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**Straight Forward!!**

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## **KnK Newsletter**

**KnK/NL 0909**

**August & September 2009**

### **STRAIGHT FORWARD!!!**

***“Progress has been rapid, it has to be said, but I am still convinced that by following my long-standing concepts, we can win on the tracks, and I will not rest until we do. Everything is in place, and the time has come to challenge.....”***

Soichiro Honda's words from his message to his people at Honda when he was determined to beat the well established motorcycle brands from Europe in Grand Prix racing.

This could well have been said by Dr. Vijay Mallya of Force India. Pure determination and a penchant for turning things around, he has doggedly carried on in a sport dominated by teams with decades of experience.

As an Indian, it sends shivers through me to hear “India” mentioned in an environment that has been the bastion of the western world. Force India have made the world sit up and take “notice” of their determination to take a previous team that spent almost its entire racing existence at the back of the grid and put it on the front row in less than two years.... with perhaps the smallest budget in the business.

In the same perspective the recent comments by our Sports Ministry that motor racing was not a sport, but rather an expensive form of entertainment seems strange. Cricket is a sport and while I enjoy watching the game as much as the next man, to me it shows the Sports Ministry's lack of understanding of sports like motorcycle and car racing and the demands that they place upon their participants.

If sport were the test for the endurance and skill of the human spirit then there is no place where this lives stronger than in motor racing. The belief that because “You're relying on an engine” motor sports are not physically demanding is baseless. Regrettably, there are few comparative studies made where motor racing riders and drivers are compared with athletes from other sports. A study conducted by the National Athletic Health Institute in California, in cooperation with Cycle Magazine, proved the amazing fitness and endurance that each of these young racers possess. Results of a series of fitness tests to 9 top motocross (MX) racers conducted during the off-season (when they were not in their 100% fitness) showed conclusively that these riders were the most physically fit athletes ever tested by the Institute.

Here is an extract from Wikipedia on the same study.

The National Athletic Health Institute in Inglewood, California tested several professional mx racers in September 1979 as part of a comparative study of the cardio-vascular, muscle endurance, and flexibility fitness of athletes from various disciplines. Athletes from track, American football, pro basketball and soccer were tested, among others. As a group, the mx riders tested to a higher overall fitness level than any group tested. MX racers get their heart rate up to around 180 to 190 beats per minute and hold it there for about 35 minutes. These riders do this twice per day (original article appeared in Cycle magazine in early 1980). A subsequent study by the University of Pittsburgh Medical Center's Sports Performance Complex in 2002 reconfirmed the result with more recent mx racers.

Chew on this for comparison, when a cricketer injures (strains) a muscle he is rested for the season. When a Moto GP rider breaks an ankle or detaches a muscle from his hip (read Dani Pedrosa), he's back on his 148 kg, 220 bhp 300+ kmph bike on the race track in a few weeks. An F1 driver can lose up to 5 kgs in 150 minutes and faces up to 4 G situations regularly for over 2 hours continuously. The cricketer probably puts on weight with all the refreshments breaks and sitting around the game permits.

For anyone who still thinks motor racing is about the motor only, please wake up and smell the engine oil!!

## NEWS

### SRI LANKA

Speed Dome (P) Ltd. the new karting facility opened recently offering their patrons drives in the **KnK Genesis SK** hire karts and **KnK Evolution Club**. Briggs & Stratton engines power these karts.

Motor racing in Sri Lanka has always had a huge following, I remember during my schooling days in the 1960's motorcycle and car drivers like U.D. Jinadasa and his 500 Norton Manx, Zacky Dean 350 Norton Manx and Fricky Khan with his Yamaha TD11 or David Peiris and P.S. Jinasena with their cars. There can be little doubt that the inherent enthusiasm for motor sports in Sri Lanka will see its popularity grow rapidly.



### IRAN

The popularity of karting is looking set to make inroads into Iran as well, the first shipment of the hire kart model the **KnK Genesis SK** is on its way there. We will keep you informed of the progress of karting as it catches on in Iran.

### RACING WITH KnK – Australia

The **KnK Trailblazer**, which we introduced in our March 2009 newsletter was developed as an all round kart with a wide range of set up capabilities so that it could be raced in the dirt as well as on bitumen, it is designed to be competitive through being widely adjustable to different conditions and drivers.

