

A Yorkshire Circuit

LATE EXTRA!*See Page Six*

Oliver's Mount, Scarborough

TO see the history of the Oliver's Mount circuit at Scarborough in correct perspective, it is necessary to look back at the years before the second world war. Between 1935 and 1939, the Scarborough and D.M.C. were active in advancing plans for a road-race course; there were several propositions, differing as to location and length of lap. Suggestions were made for a 14-mile track on Seamer Moor and for one of 10 miles on the town's racecourse, then Corporation property and today still requisitioned by the Admiralty. The former would have been a T.T.-type course with gradients of up to 1 in 3.

These and other variations received considerable support among members of Scarborough Borough Council, but not sufficient to gain the majority necessary to proceed farther. To develop a circuit on the scale envisaged, £250,000 of the Corporation's money would have been required and a return on this investment would not have been shown immediately. As a result of the magnitude of the project and the close division amongst council members, a ratepayers' poll was taken; this refused the mandate to carry out such an ambitious undertaking.

However, the project was by no means forgotten by its advocates when the war came. The opportunity to take matters farther arose in the immediate post-war period.

In the summer of 1946 the Corporation, planning a Welcome Home week for servicemen, approached the local motorcycle club to see what assistance its members could give. Mr. G. Horrocks, entertainments manager, was told that if he could obtain the necessary permission and get Oliver's Mount put in order, the Yorkshire Centre of the A.-C.U. and the Scarborough and D.M.C. would stage a road race meeting in September of

that year over a 2.414-mile circuit.

The Corporation's surveyor produced an estimate of £920 for fettling the course, agreement was reached all round and racing was on. The first meeting took place, as planned, on Tuesday, September 17, and Thursday, September 19, this two-day promotion establishing from the outset the pattern of future events. Today, however, each meeting takes place on a Friday, either



Consistent Scarborough supporter is veteran Norton star Jack Brett.



Dave Chadwick, 250 c.c. lap record holder.

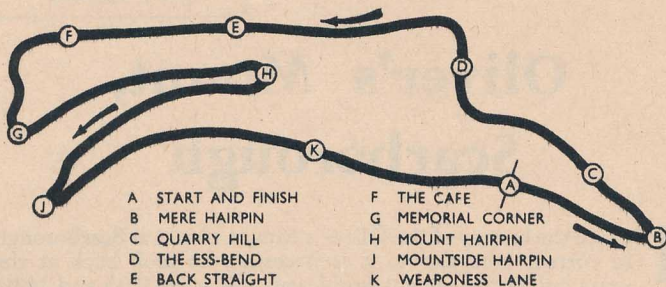
MOTOR CYCLINGCIRCUIT SOUVENIR No. 8
Pull away from staples, slit edge and re-fold to pocket size

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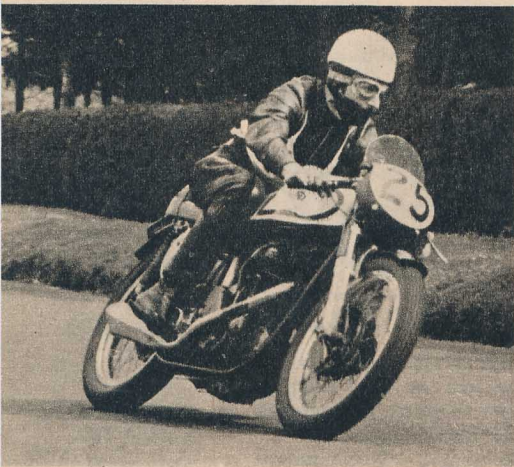
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Page One

