



ARROW A9S:

Instead of the trustworthy X8, the Baron was using a slightly modified A9S. An extra tube was clamped on the left of the Kart to prevent the left rail from loading up too much when using soft tyres. Other changes were X9 steering column, hydraulic brake, Baron super-vent disk, extra seat stays and new self aligning rear axle bearings. These bearings, where the bearing pivots inside itself and not inside the housing, are being tested to find a solution to axle binding due to chassis flex when cornering. Initial reports are good with the Kart sitting nice and flat.