



Red Square, Moscow.



IN THE
USSR

110,000 KARTERS!

thorities and the Soviet Union National Sport Authorities. On the Soviet side the meeting was attended by the following gentlemen: Prof. Mikhail Zaletaev and Alexandre S. Klopichev — FAS/USSR Vice-Presidents, Vladimir Nesterov — Member of the Office of the FAS/USSR Executive Committee, Nikolai Bondarev — Member of the FAS/USSR Executive Committee, Serge Ouchako — FAS/USSR Secretary, Alexandre Safonov — President FAS/USSR Karting Board, Vasili Skryl — Member of the FAS/USSR Karting Board and Alexandre Tyrin — Interpreter.

The CIK President explained the organisation and structure of the FIA, the Motor-Sport parent organisation, placing particular emphasis on the function and world-wide activities of the CIK. The CIK President submitted his curriculum vitae for the sport sector and made reference to his 25 years' karting activities.

Following a warm welcome from Vladimir Nesterov, the Soviet delegation's organisation was likewise described and the responsible members introduced by Vice-President Prof. Mikhail Zaletaev. Both gentlemen stated that currently the USSR have some 110,000 active karting participants. There are three kart production operations: one in the north, one in the centre and one in the south of the Soviet Union.

At the end of 1987 the CIK/FIA President Mr. Ernest C. Buser was invited to visit the USSR. His itinerary included:

1. A meeting with the Soviet Motor-Sport Association, the Federatsia Avtomobilnogo Sporta SSSR and the Executive Committee of the Soviet Union Karting Board.
2. A visit to a factory in Leningrad whose activities include the production of kart chassis; the carrying out of a chassis homologation inspection in order to obtain a CIK/FIA chassis homologation approval.

It was the first visit of a CIK President to the Soviet Union and accordingly the first official meeting between the World Karting Au-



The Centre of Scientific & Technical Overseas Relations, site of the CIK/FAS Meeting.

Each factory has an annual production of 8,000 karts, 2,000 being for Juniors. In the current year 22,600 karts were produced up to the end of October 1987. An increase in production is planned for the near future to bring the output of each factory up to 12,000 units per year.

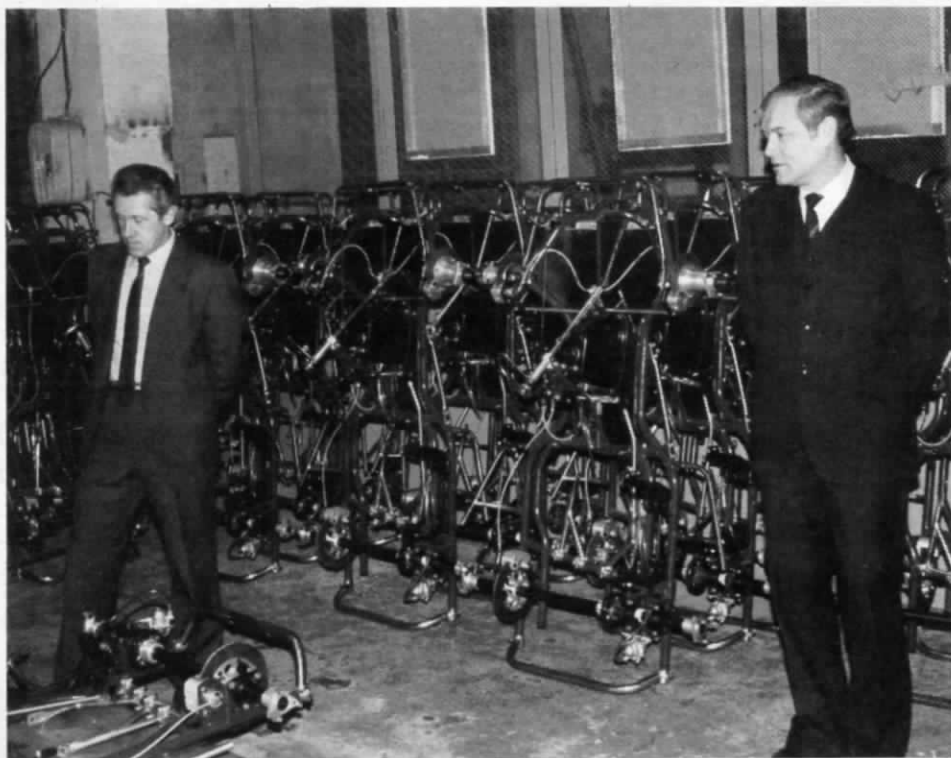
110,000 karters is deemed not to be sufficient. There is a project with the objective "1 kart in every school in the country". There is immense interest amongst the young people. The responsible members of FAS/USSR consider the current development to be unsatisfactory.

