



ADI (ADOLF) MALIK

An Appreciation

In February 1977 I had the great good fortune to meet a remarkable man who was to have a considerable influence on my model engineering life. As recounted elsewhere, I had moved to Munich with my young family to take up a post at MTU Aero Engines and was aware that tether car racing was very much alive in continental Europe.

With the help of my late friends Tony Higgins and Arne Zetterstrom, I was given Adi's telephone number – by coincidence he happened to live in Munich - which resulted in a meeting which started a friendship which with it's inevitable twists and turns was to last for well over 40 years.

It soon became apparent to me that Adi was a highly respected figure in the field of model engine tuning and blueprinting both in the disciplines of control line team racing and tether car racing. He introduced me to the world of modern tether car racing, and was so generous with his time and expertise that we were able to form a working relationship which resulted in a world record and European championship in the 5cc class. The lessons I learnt from him have stayed with me to this day, particularly with regard to car preparation before and attention to detail during a race meeting. I remember a particular incident where having produced a rather mediocre time, I said to Adi "but I checked everything" to which he replied "no, you missed one thing" such was his mentoring style.

The engines I most associate with Adi are the 'turned round' Rossi 15 to a Swedish design, the MOPS 29 (Malik OPS) of which I have the first example, and the 'turned round' Super Tigre X29 used very successfully by the late Bengt Abrahamson. He was responsible for the preparation of many engines for other drivers, but as is usual in racing, this side of his considerable talents was not always disclosed or sufficiently recognised. Having the best engine, however, does not guarantee results.

In later years, he concentrated exclusively on the 1,5cc class using Karpusikov equipment, prepared to his usual high standards. I believe he was drawn instinctively to the complexity of these tiny examples of precision engineering.

Adi had many other interests: he was a keen 10 pin bowling enthusiast, playing at league level. He was also a fan of Baroque music, and built his own hurdy-gurdy. He, along with wife Lydia, had a passion for good food and wine which gave them both a great deal of pleasure. He was a passionate collector of model engines and had a very good command of the English language, which he used to advantage when negotiating for collectable engines.

He was very fond of learning the nuances and phrases I would use in the course of our conversations to add to his already extensive vocabulary, and equally I have learnt a number of German phrases which are best not used in this piece!

Adi was always pleased to be called 'The Ace Tuner', which he was in my humble opinion, and in later years 'Grumpy Old Man' was a title he was more than happy with, although he was far from that!

Adi passed away after a protracted period of failing health on 03 February 2021 and will be sadly missed by his wife Lydia, his many friends and acquaintances around the world, and me.

David Giles
Bristol
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