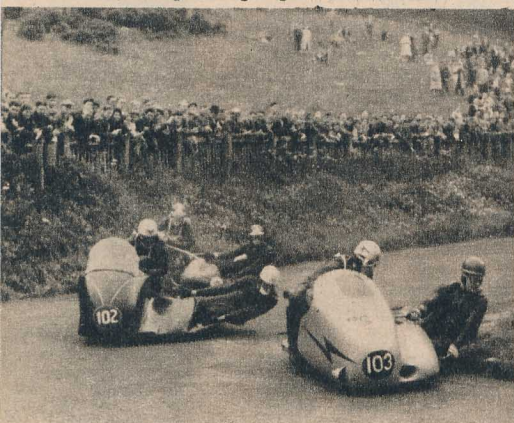
The Course, Corner by Corner



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(Above) High speed in "second:" John Hartle motors his Norton briskly round Memorial Corner. (Below) Passengers bring weight to bear at Mountside.



OLIVER'S MOUNT

THE 2.414-mile course at Oliver's Mount, Scarborough, is unusual in at least two respects—considerable gradients are included and the circuit is lapped anti-clockwise.

The start and finish line, A, is located on the longest straight of the course, towards its farther end. Almost 350 yards beyond is Mere Hairpin, B. The corner is an acute one, left-handed, and turns uphill. Mere is rated the most arduous of the three hairpins, for there the clutch can be burnt out so easily; the drill is to get it home as early as possible. To meet the exacting demands of this bend, most manufacturers make a special, extra-low "Scarborough" bottom ratio. On a flying lap, Mere is approached at high speed and many a rider has taken to the slip road to escape a tumble.

Quarry Hill, C, has an average gradient of 1 in 9, with the steepest portion 1 in 6. It is a second-gear climb which takes riders under two footbridges in full view of spectators on the inside of the course.

Speed at the Ess Bend, D, is controlled by the left-hand swerve leading into this pair of curves and they are taken fast in second gear. They are beautifully surfaced, offer plenty of grip and, in spite of the short straight between the two principal bends, are treated as one hazard by the faster men.

Speeds along the Back Straight, E, are naturally high, although third gear only is brought home along its $\frac{1}{4}$ -mile length. In spite of the bumps, peak r.p.m. are showing by the time machines reach The Cafe, F, the latter being used by some as a braking point for the corner at the end of the straight. This corner, an unnamed left-hander, is the first of a group of three; the second is a

right-handed swerve where riders have to be careful not to nick the grass as they line up for the main bend, Memorial Corner, G.

Memorial Corner is a very tricky left-hander of the kind which "keeps on going round" and many a competitor has drifted into the grass on the exit. Taken at some 50 m.p.h. in the low "second" used on this course, it is rated as one of the circuit's hardest bends to negotiate at speed.

A short, kinked "straight", along which riders get into third cog, leads to Mount Hairpin, H. The swerves along this approach can be taken "flat" by a competent man. At the right-handed hairpin, bottom gear is engaged. The corner is usually covered with leaves or dirt on the left side

of the exit and it is necessary to prevent a drift over to this side if snaking at the back wheel is to be avoided.

It is a very steep drop down to Mountside Hairpin, J. Star performers can get into "third" on a quick "500" here, but may have an anxious moment at the bottom if the braking point is not judged to a nicety.

Back on the general level of the starting grid, competitors are in a position for the full-bore blind along the bumpy Weaponess Lane, K, on the way to the finishing line. About half-way along this bottom straight is a hump that causes machines to leap clean off the ground when travelling at some 90 m.p.h., the hillside on the inside of the course being thronged with visitors who have come to watch just this.

LAP RECORDS

- 125 c.c. Solo:** 2 min. 38.4 sec.=54.86 m.p.h. W. A. Lomas (M.V.), 18.9.1954.
250 c.c. Solo: 2 min. 22 sec.=61.19 m.p.h. D. V. Chadwick (M.V.) and J. Surtees (N.S.U.), 15.6.1957.
350 c.c. Solo: 2 min. 13.8 sec.=64.95 m.p.h. J. Surtees (Norton), 16.9.1955.
500 c.c. Solo: 2 min. 5.4 sec.=69.29 m.p.h. G. E. Duke (Gilera), 17.9.1955.
500 c.c. Three-wheelers: 2 min. 22 sec.=61.19 m.p.h. W. Faust (B.M.W.), 17.9.1955.
Absolute Track Record: Held by 500 c.c. Solo.

