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Straight Forward!!

KnK Newsletter

KnK/NL 0309

March 2009

STRAIGHT FORWARD!!!

Slow down, you're moving way too fast!!

In the early 80's when *Ozzy Osbourne* recorded *Slow down*, I wonder if he knew how fitting his lyrics might be to us in 2009.

*"I tried to tell you time and time again
You know you'll have to pay the consequence
Now you're obsessed with such a pace
But slow and steady wins the race*

*Slow down, you're moving way too fast
Slow down, you know you'll never last
Slow down, your haste is making waste
Slow down, and join the human race, yeah"*

The advice may also well apply to karting, lets think back to not so long ago when drivers coming to kart racing had fewer choices to make and getting involved was affordable. The bulk of entry level karting was with 4-stroke karts, and many raced four strokes for a couple of years before moving to the faster two strokes.

Though not as fast as or sound as exciting as two-strokes, four-stroke racing has a great deal going for it for the very reason that it is slower and the power is slower coming on, it requires for a smoother driving style and control, otherwise it loses power and takes a few moments to come back on song, precious moments that a driver cannot afford to lose. The driver also understands the messages the kart is sending out better because things happen slower, the package as whole makes for a better learning tool overall.

The time may be opportune to re-introduce a platform, which encourages entries at the base level with the structure as a whole, built around affordability, proven quality low cost karts, strict regulations for running stock engines, limited set up features on karts, long lasting tyres and low entry fees, planned so that the karts permit fitting a four-stroke as well as a two-stroke engine as well as add on bits to upgrade the chassis when the driver moves to the next level.

It will need for the structure to be put into place at the club level, possibly by an association of tracks running club races. Like any new venture, having the right people in the team is an important first step alongside of a realistic marketing and public relations plan.

What makes motor sport interesting is not the cliché that is so easily passed around; you know that bit about "It's the spirit of competition" BULL. Truth is that 99% of those who race do it because its fun and they enjoy it and they will continue to. It's important to keep this uppermost in mind always.

A few years into running a concept of this kind will see a revival in kart racing, we believe in it and have based the Evolution Club on this belief, we will be keeping a keen eye on developments, we are convinced this will take the route that the boys who race in dirt karting have already done and their numbers are increasing by the day.

Will bitumen see this too?[time will tell!](#)

DEVELOPMENTS

CLUB RACING: The success of dirt kart racing and the well-organised approach to it by those credited for its organising has prompted the belief that there is a move for a similar approach in the bitumen track arena as well. The prospect has encouraged the introduction of the new **KnK Evolution Club** and the **Evolution EX** kart and upgrade kit, which makes it possible for a driver to race the same kart for several years with the removal and addition of bits to the original chassis to take it to the next level. This model will replace the well-tested earlier versions of the Evolution models, which was first introduced in 2005 and is still the basis of arrive and race events, where thousands of young drivers cut their race teeth every year.

Made expressly for a market segment targeting a beginner's class of racing, this specification kart is powered by the popular and reliable Honda GX200 engine. Priced favourably as an entry level class kart, the Club will be available in several countries looking to introducing a reliable and tested kart that can be upgraded by the driver to the next higher level of engine, four-stroke or two-stroke, without the need to buy a new kart.

The next level as we see it might be to the Briggs World Formula 15hp and then to a suitable simple to maintain air-cooled two-stroke 125 engine like the 125 TaG PRD Meteor.

DIRT RACING: After almost 4 months of design and development, we finally got to test the **KnK Trailblazer GP**. The Trailblazer is a race kart for the growing dirt kart and dirt track race classes that are growing in popularity and stature.

Unlike anything we have made so far the highly tunable kart boasts features that are brand new. The Total Isolation Chassis permits accurate tuning with and without the inclusion of the seat and side and rear bumpers to the set up of the kart.

