiket grand final tahun ini.

Tampil di Portimao, ayah dua anak kelahiran Sao Paulo, Brasil, 23 Mei 1972, ini menunjukkan sisa kejayaan dan talentanya di ajang adu cepat ini. Meski hanya meraih posisi keempat dari total 72 pembalap kelas DD2, Barrichello ternyata memberikan penampilan spektakuler kepada rata-rata penonton yang memang hadir di lintasan guna melihat langsung hasilnya.

Tampil pertama kali di Grand Final Rotax Max 2015, Barrichello sontak menyimpan ambisi menjadikan Brasil sebagai tuan rumah pada tahun-tahun mendatang. Bagaimana kesan dan harapannya terhadap perkembangan gokar dunia? Berikut petikan wawancara dari wartawan SH, Nonnie Rering, Rubinho yang ditemui di paddock tim Brasil, Portimao, akhir pekan lalu.

Hallo Rubinho, apa kabar?

Baik, tapi sedikit kecewa dengan hasil finis keempat sehingga saya tak bisa naik podium.

Apa sesungguhnya yang membuat Anda mau kembali lagi ke balapan gokar?

Ini balapan menarik dan sangat menantang. Dulu saya mulai merasakan bagaimana harus berada nyali di lintasan lewat balapan gokar ini. Ada keunikan tersendiri. Apalagi di grand final ini, kita hanya bawa diri dan semua sudah disiapkan panitia. Artinya, faktor keberuntungan dan kegarangan pembalap di lintasan menjadi kunci utama untuk sukses.

Sudah 16 kali penyelenggaraan dengan menghasilkan 16 juara dunia dari sembilan negara. Brasil belum pernah menelurkan juara dunia. Apakah ambisi Anda untuk membawa Brasil merengkuh gelar juara dunia?

Sesungguhnya bukan itu tujuan saya kembali ke gokar. Tapi, kalau pun suatu hari saya memberi gelar juara dunia kepada Brasil, tentunya itu jauh lebih baik. Saya pun akan berusaha untuk itu karena Brasil harus punya kebanggaan juga di ajang ini.

Anda terlihat begitu berambisi membawa Brasil menjadi tuan rumah grand final. Apa sesungguhnya motivasi Anda?

Bukan saya saja yang berambisi membawa Brasil menjadi tuan rumah. Semua pembalap Brasil dan pencinta karting di Brasil sangat menginginkan itu. Saya pun berjuang untuk itu. Tidak ada motivasi apa pun untuk itu, yang jelas hal tersebut sebuah kebanggaan. Saya merasa kami sudah layak karena kami punya sirkuit gokar yang layak.

Apakah Anda tidak malu tampil lagi di gokar dengan usia senja seperti ini?

Tak harus malu untuk sesuatu usaha yang baik. Untuk apa saya malu? Terbukti, tetap saja banyak sponsor yang mendekati saya.

Oke Rubinho, terima kasih untuk waktunya. Sukses di balapan selanjutnya.

Sama-sama, terima kasih juga. Senang bisa berbicara dengan Anda yang jauh dari belahan dunia, Indonesia.

Sumber : Sinar Harapan



INTERNATIONAL ([HTTP://NZMOTORRACING.CO.NZ/CATEGORY/INTERNATIONAL/](http://nzmotorracing.co.nz/category/international/))

Urban claims first Rotax Grand Finals win for NZ

📅 NOVEMBER 15TH, 2015

👤 FAST COMPANY ([HTTP://NZMOTORRACING.CO.NZ/AUTHOR/ROSSM/](http://nzmotorracing.co.nz/author/rossm/))

📁 INTERNATIONAL ([HTTP://NZMOTORRACING.CO.NZ/CATEGORY/INTERNATIONAL/](http://nzmotorracing.co.nz/category/international/))

💬 0 COMMENTS ([HTTP://NZMOTORRACING.CO.NZ/2015/11/15/URBAN-CLAIMS-FIRST-ROTAX-GRAND-FINALS-WIN-FOR-NZ/#COMMENTS](http://nzmotorracing.co.nz/2015/11/15/urban-claims-first-rotax-grand-finals-win-for-nz/#comments))

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[u=http%3A%2F%2Fnzmotorracing.co.nz%2F2015%2F11%2F15%2Furban-claims-first-rotax-grand-finals-win-for-nz%2F](http://www.facebook.com/sharer.php?u=http%3A%2F%2Fnzmotorracing.co.nz%2F2015%2F11%2F15%2Furban-claims-first-rotax-grand-finals-win-for-nz%2F))