MEETING DATES (with times of first races)

Road Races

Friday, June 13 (5.45 p.m.), and Saturday, June 14 (1 p.m.) (National permit.)

Friday, September 19 (1.30 p.m.), and Saturday, September 20 (1 p.m.) (International permit.)

Scrambles

Sunday, May 4—2.30 p.m. (E. Yorks Centre permit.)

Sunday, July 27, and Sunday, August 14—details to be arranged.

Circuit Admission Charges: Adults, 3s. 6d. per day; school-children, 1s. 6d. per day.

Car Park Charges: Cars, 2s. 6d.; motorcycles and three-wheelers, 1s.
Organizers: Scarborough and D.M.C. **Secretary:** J. Claxton, 14a Aberdeen Walk, Scarborough. (Scarborough 12 and 5012.)

SCARBOROUGH SCENE

OLIVER'S MOUNT, the seaside circuit, is at Scarborough, the "queen of watering places" on Yorkshire's East Coast. Historically, this is a most interesting area. The castle, standing on the headland and separating Scarborough's North and South bays, has evidences of fortifications built over 2,000 years ago. The foundations of the earliest of them, a Roman signal station, can still be seen in the castle grounds. The castle is open to the public. The huge ruined Norman keep dominates the whole town.

There are fine views from the castle headland, but the finest are from the circuit itself. From the Memorial, highest point on the course, one can see over 40 miles of Yorkshire coastline.

As a popular holiday centre, Scarborough itself attracts hundreds of thousands of holidaymakers annually from as far afield as Scotland and the Midlands. It is a festive scene for photographers and an ideal place for anglers and for those who like sailing or a day trip by steamer along the coast.

An evening trip from the town can take in many beauty spots. There's never need to be lost in this area, for one has only to strike east to join the coast road.

A longer ride would be inland on A170 as far as Thornton le Dale. Then turn North to join the A169 and journey over the Goathland Moors to

Whitby, via Saltersgate Inn. Interesting spot nearby is the Hole of Horcum, a natural bowl in the moors large enough to house a town. Whitby lies at the mouth of the River Esk and has a busy harbour, bristling with life. On a cliff top above the town is the spectacular ruin of St. Hilda's Abbey, where Caedmon wrote the first known English song.

Bridlington, 18 miles south of Scarborough and on the other side of Flamborough Head, is the second largest resort on this stretch of coast. It is renowned for safe bathing on the sands of the North and South beaches and the harbour is always full of boats during the summer months.

WHERE TO STAY

THE Balmoral Hotel (Tel. 81), The Brooklands Hotel (1607), The Cambridge Hotel (1476), The Clifton Hotel (3253), The Crown Hotel (1200), The Cumberland Hotel (1826), The Grand Hotel (1053), The Manor Hotel (1244), The Marina Hotel (2408), The Mount Hotel (961), The Pavilion Hotel (1040), The Royal Hotel (1046), The Southlands Hotel (1447), The Stresa Hotel (2931), The Weydale Hotel (2494), all in Scarborough. Over 450 other hotels and guest houses are listed in the Corporation's official brochure.

