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April 56 APEXIS Racing
The rubber for all

In this second appointment with the Kartfree-test we had the opportunity and pleasure to try a new tire karting market in Italy. These are APEXIS Racing April 56. This tire is approved for categories and MTL Prodriver, represents a compromise between quality and price really exciting. The April 56 have in fact, the fundamental

characteristics of an excellent quality product, thanks to a meticulous care in processing, at a very attractive price.

The test took place at the Mola di Rieti The go-kart track on a hot day in late July but that has not deterred drivers Kartfree, who also were not spared this time, stressing the long April 56 from all points of view.



At first glance APEXIS tires have some colorful stripes that run all the tread that is completely different from any other Italian karting tire on the market. Let us begin with the installation phase with a pleasant surprise. On the first attempt, the circle slips effortlessly showing an excellent solution for building an 'aspect that comforts us, especially when this particular will also help us in the process of dismantling.

After assembly of the tires, with the help of a high precision digital pressure gauge, inflate the beginning with a pressure of 0.55 bar. A final check to the medium, which is already set in race configuration and testing can begin. At the head of motor racing kart DR TM is the TV pilot Dahlia Simone Carbonara. The Roman, however, after a few laps into the pits complaining of abnormal behavior of the medium especially in the fast direction changes and exit of corners. We decided to increase the tire pressure at every session, from 0.55 to 0.60 to 0.65 and so on to get a better idea of how the tires in all conditions. We just feel that at this time to test the temperatures were very high and asphalt.



The trial resumed with the new tire pressure to 0.60 and this time the session is much longer and more fluid, the medium responds best to stress, especially under braking. A significant improvement as well as insertion and exit of curve even if the driver still complains about a slight breaking out of the corners at the time to restore the gas. Also include measures to hot temperatures which leads to a 'small increase in pressure, a comforting sign of quality and machining accuracy, we

note also an homogeneous and regular throughout the tread. The pilot confirms for us all, also praised the sensitivity and inclusion in a little effort but especially in the hardest braking stability of the track as the big bend of the box and the two successive 180°. Just the curve of the box that tells the pilot Kartfree in all steps, despite the speed, hard braking and sudden change of direction, the kart drifting reacted flawlessly without it bouncing, so as to make him a suspect in her possible error maybe too slow. Comforting us the pilot, there was not any error and the times recorded us right.

The second session of our test then shows a significant improvement both in terms of performance in the consistency of performance which, together with stability and ease of driving in our opinion are the strengths of this tire. But to us it is not enough, we must be picky and especially to test an item as

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important as the tires kart. We decided then to continue the test by increasing the pressure of 56 April from 0.60 to 0.65 bar as well as the front load a bit for a faster and more precise placement, is now in fact and try to force a reference lap before the lunch break. Once on the track of the differences from the previous session are being felt, but the frantic clean driving the Roman driver put under pressure against the tire to respond extremely well. The hot asphalt of the circuit Rieti does not help, but the tires seem to adapt well to this problem. Increasing pressure has definitely improved throughout the session, note especially smoothness and a more powerful grip, thanks to good support on the "shoulder", also a very important aspect in the quest for performance and durability of the same tire. Lap after lap the tires provide excellent grip and we are also comforted by a constant fastest time despite having already made more than forty laps. The braking is also very important and helps when entering a curve allowing to reopen in advance. But it is out we notice a real difference, where before a slight oversteer complaining now kart out fast and well balanced without the slightest jolt. The curves in succession of the infield of the track and in particular the new parabolic bend are thrilling, they forced the pilot to keep his foot down so as not to plant the kart you buy a lot in top speed, so as to arrive at the "wall" the start-finish straight, very soon. At this point, albeit reluctantly given the results, we decide to include the pilot, the heat is unbearable and everyone needs to indulge in a little 'rest. After lunch we take the test session, but before we intervene on the exchange ratio and fuel mixture. The pilot paws and decide to send him back on track by using the set of tires used Racing April 56 in the morning without calling new. This is to have a clear idea of the actual life of the tire and its actual performance in an advanced state of consumption. In fact, the lap times tell us that the tire is in crisis even if, despite a significant decline in performance, efficiency remains constant.

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something to be reckoned with, especially during the frantic moments of a day of competition. In conclusion we can say that, thanks to modern construction technologies to high quality care and to realization, the APEXIS April 56 Racing are suitable for both the amateur that the most demanding professional as well as having an exceptional quality / price ratio, the April 56 Racing can buy it at a figure very interesting . Recall also that more of APEXIS tires are also available for hire APS 65/66 Rental addition to the many products and accessories for karting.

My sincere thanks to the pilots intervened and Mr. Pier Paolo Peiretti that with his patience and availability, has made it possible for this test.

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