



**FIA KARTING  
EUROPEAN  
CHAMPIONSHIP**

PRESENTED BY **MONDOKART.COM**

**LeCONT** 

**OFFICIAL SUPPLIER**

# ROAD TO SARNO



by **LECONT**   
COMMUNICATION



## ROAD TO SARNO

The 2023 season of FIA Karting races provided by LeCont is on its way. The European KZ and KZ2 championships will come to an end and the champions of the year will be crowned at the 2nd and final round, the FIA Karting European Championship Mondokart.com Race of Italy, from 6 to 9 July in Italy at the Circuito Internazionale Napoli in Sarno.

At the foot of the Vesuvius volcano, The Sarno karting track has undergone a number of changes. The KZ categories were introduced in 2007 on a 1,699m track which was used until 2015, with an exception in 2012 on a so-called "fast track" 1,680m.

The "new track" inaugurated in 2016 measured 1,547m and will remain in use until 2020.

The current layout is the latest known development, measuring 1,550 m and moving the start line from its original position with Vesuvius in the background to a new location with the volcano on its left. The speed and selectivity of Sarno has always been the common denominator of these different layouts. The average lap speed is around 105 km/h, with peaks of over 150 km/h.

Sarno occupies a privileged position on the plain surrounded by hills that make up the Campania region, around thirty kilometres from Naples. Naples is currently Italy's 3rd largest city, with a population of over 900,000, at the heart of a conurbation of 4 million inhabitants. Its city centre is a UNESCO World Heritage Site. Incredibly steeped in history, its origins date back more than 25 centuries to a site marked by permanent volcanic activity. Naples is a major economic, cultural and tourist centre in Italy.

### As quoted by FIA Karting :

*"In its new configuration, the Circuito Internazionale Napoli in Sarno (ITA) retains approximately its length, now 1,550 m, and above all its original speed, adding a few curves for even greater selectivity. The new track has lost none of its spectacular character. With temperatures likely to be high, it will be a new challenge for the tyres, especially as rain, sometimes stormy, can never be ruled out."*

# CIRCUITO INTERNAZIONALE NAPOLI

**Length :** 1'550m

**Width :** 9-11m

**Address of the circuit**

Ciruito Internazionale Napoli, Via Sarno  
Palma 262, 84087 Sarno-Salerno (SA), Italy

**Tel :** +39 081 968 229

[www.circuitointernazionalenapoli.com](http://www.circuitointernazionalenapoli.com)

[info@circuitointernazionalenapoli.com](mailto:info@circuitointernazionalenapoli.com)

40km East of Napoli, A30 Caserta-Salerno  
Exit Sarno

**GPS :** 40°50'21" N / 14°33'59" E

GOOGLE MAPS

**Airports**

Napoli - Capodichino (30km)

Roma - Ciampino (230 km)

Roma - Fiumicino ( 250 km)

**Railway station**

Sarno-Salerno (5km)



## **A LAP RECORD TO BEAT FOR 125 GEARBOX CATEGORIES:**

**The references for the KZ/KZ2 categories on the latest version of the circuit concern events under the ACI Sport banner with the Italian Karting Championship and WSK Promotion events.**

In the KZ2 gearbox category, the fastest lap was set by Finland's Juho Valtanen on KR/TM in 53'015 at an average speed of 105.25 km/h during the WSK Super Master Series on 25/28 March 2021. This year, during the WSK Open Series, Alex Powell on KR/IAME, set an impressive 53'040 lap with LeCont tyres. But even more impressive, during the official free practices Danilo Albanese (KR/IAME) set a laptime of 52'640, while Paolo Ippolito set 52.827 on the Sunday warm-up. Then the fastest laptime to beat is 52.640.

Since the 2007 season, FIA Karting events for KZ/KZ2 have visited Sarno no fewer than 8 times, between the World Cup (4 times) and the European Championship (4 times). The final round of the FIA European Karting Championship KZ/KZ2 this season will be the 9th.

# A SPECIAL TROPHY FOR 'SPECIAL' DRIVERS

The second round, Race of Italy presented by Mondokart.com of the 2023 FIA Karting European Championship – KZ & KZ2 will continue the history of LeCont as a supplier of tyres for the FIA KARTING sanctioned events.

In the same way as at the previous event in Zuera, a special trophy will be awarded: the LeCont Pole Position Award, which will be given to the fastest driver in each of the two categories, KZ and KZ2, in the qualifying races.

