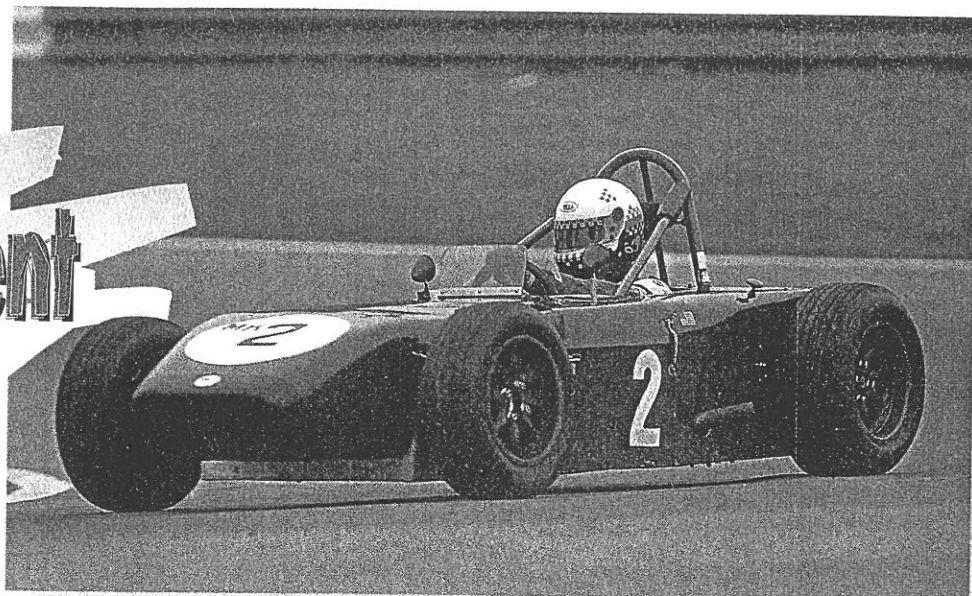


The Major Achievement

slow corners (and they don't come any slower than Mallory Park's Shaws Hairpin) is therefore of paramount importance. The rear suspension of the Mallock Mk30PR is carefully designed and tuned to provide the greatest possible traction. It comprises the obligatory live axle, located by trailing arms and Mumford Link, with the coil spring/damper units operated by pull-rods.

What was astounding was that I could come out of Shaws Hairpin and simply nail the throttle, without giving a thought to controlling wheelspin. Whereas the little Mk2 would pick up the inside rear wheel and wheelspin for a hundred yards if you let it, the Mk30PR simply sat down on its haunches and shot off down the hill, without so much as a squeak from the rear tyres. Remarkable!

And the brakes.... I simply wasn't brave enough to find the limit with the carbon pads, especially when braking for Shaws Hairpin. The approach to Shaws has a large bump - more of an undulation, really - just at the point where, in most cars, you want to start braking. In fact, thinking about it, the bump may even be caused by all those drivers suddenly hitting their brakes in more-or-less the same place over the years. Usually it is best to start braking just before it, which settles the car on its suspension and may actually help it ride the bump; rather than trying to brake right on it when the suspension can be unsettled and the tyres momentarily unweighted. Or after it, which may be too late....



The fastest Clubman Sports cars have traditionally been able to produce F3-type lap times, at a fraction of the cost - they must be nearly at the top of the speed-per-pound-spent scale

I was braking at the usual place in the Mk30PR, and the damn thing was practically laughing at me. Okay I wasn't exactly coming to a halt and then accelerating up to the corner (as happened, so legend has it, to the first guys to try disc brakes!), but about halfway along the braking area I was easing pressure on the pedal, and more-or-less coasting the last few yards. I couldn't summon up the courage to go past the bump before applying the brakes, but I reckon it would have been possible. *Incroyable!*

At the opposite end of the circuit, the brakes were all but redundant. Again, I didn't quite have the bottle to go into Gerrards flat, but I found myself going faster into the long sweeping right-hander than I would have believed possible. I felt that while the car may have been well within its capabilities, the driver was not! It was time to call it a day....

Although they may have slipped a little behind in recent years (or is it that Formula Three has gone ahead?) the fastest Clubman Sports cars have traditionally been able to produce F3-type lap times, at a fraction of the cost. They must therefore be very nearly at the top of the speed-per-pound-spent scale.

Happily, so long as the Clubman Sports category thrives, Mallock Racing seems assured of a bright future. Richard and Ray Mallock look certain to continue the family tradition. And if nothing else, the 300-plus cars to have emerged from Mallock Racing's premises, many of which are still being raced all over the world, are a fitting and eloquent testament to Arthur Mallock's life work. His place in motor racing history is secure... but he will be sadly missed. ■

Mallock Racing, The Grove, Road, Northamptonshire
Tel: 0604 863504
Fax: 0604 863807

● Below: Lovely U2 at Shaws Hairpin: wheelspin for 100 yards - on demand! Paul Dawson's Mk18

