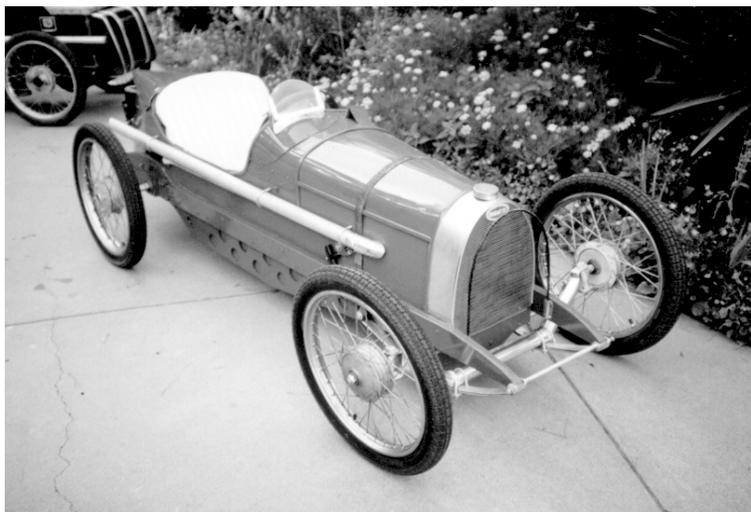


The Drones Club Driver

Bulletin of the Association of Moto-CycleKartistes



No. V~~~~~SORT OF MID- FALL 2001



Following last issue's coverage of the debut of the Mysona-Alfa, this time we're showing off the latest new addition to the fleet, the Type-59 Bugatti-style CycleKart. The first Cyclekart (the Delage) was little more than an experiment, and the second (the MG Magnette)

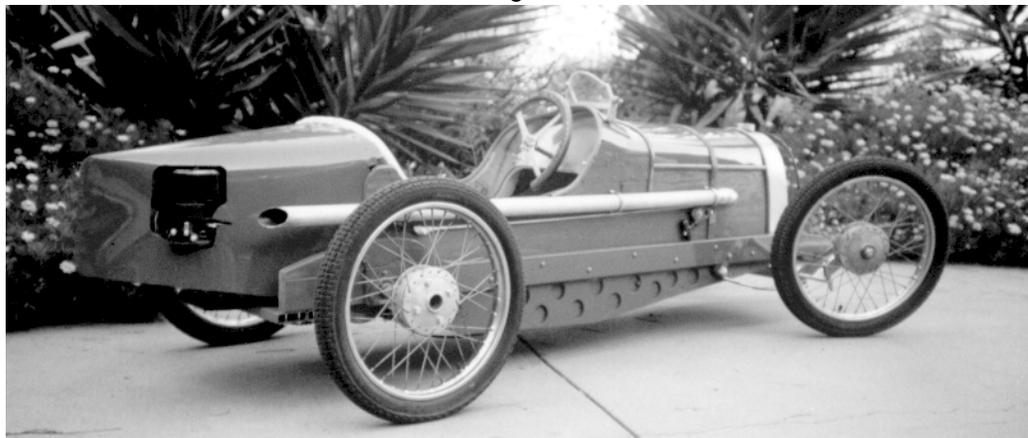
The first innovation for this new generation of Kartes is a body that uses no foam-and-fibreglass steps. This is to create at least one model that others who don't like bathing up to their elbows in polyester resin can build, possibly without causing a divorce.



pounds, like all the others. First road tests were sketchy, as Mike's expression shows, above, possibly from the fact that the crew at the usine forgot to bolt up the rear axle bearings, allowing it to drift back and forth with the sound of a rock crusher with a real challenge.

ners, which made the car feel more agile, making the crew think it was a lighter machine than it turned out to be. This layout is a very easy retro-fit for the existing karts.

Another great improvement came in the form of the new cast aluminum, finned automatic gear box from Comet, which is much stronger, smoother, and far easier to install than the old sheel-metal fabrication.



was a rush job as a proposal to Skip Barber for an off-track activity. With the Bug, the sheds at the Drones Club (the "usine", as we call them, were a-buzz with talk of new features (none of which, by the rules, are allowed to boost power, of course. We have an abhorrence of Escalation at the usine, —in order to maintain close competition between drivers, and not a spending-race on the cars).

