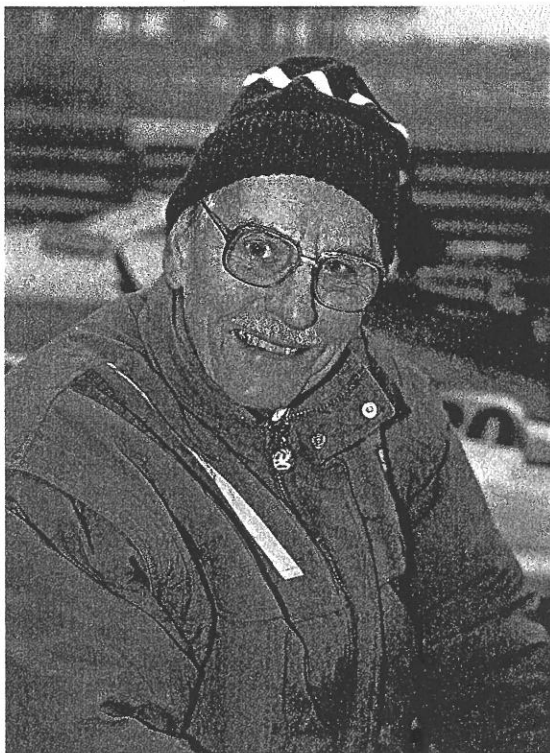


The Major Achievement

No man contributed more to the cause of low cost motorsport than The Major. As a tribute to the achievements of Arthur Mallock's fruitful career as a competitor and designer, Art Markus charts the development of his U2 racers, and track tests important examples

In March 1993, the founder of the Mallock marque, Arthur Mallock - affectionately known to motorsport enthusiasts as The Major - celebrated his 75th birthday. The occasion was marked (somewhat belatedly!) by a grand parade of Mallock cars at the 750 Motor Club's meeting at Silverstone on October 30, 1993.

This CCC track test of a selection of Mallock sports racing cars was to have been part of those birthday celebrations. Rather than a mere birthday celebration, it has become a celebration of the life and work of Arthur Mallock as, just days after our test (at which he was bravely present) we received the sad news that The Major had passed away. Coming so soon afterwards, it was especially poignant, and keenly felt. We knew he had been ill for some time, yet he had seemed in such good form when we saw him at Mallory Park. Okay, he was not as mobile as he would have liked; and his hearing may not have been what it was (too long spent in the vicinity of racing engines perhaps?); but make no mistake,



● Arthur Mallock - The Major - leaves behind him a lifetime of achievement in motorsport

this perhaps is even more a measure of the man - he was always prepared to listen to and consider the ideas and theories of others. Not an overtly friendly man, he was none the less always approachable....

When I saw him just days before his death, he was in fine form, animatedly discussing everything from Supersports roll centres to the intricacies of suspension tuning in the BTCC. It had only recently

The Major's racing brain was as sharp as ever.

With his bristling moustache and direct, penetrating gaze, his military bearing and slightly formal manners, Arthur Mallock could have been formidable... if he had chosen to. But instead he was an enthusiast to the core; reserved perhaps, but never aloof. In fact, he was accessible to all, always ready to engage in discussion about cars and racing, always willing to give advice and the benefit of his vast experience, notably in a series of articles in CCC in the early '80s. Moreover - and

been announced that Ray Mallock Ltd had been awarded the contract to prepare the 'works' Vauxhall Cavaliers in 1994. Arthur was obviously immensely proud of his son Ray's success. But even more than that, he was, typically, intensely interested in what it takes to turn an ordinary passenger saloon into a racing car.

Arthur Mallock was a stalwart of the 750 Motor Club throughout his long and fruitful career as a competitor and designer. His ideals were always perfectly attuned to the 750MC's philosophy of low-cost motorsport. Indeed, in the early days it was said that if it cost anything, it was too much; and if it weighed anything, that was too much too!

The earliest Mallocks to be offered for sale were known as U2s. Legend has it that The Major offered replicas of his own successful designs with the advertising catchphrase: 'U2 can have a chassis like mine', and the name stuck. I can remember a couple of early examples racing in New Zealand in the late '60s and early '70s, and thinking what a daft name for a racing car. It sounded vaguely rude... a little bit 'Up Yours'; almost like a verbal two-fingered salute. But having heard how the name came into being it all makes a bit more sense. Little did I imagine that I would one day be sitting in an English country pub having lunch with the U2's creator!

Even as a teenager, Arthur Mallock displayed a great talent for tinkering with machinery, assembling several specials from some distinctly unpromising components, and also developing a taste for competition; he made his competition debut in the Berkhamstead schoolboy motorcycle trial in 1935. His most famous special was known as WJ1515, and went