MOTOR CYCLING

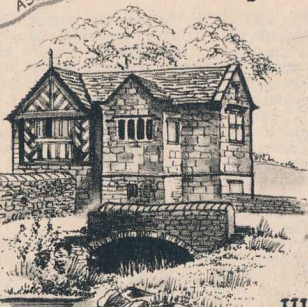
Circuit Souvenir No. 8



THE LAKES - GRASMERE

ABBAY BRIDGE - BARNARD CASTLE

THE PENNINES



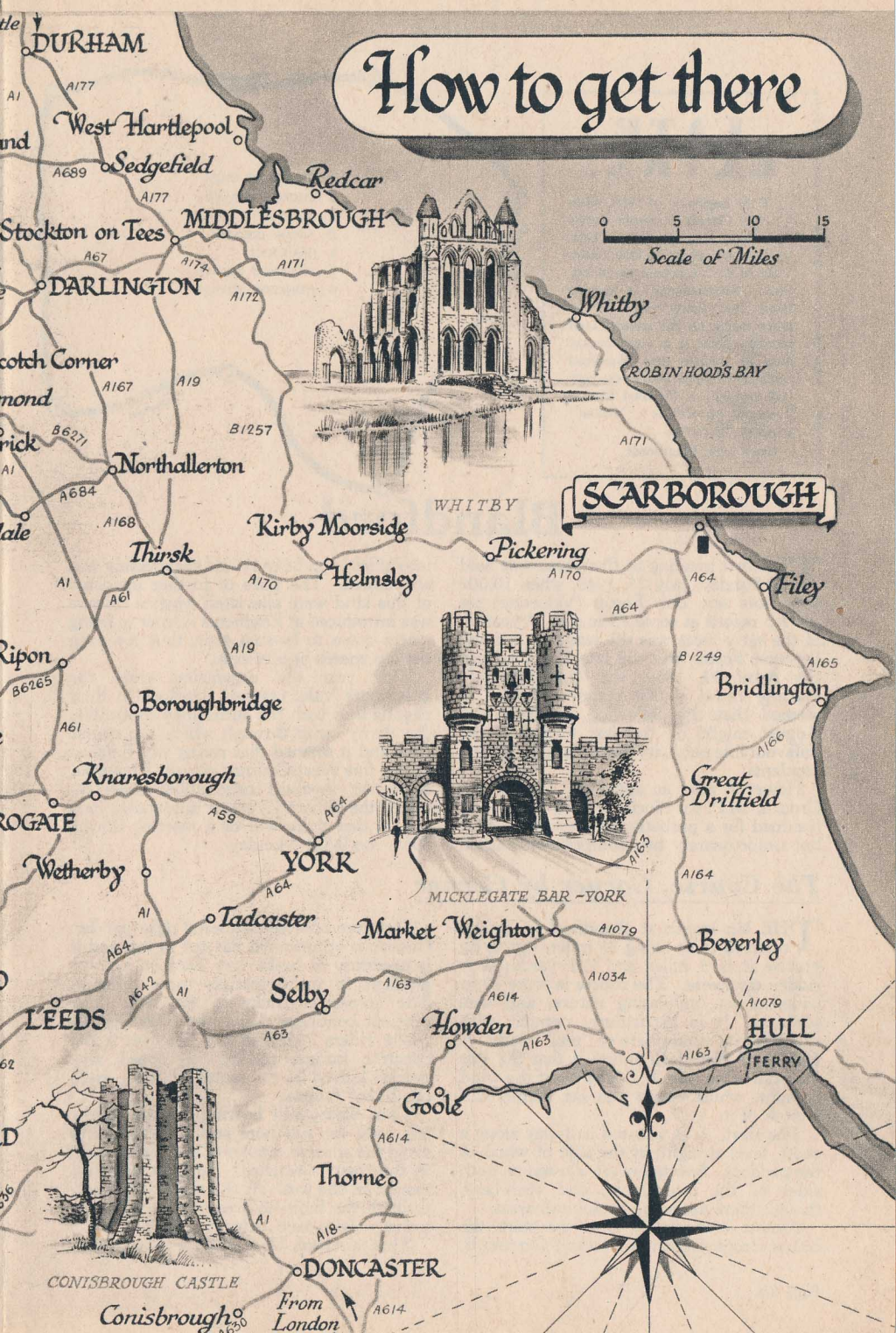
KIRKLEES PRIORY - GATEHOUSE

TABLE OF MILEAGES

	Scarborough
Doncaster	73
Driffield	22
Hull	42
Leeds	65
London	208
Market Weighton	37
Middlesbrough	49
Newcastle-on-Tyne	87
Scotch Corner	72
Sheffield	91
Sunderland	76
Thirsk	45
Whitby	20
York	41



