

Please send correspondence to:

“Sabnis Palace”  
Alto Porvorim,  
Bardez, GOA - 403 521.

Tel: 0832 3092969  
Fax: 0832 2410183



Website: [www.knkkarts.com](http://www.knkkarts.com)

Email: [racing@knkkarts.com](mailto:racing@knkkarts.com)

# Newsletter

**KnK/NL1105**

**November, 2005**

## KnK Racing

### England

Jake Mayes secured a first position at the Wild tracks circuit last month in the Honda Cadet class. Jake will now be moving to cadet class racing at the national level and everyone at KnK Karts wish him all success in the nationals in 2006.

Junior driver Tom Dunstan returned from Valencia in Spain on the weekend of the 5<sup>th</sup> and 6<sup>th</sup> where he participated in the Formula BMW UK Scholarship Finals. Tom was in time to race with Team KnK at Red Lodge and finished an impressive second under difficult circumstances.



Ben Sampson of Team KnK on his way to 5<sup>th</sup> overall in his first National in the Mini Max class.

### India

The final round of the Indian Rotax Max Challenge witnessed 5 KnK karts racing. The new drivers are

rookie driver Animesh Damani and senior driver Aditya Patel.

On 30<sup>th</sup> October, Ajay finished

*From left to right – Nikhil Kashyap – Mini Max, Ajay Kini – Junior Max, Deepak Chinappa – Senior Max, Animesh Damani – Junior max, Ishaan Singh – Team trainer, Aditya Patel – Senior Max.*



second in junior and Deepak was 3<sup>rd</sup> in the finals of the last round.

The final results from accumulated points of the Indian Round of the Rotax Challenge has been very encouraging for Team KnK as a new team in it's first year.

Overall KnK results, in Mini Max - Nikhil Kashyap - 3<sup>rd</sup>, junior Max - Ajay Kini - 2<sup>nd</sup> and senior Max - Deepak Chinappa - 3<sup>rd</sup>.



A good second in the final round consolidated the overall 2<sup>nd</sup> place for Ajay.



Aditya Patel joined Team KnK at the final round of the Rotax Max Challenge. Aditya previously raced Arrows and a Gillard kart.

Being of slight build for the senior class, Aditya normally carries around 27 kg ballast. The KnK Annihilator was prepared for him using some serious application of thought so that the standard chassis

could be fitted with specially made components to add weight without disturbing the balance.

On Thursday, Aditya took the kart out, happy with the way the engine ran as well as with the basic set up, though he said he suffered a small under steer problem. By the end of the day we were doing very fast laps – very encouraging, specially considering it was his first real outing in this chassis.

Friday wiped off the confidence and smiles from faces in the KnK pits as we struggled to find Aditya's impressive Thursday performance. Nothing we tried improved times which had worsened by over a second a lap. Through the entire day we experienced fast first couple of laps of a session of 5 laps, as laps progressed, times worsened. We finally decided to use the second engine though slower than the first one, for the next day, to get to work with the chassis set-ups and for qualifying. Various electrical parts were also replaced in a process of elimination between sessions of testing – these yielded no improvement.

Saturday started very early - we tested the second engine with no improvement to the Thursday lap times and qualified 3<sup>rd</sup> and managed a third position on the grid for the semis. At the post heats Saturday meeting in the pits we decided to go back to the first engine for the Semis and finals on Sunday.

On Sunday, we changed the battery and boom..... during warm up, Aditya, in his KnK kart, set one of the fastest times recorded for a kart fitted with Mojo tyres on the Kari Motor Speedway track in the Rotax Max class. The culprit had all along been the battery, which had given us a wrong reading when we tested it the previous day, so we ran with it on Saturday. Damn!!!

On Sunday, the kart was up to its Thursday performance level and the team exuded confidence when we saw the time set in the warm up laps. In the Semis, Aditya got a brilliant start and while making a move on the second placed kart on the first lap had a collision in the first chicane, which mis-aligned his front wheels and the kart suffered under steer. Aditya had to settle for a third.

With the kart fixed we went into the final knowing we were competitive. After a good start Aditya was pushing for 2<sup>nd</sup> when the driver he was overtaking closed the door on him during an overtaking maneuver, his kart was airborne and landed heavily on the left front wheel which

resulted in a bent stub axle. Aditya completed the race and managed a third in spite of this. We look to the next season; confident we have the kart and the driver.

## NEW DEVELOPMENTS

The new KnK Evo II mentioned in the last Newsletter is ready!