Additionally it boasts a quickly settable re-location of the center of gravity through seat adjustment as well as steering tilt and pedal location. Split bearing housings facilitate quick rear axle removal and replacement of ratios and also repair. We anticipate great things for the purpose-built Trailblazer in the USA and Australia and other countries where dirt racing is finding new followings.



KnK ACCESSORIES & PARTS: KnK Karts announced the introduction of a new range of accessories under the name of *KnK Gear*. This includes wheel rims, carriers, hubs, 30mm, 40mm and 50mm hollow axles, bearing housings, CIK Type plastic moulded body kits, tilt angle adjustable steering hubs, embroidered chamois leather steering wheels, monogram shirts, T shirts, caps, race suits and other gear.

RACING WITH KnK

SWITZERLAND: KnK karts are on their way to Europe, we are confident of a strong showing and hope to soon have some test and race information to report from there. Dubach Racing Parts will soon be receiving their shipment of **KnK Trakhawk** karts.

AUSTRALIA: Canberra Kart Racing Club - Andrew Gillespie (# 51) had his second outing at Canberra Kart Racing Club and finished on the Podium in his first outing in February in spite of an under-performing Rotax engine.

On the weekend of the 14th and 15th of March, Andrew took his **KnK JL322** out with his recently rebuilt Rotax engine and won convincingly.

The Ipswich Dirt Track had a drivers gathering for their "Test & Tune Day", which is held every two months. The idea behind this day of fun is to introduce new drivers to kart racing. Drivers are briefed, sign an indemnity, placed in a group based upon previous experience and drive about five heats of 15 laps around a course of about 800 meters. The results are determined by timed laps. The cross section of drivers includes ladies, juniors and senior drivers. The youngest driver was 6 and the oldest 78 years. Two-seater karts are very popular, these are provided for Mum or Dad to take little ones out, what a great way to introduce kiddies to the sport.

These meetings are well patronised and attract new members. Executive club members are available to help new karters establish themselves and generally point new members in the right direction. Costs for Test & Tune Days are low at Aus\$15.00. The Ipswich City Dirt Track Kart Club focus the aim of members towards "Racing for Fun". The Club is very social with many social evenings organised throughout the year which adds to the great atmosphere one feels on race day.

Bad attitudes and unsportsmanlike behavior is not tolerated, which eliminates the "stress factor" that is sometimes evident at race tracks.

Dirt track karting is going from strength to strength, the day saw 60 karts out and 180 people at the track.

Champion's Way KnK Race Team had a good day with 8 drivers testing the **KnK JL302** fitted with a Briggs World Formula engine

James Pratsch of **KnK RESA**

fame was there. James had many first times on his way to setting the fastest time in his category. *First time* in the dirt, *First time* with a 4 stroke engine and *First time* in a **KnK JL302** chassis. A great result!!!!

Byron Hocking gave the **KnK Interceptor** junior chassis its first outing at Toowoomba Race Track on the March 22nd weekend, he raced with no prior practice or race data due to time restraints. The first two heats were a handful as Byron and his team struggled with trying changes to the kart. By the third heat they came to



grips with the situation and surprised the field in the final when he went from 17th to finish the race in 4th position. He believes that if the race had been two laps longer he might have finished first.

Byron had not raced for a few months, which meant the team was not only tuning the kart!!

Other exciting news is that **Scott Saunders** winner of the 2008 **Snap-on Stars of Karting** final in America is returning from the USA and will be racing a **KnK Trakhawk** in Australia.

ENGLAND: In his pre-season race preparation, KnK Junior driver Jake Mayes raced his old **KnK Integra** of 2004 vintage at Lydds, he was on old tyres and though he won the trophy, more thrilling for him was that he was just 6/10ths off the track lap record and felt he might have set a new one if his tyres had been better.

Jake has now received his new **KnK Interceptor** junior chassis and did a short 30 minute test in it. He felt very comfortable instantly and equaled the best times he had set at the Wildtracks circuit in the **KnK Integra**.

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

Indrajeet Singh

KnK karts

Straight Forward!!