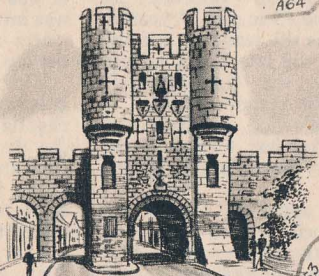
How to get there



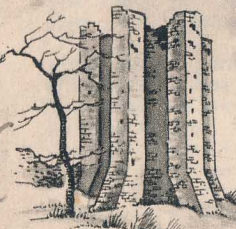
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Scale of Miles

SCARBOROUGH



MICKLEGATE BAR - YORK



CONISBROUGH CASTLE

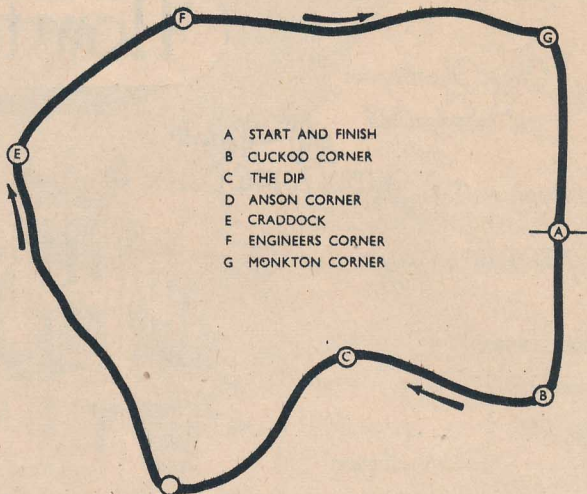
Conisbrough

From London

LATE EXTRA!

AT the beginning of 1958, when the Circuit Souvenir Series was being planned, it had been intended to include the Blackmore Vale M.C.C.'s course at Blandford. Subsequently it seemed likely that there would be no more racing on this natural road circuit. Now, it is our pleasant duty to confirm that Blandford racing is on again and, at the very last moment, in the final Circuit Souvenir, we present a "potted" guide to the course.

Good luck, Blandford!



Blandford

THE first meeting at Blandford was held on Sunday, July 25, 1948, when 10,000 spectators saw Bob Foster (Velocette) set the lap record at some 85 m.p.h. A feature of the early races was the terrific scrapping between Foster and the late Les Graham. On April 29, 1950, the "International" meeting drew 40,000 visitors, though it seemed that the following promotion in August might be the last owing to the unfavourable publicity resulting from several accidents.

However, after an appeal by Mr. Robert Crouch, M.P. for North Dorset, racing was resumed for a probationary period in 1951, but unfortunately two competitors crashed

into officials on May 14 and the meeting was abandoned. The risks of further incidents of this kind were alleviated when a chicane was introduced at Engineers Corner to bring riders down to bottom gear, thus lowering the lap speeds appreciably.

This year the organizing club, the Blackmore Vale, reached deadlock in their negotiations with the authorities controlling the Army camp through which the course runs and it seemed that racing was finished at this fine West Country circuit. However, somewhat involved negotiations have resolved the difficulties and it is now definitely known that there will be a meeting during 1958—on Whit-Monday.

The Course, Corner by Corner

THE lap length at Blandford is usually referred to as being $3\frac{1}{2}$ miles, but to be precise it is 3 miles and 247 yards; it is ridden clockwise. The course is some 20 ft. wide, of an undulating nature, and well surfaced. It is particularly popular with riders for its atmosphere of "real" roads. A feature of Blandford riding is that the star man can often pull T.T. gearing if the wind is right, whilst others can get within half a tooth of it.

