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# KnK Newsletter

**KnK/NL 1208**

**December 2008**

## **A THOUGHT – The Effects of the Slowdown and stuff.**

Should we take note of Honda's pull out from F1? Might there be other angles too? Let us ponder some of the questions that might be relevant to what is becoming of motor racing.

The move to make racing less expensive may be having a reverse result and perhaps the changes by governing bodies could be actually having a negative impact to what is intended.

F1 recently suffered a set back when major car maker Honda announced that it was pulling out of racing citing economic reasons. Honda is a big part of racing and its history and this is a matter of concern when a company with their enviable legacy pulls out.

Regular interference and changing concepts may be blamed for the crisis. Race venues in countries of non traditional race cultures could also be part of the problem. China recently announced that it may not host another F1 race next year because of financial losses and the sport's lack of popularity compared to other pastimes.

Racing, aside from "improving the breed" is as much supposed to develop sales. Does this apply to Asian markets where cars and bikes are still seen as a form of transport by the bulk of the buyers? Recently Yamaha in India announced a reshuffle in their approach to the Indian market, in spite of Rossi's huge come back in Moto GP and the launch of the R1, the R15 and FZ16 here, it has done little to prop the sales of their bikes.

Similarly, if results on the F1 circuit have any reflection on sales, then how does one explain the sales success of Honda?

There are many questions to ask; has racing become too complex? Do regulatory changes every year make it difficult to follow and enjoy for the average person? Are people just watching while actually being less involved with motor racing as a sport today? Is it losing the element of "fun"?

There might be a similar paradox in the karting world as well. The introduction of the KF series of engines doesn't show to have produced the expected followings.

At the root of it though, it looks like the very essence of karting is affected. Kart racing used to be fun and entertaining, offering an outing for the family on weekends, racing. Maybe the cost of being competitive and the complexity of the KF engines has discouraged and had a negative effect on the average kart racer.

If the trends seen in some countries are anything to go by, then the answer may be yes. The revival of 100cc classes and the interest towards 4 stroke kart dirt track racing may well indicate this. If it's going to be fun, simple and less expensive, then it will work. Karting could return as a weekend experience for families looking to spend time amongst like minded folk, enjoying their outing in a spirit of competitiveness. The champions shall emerge from it anyway, on their way to the higher echelons of the sport.

Time will tell!

## England:

KnK Prodigy Evo karts on their way to England.



Last year the British governing body MSA, introduced several programs to improve numbers in declining kart race driver registrations. One of the programs that was introduced was the addition of the Kid Kart class as a training class

to attract drivers at a young age. The move has been popular and has attracted impressive numbers of new drivers to this category.



The Kid Kart class has been around in the USA for sometime now and is growing from strength to strength in increasing popularity and been run as a national championship class. To enjoy the thrill of the little drivers please see these video clips. Press Ctrl key and Click on the links.

<http://www.youtube.com/watch?v=qwtPVwHEWfI>

<http://www.youtube.com/watch?v=w8Beyfwq6J4>

## RACING WITH KnK

### AUSTRALIA:

**RESA Racing:** In the Final round of "Resa" **James Pratsch** in his **KnK JL322 Phantom** came second overall for the Series, in a closely fought competition and he missed the 1st place by just one point.

**Cadet Racing:** KnK Juvenile driver **Nathan Hocking** came in second in the "Rookie" class at Toowoomba Raceway against some really fierce competition. There were 14 in his class. Great result Nathan!



All of us at KnK Karts send our heartiest congratulations to young **Nathan Pearce**. **Nathan** and his **KnK Juvenile** took the first place in the **Interclub Series** in the Cadet class. Congratulations! Nathan.

This is a very big moment for Nathan who hasn't won a trophy ever, before he got this KnK Juvenile, now it is a series he has!!

It was a very special moment for all of us too, when Nathan and his Dad Paul conveyed

their special thanks to us for the "fantastic KnK Juvenile kart". In response we would like to say that we are pleased that Nathan chose KnK.

Nathan is now preparing himself for juniors; here he is with his new **KnK Interceptor** preparing for 2009. Across in England, Jake Mayes will be soon be doing the same; his Interceptor is on its way to him. We are confident that we will see Nathan and Jake progress in the junior class with the new Interceptor junior kart.



## Another Year Passes:

While 2008 will fade into memory, it will be remembered as the year of the financial slowdown.

For us at KnK Karts it will be a year of memorable race results. We thank the drivers and teams that made this possible with their several wins and podium finishes.

## MANY THANKS TO THE KnK DRIVERS and TEAMS WHO DID US PROUD

**Arjun Maini** – India – **KnK Juvenile** – Raced - Malaysian Rotax Micro Max - cadet  
**Dhruv Mohite** – India – **KnK Juvenile** – Raced - Indian Rotax Micro Max - cadet  
**Nathan Hocking** – Australia – **KnK Juvenile** – Raced – Cadet "Rookies" Yamaha "J"  
**Nathan Pearce** – Australia – **KnK Juvenile** – Raced – Cadet "Midgets" Comer SW80  
**Logan Mayes** – England - **KnK Juvenile**  
**Raymond Jenkinson** – Australia – **KnK Juvenile** – Raced - Cadet "Rookies" Yamaha "J"  
**Jake Mayes** – England – **KnK Integra** – Raced - Mini Max Rotax  
**Monica Saunders** – Australia – **KnK JL302** – Raced – Yamaha KT100S Clubman Light  
**Mark Pearce** – Australia – **KnK JL302** – Raced – Yamaha KT100S Clubman Light  
**Sabrina Saunders** – Australia – **KnK JL302** – Raced – Yamaha KT100S Clubman Light  
**Murray Herwin** – Australia – **KnK JL302** – Raced – Yamaha KT100S Clubman Heavy  
**Per Hansen** – Denmark – **KnK JL302** – Raced – Yamaha KT 100 SEC over 40's  
**Andrew Gillespie** – Australia – **KnK JL322** – Raced – Rotax Light & TAG Light  
**Cameron Hogg** – Canada – **KnK JL322** – Raced – Rotax Light  
**James Pratsch** – Australia – **KnK JL322** – Raced – RESA  
**Gavin Niblock** – Australia – **KnK JL322** – Raced – Dirt Track  
**Ian Lozelle** – Australia – **KnK JL322** – Raced – Dirt Track  
**Brian Smith** – Australia – **KnK JL322** – Raced – Dirt Track  
**Akhil Khushlani** – India – **KnK Trakhawk** – Raced - Rotax Asia Max  
**Craig Mathews** – Australia – **KnK Trakhawk** – Raced – Rotax Heavy & TAG Heavy, **AND**  
Yamaha KT100S Clubman Heavy  
**Monica Saunders** – Australia – **KnK Trakhawk** – Raced – Rotax Light  
**Scott Saunders** – USA – **KnK Trakhawk** – Raced Rotax Light  
**Ullrich Jungens** – Switzerland – **KnK Trakhawk** – Raced – Formula 100 RVA Vortex

Drivers of **Team Mohite Racing**, **Rayo Racing** and **Team Mix Malaysia** – **KnK Evolution** – Raced - JK Tyres 24 Hour Endurance.

The hundreds of new drivers who participated in the 2008 Amaron Karting Challenge in **KnK Evolution** karts.

All of us at KnK take this opportunity to wish you and your family a joyful holiday season and a Happy & Prosperous 2009.

We would like to also thank you for your comments and encouragement during 2008.

Until next time then, thank you for reading with me, we will talk some more in the New Year!

Cheers!

*Indrajeet Singh*

**KnK karts**

**Straight Forward!!**