46½ in, compared for instance with the FJ Brabham's 90 in and 50/49 in front and back. Maximum body height is 21½ in and in spite of the U2's two-seater form (necessary because 1172 formula cars are definitely sports) Mallock estimates the frontal area to be 10 per cent less than most current Juniors, and they're not large.

You might suppose from the car's squared-up shape that he was content to let air drag take care of itself, but this couldn't be further from the truth. Stuck with an anyway nominal two-person width and obliged for economy reasons to avoid multiplane curves, he concentrates on siting the spiky bits inboard (eg, suspension) and cutting body cross-section to the bone. Effectiveness of his anti-drag recipe can be judged from the fact that at Rheims with the 80 bhp 105E engine installed—this was in the car's FJ days—the now obsolete Mark II model was doing 137 mph on the main straight.

The Mark II frame, launched last October, is broadly similar to the earlier marks in its birdcage construction and use of 18g square and 20g round-tube members, ¾ in diameter or across flats as the case may be. Perhaps uniquely, all six sides of the box are fully triangulated, the result being a torsional rigidity factor of 2000 lb per degree of deflection.

I said earlier that the U2 is the fastest cornering car in the world, etc., but this needs qualifying in the case of the Mark II, which admittedly could be outcornered on indifferent to bad surfaces. The Mark III needs no such qualification; Mallock says it's about 6 or 7 mph up in cornering speed, with a marked reduction in drama. So let's have a close-up on the Mark II/Mark III transition.

All U2s have had rigid rear axles and swing axle i f s, but where the oldies used stiff quarter-elliptics at the back and a common pivot point in front, the current line has coils all round and cross-over axle halves in front. The latter feature enables the swingers to be stretched by 30 per cent—their length is now about two-thirds of the track measurement. This overcomes all the limitations of conventional swing-axle layout and is in fact just about the ultimate in i f s, says Mallock. The only place where the all-independent wishbone cars used to have the advantage was on very fast, very bumpy corners such as the outer circuit Woodcote. Meaning Silverstone of course. This was due to the relatively hard suspen-

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