The start, A, is situated half-way along a short, level straight, at the side of which is the paddock. Spectators are allowed on both sides of the track here, and elsewhere, though there are some prohibited areas.

Almost immediately after the start, the course drops slightly to Cuckoo Corner, B,

a 90-degree adverse-cambered right-hander. Cuckoo is approached flat out in top and it is necessary to brake very hard on a down gradient to make matters more difficult. The corner is tricky in the wet. The gradient continues down into The Dip, C, where riders sweep to the left over a flat concrete bridge, picking up speed very quickly indeed for the assault on the 1-in-10 climb that follows.

This climb, still bearing slightly to the left, calls for full bore and a good line to avoid the adverse camber of the narrow road as the crest is reached. Again it demands respect in the wet. At the top it levels out, through the built-up area of Army huts to a sharp right-hand hairpin.

This is Anson Corner, D, a bottom-gear

bend that lines riders up for the fastest part of the course, Craddock Straight, E. The "straight" curves gently to the right leading competitors to Engineers Corner, F, where they have to brake hard to get their speeds down for the chicane installed in recent years. Engineers is a popular vantage point.

The last corner of the lap is Monkton, G, a full 90-degree right-hander where the camber on the apex of the bend favours the rider. The approach to Monkton is made

very fast, especially on the last lap of a close race, as the grid is just round the bend, and many riders have either used the slip road or disappeared into the W.D. coal yard at a high knottage through the gateway left open for the purpose. They always re-appear none the worse for their experience, though with their morale considerably detuned!

The home straight is a full-bore run towards Cuckoo, top gear usually going home on a Senior mount as it passes over the grid.

LAP RECORDS

50 c.c. Solo: 3 min. 56.2 sec. = 47.82 m.p.h. F. W. Launchbury (Itom), 10.6.1957.

125 c.c. Solo: 2 min. 46.4 sec. = 68.06 m.p.h. J. Baughn (M.V.), 21.5.1956.

250 c.c. Solo: 2 min. 22.4 sec. = 79.39 m.p.h. F. Anderson (Guzzi), 3.8.1953.

350 c.c. Solo: 2 min. 15.2 sec. = 83.62 m.p.h. F. Anderson (Guzzi) and R. McIntyre (A.J.S.), 3.8.1953.

500 c.c. Solo: 2 min. 10 sec. = 86.97 m.p.h. R. D. Keeler (Norton), 30.5.1955.

Three-wheelers: This class is not now catered for.

Absolute Track Record: Held by 500 c.c. solo.

MEETING DATES (with times of first races)

