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KnKkarts

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KnK Newsletter

KnK/NL 1108

November 2008

INDIANS IN MOTOR RACING – CORRECTIONS – NL 1008.

Incase it read wrong, Aditya Patel had set the fastest time on the Mojo D1 tyre in practice in October 2005, up until then.

Some glitches regarding Armaan Ebrahim in our newsletter NL 1108 – Armaan is the 2nd driver in the Indian A1 team for the year 2008-09.

OTHER NEWS – Indian drivers getting places.

Armaan has also been granted a seat in the new F2 Series possibly making him the first driver from India to have been granted this opportunity for the F2 Series.

Aditya Patel driving for Team Eurasia Motorsport, finished an impressive 6th at the 55th Macau Grand Prix in the season ending Formula BMW Pacific race which was a part of the GP weekend.



Picture courtesy Vicky Chandok

Karun Chandok probably becomes the first Indian in the prestigious British Racing Drivers Club (BRDC). The BRDC membership includes only a select few International drivers from outside of Britain.

On the occasion, Club Secretary of the BRDC Stuart Pringle said *"The BRDC is a Club for the very best racing drivers from Great Britain and the Commonwealth. Karun is the first Indian driver to meet the exacting entry requirements of success in international motor sport, but I am quite sure he is just the first of many of his countrymen and women. Indeed, Karun doesn't just meet the entry criteria for the Club, he surpasses them by some way and we are delighted to welcome him as a member of the Club."*

INFORMATION.

We are often asked what **JL** in the KnK kart models the JL302 and the JL322 stands for. The alphabets come from the name we originally wanted to use, Javelin pronounced - **Jave-Lin**.

The JL will run at the front "out of the box" with minimum set up and fuss. It is a potent kart for new drivers with low budgets and set up capability.

RACING.

AUSTRALIA:

In The Dirt!!

As kart racing begins to get less affordable. A new form of kart racing is witnessing impressive growth and following. Dirt Racing provides all the excitement and thrills of bitumen racing with the added driver skill for keeping it together on a surface that lacks the grip of bitumen. With karts and kart racing becoming dearer we are sure we will see this form of racing gaining popularity across the karting world.



Dirt track racing is growing because of the low costs on all fronts, it does not need an asphalt surface, which requires a large capital outlay, 4 stroke engines are relatively reasonably priced and run longer before rebuilding, tyres are open and do not result in high recurring costs. It is an ideal platform for introducing one's self to go kart racing within a budget and comprehend your performance and learn the skills needed for driving and controlling a kart in conditions similar to the wet before moving on to the more serious classes of kart racing.

Due to it being safer as well as a cheaper form of kart racing sport, it is appealing to families, which is helping making it a big success. Like the dirt track aficionados put it, *"you only need the bitumen to get you there"*.



The picture on the left is a KnK JL322 with Briggs World Formula engine fitted out for its first outing at Ipswich Dirt Track Kart Club.

Engines must be 4 stroke and around 200 cc. Any make is permitted.

Tyres are also not controlled. A set of tyres can last almost a full season because of the low levels of grip available.

Power is not as critical as a good handling chassis as we all know and this is even more apparent in dirt racing.



November 2nd was the first outing for KnK in dirt track racing, two drivers drove in two separate races at "Ipswich Dirt Track Kart Club", they both drove a JL 322 fitted with a Briggs & Stratton World Formula engine. One driver started in 15th (left of the picture above) in one race and 12th in the other and drove a brilliant race to finish FIRST in both races.

Each time he just charged to the front winning by the length of the main straight in both.

The second KnK driver Ian La Salle (left) finished in similar fashion winning both the races in convincing fashion. Ian is also a KnK distributor.

The result in dirt track once again showed the amazing versatility of the KnK JL 322.

We hope to soon have a budget priced dirt track specific kart ready in early 2009.

Cadet Racing:

Nathan Pearce proudly holds up the trophy he won driving his KnK Juvenile in a field of 11 drivers, finishing first, ahead of the field in 2 heats and driving to second in heat 3 and then finishing FIRST in the final by 3/4th of a lap, ahead of the second placed driver.

Nathan drives almost 10 kgs over his weight in the class.



Raymond Jenkinson joins the growing Team KnK in Australia, he will drive the KnK Juvenile in the "ROOKIE" class using a Yamaha "J" engine in cadets.

NEW FOR 2009

Frenetic work is afoot on the new karts for 2009. Amongst some of the models will be the new Juvenile for cadets, it is lighter and more responsive.

The Evolution in its present form is being discontinued and will be replaced with the Evolution TD; it features new brakes and attributes that will reinforce its role better as a race rental kart as well as a kart for racing in the dirt.

The much-awaited Annihilator for gearbox classes features front wheel disc brakes and twin caliper rear brakes as some of the new goodies from KnK in 2009.

The final touches are being applied to the new range of KnK apparel including race suits, gloves, shoes, neck braces, T shirts and shirts.

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

Indrajeet Singh

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