



Above: Arthur Mallock, with a single-seater U2, at Silverstone on 7 October 1961

Right: Arthur's son Ray also made a career in motor racing, not as a constructor but as a driver. He is seen here in the Chequerboard Flag Brabham BT40 Formula Atlantic car at Brands Hatch in 1974

handling a host of rear-engined machines, while three months earlier he had been clocked at 137mph at Reims. Mallock campaigned his car in Britain and conquered a field of Lotus 18s—the 'in' cars—at Silverstone, also enjoying several good placings during the following season.

Formula Junior had become very professional, and very expensive. The decision (prompted by Mallock's bank manager) to revert to the 1172 Formula was made in 1962 and Arthur duly modified and re-engined his Mk 2; he won the championship. The U2 could conform to either single-seater or sports-car regulations, merely by fixing or unfixing the cycle-type wings.

The Mk 3 was introduced in 1963, this being lower than the Mk 2 and featuring coil springs instead of Austin 7-type quarter-elliptics and cross-over swing-axle front suspension. Once again, Arthur won the 1172 Formula championship. It was back to single-seaters in 1964, with the announcement of the 1-litre Formula Three; the Mk 3 was brought up to Mk 4 specification and both Mallock and Harwood campaigned the boxy little machine, now virtually the last modern single-seater not to have a rear engine. It was sadly handicapped by engine problems: Arthur had bought an engine for which 85 bhp was claimed by the tuner, but was found to develop a mere 58.

Financial cramp dictated deserting Formula Three early in 1965, but a new sports-car formula in the club-racing world attracted him: the Clubman's Formula. This was for 'Lotus 7-type cars', *i.e.*, stark-bodied, front-engined sports cars with cycle-type wings, so it was tailor-made for the U2. Customer David Wragg, a northerner, won the championship.

In 1966, Mallock spent most of the year building the Mk 6 generation of U2s (with a wider track to suit wider tyres plus radius arms incorporated in the rear suspension) for a long queue of customers, but he was back on the tracks in August and showed he still knew how to win races. By now, Arthur's two teenage sons were keen to go racing. Richard, then nineteen, built himself a U2 for £200, using secondhand parts and a standard 1500cc Ford Cortina GT engine, while fifteen-year-old Ray was tearing around a field near the Mallock's home in a trials/autocross special, based on a 1936 Austin 7 Ruby.

In 1967, Richard Mallock found his low-cost U2 eligible for the newly introduced Formula Ford and began his racing career in earnest. His father, then 49, decided to embark on his most ambitious season yet with a U2 Mk 6 modified to take a twin-cam Ford 1600cc engine, and run in Formula Two. His opposition included factory teams from Lotus, Ferrari, Brabham, McLaren, Matra and Surtees, all with

vastly more powerful engines. Arthur was certainly not disgraced and earned £680 in starting money, wiping the smile off the faces of people who scoffed at the Morris Minor rear axle and supposedly outdated front-mounted engine. He was placed ninth at Mallory Park and thirteenth at Zandvoort. The car was also used in club races with enormous success.

In 1968, Mallock introduced double-wishbone independent front suspension (using a special geometry developed from the swing-axle days, which Mallock claims was later used in Formula One) on the Mk 7 Formula Ford and Mk 8 Clubman's Formula models, while the following season saw a wider-track Formula Ford model, the Mk 9, and a road-going, full-width sports car dubbed the Mk 10. Race successes continued to come thick and fast. Richard was by now a regular Formula Ford competitor, while in 1969 Ray made his track debut in a similar car he



shared with Arthur—until Mallock Senior crashed heavily at Mallory Park and wrote it off. Ray rebuilt the car to Mk 8B specification for 1970 and began a successful career in Clubman's Formula racing, gaining the Shell/Gregor Grant Championship in 1971 with a later model Mk 11. Brother Richard won the same championship in 1973 with a Mk 12.

Virtually all Mallock U2 production in recent years has been for the Clubman's Formula, although both brothers had a brief essay in Formula Three which was handicapped by lack of finance. There was certainly no question of the stubby front-engined cars not being competitive! The Mk 8B gave way to the Mk 11 in 1971 and this in turn was updated to the Mk 11B specification for the 1972 and 1973 seasons. Also available in 1973 was the Mk 12, a car featuring de Dion rear suspension, and this was developed into the Mk 15 with which Richard Mallock won several races during 1974. For the smaller Clubman's class (for 1-litre or low-tune 1600cc engines instead of full-race 1600cc units), the Mk 14 was sold, this retaining the 'traditional' Mallock U2 live rear-axle configuration. Customer Creighton Brown, with a Mallock U2 Mk 11B brought up to Mk 14 specification, won the ShellSport Clubman's Formula Championship.

Ray Mallock developed into one of Britain's most promising drivers. The former Aston Martin apprentice (as was Richard) participated in Formula Atlantic and was a leading contestant in the 1974 Southern Organs/MCD Championship, driving both the works Ensign and a Brabham BT40.

There is no doubt that the Mallocks and their cars have carved a niche in motor racing's history. It has been some time since racing-car manufacturers decided that engines belong behind the driver, but Arthur Mallock refused to budge from his basic theory of a simple and strong, tubular space-framed vehicle with the engine in front.

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