The KnK Evolution is designed so that it provides a low cost level of racing kart for tracks and individuals to begin kart racing with a lower powered engine, the kart can then evolve with small additional components that permit it to be set up and tuned by the driver as his/her skills improve. Level 1 - 4-stroke 8 hp engine, Level 2 – 4-stroke 12 or 15 hp engine, Level 3 – 2-stroke 18 bhp engine and Level 4 – Rotax Junior or Senior Max or similar TaG engines.

The chassis evolves through being a basic Rookie race kart and transforms with the addition of different parts to provide tuning the flex and a multitude of other settings to suit driver/track/power plant combinations.

The KnK Evolution will be available to individuals looking to building on their experience and moving upwards through the classes as well as to tracks wanting to provide their patrons an inexpensive racing kart as well as for club events for members and corporates. The KnK Evolution makes an ideal beginner **single make** championship chassis.



KnK Evolution – Level 1 – 8 hp



KnK Evolution – Level 3 & 4 – Rotax etc.





**November 2005.**

To carry forward on Pit Lane last month, here is a press release of the 7<sup>th</sup> of this month about English Team KnK Junior driver Tom Dunstan by Bob Steel of Bobblehat Racing. Tom continues his pursuit of karting while looking at other avenues to develop his racing further.

**PRESS RELEASE 07/11/2005 PRESS RELEASE 07/11/2005 PRESS RELEASE**



### **Another Trophy for Tom**

*Over the half term break Tom enjoyed ten days of intense motor sport action. Tom and his manger Robin Sherwood drove out to Valencia in Spain where Tom took part in the Formula BMW UK Scholarship Finals. There he was privileged to be instructed by top racing drivers Andy Priaulx, Dirk Muller, Enzo Mucci and Christopher Wasserman who for the first day and a half helped all the scholarship finalists further hone their skills at the wheel of the single seater BMW FB02 racing car. Then in the afternoon of the final day the finalists had two sets of evaluation laps to impress their instructors and persuade them to choose them as one of the five Formula BMW 2006 Scholars. We are now waiting with baited breath to hear if Tom has won one of those five coveted scholarships.*

*Tom and Robin then embarked on a marathon two-day drive up through Spain, right across France to Germany where they were scheduled to take part in the MSA Experience Rally which started at the world famous Nurburgring track which is over 22km long! Unfortunately despite having his race licence, being only 15 meant the MSA's insurance wouldn't cover him to drive so Tom enjoyed a day of lapping this incredible circuit from the passenger seat. The following day the event moved on to the Spa Francochamp, home of the Formula 1 Belgian Grand Prix, once again they enjoyed a fantastic day learning the formula one drivers favourite circuit.*

*Tom found it a bit frustrating not to be allowed to drive, but this was made up for by some of the other competitors offering to take him out for laps in some stunning machinery such as a Shelby Mustang, Dodge Viper and Mitsubishi Evo IX. "He was a fantastic co-driver" Robin said "and he was able to pass on what he has learnt already as a racing driver to help me drive considerably faster round the two circuits". Tom also impressed MSA organiser Pete Wellington who promised that if the event is run again next year he would do everything in his power to get permission for Tom to drive.*

*Finally Tom returned to Red Lodge on Saturday to contest his sixth kart meeting. The **KnK team** had been busy since the previous meeting, Tom's kart was decked out in the team's new livery and the team had new overalls and team clothing for Tom to wear. Tom quickly readjusted back to karts from cars and got straight back up to speed to secure second on the grid in qualifying.*

*The first race got off to a bad start when Tom was nudged into a spin by one of the other competitors in the first corner, but rather than give up Tom went on and drove hard to recover from last place to a fine fourth overall.*

*In the second race worn tyres meant a solid drive could only secure fifth place but the third race and a fresh set of tyres saw Tom reduce his lap times by a second and he went chasing after the leading pack to secure third place by the end after harrowing the second place driver for much of the closing stages of the race.*

*At the start of the final Tom made up several places into the first corner but once again was nudged from behind and into a spin with the result several other karts were unable to avoid a collision. Luckily Tom's kart only suffered a damaged side pod, so he set about once clawing his way up through the field after the leading drivers. Having cleared the backmarkers he reeled in the front three, and quickly took third position. The second place driver realised Tom was catching him and tried to respond but the pressure was too much for him and he out-braked himself into a corner, allowing Tom to storm through to second. Tom was delighted to have earned his second trophy in a row for another strong second place in difficult circumstances.*

*Nick, Joint Team Principal of Kink (KnK) said "A good day today, his feed back after the race is brilliant; he told me that he felt the engine was slightly down on power on the straight, losing him time. After looking at the data he was right! That what marks him out as a super racing driver"*

*Tom will be competing next on Sunday 13<sup>th</sup> November at Kimbolton Kart Circuit*

Thank you for reading with me, next month we'll talk some more!

Cheers!

Micki