

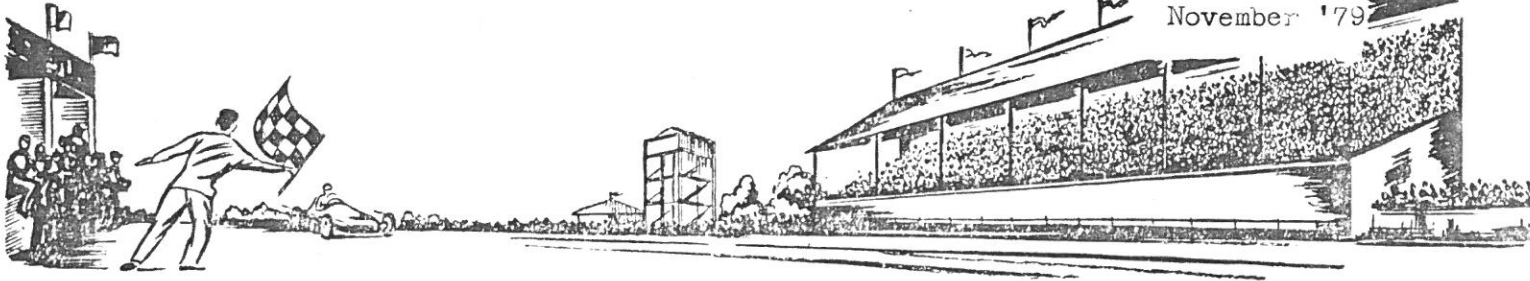
Mallock Racing

Partners:
ARTHUR MALLOCK
RAY MALLOCK
RICHARD MALLOCK

V.A.T. No. 120 5964 85

MILL COTTAGE
THE GROVE
ROADE
NORTHAMPTON
NN7 2PB
Phone: Roade 862416 (STD 0604)
Works 863504

November '79



Mallock Mk 20b and 21.

The car on display is the Mk 20b Works development car, featuring a lower front roll centre which eliminates 'Jacking', low caster wishbones for improved 'turn in' and a **high** down-force, but low drag nose. The alloy radiator is moved to the front for better cooling, lower weight, better equalisation of tyre temperatures, and improved ground effect.

The rear axle uses "New generation" double row angular contact bearings, which eliminates all half shaft flexing and hence camber and toe changes. This greatly improves tyre, half shaft, and bearing life, and reduces brake knock off.

For 1980 we have introduced the Mk 21. In addition to the items already tried above, the chassis rigidity has been increased by 35% to 2300 lb ft/^o for the bare chassis (almost certainly the stiffest ever space frame.)

The rear axle will be located fore and aft by a unique Watt linkage arrangement giving zero bump steer.

The rear springs will be mounted vertically inboard. This cuts out the Anti-progressive effect of inclined springs, and allows stiff suspension in double wheel bump for reduced attitude change, whilst giving a soft single wheel rate for good road holding and low weight transfer. This, combined with the stiff chassis, makes the car very responsive to roll bar tuning. The concept also allows me more freedom for future ground effect development. We will be looking for Formula 3 lap times in 1980.