

In the East Midlands

The Parks—Cadwell and Mallory

THE two road-racing circuits of the eastern Midlands, Cadwell Park and Mallory Park, have much in common. Both have a long history of sporting interests, both are, geographically, within reach of similar centres of population and both have short laps laid out in typically English parkland surroundings.

Lincolnshire's Cadwell Park, the Louth and D. M.C.C. claim, is the oldest road circuit in the country and certainly it has competitive associations going back some 25 years. The first race there—organized, as all subsequent events have been, by the Louth club—was over a $\frac{3}{4}$ -mile lap. Gravel surfaces were used, these being drives to, and actually over, the site of the Hall, demolished in 1925, and to the Manor House which stands near the starting grid. These drives were connected by a farm road and a strip of grass.

In 1938 most of the loose surfaces were sealed with tarmacadam or concreted, though it was not until 1953 that the major alterations were instituted which increased the lap to its present 1.25 miles. At the same time as the extra length was added, the track was widened to its present average of 23 feet.



Fred Wallis, Jun., prominent rider at both East Midlands circuits.

Cadwell Park is popular with both riders and spectators for two differing, but complementary, reasons. Because it has good bends, considerable gradients and other natural hazards, it is a circuit that favours the man rather than the machine, in spite of the fact that speeds well over 100 m.p.h. can be reached in places—which means flat-out going. Also, it is a natural course with all the ingredients of a miniature T.T. circuit—one that can be seen, almost in its entirety, from many vantage points on the surrounding hill-sides. Both these factors contribute, each in its different way, to first-class short-circuit racing, to which riders and spectators return each season.

MALLORY PARK, at Kirkby Mallory, near Leicester, also has a long history, though road racing over a hard surface is a comparatively new development there. The circuit, as its name suggests, is sited in pleasant parkland which includes, nowadays,



John Hartle, fastest "350" and joint 500 c.c. lap record holder at Cadwell.

MOTOR CYCLING

Pull away from staples, slit edge and re-fold to pocket size

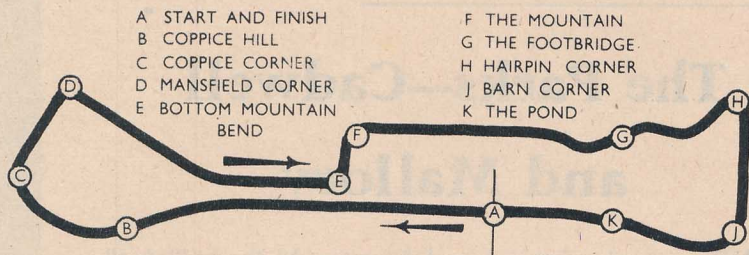
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The Course, Corner by Corner



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CADWELL PARK

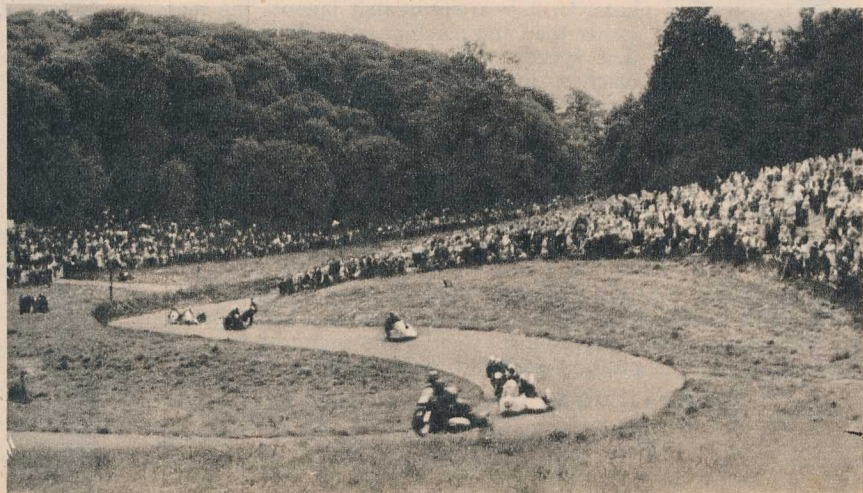
THE 1.25-mile clockwise lap at Cadwell Park is a complex one, for all its shortness, and includes a good variety of mixed going. In fact, this is quite a tough course, sufficient to tax the ability of the most capable rider, no matter what his mount.