Karting in the Soviet Union began in Riga (Baltic) in 1960. The first National Championship was held in 1962, also at Riga. There were two engine types: 125cc and 175cc, both being originally produced for motorcycles. The first Championship in Moscow was held in 1963, the Champion at that time being today's President of the Karting Board, Alexandre Safonov. He was also the first in his country to build a kart. An engineer in the Moskvitch car factory and holder of the "Master of Sport" award, he participated in both kart and car-racing taking part in the London-Mexico Rally. He was a member of the USSR national team and raced against an Italian team in 1965. Subsequently he repeatedly took part in the "Socialist Countries' Cup" International Championship (7 countries). Drivers in the USSR national team have meanwhile taken part in 4 European Championships.

So today there are 110,000 karters in the USSR and if the project "1 kart in every school in the country" is successfully implemented, this could very soon be 200,000.

What is the structure of the USSR scene?

Karters do not purchase their own equipment. This is provided by the Club to which they belong. Right from the outset karting is under the guardianship of the state.



50 chassis, assembled and ready for inspection. The Vice-President of the FAS/USSR, Alexandre S. Klopichev, is on the right.



The circuit "Ltava" between Kiev and Kharkov.

Development is taking place as in the rest of the world. Total technical freedom restricted development. This was solved by introducing a "Stock" class which permits no modifications at all unless absolutely necessary for safety.

Throughout the country there are 35 permanent racing tracks of between 1000-1500m. Events also take place on non-permanent tracks. Very great importance is attached to safety.

As everywhere else, there is a tyre problem. (Drivers have had the tread changed in order to have better tyres than their opponents.) The tyre regulation for tyre brands is based on the CIK homologation system. 1 type of tyre, 2 dimensions front and rear. Championship regulation: the driver brings two sets of new tyres which are then drawn between all participants. All tyres have a tread pattern but there is a project to introduce slicks.

Noise is controlled according to the CIK system.

Structure of the 4 Kart Groups:

The Soviet Union does not produce any engines specifically for karting.

Motorcycle engines with gearbox are used.

Group 1 (International) Formula-K, Formula-C, Formula-E.

Group 2 (International) Intercontinental-A/B/C. (The first 100cc Championship took place in 1972 with imported equipment but no longer exists due to lack of national constructors.)

Group 3 (National) Based on the CIK system. **Pioneer:** Single cylinder, Motorcycle series production 50cc, age 9-14 years, weight 90kgs.

(1) **Soyuz-A (Union-A)** — Single cylinder, Motorcycle Street series, national production, 125cc with gearbox, no modification allowed, ignition free, weight 150kgs Seniors, 140kgs Juniors.

(2) **Soyuz-B (Union-B)** — Single cylinder, Motorcycle Street series, national production, 125cc with gearbox, modifications allowed, free weight 150kgs Seniors only.

(3) **Soyuz-C (Union-C)** — Single cylinder, Motorcycle series production from socialist countries, aircooled, reed or rotary valve, 125cc with gearbox, modifications according to regulations, weight 150kgs Seniors.

Class-E (only in winter on snow) — engine max. 2 cylinders, Motorcycle series production from socialist countries, aircooled, 250cc with gearbox, modifications according to regulations, weight 155kgs Seniors.

Group 4 (National) New group in course of development.

