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**KnK** karts

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# KnK Newsletter

**KnK/NL 0108**

**January 2008**

## Robin Shroff

2007 ended on a sad note for Indian karting, a motorcycle mishap took away Robin Shroff, the MAI Administrator. Robin gave a certain face to Indian karting and gave the feeling of making the Indian ASN more approachable and easier to deal with than before. Many of the karting fraternity in India and the Asia Zone will miss him.



## TESTING - INDIA



We tested the Dominator Evo prototype at the Goa track before the test scheduled for early February at Langkawi. The Dominator Evo is an endurance prokart chassis that is designed for single make endurances.

The Dominator Evo will be raced in a forthcoming endurance series planned for mid 2008.

The Dominator is also available in two other variants for self owned team endurances and for prokart sprint events.



## TESTING IN AUSTRALIA

The **Championsway Race Team** managed by Guy Tingey have been testing the KnK JL



and Trakhawk chassis over the past couple of months, Guy is very pleased with the performance of the KnK's. Some extracts from his tests and some images of the drivers and karts.

### Test at Ipswich – October 25, 2007.

*"All drivers were impressed with the fact that we had put a brand new chassis on the track with as near factory setup as possible and it had produce better times than the other two "Brand Name Chassis" without any further adjustment. All agreed that with more testing further gains would be made with the JL chassis."*

*"One word describes the chassis-" AWESOME". This was a test on MG Yellow tyres a particularly difficult tyre to set up on according to our kart chassis competitors - we came thru with flying colours much to the surprise of all."*

**Test Ipswich - December 6, 2007 –**



*“Drivers felt that the Trakhawk was even more forgiving than the JL and raved about the great turn in of this chassis even on YJC tyres. General comment was very very easy to drive this chassis.”*

*Front end turn in was extremely good with no push or under steer at any point either entering the corner –midway or on exit. Both drivers felt very comfortable with the front end. Both the other chassis suffered in a similar fashion with lack of rear end grip but neither gave the drivers the front end confidence that the Trakhawk gave.*

*Best lap times were achieved with the Trakhawk.*

*Against both the [redacted] and the [redacted] the Trakhawk was convincingly faster in almost every part of the circuit and drivers were much less fatigued after driving the Trakhawk for 10 laps than they were with the [redacted] and [redacted].*

**January 6, 2008 – Ipswich Circuit.**

*“There were around 30 Rotax Maxs at Ipswich today and both the boys were considerably quicker through the twisty bits than the other drivers with the Trakhawk being 7/10ths faster than the next Rotax Max heavy kart. We are looking forward to the arrival of the MOJO D2 tyre which we should start using by March this year.”*



Until next time then, thank you for reading with me, we will talk some more soon!

*Indrajeet Singh*

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