The start, A, is on the main straight. Speeds of well over 100 m.p.h. are obtained along this half-mile stretch, in full view of spectators, and are held through the slight curve at the end on the approach to Coppice Hill, B. The Hill is a sweeping right-hand curve where every bit of momentum gained by storming along the straight can be used to advantage, but the machine has to be kept well in hand in order to start braking just past point B, as the rider breasts the top of the climb for Coppice Corner, C—an excellent place to watch solos and sidecars. This corner, suitably banked, is a second-gear right-hander taken downhill on the way to Mansfield Corner, D.

Rapid acceleration is then important along a slightly downhill quarter-mile stretch, through an easy left curve, to the bottom of the Mountain. The Bottom Mountain Bend, E, is an acute left-hander and is a very fine place to watch sidecar passengers rubbing their shoulders in the dirt or to see solos cranked over until the peg scrapes the deck. It is "bottom cog" here. The onslaught on The Mountain, F, involves an attempt on a very steep gradient taken at full noise so as to reach the short, flat, straight near the pits as quickly as possible. There is a controlled crossing across the narrow waist of the track to enable spectators to move from one side of the course to the other between events.

From this straight, the track twists in a small right-then-left curve leading under the Motor Cycling Footbridge at G. There are seemingly endless swerves through the woods, but the vantage points along this tricky stretch are, unaccountably, not so popular as they deserve to be. Occasionally

Watched from natural "grandstands," "chairs" whip out of Bottom Mountain Bend and accelerate up The Mountain.



a "chair" can't quite make one of the more acute hazards here and arrives at the very door of the St. John Ambulance Brigade hut, despite the intentions of its crew!

It is at Hairpin Corner, *H*, that the fun really takes place, the approach being a downhill one just to make things more lively. This is a hairpin in the fullest sense of the word, requiring bottom gear and much clutch-slipping, and is one of the points on the course where even the most expert feels he can improve his performance. At no other place are all the facets of driving skill, particularly braking technique, more clearly shown.

From then on, it is a descent to Barn Corner, *J*, a double-radius right-hander

taken as one full bend by the more expert and quicker riders. It is important to maintain speed here, for the finishing line is just around the corner after a short, fairly steep downhill section. It is no unusual sight for the spectators who throng the hillside to see a group of "chairs" come round the bend, abreast, in an endeavour to beat the hand-capper and their fellows in their sprint for the line and the chequered flag.

An out-of-the-ordinary feature of some racing meetings at Cadwell Park is the inclusion of classes for 500 c.c. cars, and it is an education to compare their tactics—and speeds!—with those of both solos and side-cars which are often powered by near-identical engines.

LAP RECORDS

250 c.c. Solo: 1 min. 18 sec.=57.69 m.p.h. J. Murgatroyd (Velocette) and P. Tomes (J.E.L.), 5.8.1957.

350 c.c. Solo: 1 min. 10.5 sec.=63.75 m.p.h. J. Hartle (Norton), 5.8.1957.

500 c.c. Solo: 1 min. 8 sec.=65.25 m.p.h. H. Plews (Norton), 30.6.1957, and J. Hartle (Norton), 5.8.1957.

1,200 c.c. Three-wheelers: 1 min. 14 sec.=59.08 m.p.h. C. Smith (Norton), 15.9.1957.

Absolute Track Record: Held by 500 c.c. solo motorcycle (Plews and Hartle).

MEETING DATES (with times of first races)

Road Races

Easter Monday, April 7—12 noon. (East Midland Centre permit.)

Whit Monday, May 26—12 noon. (East Midland Centre permit.)

Sunday, June 29—12 noon. (East Midland Centre permit.)

