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KnK karts

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KnK Newsletter

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We arrived in Malaysia when the Moto GP testing was in progress and spent two days at Sepang. To watch objects of this size hurtling out of corners and down the straight and then gracefully dropping to absurd angles while the riders felt the track with their knees was an unforgettable experience. Valentino Rossi and his Bridgestone clad Yamaha and his Michelin shod team mate Jorge Lorenzo were amongst the riders that spent the most time testing. Lone Repsol Honda rider Nicky Hayden finished testing a day earlier than the rest and seemed to find what they were looking for in the tyres and the frame. The engine apparently weren't the ones they would be racing. The Hondas certainly looked and sounded the smoothest and looked to have the tidiest package. The Dukes were conspicuous by their absence.



DOMINATOR TEST

The purpose for the visit was to give the KnK Dominator Evo Prokart which we tested briefly at Goa last month a more complete test. We ran 6 hours non-stop to test and evaluated the chassis and engines at the Langkawi kart circuit, for a 24 hour endurance in July.

Langkawi is a beautiful island off mainland Malaysia, set in a picture card location amidst lush green forests skirted by pristine beaches of white sand surrounded by azure seas. Good food and a choice of duty free liquor convinced us that we could not have selected a better venue for the test.

The test team comprised three drivers of different ages and physique and weight to get an idea of how a team of mixed builds and ages will find the kart in an endurance race situation. The team comprised of the hugely experienced kart racers James Leong, Ishaan Singh, constructor KnK Karts and Mikko Nassi. In spite of the very hot conditions (34°C) at the circuit between 9:30 am and 4:00 pm, the drivers handled the conditions well with consistent lap times through out the whole test that was conducted non-stop over 6 hours. This was significantly important to determining the performance of the Dominator in an endurance race.



L to R – Mikko Nassi, James Leong & Ishaan Singh

We also tested a new and improved race suit, (*the logo patches were an after thought!!*) which is presently under development.

RACING IN AUSTRALIA

Guy Tingey's **Championsway Race Team** have reason to be pleased with the results of the first two meetings they have attended with their KnK JL322 and Trakhawk karts. **Guy's Boys** will test the new JL302 at the end of this month.



KnK Dominator Evo – twin engine Prokart

Gold Coat - Formula Rotax Series



L to R – Craig Mathews, John Gillespie, Guy Tingey & Andrew Gillespie

– Round 1 report from Guy Tingey.

28/01/2008 - "Yesterday was our first meeting for the 2008 year at the Gold Coast Circuit.

We had our driver Andrew Gillespie and the JL322 with a Rotax Max on to compete in the Rotax Light class. There were 26 entries in the Rotax Light class including two ex Australian National Title Holders.

I am very happy to inform you that we came second on the day with some very spirited driving from Andrew in the KnK JL.

Our Rotax Max decided to be a little "cranky" on the day so it was all down to the driver and the chassis. For the final I made some serious

changes to the chassis and also dropped teeth off the Max to give more straight line speed. This worked perfectly thank goodness and Andrew was able to stay with the winner all the way through the 6 laps and was beaten to the finish line by a nosecone!!!!

The winner actually told Andrew that had the laps not been reduced from 8 laps to 6 laps (we have a curfew at Gold Coast) that he could not have held Andrew out any longer. These two were the length of the main straight in front of the third place driver."

Queensland TAG Series – Round 1 report from Guy Tingey

03/02/2008 – *"yesterday was without a doubt the most exciting race meeting we have ever contested. Craig Mathews drove our KnK Trakhawk for the first time at Ipswich using MG Yellow tyres. As Ipswich no longer run purely Rotax Max we had to run in the TAG class which included Parilla Leopards, PRD Fireballs and Rotax Max. There were 26 karts in the class. This class runs at an all up weight of 180kgs.*

We had done all our testing on Bridgestone YJC tyres and no testing on MG Yellows so Craig was very apprehensive about how the chassis would work on these tyres. From the start he led the race and by lap 3 had pulled a huge margin to the second placed and third place. He won by the length of the back straight - a huge margin.

Heat two he started from P20 (reverse grid) and came through to P4 which gave him a great start position for heat 3 in which he finished second behind one of the Tonykarts.

*Craig started off P4 and the first 5-6 laps were fast and furious with the lead changing two or three times per lap with the KnK Trakhawk right in amongst it all. This was really exciting racing and Craig was driving down the inside and around the outside of the big brand karts much to their surprise. By lap 8 he waved goodbye to them all and lead the race to the finish winning once again by a huge margin - his comments as a driver were **"what an incredible Kart"**. The brand name drivers could not believe that they had been fairly and squarely beaten by a kart they had not even heard about until race day. We **"won the day for KnK"** with the amazing Trakhawk chassis and a very average Rotax Max.*

*So what do I think of the Trakhawk-well I have to say that this is an incredibly good kart that more than proved itself against the best of the best in Queensland on race day. **A fantastic result and a great debut for KnK.***

Thank you for such an incredible chassis that is so easy to work with in such a competitive situation against the "worlds best chassis" that are available here in Australia."

Way to go Guy!! Thank you!

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

Indrajeet Singh

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