The goal with the T-59 was to prove how a karte would look made out of flat wrapped sheet metal that can be cut from patterns. Other new wrinkles crept into the design as it progressed, as you would guess (or maybe you don't care). The crew at the Usine did its best to cheat by making weight-saving moves at every chance. But it came out to be the usual 240

—Or maybe it was because the crew forgot that the tires still had twice as much pressure as we like to run. Soon all was straightened out, and the car could demonstrate another new innovation. For this one, the crew rigged up the steering the way it's supposed to be (2 short tie-rods instead of the full tie rod w/drag-link we've been using). The result is a much better bite in the corners



"Sacre bleu, why cannot these Kartistes, you know, leave well enough alone?!"

—The ghost of E. Bugatti



By far the most appreciated new upgrade (and easily retrofitted to the other Kartes) is the new in-cockpit starting set-up. Before, the Kartiste had to turn on the switch, set the choke and pull of the starter from outside the car. Then, to get it to idle, somehow reach the throttle inside to give it a blip before shutting off the choke outside, —meanwhile hoping that he (or, of course, she) (and in some cases, it) hasn't blipped it too hard so the transmission engages, sending the whole display, except the driver, off down the road, or into the roses, whichever is more embarrassing. But now a new, less



embarrassing age has dawned for Kartistes. Now you simply slide down into the seat, pulling on your gloves, adjusting goggles, and generally looking cool in the silent, eager machine. Then, with a quick casual smile to the watching fashion models, you flip on the switch with a little arrogant top spin, pull out the choke with careless charm, and reach forward under the exhaust pipe to pull the starter from inside the car. Because your foot is already on the gas, and the dash-mounted choke falls readily to hand, it's much easier to get the engine running with one pull.

Very, how shall we say, con-

tinental? If you pretend the shot in the upper left isn't poorly lit, you can just see the lanyard handle under the exhaust pipe.

Above, we see the aluminum panels for the hood and boat-tail, ready for mounting to the plywood torque-box. Below left, the body is taped and ready to paint, about a month after construction began.

The project was fun, even to the jaded and sometimes sardonic crew at the usine.

They'd forgotten how fast the kart parts go together (especially with the new transmission which installed the drive-train first-try), and how light and easy the pieces are to deal with.

Next project is Whitney Straight's three-litre Maserati, later run to much success by Prince Bira and now Peter Giddings, and now captured in stunning insulation foam and surfboard resin, by the crew at the usine.

In another stunning move, long-time Cyclekart driver and shwashbuckler with top Attitude-Clearance, Dave Larkin has ordered wheel and axle for a new Karte to be based in Southern California at a New Cyclekart track underway in

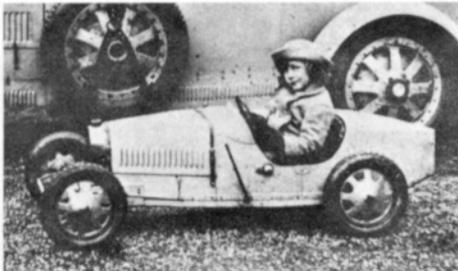
Here, we see the real thing, of course, complete with horse shoe stuck onto the wire screen radiator protector. (Le Maitre was inordinately fond of riding and had a saddlery at the actual usine).

And here, below, we see the dwarfish fake (the car, not any of the crew) complete with wire screen radiator protector, but NO horse shoe. If any one (within easy Cyclekarting dis-



tance)(if there is such a thing) just happens to have an old, scaled down horse shoe, (say from a pony named "Percy") (one he's through with, of course) the crew at the usine will award the donee three free laps in the new Type-59 Bugatti karte. Maybe four.

San Diego County. Dave Larkin, owner of Larkinland Extravaganza Acres, has already run kartes around his lake and has countless challenging topographical features to build his new track around. Northern CA club members are already planning an invasion of the "South Track". Since there are now four kartes in the northern chapter, and four Ford Explorers also in the N.C., and since a Karte fits nicely into an Explorer, a southern invasion may be looming.



Historic Precedent: the Type 43 built by Le Maitre's crew for his daughter (and later played with by club member, Shannon S.)



...Meanwhile the crew does more track tests (with the right tire pressure)