Bank Holiday Monday, August 4—12 noon. (East Midland Centre permit.)

Sunday, September 14—12 noon. (National permit.)

Circuit Admission Charges: Adults, 3s.; children, 1s.

Car Park Charges: Motorcycles and three-wheelers, 1s.; cars, 2s. 6d. (track-side enclosure, 5s.).

Organizers: *The Louth and District M.C.C. Secretary, Chas. Wilkinson, 140 Eastgate, Louth, Lincs. (Louth 438 and 779.)*

THE CADWELL COUNTRY

CADWELL PARK is situated just south of Louth in Lincolnshire, which is the second largest county of England, essentially lowland and agricultural country, with a vast acreage under the plough. The circuit itself is a beautiful spot, with a natural grandstand where one might lay out a picnic and tuck in while watching the racers speed along the track below.

Less than a score of miles away is the North Sea; the county has a seaboard of 90 miles from the Humber to the Wash. A grand coast it is, with fine, long, sandy beaches and such large resorts as Cleethorpes and Skegness to supply all the fun one associates with the seaside. Nearer, little more than 15 miles from Louth, are Mablethorpe and Sutton-on-Sea, quieter family resorts. These may bring back memories of January, 1955, when the sea breached the massive protecting wall, causing destruction on a scale not seen since the Luftwaffe was overhead. The Herculean labour of reconstruction at these two townships involved the removal of 870,000 tons of mud and sand.

Inland, 26 miles from Louth, is the cathedral city of Lincoln, originally a Roman legionary fortress. Close to the cathedral is a Norman castle and also Newport Arch, one of the most perfect specimens of Roman architecture in England and the oldest Roman archway in the country under which traffic

still runs. The visitor should also see the new elevated Pelham Bridge, which carries the coastal traffic. One could well spend an enjoyable half-hour at Brayford Pool, in the centre of the town, watching the barges which have journeyed from the Humber being unloaded. There is also Carholme, the horse-race course famed for the Lincolnshire Handicap.

One place well worth a visit while in the area is Tattershall Castle (1440), 12 miles north-east of Sleaford on the Louth road (A153). Its keep is one of the finest survivors of a fortified brick dwelling and is open to visitors all the year round.

Lincolnshire, because it consists mostly of a flat, alluvial plain, abounds in fine, fast roads—roads that make one delight in the joys of motorcycling as the mount speeds through the bracing East Coast air.

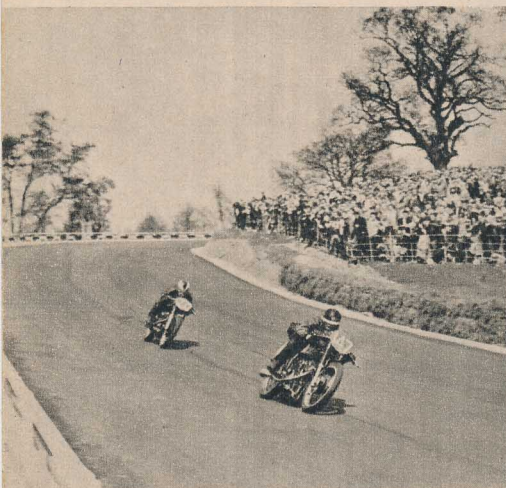
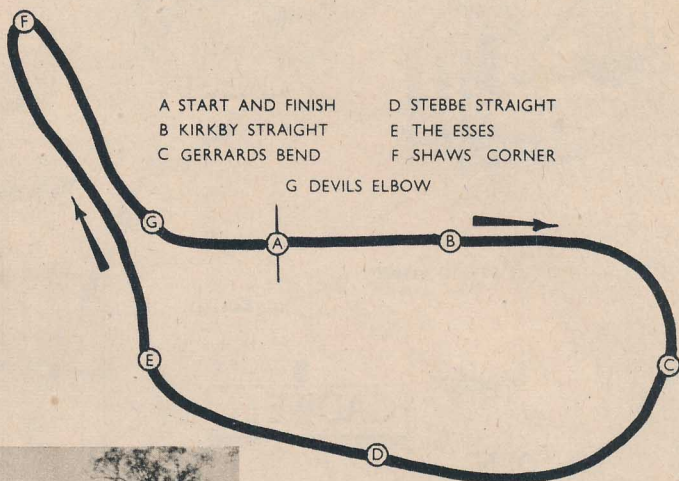
WHERE TO STAY

