



U2 WITH A DIFFERENCE

THIS ONE FLIES LOW AND FAST THROUGH THE CORNERS

Dennis May spills a few of Arthur Mallock's top secrets

WITH the usual fear of contradiction but none of being wrong, I'd classify Arthur Mallock's U2 as the fastest cornering car in the world at all speeds up to its present 120 mph maximum. In a straight line it merely goes slightly faster than you'd expect, basing your arithmetic on the knowledge (which you probably wouldn't possess if I didn't tell you) that its 1172 side-valve Ford engine develops 63 bhp and a mental assessment of the aerial swizzling created by its unpretentiously slabby body. But round corners—wow!

Wow, in fact, is exactly what Fangio said, only in Spanish, the day he watched Mallock outswerving the opposition by miles per hour in a Formula Junior race at Silverstone two years ago. Compared with Moss's winning average of 94.58 mph with a Berlinetta Ferrari in the same day's GT event, Mallock's FJ race speed of 95.31 was a stunner in Spanish or any other language, as the retired world champion with four bars to his title pointed out in excited asides. (In brackets and an unexcited aside, we should add that on this occasion, and fittingly for an FJ dice, the U2 was running in FJ trim, ie, with its token wings doffed and a 105E ohv Ford engine replacing the 1172 side-valver.)

The spectacle that had Fangio rubbing his eyes was nothing new to regular Silverstone habitués, however. Driving the current U2's several ancestors, powered by divers

Winning at Brands (top right)—his July '62 lap record still stands—and at Silverstone (below) with a 95 mph average

engines, Mallock had been doing the same thing for years, on circuits up and down this green and pleasant land. He's still doing it today, only more so more fast.

We live in a day and age when, as far as the broad outline of racing car architecture is concerned, 99 per cent of great minds think alike. If it's compatible with a sense of proportion to confer great-mind status on the designer-builder-driver of a car whose range of operations has never reached beyond the Junior and 1172 formulae, and is now confined to the latter, it's fair to identify Major A. M. R. Mallock, AMIEE, with that one per cent minority. While fashion has gone overboard for behind-the-driver engines, unequal wishbone i f s, independent rear springing, a fairly wide track and aerodynamic form exploiting elaborately compound contours, he has retorted with an up-front engine, wayback cockpit, swing-axle i f s, rigid back axle, radically narrow track and coffin-like body shape.

He's proved that the heresy works, too. Set out in all their glory, the proofs would fill my space. So to distill: the Mallock/U2 combo won last year's national 1172 championship, collecting 14 straight victories in this fiercely competitive series; and at the time of writing holds a lead in the 1963 scoring that makes two successive 1172 titles a practical certainty. At Oulton Park recently Mallock drove two races, won them both, broke the lap and race records for

his class, all of which was a fairly typical day's trading. He is quite a terrorist in hillclimbs as well as circuit races; at Great Auclum last year he returned the overall fastest sports car time, bettering well-handled Coopers, Lotuses, an E-Type, a '62 Lola and other hot transport, despite the fact that at this stage his 1172 Ford was only giving 58 bhp.

What's the secret of the U2's out-of-this-universe cornerability? Or is the secret simply Mallock's hairy but safer-than-it-looks tiller technique? To answer the second question first: No. This is demonstrable, because although there is no faster U2 driver than Arthur, others with less experience of the car have quickly approached his form. Such a one is Captain John Harwood, a partner in Mercury Stable Racing Team, as Mallock's spare-time enterprise, based on Roade, Northamptonshire, styles itself. Back when Mercury had a foothold in Formula Junior—the phase lasted a season and a half, finishing at the end of 1961—Harwood usually represented the team on the continent while Mallock went the home rounds. Harwood's best over-there success was an FJ win at Nurburgring in 1960; this dramatically twisty circuit suited the tiny Colossus of Roade to a T.

To get a real idea of the U2's minute size you need to see Arthur standing alongside it—he's six-foot three and makes the thing look like a rather large article of footwear. Wheelbase is 82 in, track