The set up capabilities include, 3 torsion bars, a quick reset-able seat to shift weight, the choice of isolating the side bumpers from affecting chassis flex using flexible mounts, adjustable cross bar and fourth rail, pedal positioning, SAT camber caster, tilt steering hub, split bearing housings, choice of wide and narrow track spindles, standard seat fitting or seat chassis isolation and more.

In its first outing at Lakeside, our Australian importer Guy Tingey put it in the front on bitumen, here is what he said about the race.

*"I used the KnK Trailblazer on MG Red tyres, widened the front track, and used the World Formula engine.*



Qualified on "pole" even though the chassis (and Driver) was very heavy compared to the others. This really upset the other "young" World Formula drivers being beaten by "the old guy"!!!!



*The chassis worked fine on the Bitumen and was very stable and easy to drive and I am sure would handle most engines.*

*The KnK mechanical brakes did the job well much to my surprise and the 30mm solid axle seemed to be ok."*

The Trailblazer has subsequently been finishing at the front on most occasions that it has gone out.

On the weekend of August 8th and 9th, different drivers of different sizes and weights raced the Trailblazer in 3 different classes proving the very design purpose of it being a kart that the full family could race on a weekend had been a success. The "One Family One Kart" concept for people who race for the fun of it is here. The **KnK Trailblazer**. It works!!

The adjustability of the seat and the steering made it easy to quickly set the kart up this way, it also proved to be a versatile chassis for four-strokes, winning with drivers of different ages, weights and stature. Raced by the "Old Man" of 60 plus years down to a cadet class driver. *The fun is back in karting!!*

**In Group A - Sabrina Saunders** and the **KnK Trailblazer** won the race, **Group B saw Scott Pearce** win his class easily and even lap the field. In **Group C Nathan Pearce** (Cadet driver) won and also qualified fastest time of the day in total.

Nathan is a cadet driver and he also raced his **KnK Juvenile** with the Subaru EX21 engine and won the **Junior Racing League Class** the same day.

*The starter ( tongue in cheek) said that for the next round at Lakeside all KnK Karts must start 10 minutes behind the field to give the competition a chance!!!!!!*

As Four-Stroke karting at the club levels becomes more popular we see a place where the **KnK Trailblazer** will fit perfectly.

The last week of August witnessed the first round of the **KnK Australia Gold Coast Kart Club RESA series**, which started off well for **KnK Karts** at the Ipswich Kart track.

**Class - Rotax Light - Monica Saunders** raced a **KnK JL302** with a medium rear axle and considering it was only the second time in the JL302 she showed her capability by qualifying second, just 2/10ths behind pole. In spite of some serious shunts, she pulled her race together remarkable only to miss the podium by 2 points. 1st Heat – 3<sup>rd</sup>, after being shunted to the middle of the field, 2nd heat – 4th, 3rd Heat – 3rd and Final – 5th after being pushed off again and working her way through the field.

**Class - Senior Performance Light (RESA) air-cooled:**

**Scott Saunders** (back from the USA) drove the **KnK Trakhawk** with a PCR PV50 (Resa) engine with used MG Yellow tyres. Scott qualified on Pole at 49.9 secs the fastest lap time set for the day in all classes including Rotax Light using a 100cc piston port engine against the best of the best 125cc Rotaxs!!!!!!!!!!!!!!!!!!!!

Needless to say Scott won all four heats - although he had some serious competition from two other KnK drivers !!!!!!!

**Class - Senior Performance (Resa) air-cooled:**

**Sabrina Saunders** in her first ever drive using the Resa engine and her **KnK JL302** on MG Yellows qualified in 2nd just 3/10ths behind her "Big Brother" much to his surprise. She is an extremely smooth driver and drove flawlessly - 1st heat 2nd, 2nd heat 2nd, 3rd heat DNF-engine problem and 4th heat leading (beating brother Scott!!) until an engine problem ended her run just one lap from the flag.

**Senior Performance Resa Light air-cooled:**

**James Pratsch** qualified third in his **KnK Trakhawk** and drove into second place for the day albeit only due to Sabrina's engine dramas. Nonetheless he drove well and deserved the Trophy.

**Senior Performance Resa Heavy: 20kgs heavier than light**

**Andrew Tingey** qualified on Pole in his **KnK Trakhawk** and Water-Cooled Resa.

Andrew won all his heats by a huge margin and collected the first place Trophy along with "**Karter of the Day Trophy**", deservedly, because this was Andrew's first time back in the seat after a seven-year break from karting.

Good going!

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



*Indrajeet Singh*

**KnK karts**

***Straight Forward!!***