THE Greyhound Hotel (Tel. 645), The King's Head Hotel (65), The Lincolnshire Poacher Hotel (657), The Masons' Arms (200) and The Temperance Hotel, Louth, 5 miles distant; The Red Lion Hotel (3338), Horncastle, 8 miles; The Windmill Hotel (3219), Alford, 11 miles; The Louth Hotel (3110), Mablethorpe, 16 miles; The Gordon Arms Hotel (2364), Market Rasen, 17 miles; The Beach Hotel (210) and The Grange and Links Hotel (219), Sutton-on-Sea, 19 miles.

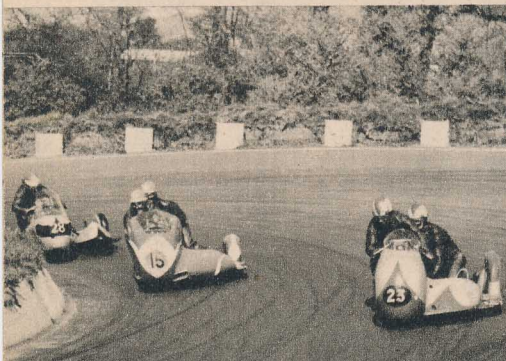
How to get there



The Course, Corner by Corner



(Above) Massed spectators watch a duel at the Devil's Elbow. (Below) "Chairs" in close formation at Shaw's Corner.



MALLORY PARK

THE 1.35-mile lap at Mallory Park comprises three primary corners and one group of swerves, and is therefore not a complex circuit for the rider to learn. However, as each of these bends is of different character and demands an individual approach, top-notch ability does not come easily, and the newcomer has to work quite hard to get a sound grasp of the problems involved.

The start and finish, A, is on the fastest part of the lap, in full view of spectators, and is spanned by a footbridge giving officials and competitors access to the inside of the course. The general public are restricted to the outside. The grid lies on the section known as Kirkby Straight, B.

Gerard's Bend, C, an extremely tricky part of the lap, especially in the wet, is named after the famous Leicestershire racing-car driver who gave so much experienced advice when the track was being planned. The bend goes through some 180 degrees and is a right-handed sweep that needs considerable summing-up owing to its apparently ever-continuing curvature.

Stebbe Straight, D, is a full-bore blind part of the lap, especially in the wet, is named after the famous Leicestershire racing-car driver who gave so much experienced advice when the track was being planned. The bend goes through some 180 degrees and is a right-handed sweep that needs considerable summing-up owing to its apparently ever-continuing curvature.

This lake, incidentally, is having a companion created from the shallow water lying inside the course by Gerard's Bend; the new lake will be used for hydroplane racing.

The Esses, as their name suggests, are a group of swerves, hardly meriting the title of bends, which, when tackled at really high speed, represent a hazard of considerable magnitude to the very fast man. The novice, in the very nature of things travelling so much slower, may not appreciate the skill which the top-flight pilot is exercising when he whips through them on his way to victory.

The stretch of land leading to Shaw's Corner, F, has been nicknamed "the proboscis of Mallory Park"; it is shaped like a projecting arm, with the two portions of the lap lying substantially parallel on each side

of it. They are linked by the hairpin, quite an acute one, that is named after the late Jack Shaw, who was secretary of the Leicester Query Club. Bottom gear is needed to sweep round this bend. It is a fine spot to watch every class of vehicle and spectators are accommodated in an enclosure on the embankment which skirts the track on the start side of the bend.

