

Arthur Mallock

Arthur Mallock has been central to the ideals of the 750 Motor Club for longer than most of us can remember, but it nevertheless comes as a surprise that this year he has celebrated his 75th birthday.

Arthur was born in Brighton, but this first competitive appearance was at Berkhamsted schoolboys motor cycle trial in 1935, and his first four wheeled event at the Hartlepool speed trials where he did a 20.8 secs quarter in his first A7 special. He was by now in the Royal Signals, then in 1941 an RAF instructor, then back in the Royal Signals and by 1953 captain of their ski team.

A blown 750 was built up in 1947 and Arthur mixed trials, sprints, hill climbs and racing, then a season of 500 racing. An ever evolving Austin 7 based, Ford powered, series of cars followed using his early running gear, but swapping the short chassis from Bomsk his earlier car, with Jack French for a long chassis. The evocative WJ1515 began to emerge with the announcement in 1953 of the 1172 Formula, and Jack then built Simplicity on the old Bomsk chassis. Arthur's first event was at Ibsley, then at Castle Combe a Nippy Carb and other "tweaks" resulted in 6th place and Arthur was on his way, in 1955 even managing a 14 min. 26 sec. lap of Nurburgring.

With the opposition buying Lotus Nines and Elevens "the poor man in search of motor sport" as Arthur styled himself, got his break with the removal of the weight limit and Arthur's new lower lighter 1958 special was in contention again. This car retained the Austin back axle, quarter elliptics and steering column but had a fabricated space frame, and to make ends meet Arthur advertised replicas - "U2 can have a chassis like mine," and the name stuck.

Like the internal combustion engine, Arthur's racing cars are finely developed examples of a basically simple device, and he happily wrote about their evolution in the Bulletin, gleefully explaining that if it cost anything it was too much, ditto if it weighed anything etc, etc. 'The Great Swing Axle controversy' probably did more to budding suspension theorists than on any other article in the history of publishing, and Arthur's principles at the time of very low frontal area via a narrow track, excellent road holding and handling produced and eminently raceable product. When all else failed in a corner, Arthur also had an apparent knack of lifting the car bodily by the steering wheel and placing it back on line - watching him in 1961 in a gaggle of Formula Juniors on the entry to Stowe raised delighted gasps every time round!

The U2 name was used until the late sixties when the Mallock series took over, a continuous line of some 33 years with countless championship titles in racing and hill climb events, and still today the car to beat in very many categories. Sons Richard and Ray have followed the family tradition and retain their father's deep interest in the club.

The 750 Motor Club owes Arthur an incalculable debt for the effort he has put in over the years and for the inspiration he has given to hundreds of aspiring drivers and designers, and that his sons have followed in their father's footsteps too speaks volumes for the man.

We wish him an enjoyable special anniversary day at the 8 clubs meeting at his home track Silverstone on the 30th October, when more Mallocks than ever will be present. Mallock racing will welcome everyone who wishes to call in at the paddock.

David Morgan