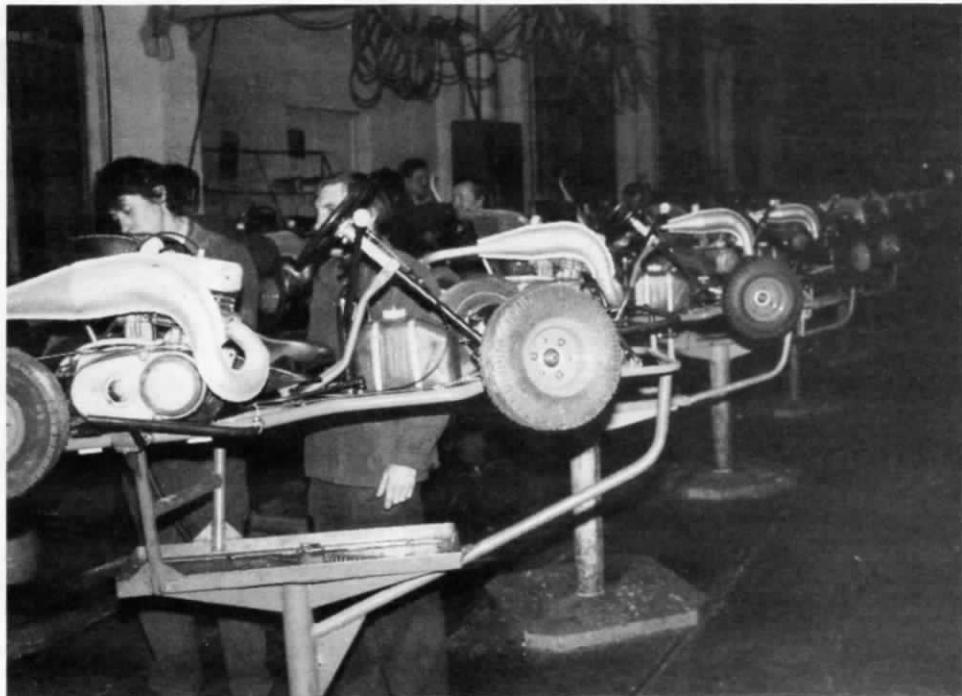
Kart-Cross — 4 classes: 2 of 125cc, one where modifications are allowed and one where they are not. 2 of 350cc, as for the 125cc.

CIK/FIA Trophy of the Eastern Countries, and CIK/FIA International Grand Prix

Having regard to the closer co-operation and the joint projects for the promotion and development of sport on an international level, the CIK President suggested the creation of a "CIK/FIA Trophy for Eastern Countries". This could be arranged in connection with a "Socialist Countries Friendship Cup" event, to take place in a different country each year, according to a rotation system. Simultaneously a "CIK/FIA International Grand Prix" would then be held in the country in question. This Grand Prix, open to competitors throughout the world, will serve to promote international exchange in both the technical and sporting sector. The first event is to take place in the USSR in 1989.

CIK Chassis Homologation Inspection in the USSR

It was foreseeable that the day was not too far distant when the FAS/USSR would submit a chassis for CIK homologation. Not only the immense development in the country it-



▲ Assembly line.

self but also the international presence made it clear that a technical inspection was just a matter of time.

The Soviet Association submitted their first chassis design for international homologation in September 1987. As mentioned above there are three kart production operations in the Soviet Union. Annual production in 1987; 8,000 units per factory. An increase in production to 12,000 units is planned.

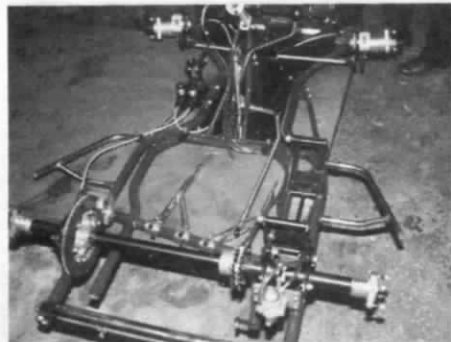
The chassis submitted for homologation was produced in the LPO "Patriot" USSR factory in Leningrad. The factory produces karts, racing boats and sports clothing.

The staff, who are mostly young people, displayed a high degree of motivation for their work.

The preparatory work for the inspection was absolutely exemplary and highly professional.

There was a distinct interest in an exchange of technical information. The design is not inferior to western models and we must await the results of their debut in the 1988 World and European Championships in Kecskemet, Hungary.

Ernest C. Buser, President, CIK/FIA



▲ Model CS-87 Type ABC.

▼ Ready for despatch.