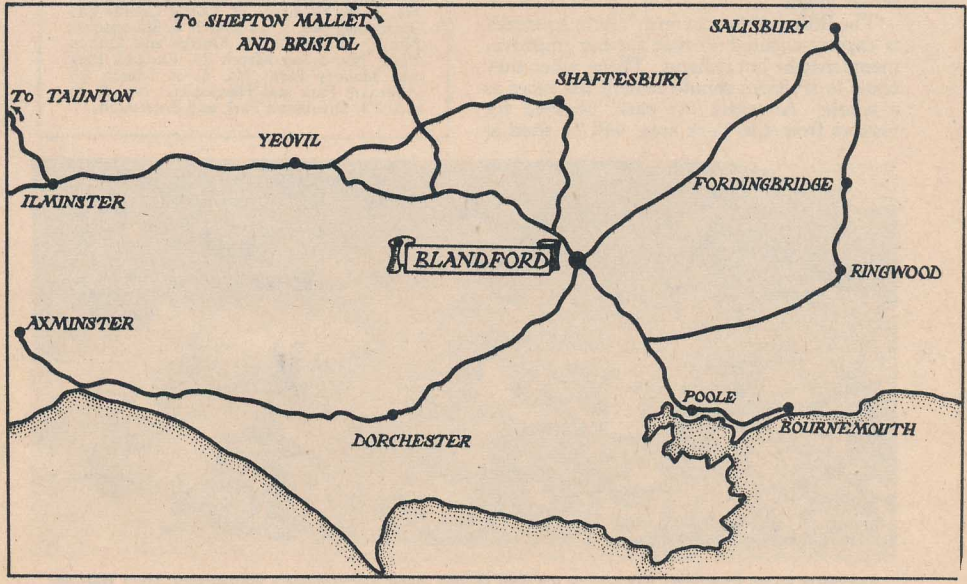
Road Races

Whit-Monday, May 26—1 p.m. (National permit.)

Admission Charges: Adults, 3s. 6d.; children, free.

Car Park Charges: Motorcycles and three-wheelers, 2s. 6d.; cars, 4s.; coaches, free.

Promoters: Blackmore Vale M.C.C. Secretary, F. J. Rendell, 109 Sutton Veny, Warminster, Wilts. (Sutton Veny 248.)



A Yorkshire Circuit

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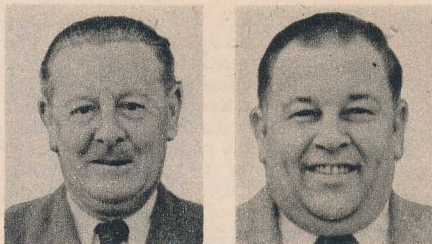
afternoon or evening, and the following Saturday afternoon.

Since then the circuit has been very much improved; £25,000 has been invested by Scarborough Corporation who have not, as yet, recouped any of this capital. Nevertheless, there is abounding faith on the part of all concerned in the course, which is only two miles from the centre of the town, and meetings there go from strength to strength.

In 1946 there were only 17 starters at the inaugural meeting. Since then the entry list has grown with the circuit's popularity until today the record shows that 480 riders have competed there at a total of 15 "national" and seven "International" meetings. Of these, over 300 have received awards.

From a spectators' point of view, the track is ideal in many ways. Footbridges and crossings give easy access to the permitted areas, the majority of which are situated inside the course; in most cases these enclosures are elevated so that races may be watched easily and in safety, and nearly all of the lap is now permanently fenced. Traffic problems have been dealt with and the organizers claim that 30,000 visitors who arrived by 7,500 vehicles at one meeting were cleared within 20 minutes—a creditable achievement.

The lifting of the current "credit squeeze" is eagerly awaited so that further improvements may be put in hand. These, when they come to fruition, should benefit the races as a whole. An extra car park, planned for visitors from the York area, will be sited at



(Left) G. F. H. Gardiner, road race chairman and treasurer of the Scarborough and D.M.C. (Right) Chief marshal T. W. Cullen.

the bottom of the course; the only park at present lies at the top.

Oliver's Mount has a sound reputation of which it is justly proud; perhaps its brightest star is that of safety, for during the whole of its racing history not one rider or spectator has been seriously injured.

There is also a scrambles course at Mere Lane, close to Oliver's Mount, at which several meetings per year are promoted by the Scarborough and D.M.C. A one-mile lap is used. Further details are given on page three.

THIS Circuit Souvenir is the last of a series of eight. A folder to hold the complete 64-page guide is now available free of charge (application form on page 682).

Souvenir No. 1, published on February 20, covered Brands Hatch and Crystal Palace; No. 2, on February 27, Castle Combe and Thruxton; No. 3, on March 6, Silverstone; No. 4, on March 13, Aintree and Oulton Park; No. 5, on March 20, Cadwell Park and Mallory Park; No. 6, on March 27, Aberdare Park and Hawkstone; No. 7, on April 3, Shrubland Park and Snetterton.



Spectators watch from close quarters as the field sweeps round Scarborough's bottom-gear Mere Hairpin.