



Glenn Gyllin  
Race Report  
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## Swedish Rental Kart Championship 2017



Last weekend (April 2nd) this championship took place in Linköping, Sweden with 22 drivers on the grid. The contest was also the official qualification for Kart World Championship in Madrid later this year.

We were supposed to use the long track (indoor+outdoor) but due to weather conditions we decided to only race indoors. This decision was made to ensure we could provide fair racing for all and fairness have been high-prioritized from the beginning of this project.

All drivers got one free practice session each before the start of the main event. Heat draws for the qualification rounds was made with intention to let all drivers compete with different competitors in each heat. Every driver got 4 heats each and was allowed to withdraw the worst result. It was also mandatory to do a “drive through” in the pit-lane once in each heat.

In each heat there where 7 or 8 drivers who delivered tight and exciting racing with just a few incidents involving our youngest drivers. Lars Carlsson deserve a special mention for his fair-play move when he gave up his place (victory) in one of the heats to Jonas Andersson due to a tough overtake. It was impressive to see how small margins every driver was within and especially from drivers that visited Linköping for the first time. Quick learners in my opinion.

When all four qualification rounds had finished and the worst results had been removed, two drivers (Richard Trange and last years champion Jonas Andersson) had three victories each. Then there was a small point-gap to the other drivers so before the semifinals they had developed a duel.

Jonas took the lead in the first semifinal and opened up an early gap which he conserved all the way over the finish line. Further down in the field Jonathan Elm advanced from P5 to P4 which was enough to secure a spot into the final. We also witnessed a moment with three karts wide into a turn which is unusual on small tracks like this one.

In the second semifinal we had a similar start of the race with leading Richard Trange pulling away from the rest of the field. Not because he was much faster per lap but there was an intense fight for P2-P5. Tactics is a huge factor when it become this tight and Peter Engvall took an early pit-stop which payed off in the end of the race. He had great pace as well and closed in on Richard, finishing only 0,09s behind him.

Following drivers qualified for the final with their points taken into account:

| Driver          | Points |
|-----------------|--------|
| Jonas Andersson | 0      |
| Richard Trange  | 0      |
| Royne Elm       | 5      |
| Lars Carlsson   | 6      |
| Johan Björnsson | 8      |
| Peter Engvall   | 9      |
| Erkin Bour      | 10     |
| Jonathan Elm    | 14     |

With semifinal wins for both Jonas and Richard they had giving themselves a great opportunity to win this event. Royne Elm and Lars Carlsson had just a theoretical chance to win (scoring system: 1st - 0p, 2nd - 2p, 3rd - 3p...). Before the final drivers were allowed to choose karts in that order they were ranked on the scoreboard. Two qualifying laps would then determine the starting order of the final.

A very important qualification and Jonas did a small mistake during his second lap while Richard was fast enough to claim pole. Jonas qualified P4 which gave Richard an early advantage. Between these drivers we got Lars Carlsson and Johan Björnsson (KWC-participant last year).

Richard managed to keep his advantage and impressed with the best time of the day as well during the final. With both great pace and consistent driving he took a well deserved victory in front of his happy supporters. Jonas did an early overtake to P3 but did not get any closer. Our most experienced driver, Lars Carlsson got 2nd in the final and claimed the last position on the podium.



Final scoreboard:

| Rank | Driver                            | Points |
|------|-----------------------------------|--------|
| 1    | Richard Trange                    | 0      |
| 2    | Jonas Andersson                   | 3      |
| 3    | Lars Carlsson                     | 8      |
| 4    | Royne Elm                         | 9      |
| 5    | Johan Björnsson                   | 13     |
| 6    | Erkin Bour - Grabko GP - BOU      | 16     |
| 7    | Peter Engvall                     | 17     |
| 8    | Jonathan Elm                      | 22     |
| 9    | Jimmy Nicander                    | 14     |
| 10   | Micke Nicander                    | 14     |
| 11   | Thomas Färber                     | 17     |
| 12   | Daniel Stark                      | 18     |
| 13   | Philip Karlsson                   | 18     |
| 14   | Sebastian Elm                     | 21     |
| 15   | Dan Grabko - Grabko GP - GRA      | 22     |
| 16   | Helena L Häger                    | 23     |
| 17   | Dan Andersson                     | 15     |
| 18   | Daniel Svensson - Grabko GP - SVE | 15     |
| 19   | Ronnie Larsson                    | 19     |
| 20   | Franklin Richter                  | 21     |
| 21   | Lars Larsson                      | 22     |
| 22   | Louise Brunn                      | 23     |

After almost 5 hours of racing I can make following conclusions. Overall we had a great event with tight and fair racing. Almost everything went as planned. My concerns about the home-track advantage was unfortunately true because 7 of 8 finalist were local drivers from Linköping. With that in mind I think Erkin Bour from Grabko GP in Gothenburg was the man of the day (together with Richard Trange of course). He had never visited this track before this weekend and impressed a lot. The best solution would be to have a neutral new track available just before this event. Next year we will most likely be racing in Gothenburg and I hope we will get even more drivers on the grid and perhaps some drivers from the rest of Europe as well. A big thank you to all drivers, Mattias for being professional as usual, Joakim Ekblad for the streaming, all supporters and also my parents who helped me with support and administration.

Best Regards

Glenn Gyllin