

MONACO KART CUP

Top of the bill at the 10th Monaco Kart Cup that took place from the 13-15th October was the first staging of the Grand Prix de Monaco Junior CIK-FIA although Juniors have contested the event previously. When the final chequered flag of the meeting was waved there was a resounding British success story to report. Scott Jenkins had held off the challenge of Oliver Rowland, with Nigel Moore coming home 3rd for an all English podium.

There was more British success in the main support event, the Six Heures de Monte-Carlo endurance race and the Historic and Classic Kart Club for GB was well to the fore in the vintage kart demonstration drives. Only in the 4-Stroke Contest was there an absence of British success.

The 2006 event was promoted as a double celebration. The 10th staging of the Monaco Kart Cup and of course the 50th anniversary of our sport. Monaco really is unique. Just as it provides the glamour venue in Formula 1 so it is for the karts. The 1053m kart course incorporated the lower part of the Formula 1 circuit and such familiar names and landmarks as Tabac, Pesserelle, the Swimming Pool and Rascasse were negotiated. Incidentally, Michael Schumacher participated in the Monaco Kart Cup a few years ago and told the organisers that he was quicker through Rascasse in a kart than an F1 car!

Although not part of the kart course the familiar F1 circuit feature of the steep

incline up to the Casino was clearly visible. Many of the facilities of the F1 event were made available. For example, with twelve TV cameras, the spectators had the benefit of four giant screens and numerous loudspeakers. Several speakers extended beyond the circuit on to the Esplanade, the pit area during the F1 GP. The net result was that many passers-by paused to watch. At the busiest times there was no 'front row' space to be found.

One of the giant screens was located just beyond the chicane on the approach to the Swimming Pool. A couple of drivers told me that it was a bit of a shock to drive through the chicane only to see giant versions of themselves heading back towards them! An aspect of the kart track that certainly doesn't feature on the F1 circuit however, was a wooden ramp with a laminated top surface that took the track back down to the lower level.

The event was clearly disruptive to the city centre with road closures, a temporary bridge and the provision of three paddock areas, two on the quayside plus other necessary changes to the normal routine. Yet everybody accepts this as a way of life in Monaco. The official line is that not only is city centre motorsport part of Monaco's heritage but it also brings worldwide publicity and contributes to the economy. So the Monaco Kart Cup is seen as a valuable fourth family member with the Formula 1 GP, the Monte-Carlo Rallye and the Historic Rallye and GP.



Dominik Baumann of Austria passes one of the giant TV screens

Junior GP

Former F1 racer Thierry Boutsen was an assistant to the Course Director for this event and took a hands-on role. After Qualifying Practice, drivers were split into three groups. Each driver therefore raced in two of the three heats, with the Pre-Final grid being determined on points scored in the heats. The Pre-Final set the grid for the Final of course.

Scott Jenkins' meeting did not get off to the best start with an early departure from heat one and too lean a mixture making for a sluggish exit from the corners. Oliver Rowland by contrast was the class act, winning both his heats comfortably. Nigel Moore looked good as did Kazeem Manzur, now based in Italy after beginning his career in England. Sweden's Jesper Wernersson and Timmy Hansen were quick as was another Scandinavian, Kevin Magnussen from Denmark.

The Pre-Final was won from pole by Rowland but Jenkins' drive through the field caught the eye. Manzur was worth his 3rd place and Johann Ledermaier of Austria was an impressive 4th in front of Magnussen and Moore.

Manzur nipped smartly past Jenkins at the start of the Final to go 2nd but Jenkins quickly restored the place at the hairpin at the end of lap 1 and repeated the move to take the lead on the next lap. However, Rowland kept the pressure on and hung in doggedly.



Scott Jenkins won the Junior event

Moore passed Manzur for 3rd on lap 9 and this move began a surprise drift way downfield for Manzur. Magnussen eased into 4th while Ireland's Robert Butler had moved impressively up to 6th. However the drive of the race came from Frenchman Phillipp Thelen who came from the twelfth row to 5th only to drop out with just two laps to go.

At the front, Rowland narrowed the gap on Jenkins late on but after 22 laps it was Jenkins who had won the inaugural Monaco Junior GP by a margin of just a second. As well as handsome trophies to the first three there was generous prize money of 4000 Euros to the winner down to 500 Euros for 10th place. Jenkins said that he had felt pretty confident throughout, that the kart was good coming through traffic and he publicly thanked Rowland and Moore for a good race. I suggested to Rowland that he perhaps might have been a little disappointed with the eventual outcome. "Not at all disappointed. I've had a great weekend and learnt a lot" was his reply.