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



# WHICH AND HOW MANY TYRES

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

Specifically, for the 2023 FIA Karting European Championship presented by Mondokart.com for the KZ and KZ2 categories, competitors in both categories will be able to use the following allocation:

**- From the second free practice session on Thursday and throughout free practice on Thursday and Friday:**

- 4 sets of slick tyres each, to be registered by the CIK FIA Karting officials and allocated to the respective drivers.
- A free number of possible wet tyres and also slicks - not registered - for the first free practice session on Thursday.

**- From the qualifying session and throughout the race, before the respective finals of the two categories:**

- 1.5 sets (3 front and the same number of rear) of slicks each
- 2 sets (4 front plus the same number of rear) of wet tyres

**- In the final of each category**

- 1 set (2 front and the same number of rear tyres) of new slick tyres, which the drivers must use.

This is in addition to the tyres that LeCont will transport to the circuit to cover any additional slick tyre requirements for the first free practice session and wet tyres for all the free practice sessions. In total, a transport truck plus LeCont's race service truck will be mobilized to transport these tyres.



# A LAP OF THE CIRCUITO INTERNAZIONALE NAPOLI

Once very hard on the brakes, the Circuito Internazionale Napoli is now not so hard on the brakes. Much less than the old 'Sarno', but also less than a less 'KZ-typical' track like Franciacorta. Another change since the track was modified... Today, the first and second gears of the gearbox are only used at the start. The average lap time is very high, the pace is very high, but there are fewer overtaking points and fewer difficulties. In other words, the track is very fast and it's a hell of a pace, but it's not as fast as it used to be and it's less technical. For now at least... but what about the future?

You reach the start/finish line in 6th gear, reaching the maximum speed of the circuit (150 km/h) before the first corner.



# A VERY FAST CLOCKWISE “TURNS” OVER

**1** - First bend. As you approach it, release the throttle slightly. You take the corner in 6th gear. It seems very difficult that you can take this corner at full speed, at least in free practice but most likely also qualifying and then in the race. We'll have to see how the track conditions and the grip change as the rubber starts to set. Looking at this corner from the outside, you get the impression that the surface is very bumpy at this point (also because of the black rubber deposits, which are alternating and not continuous). In fact, from the cockpit of a KZ, the impression is less strong. You don't jump much in your seat. If you have set up the corner well, it is not absolutely necessary to get on the outside kerb with the wheels. Doing so will not help you to set a faster lap-time while it can be quite damaging to the integrity of your tyres. A careful trajectory is crucial in terms of tyre life in order to reach the end of the race and get the best final result.

**2 / 3** - You continue in 6th gear until you approach the second long right-hander. There you downshift to 5th/4th/3rd and take the corner in 3rd gear, taking care to stay close to the kerb and keeping to the right even on the exit to get a better starting position for the following sequence of corners and thus bring more speed through the whole sequence of 'S'-shaped corners.

**4 / 5** - Approach this stretch of two 'S'-shaped corners in fourth gear, right foot on the accelerator. Accelerate steadily.

**6** - Then you come to the first hairpin (actually a tight 90°) on the left. Shift into third gear and go around the bend. At this point you will feel that the asphalt is a little bumpy. Leave the corner by keeping to the right and shifting into fourth and fifth gear.

**7** - The slight left-hander that follows is taken in fifth gear, accelerating, then comes the 90° bend (not too tight radius) that leads to what was, in the old configuration of the Sarno circuit, the very long and fast straight.

**8** - This 90° bend is taken in 4th gear. It's not difficult to negotiate, but you have to make sure you drive very cleanly and take advantage of it to gain as much speed as possible on the straight that follows.

Again, don't get on the kerb. Once on the straight, you will quickly pass 4th, 5th and then 6th. The slight chicane, which can be seen on the map, is barely noticeable from behind the wheel. From the driver's seat, it's a straight line all the way to the hairpin at **Turn 9**, at the far end of the circuit.

**9** - In the past (old layout) this was the point of many overtaking manoeuvres. Today the situation has changed. **Turn 9**, which used to require a downshift from sixth to second gear and was narrow, is now more open. When you get to the braking point to take it, you downshift from sixth to third, which is the speed gear you take the corner in. Overtaking is more difficult now. It's no longer just about braking, as it was before. The corner now has an open radius, which has radically changed the difficulty of negotiating the corner and the possible methods of overtaking. Nowadays, to overtake here, you have to make good use of **Turn 8** and, coming out of it, pick up speed on the straight to catch (and then overtake) those in front of you before you even start braking into **Turn 9**.

**10 / 11** - Coming out of **turn 9** in third gear, you immediately shift into fourth and fifth as you enter **turn 10**, then take the slight left-hander (11) in fifth gear.

