

Freno H-Carb Brakes Testimonials

Good morning Martin, please find hereby my comment on the FrenoCarbon brakes we used in Zolder during the 24 hour race in september 2012.

For the first time we decided to use carbon brakes on our Radical SR3 SL (SL stands for street- legal) The Zolder track is known for being extremely hard on brakes! Two long straights and two fast sections followed by hard braking zones are a real challenge for any braking system. We were the only sports car team to use the carbon brakes and without extensive testing in advance, we just went for it! The result was that we could brake significantly later than the other CN sports cars although our car was 150 kgs heavier . Showing excellent "bite" and a good progressive feel at the brake pedal it was a pleasure to drive. The brakes proved to be consistently efficient and of course we could do the complete race without changing brake rotors or pads!!! Our team is very pleased about the quality of the FrenoCarbon Brakes and we hope to working with you again for the 2013 season.

Kind Regards
Philip Daniels
Domec Racing

On Saturday I went to Bedford Autodrome with the 400 BHP Audi/Elise S1 that has your brakes fitted on the front. I asked the owner for his comments on the brakes, he replied as follows:
Bernard Scouse of Auto-teknix has worked on my car over the past 7 years and has overseen it morph from the original S1 Sport 160 to a bit of an intercooled audi engined monster recently dyno'ed at almost 400 bhp. Suspension tweaks have also been made and the car has been set up by Steve Guglielmi.

Over the years many previous attempts to get effective and reassuring braking had always not quite delivered the confidence needed on the track and fade was usually only a few laps away.

Accordingly when Bernard mentioned about some carbon brakes new to the Elise market of course I suggested that we have a go. So I have recently had my Elise upgraded with Freno 278mm carbon ceramic brakes and Freno carbon pads up front.

Since fitting I hadn't really had much chance to give the car a good shake down until Saturday at Bedford where conditions were cold but pretty dry.

But by the end of that day I was certainly very pleased with the way the brakes repeatedly hauled the car down lap after lap providing a strong pull down from an indicated 150+mph with no fade at all. I was running Toyos rather than Yoko A048s and in truth the car was slightly under-tyred. But lap after lap I was able to brake later and later and providing strong progressive reassurance that I hadn't experienced before in an Elise.

Bernard was on hand in the pits to measure the temperatures being generated by the brakes which were well within safe limits. So perhaps I could have tried harder.....

This set up isn't just for the track as I have done a few hundred miles on the road as well and again they perform excellently with good feel and progression.

Would I recommend the set-up: Without any doubt whatsoever.

Auto-teknix customer

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