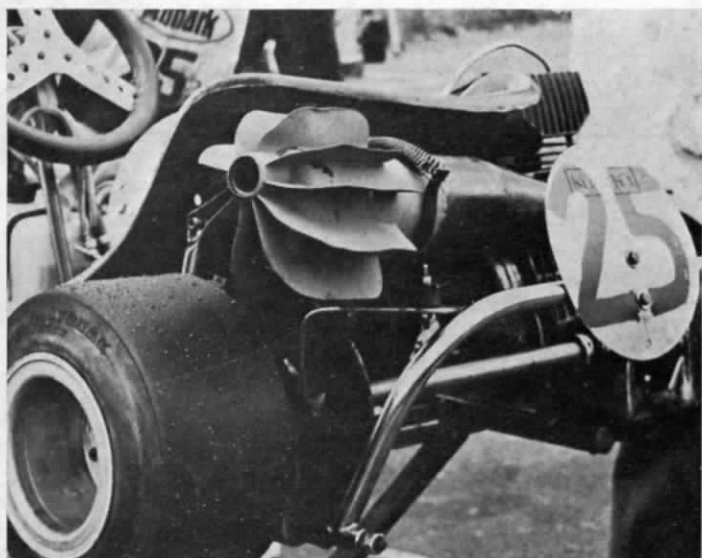


SEEN AT THE WORLD CHAMPIONSHI



Probably the most unconventional kart at the Championships, to European eyes at any rate, was the American Margay Cheetah of Hong Kong's Harold Lee. It was equipped with four-wheel hydraulic brakes and twin distinctive looking fuel tanks apparently identical to those once familiar on Fox karts.



This fearsome looking exhaust system was fitted to the Komet K88 of Germany's Wilhelm Hetschel.



Two of the Norwegian drivers entered these smart looking Shark karts with attractive tapered fuel tanks and adjustable pedal pivots.



The leader on points after the heats, Sweden's Leif Larsson, was driving this B.M. powered Myhrman. The side nerf bars were coupled to the front axle by a ball joint so they did not affect frame flexibility.



Top drivers these days appear to have very long legs—could it be that this provides better weight distribution?



The Italian Giam Bruno del Fante's Birel B.M.



The kart above and the two below are all meant to be variations on the Taifun theme, but notice the difference in steering layouts! Above is the Taifun of Goldstein equipped with a Parilla. The kart bears numerous decals rather in the way a young boy would plaster all over his equipment and the fuel tank looks as if it has seen better days.



Bengt Winqvist Hutless B.M. came home seventh overall in the Championships.



The Taifun Komet of South Africa's Peters.

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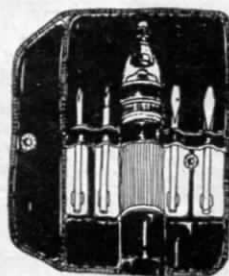
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