**12** - The next right-hander (12) should be taken in third gear. The big problem is between **turns 11** and **12**, where you have to downshift from 5th to 3rd gear, because at this point the tarmac is really bumpy and you are bouncing around a lot and shaking in your seat. Staying on the right line at that point is one of the biggest difficulties of the lap. And it's very important for the efficiency of the lap.

**13** - Then you come to **turn 13**, a 90° left-hander. It's also very bumpy and a bit uncomfortable behind the wheel.

**14** - You come out of **turn 13** in third, but quickly move into fourth and fifth. **Turn 14** is taken under full acceleration, in 5th gear.

**15** - You reach **turn 15** in fifth. Under braking, you quickly downshift from 5th to 3rd, which you maintain for the entire length of the final corner (where you also exit the circuit towards the pit lane entrance). This corner isn't difficult either, just like **Turn 8**, but you'll need to drive very cleanly to gain as much speed as possible on the straight. Coming out of **turn 15**, you quickly enter the 4th, 5th and then 6th positions, which merge with the last line of the grid painted on the asphalt, more or less halfway between boxes 34 and 36.

# BEWARE OF CRITICAL CONDITIONS

The recent fourth round of the WSK Open 2023, held in Sarno in very hot conditions, showed that the tyres on the Campania circuit are under extreme stress this summer, and everything suggests that the parameter of their management will also be decisive at the FIA Karting KZ-KZ2 European Championship, scheduled for 6-9 July. The weather is promising equally warm days, perhaps even hotter, which is an additional challenge. During the WSK Open race, a thick layer of rubber quickly formed on the tarmac. **This rubber mat increases the grip considerably and puts pressure on the chassis, drivers, engines and of course the tyres, for the latter even to the point of twisting on the rims, which can cause damage to the carcass if care is not taken with the operating pressures and gentle use of the throttle in some critical track points.**

## Take care... Risks behind the corner!

Tyre pressure management and use of the throttle will therefore be crucial to tyre life in qualifying, heats and superheat, which in theory means over 144 km to be covered with 1.5 sets per driver. In these conditions, the difference could be made by those drivers who know how to drive more carefully in the race, **avoiding both overloading and overstressing the tyres and hitting the outside kerbs (especially in turns 1 and 8) too hard.** It might be safer to avoid them altogether to avoid cuts or damage to the tread or sidewalls. Careful handling could be much more rewarding than a 'maximum attack' attitude.

## Recommended pressures

Tyre pressure is a crucial factor in tyre grip, tyres behavior and in to avoiding problems such as blistering. For the Sarno race, which is likely to be very hot, **we recommend a minimum pressure of 0.58 bar at room temperature (cold tyre conditions) for new tyres inflated at the time of qualifying or the final.**

Note that it is important to carefully evaluate the variation in the ratio between time of day/air temperature/"cold" tyre temperature/inflation pressure.

It may be important to check carefully that the compressor used to inflate the tyres is **blowing air that must be as dry as possible**, as moisture must be kept out of the inside of the tyre.

# DISCOVER NAPOLI

**While the area around Sarno is not particularly interesting, the Naples region is incredibly rich in attractions.**

It's worth noting, however, that the Saturday hotel located on the circuit site, offering plenty of opportunities to relax around the pools and waterslides.

For visitors who know how to avoid ostentatious behaviour and exercise relative caution, a visit to the city of Naples offers a plunge into an extraordinary world resulting from a long history. Numerous obelisks, monasteries, cloisters, over thirty museums, catacombs, relics of ancient times and more than 400 churches are all part of a particularly lively atmosphere.

Some twenty kilometres from the circuit, the city of Pompeii, engulfed by the eruption of Mount Vesuvius almost 2,000 years ago, offers an extraordinary testimony to a rich heritage protected from the ravages of time by several metres of volcanic sediment. Now open to visitors, it offers an exceptional immersion in Roman antiquity.

Vesuvius, 1281 metres high, dominates the region, and is a feature of every landscape in the region. It is no longer erupting, but remains active. It can be reached by car up to 200 m from the summit, the rest of the way on foot along narrow mountain paths.

The Amalfi Coast and the islands in the Bay of Naples are world-famous. There are numerous opportunities for excursions by land or sea to take in the sumptuous scenery. From Sorrento to Salerno, via Positano, Amalfi and Ravello, the enchantment is as permanent as on the islands of Capri and Ischia,

## Websites to consult :

[www.visitnaples.eu](http://www.visitnaples.eu)

[www.infoturismonapoli.it](http://www.infoturismonapoli.it)



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