Riders then take their machines down quite a steep hill, round the left-handed sweep of the Devil's Elbow, G, to complete the lap by passing over the grid by the foot-bridge.

LAP RECORDS

200 c.c. Solo: 1 min. 7 sec.=72.53 m.p.h. E. Pantlin (125 L.E.F.), 13.5.1956.

250 c.c. Solo: 1 min. 3 sec.=77.14 m.p.h. J. Murgatroyd (Velocette), 24.8.1957.

350 c.c. Solo: 59 sec.=82.37 m.p.h. A. King and B. Purslow (Nortons), 8.9.1957.

500 c.c. Solo: 57.4 sec.=84.67 m.p.h. A. King (Norton), 8.9.1957.

1,200 c.c. Three-wheelers: 1 min. 1.2 sec.=79.41 m.p.h. P. V. Harris and C. Smith (Nortons), 8.9.1957.

Absolute Track Record: 57.3 sec.=86.62 m.p.h. A. Marsh (Formula 2 Cooper), 10.6.1957.

(N.B. As lap records have not been centrally collated, these are all subject to confirmation.)

MEETING DATES (with times of first races)

Road Races

Sunday, March 23—11 a.m. (Closed to Club permit.) Leicester Query M.C.
Sunday, April 13—12 noon. (Closed to Club permit.) Nottingham Tornado M.C.

Sunday, June 8—2 p.m. (National permit.) Midland Centre.

Sunday, July 13—11 a.m. (Closed to Club permit.) Leicester Query M.C.

Sunday, September 7—12 noon. (Closed to Club permit.) Nottingham Tornado M.C.

Sunday, October 5—12 noon. (East Midland Centre permit.) Nottingham Tornado M.C.

Circuit Admission Charges: Adults, main enclosure 5s., elsewhere 2s. 6d.; children, 1s.

Car Park Charges: Free.

Proprietors: Mallory Park Road Racing Circuit, 45-49 High Street, Earl Shilton, Leicestershire. (Earl Shilton 3136.)

PEACEFUL LEICESTERSHIRE

THE Mallory Park circuit lies in the Leicestershire countryside; the nearest town of note is Hinckley, 13 miles from Leicester. It is doubtful whether any other county with a comparable diversity of trades and industries so well preserves its natural beauty and appearance of rural peace.

Leicestershire is primarily agricultural, famous as a hunting centre—and as the home of Stilton cheese and Melton Mowbray pork pies. In an area of 820 square miles, the scenery is as varied as the geology, ranging from the dramatic rock outcrops of Charnwood Forest to breezy heights and verdant moorland; rushing streams, lazy brooks and placid, extensive lakes that compare with Westmorland. Most of the granite which is produced in England comes from the strata of Charnwood Forest.

Leicester derives its name from the old English Leicestre, or fortress of the Leire, as the river was called. The Normans conquered the town and built a castle, which was dismantled by Charles I in 1645, but portions of the banqueting hall are incorporated in the Assize Hall. The Mount or Castle Gardens remain and form part of a pleasant riverside park. Also worth seeing is the beautiful city hall, de Montfort Hall, set in its own gardens. It has seating for over 3,000, yet there is not a pillar in the place. The city is renowned for its shoes and hosiery, and Leicester sheep are famous the world over.

For a past era of racing men there is Donington

Park, unhappily no longer used. The famous pre-war circuit is near Loughborough, now a leading educational centre and known throughout the world in connection with bell founding. Here, in 1881, was cast one of the largest bells in the world; it weighs 17 tons and hangs in St. Paul's Cathedral.