🐦 ([https://twitter.com/intent/tweet?](https://twitter.com/intent/tweet?text=Urban+claims+first+Rotax+Grand+Finals+win+for+NZ&url=http%3A%2F%2Fnzmotorracing.co.nz%2F2015%2F11%2F15%2Furban-claims-first-rotax-grand-finals-win-for-nz%2F)

[text=Urban+claims+first+Rotax+Grand+Finals+win+for+NZ&url=http%3A%2F%2Fnzmotorracing.co.nz%2F2015%2F11%2F15%2Furban-claims-first-rotax-grand-finals-win-for-nz%2F](https://twitter.com/intent/tweet?text=Urban+claims+first+Rotax+Grand+Finals+win+for+NZ&url=http%3A%2F%2Fnzmotorracing.co.nz%2F2015%2F11%2F15%2Furban-claims-first-rotax-grand-finals-win-for-nz%2F))

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[url=http://nzmotorracing.co.nz/2015/11/15/urban-claims-first-rotax-grand-finals-win-for-nz/&media=http://nzmotorracing.co.nz/wp-content/uploads/2015/11/Urban-Portugal-2015-770x470.jpg](http://pinterest.com/pin/create/button?url=http://nzmotorracing.co.nz/2015/11/15/urban-claims-first-rotax-grand-finals-win-for-nz/&media=http://nzmotorracing.co.nz/wp-content/uploads/2015/11/Urban-Portugal-2015-770x470.jpg))

Kiwi karter Ryan Urban is on top of the world today having claimed New Zealand's first class win at a Rotax Max Challenge Grand Finals meeting in Portugal overnight.

The win came in the DD2 Masters class at the 16th annual Grand Finals meeting at Portimao on the Algarve.

Aucklanders Urban, a multi-time New Zealand sprint kart champion and also Superkart racer of note, finishing third in the Pre-Final (the race that determines the grid for the Final) then won a sometimes fraught Final from Jim Ringelberg of The Netherlands and Argentinian Gabriel Zughella.

Early on Urban was the meat in the sandwich between race leader Michael Stephen from South Africa and a baying pack behind and at one stage was shuffled back to fifth. Then, soon after he had worked his way back up to third place, Stephen and Finnish driver Antti Ollokainen tangled and speared off the track, leaving the way open for Urban to take a lead he would never lose.

All five New Zealand drivers made it through the practice and qualifying heats but Urban was the only one to end up on a Final podium.

Fraser Hart from Palmerston North was next best with a 14th place finish in the DD2 Masters Final.

Then came Daniel Bray, the Aucklander finishing 15th in the DD2 Final after fighting back from 23rd to 11th in the Pre-Final.

Dylan Drysdale from Palmerston North started the Rotax Junior Pre-Final from P8 on the grid but a crash on the opening lap put him out of that race and he had to start the Final from P33 on the back row of the grid.

Despite that handicap, he worked his way up to 18th at the flag.

Daniel Connor from Auckland completed the Kiwi set, making it to the Finals, but finishing 30th in the Rotax Senior class Pre-Final race and 32nd in the Final.

Overall it was a good event for the Kiwis with their combined results earning New Zealand seventh place in the Nations Cup standings.

Urban's class win also means New Zealand drivers have now completed a rare podium circle, Palmerston North's Josh Hart having finished second in Rotax Senior and Christchurch's Matthew Hamilton finishing third in DD2 in Italy in 2010.

This year's Le Mans 24 Hour race joint-winner Earl Bamber is also a Rotax Max Challenge Grand Final podium finisher, having claimed third place in the Rotax Junior class Final at Lanzarote in 2004.

The 2015 Rotax Max Challenge Grand Finals meeting attracted 288 drivers from 50 countries with 72 starters in each of four classes, DD2, DD2 Masters, Rotax Senior and Rotax Junior.

Nations Cup

1. USA
2. South Africa
3. Netherlands
4. Brazil
5. Australia
6. Germany
7. New Zealand
8. France
9. Finland
10. Hungary

NEXT ARTICLE »

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(<http://nzmotorracing.co.nz/2015/11/15/hayden-paddon-improves-to-6th-in-wales-despite-gearbox-issues/>)

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