



**Karting-
utskottet**

PROTOKOLL KA 03/08

fört vid utskottsmöte 2008-02-12, telefonmöte

Närvarande Stig Ekström, sekreterare
Dennis Olausson

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§ 19 Mötets öppnande

Stig Ekström hälsade alla välkomna och förklarade mötet öppnat.

§ 20 Godkännande av dagordning

Dagordningen godkändes.

§ 21 Föregående mötesprotokoll

Inget att ta upp från föregående protokoll.

§ 22 Däck internationella klasserna

Dunlop har meddelat att de inte kan leverera årets däck förrän vecka 22. Kartingutskottet beslutar därför att förlänga 2007 års däckreglemente fram till och med 2008-06-01.

§ 23 Förfrågan från CIK om Bromsar i Karting

Svenska Bilsportförbundet har fått en förfrågan från CIK-FIA om säkrare bromsar. Stig skriver ett svar till CIK, svaret bifogas som bilaga. 1

§ 24 Mötets avslutande

Stig Ekström tackade för mötet och förklarade mötet för avslutat.

Vid protokollet

Justeras

Stig Ekström, sekr.

Dennis Olausson

Bilaga 1 till Protokoll KA 03/08 Svar till CIK-FIA – Brakes in Karting

Dear Sir,

Here is the answer from the Karting Committee within Svenska Bilsportförbundet, SBF.

1) your opinion concerning the necessity to make the braking of karts safer;

We are positive about to make brakes for Karts safer. We have no knowledge of accidents where someone has been bodily injured due to brake failures, but there have been a lot of incidents where the driver luckily has been able to handle the situation.

2) your opinion concerning front brakes (or “speed reducers”, to be more precise) with hand control which are currently very widespread in the KF1 and KF2 categories and are especially used for performance;

Our opinion is that the hand controlled front brakes are the best way to add a secondary separate brake system. The hand controlled front brake systems are technically quite simple with few components and are simple to handle for the driver. The hand controlled front brakes have the benefit that the driver can moderate the balance between the front and the rear brake very precisely and dynamically. Almost all young drivers have experience of brakes with two separate brake systems from their bicycles, so it shall be no big problem to learn how to use the hand controlled front brakes.

3) your opinion concerning a secured brake system simultaneously acting on the front wheels and on the rear wheels, controlled by a foot pedal, which is currently mandatory in KZ categories and would then be extended to the other categories;

We prefer the simpler system with hand controlled front brakes. The KZ brake systems are more advanced to get the balance between the front and rear brakes correct. Especially if the balance need to be adjusted during the race due to changed weather conditions, raining starts or a drying track.

4) your opinion concerning the future introduction of a secured system that would be doubled (2 discs) controlling only the rear axle (for Junior categories and lower categories as a minimum).

This type of brakes seems to be complicated and gives small benefits. We prefer the system with hand controlled front brakes even for the Junior and lower categories. Another benefit will be that it will be possible to use the same components for many categories that might have a positive effect on the price of the components.

Best Regards,

Stig Ekström
Secretary of the Karting Committee
The Swedish Automobile Sports Federation