WHERE TO STAY

THE George Hotel (Tel. 202) and The Union Hotel (293), Hinckley, 4 miles distant; The Bell Hotel (22086), The Cravenhurst Hotel (580221), The Empire Hotel (216021), The George Hotel (21134), The Grand Hotel (5222), The Heathfield Hotel (775711), The Midland Hotel (220971), The Royal Hotel (22229), The Tranby Hotel (781191), The Victoria Hotel (22421) and The White Hart Hotel (60153), Leicester, 7 miles; The Railway Hotel (65), Coalville, 8 miles; The Bull Hotel (245811) and The Newdegate Arms Hotel (311011), Nuneaton, 9 miles; The Old Red Lion Hotel (3156), Atherstone, 11 miles; The Highfields Hotel (400) and The Royal Hotel (331), Ashby-de-la-Zouch, 12 miles; The Denbigh Arms Hotel (30) and The Hind Hotel (12), Lutterworth, 13 miles; The King's Head Hotel (3575) and The Sunnyside Hotel (245411), Loughborough, 16 miles.

If competitors wish, the track management can arrange accommodation, provided 48 hours' notice is given.

In the East Midlands

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three lakes, the largest being inside the main loop. The course lies between the A5 and A6 roads.

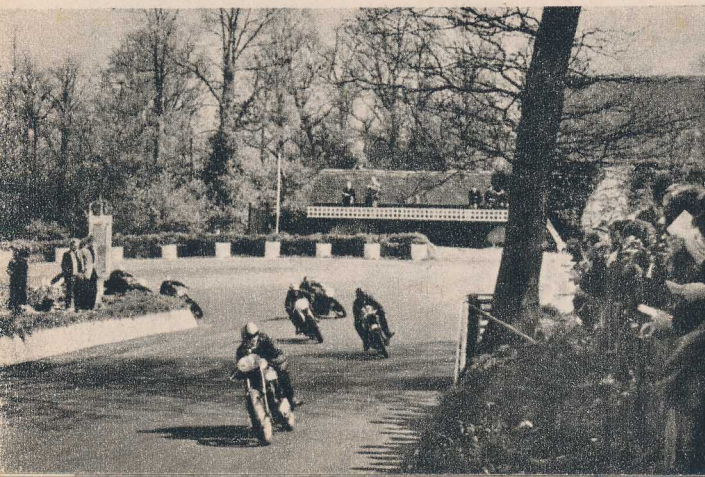
Originally Mallory Park was conceived as a pony-racing track, though the course laid down for this purpose before the war was never put into service. After hostilities, racing commenced on the grass under the aegis of the Leicester Query club, secretary Jack Shaw, after whom one of the corners is named.

By the end of 1955, construction was well advanced on the current hard track, a 1.35-mile lap to be ridden clockwise, with a tight loop projecting to the north-east from the oval of the main course. The foundations made provision for a width of 35 ft. A measure of gradient is incorporated.



Mallory Park occasion: "Golden Helmet" winner Terry Shepherd receives his trophy from Bob McIntyre and a handshake from Fred Wallis, Sen., president of Nottingham Tornado M.C. and secretary of meetings promoted by that club.

(Below) Spectators' view at Shaw's Corner, Mallory.



Cadwell Officials: Organizing secretary Charles Wilkinson (left) and starter Alan Disney (right) have served since the track was opened.

Early in 1956, the cold-rolled asphalt surface was being put down ready for a try-out on April 22. Informal racing took place on that date as planned, and the new addition to Britain's range of short circuits was pronounced fit for use—and first-class to boot.

May 13, 1956, was the date of the official inaugural meeting, held in brilliant sunshine, at which 248 riders put on 7½ hours of racing for some 20,000 spectators. The standard of riding at the meeting was highly praised and many visitors waxed enthusiastic over the number of closely-contested duels that the new circuit seemed to encourage. Also well thought of was the natural layout of Mallory Park; sited in a hollow, the course can be seen for nearly all its length from the majority of vantage points on the sloping hillsides around it.

Lap speeds are expected to rise in the 1958 season as a result of tree removal and track widening at the Shaw's Corner hair-pin; the course is now 15-20 ft. wider at this point and it is anticipated that the absolute record will top the 90 m.p.h. mark, making Mallory a by-no-means-slow short circuit.

THIS Circuit Souvenir is the fifth in a series of eight. Save them all after detaching and folding as directed and you will have a 64-page guide to most race courses in England and Wales.

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. Next week; No. 6, Hawkstone and Aberdare.
