

Whatever became of . . . ?

ARTHUR MALLOCK'S BOMBSK

by Jack French

The question was prompted by the photos in the September and October Bulletins which showed the car in its original blown-Austin-Seven form; Arthur kept the car for a total of nearly 14 years, during which it was repeatedly altered for a rich variety of purposes, like conformity with the various formulae introduced from time to time, development in search of more performance and sometimes to suit commuting needs. The last happened mostly with me, because when Arthur, who was then in the Services was posted abroad, I would have the car, often with my own engine.

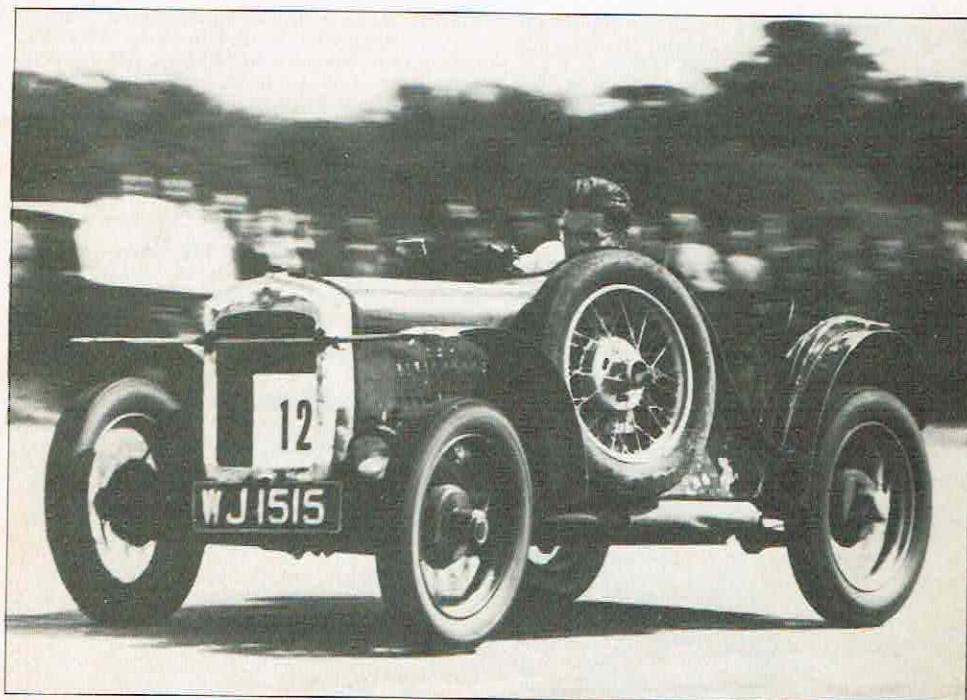
In short-chassis form with the external appearance little changed from that in the October '82 (Prescott) picture, the engines used were:— Blown Seven, Unblown Ford Eight, Nine and Ten. (Ford Nine? Before the 1172 Formula the nearest class was 1100 and this meant sleeving down the bores for smaller pistons), Ford Eight and Ten again but blown and finally a 500 dirt-track JAP for

the then new F3. In the last form the car still looked like an Austin Seven although the radiator core was removed and also in this form it was occasionally driven on the road to comply with current 'sports' regs.

To improve the weight distribution for trials the next conversion was to long chassis, and the original frame became the beginning of Simplicity; by this time there had been so many different engines (among all those Fords there was also a three-bearing Seven for the 750 F class) that there was, and still is, a total of 65 holes in the off-side frame member.

The limitations of the Austin frame were restricting the performance in 1172 racing so the next step was the space-frame, but still with a Seven radiator, as shown in the Brands paddock picture; in its ultimate guise as shown alongside Simplicity it was U.2. Mk.1, the sire of a famous line which has now reached Mk.24B of which there were six at Silverstone on March 6 this year.

Because of the need for money for the new F. Junior class Arthur had to sell the car at a time when it had plenty of championship-winning potential; but for those 14 years it must have given more satisfaction than almost any other car in a comparable category.



Blandford May 1949. Jack French wins the 1172cc class with Arthur Mallock's Austin Seven — based Bombsk.

Photo: Louis Klemantaski