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***Straight Forward!!***

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**- Read earlier KnK newsletters from 2004 on our website**

## A green rectangular banner with the text 'KnK Newsletter'. 'KnK' is in the same red, bold, outlined font as the logo, and 'Newsletter' is in a blue, serif font with a white outline and a blue shadow.

**KnK/NL 0310**

**March 2010**

**STRAIGHT FORWARD!!!**

All credit to the F1 management for amazing foresight and determined planning.

How do you take a boring plot and turn it into a thriller? Bring in the weather!!

Venues and dates are important – selecting the right venues must have taken a huge amount of co-ordination with the Weather Man. How else do we explain the perfect timing of the rain, which stays away until the race? The adding of the rain ingredient, which requires fresh set ups and early tyre change pit stops as well as the “what tyre roulette”, which Jenson excels at, have all brought back the excitement of pits stops to the rest of the adventures on track, more than making up for the loss of the refueling dramas which was taken away this year.

I am waiting for the environmentalists to explain that the heat generated by the F1 cars is the reason for the unseasonal rains at the race venue!

Which ever way we look at it, it seems to be working quite well for the sport.

Well done, Mr. Ecclestone!

Will we enjoy the same treat at Catalunya in May? Time will tell.....

**Racing – Canada & USA**

The first shipment of KnK karts arrived in Canada last month, importers Barrick Racing have shown them around to several experts in the field of karting there and the opinions have been very good.

The KnK karts are being tested in Canada and the USA to determine the final product. Barrick Racing have been busy with evaluating and assessing various models of KnK under race conditions in North America.

Some of the changes will be to the brakes, extension of keyways on rear axles, wheel rims on the four stroke karts, introduction of a 2 / 4 stroke variant of the Interceptor junior chassis, pass through 65mm rear hubs and a shorter moulded plastic rear bumper for the 4 strokes per the new 2010 ASN Canada requirements.

These changes will be incorporated in the next container load of race karts to be sent out to Barrick Racing soon.

Recent testing in Canada has shown that the **KnK Integra** model karts were on the pace at a circuit that is considered technically challenging, this is what they had to say;

*"This past weekend has revealed that we are making real progress on the set up of the karts and our primary drivers are encouraged by the performance yesterday at one of our more challenging courses."*

*"We did some more serious testing of the **Integras** this weekend. We have 2 of 3 drivers up to race winning speed."*

### **Racing – Australia**

In Australia, on March 21<sup>st</sup> - **Nathan Pearce** raced the **KnK Evolution Club** with the KX21 Subaru fitted at Lakeside in the Senior class. He ended up with a 5th, 2nd and a 1st place.

The 1st place he won was by a country mile as it rained halfway through the heat and the **KnK Evolution Club** just ran away from the rest of the field, it was unmatchable.

This was Nathan's first time in the **KnK Evolution Club** kart and the first time for him to run against the Senior drivers. It was also the first time for Nathan to race the KX21 Subaru.



The **KnK Evolution Club** with Honda GX200 – beginner kart

The Senior class use MG RED tyres, which this chassis handles extremely well. He used a **KnK** 40mm axle.

The same weekend of March 21<sup>st</sup>, 2010, **Raymond Jenkinson** raced at Warwick International Raceway and just missed out on first place by one point ending up second for the day.

Raymond drives a **KnK Juvenile** with Yamaha KT100J engine in the "Rookie" class.

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

*Indrajeet Singh*



Raymond - Lismore 2009 from KnK archives