Moore was just as upbeat. "Great. A brilliant race. I'm really happy" he said. I was as impressed with the three lads' sportsmanship in victory as I was with their on-track efforts.

Les 6 Heures

For this event all the teams were provided with new Tonykarts equipped with front and rear brakes and powered by the Vortex Rok motor. The format was for teams of three or more drivers to drive in three, 2 hour sessions on Saturday morning, Saturday afternoon and Sunday morning with freedom to choose when to make driver changes. The placings were rolled forward to the next leg. Monaco, France and Britain provided the majority of



The Brits locked out the Junior podium. Left to right: Moore, Jenkins and Rowland

the 42 teams with all from Europe except Omni Sport from Chicago, augmented by former Brabham Formula 1 driver, Teddy Pilette from Belgium.

Fast and Furious from Monaco took an early lead and, apart from short spells during driver changes, they never lost that advantage. British teams put up the best challenge and at the end of the first leg Dewhurst Racing were 2nd, Princes Racing 3rd and Team Screenvyn 4th. Les Trois Diabes from France were very well placed until an incident late in the session put paid to their overall chances.

Dewhurst Racing had problems in the second leg after which another British team, The Global Draw, moved into 2nd place. Princes Racing and Team Screenvyn were

3rd and 4th with Dewhurst down to 6th. Another well placed French team, Coast Organisation Marriott, took themselves out of the reckoning with a heavy collision late in this session.

The experienced Rowan Dewhurst marshalled his teammates David Cuff and Dean Hawkey to a splendid third leg that saw them finish just a lap down on local winners Fast and Furious who had driven 259 laps. Team Screenvyn were two further laps back in 3rd place with the Billings lads Bonze and Clive joined by Joe Giovannini and Martin Pierce. Pierce had presumably been drafted in for his street racing prowess after winning the Rock Island GP the previous month.

Howard Kayman's Club 100 team of himself, Glen Beard and Alex Kapadia eventually finished 14th having been 24th after the first session. Spirit of Bruno Ferrari finished 25th so missing their top twenty target but they certainly captured their raison d'etre. Bruno's widow had come to support the drivers Steve Miller, Gary Dean and James Taylor.

4-Stroke Contest

This was the second staging of this contest and, as last year, attracted Biland and Oral powered entrants. There were 26 drivers in total with six from the USA. The format was the same as for the Junior GP but without a Pre-Final.

The vastly experienced Giorgio Pantano won his heats to claim pole position in the Final while Italian compatriot Daniele Dallari was frontrunning until twice coming to a halt with clutch problems. The best of the Bilands were last year's winner and runner-up, Wilfried Martins of France and Claudio Mack of Germany.

Pantano sped into an early lead from pole but Mack took over on lap 3. Martins



Formula BMW racer Stefano Coletti helped guide Fast and Furious to victory in the endurance race

was 3rd with the impressive Dallari moving swiftly through the field to 4th. American Sam Walls from Colorado was unfortunately black flagged on lap 14.

The race produced a superb duel between Mack and Pantano with just 0.5s between them deep into the 32 lap race. Their battle took them clear of Martins who put distance between himself and Dallari. The Italian however remained in the race well past the distance of his earlier retirements.

The youngest driver in the race, 14 year old German Lena Heun, had moved into a most impressive 5th place at the expense of Morgan Weber while Kyle Ray was the best placed American. Heun incidentally has won two German domestic championships and

has a Formula BMW drive in 2007.

Last year Mack led until the penultimate lap and, late in the race, Pantano looked to be reeling him in. But there was to be no repeat of the heartbreak for the German who won by 0.57s from Pantano. Last year's winner Martins was 3rd and Dallari stayed the course for a deserved 4th place.

