

'U2 CAN HAVE A CAR LIKE MINE'

FOR YEARS, MALLOCK U2 CARS have competed successfully in club motor racing. What started as a hobby for Major Arthur Mallock after World War II, mushroomed in the mid 1960s so that the Mallock U2 became an established marque in motor racing, nearly 200 examples having been built by the end of 1974. In recent years, his two sons, Richard and Ray, have maintained the family tradition by building and racing Mallock U2s. At the age of 56, Arthur Mallock was still winning races in 1974, while his sons, who latterly had performed the lions' share of the driving, were a highly talented pair. All three Mallocks have won major championships, while Ray also won a coveted Grovewood Motor Racing Award in 1971.

The first Mallock special began to take shape when Arthur was eleven and, as finances at that time were very restricted, it took him until he was seventeen to finish it. The car was based on a 1921 Carden, with coil springs all round, no chassis, a twin-cylinder two-stroke engine under the back seat, no doors and a small windscreen. In fact, it was never entirely finished, as Arthur began work on another special and used many parts from the 'prototype'. The second Mallock was based on a chassis comprising four bed girders which cost 6d each, while the engine was a 350 cc side-valve Triumph bought for £1 15s. It ran for 50 yards before its chain-drive system snapped.

Mallock entered the army and began a flirtation with Austin 7s, his first being bought for £3. His introduction to motorised competition had been in 1935, when he took part in a schoolboys' motor-cycle trial. Four years later, he won the 850 cc class in the Hartlepool Speed Trials driving an Austin 7 Special.

During the war, Mallock was transferred to the RAF, where he became a flying instructor, and afterwards he competed in trials, hill-climbs, sprints and races with Austin 7 Specials.

In 1953, after a spell in 500 cc racing, Mallock turned to a new category, devised by the Seven-Fifty Motor Club for amateur special builders. Known as the 1172 Formula, it catered for cars powered by side-valve Ford engines. The faithful Austin 7 Special was brought out of retirement and fitted with an old Ford 9 engine, but it was no match for the swift Lotus of a certain young gentleman called Colin Chapman.

Following an overseas posting which kept him out of racing for two seasons, Mallock returned to the tracks of Britain in 1956 and, for two more seasons, the old Austin 7 Special was campaigned. Despite various modifications, the car was well past its prime, and so the first-ever U2 space-frame chassis was laid down. With no welding facilities, Arthur constructed the car by buying tubes, building these up on the floor and then carrying them down to the local welder. When the chassis began to grow, the back wheels were fitted and it was towed back and forth to the welder.

Little extra body framing was required as the chassis frame was built to the same shape as the body, hence the squarish shape. The weight was 7¼ cwt and many parts from the old Austin special were incorporated, the finishing touch being the acquisition of a reject nose cowl from the original 1172 Formula Lola. Initial races were promising with a fourth at Brands Hatch and a second (plus the lap record), again at Brands Hatch, but then the engine blew up at Snetterton and the car was not seen again in 1958.

For the following season, the engine was modified from E93A to 100E specification, and the Mallock U2 Mk 1 enjoyed a truly fantastic year, taking five wins (including the Ford Championship of Ireland) and four seconds. More ambitious plans were made for 1960. The new Formula Junior appealed to Mallock, for here, he thought, was a single-seater formula (as opposed to sports-car) ideal for the amateur special builder. He constructed two U2 Mk 2s ('U2 can have a car like mine') for his friend Capt John Harwood and himself. Cost of replica chassis at that time was quoted at £48 10s for a bare frame or £75 fully-panelled; with road springs attached, £10 was added. A modified Morris Minor rear axle was used in place of the faithful Austin 7 component and a Ford 105E 1-litre engine installed. In all, including engine and full running gear, Harwood's car cost £500 and Mallock's £450.

Harwood gained an international victory in the rain at Nürburgring in October the nimble U2 out-

Below: The man and his car; Arthur Mallock, club racing's famous exponent, with one of his famous little racers

Bottom: David Morris takes his 1594 cc U2 up Gurston Down hill. The car's low weight and easily visible corners (in this case wheels) makes it particularly suitable for this type of event