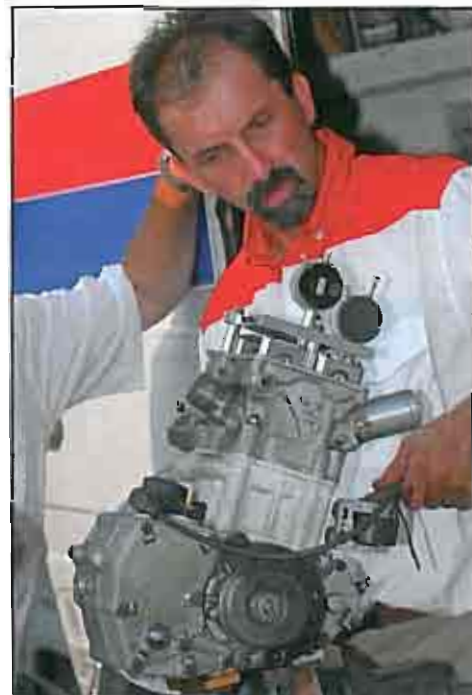
Despite serious clutch problems Heun was 5th in front of Weber with Ray 7th. British drivers Thomas Barrow and Daniel Hart were 8th and 9th but Kieran Brookfield unfortunately retired with five laps remaining. Indeed at the end of 32 laps there were only eleven finishers with the Bilands just having the upper hand on the Orals, providing the winner and 3rd placed men as



Claudio Mack won the 4-Stroke contest



Fast and Furious get a soaking from Dewhurst Racing's David Cuff (left)



An Oral engine receives final preparation



Ex-Jordan F1 driver Giorgio Pantano was 2nd in the 4-Stroke event

well as six of the drivers in the top ten.

Historic Karts

It was a masterstroke to invite the historic guys over to celebrate karting's 50th anniversary. The Historic and Classic Kart Club for GB responded magnificently with thirty plus karts on view. As well as the Brits there were four Dutch drivers led by Harm Schuurman and also 1978 World Karting Champion, Lake Speed from the USA. He was here to drive Chris Arnold's Birel T8 Le Mans with Parilla TT22 motor, a replica of the machine on which he won the world title and carrying the same number. Chris



Martin Hines enjoyed himself on a Zip/Yamaha owned by Simon Howard-Weston

had put in many hours to have it restored in time.

Lake was not the only former World Champion as Martin Hines had turned out with Simon Howard-Weston's 1978 Zip Shadow Yamaha in the exact livery in which it was raced.

Johnny Herbert called in on the Saturday. "I bet you haven't got a Kestrel Kart like I used to race" he said. He was immediately directed to Jeff Gray's 1975 Kestrel manufactured by Sisley Karting with the DAP T70TT motor.



Lake Speed, the only American to have won the World Kart Championship, drove a replica of his 1978 title winning outfit

The karts gave a total of six demonstration drives and each time the direct drive machines preceded the gearbox categories on to the circuit. Many were surprisingly swift too. Harm Schuurman had one lap unofficially timed at just 10 seconds slower than today's Bilands. He did however receive the driving standards flag for being a bit too quick. Tony Keele and Tony Wilkins had both negotiated the hairpin with two wheels high in the air but without mishap.

It seems invidious to identify some karts and not others but pride of place has to go to Ian Pittaway's 1959 Trokart with its 1959 Clinton A400 engine. It can often be seen in the UK on static display, but to see this veteran from the birth of karting in the UK



Harm Schuurman was one of the top international karters in the 1970s and '80s. He was certainly pushing on at Monaco!

trundle round the Monaco circuit was a treat.

The only sad note to a wonderful occasion was to see Brian Malin's 1964 Buckler Ultralite with a 1960 Villiers 9E motor badly damaged after a heavy collision. Nevertheless, such is the camaraderie that before Brian had left he'd had numerous offers of parts and planning for the rebuild was already under way.

The whole tone of the event was summed up by one of the historic drivers who was heard to remark that this had been the best weekend of his life.

**Report: Ken Walker
Photos: Chris Walker**

RESULTS

Junior GP

- 1 Scott Jenkins - GB, Intrepid/Parilla
- 2 Oliver Rowland - GB, Top/Parilla
- 3 Nigel Moore - GB, BRM/Parilla
- 4 Kevin Magnussen - DK, Tony/Parilla
- 5 Johann Ledermaier - A, Ital/Parilla
- 6 Robert Butler - IRL, Maranello/Parilla

Les 6 Heures

- 1 Fast and Furious - MC
- 2 Dewhurst Racing - GB
- 3 Team Screenvyn - GB
- 4 Princes Racing - GB
- 5 Tec Pro - F
- 6 Ecole Steiner - MC

4-Stroke Contest

- 1 Claudio Mack - D, Birel/Biland
- 2 Giorgio Pantano - I, Corse/Oral
- 3 Wilfried Martins - F, Merlin/Biland
- 4 Daniele Dallari - I, Tony/Oral
- 5 Lena Heun - D, Birel/Oral
- 6 Morgan Weber - F, Merlin/Biland