



Welcome to the February edition of the Notts & Derby Section's Newsletter.

In this issue we have an article about the new DOT motorcycle range, a plea for help with Ivory Calthorpe parts from the Motorcycle Museum in Kirk Michael on the Isle of Man, news about the Manx GP and the man who beat Slippery Sam.

What's on in March.

- 2nd Lunchtime Meet, Duke William, Matlock.
- 3rd **Blood Bikes Talk**, Royal Oak, Ockbrook.
- 12th Saturday Coffee Run, Griffins Head 10am
- 20th Sunday Run, Limes Café, 1pm
- 26th Saturday Coffee Run, Ripley Market 10am.



Don't miss the Blood Bikes presentation on 3rd March at the Royal Oak.

VMCC Insurance Scheme.

My insurance was due for renewal at the end of January. For four "classics" and one modern machine, with one other named driver, Footman James quoted me £419. I rang Peter James through the scheme and their price was £341. Obviously I have changed insurers. A

word of warning, though: the latest Journal advises us to check that permission to ride other bikes has been granted, which it should be. This I did and sure enough, it hadn't been granted. A phone call soon put things right but it pays to check when you take out your policy.



Don't forget the Classic Motorcycle Day at Crich on 3rd July. Entries are now open but they are limited, so if you are interested, book now.

Manx Grand Prix.

NEW LOOK CONFIRMED FOR THE 2022 MGP
The Manx Motor Cycle Club and Department for Enterprise have today confirmed plans for a 'new look' Manx Grand Prix in 2022.

The review was designed to ensure the long-term sustainability of the Manx Grand Prix, which is set to celebrate its centenary in 2023. Factors considered as part of the review included: Analysis of costs and the benefits to the local economy, the impact of road closures, safety, and the need to attract new fans

The new look for the event will bring to an end the use of the Classic TT designation, with a five-race programme planned featuring a range of classes for modern and classic machinery all held under the Manx Grand Prix title.

The Manx Grand Prix Races for modern machinery will be more closely aligned to the Isle of Man TT Races, with the Senior and Junior Races, for Supersport and Supertwin machines respectively, operating to similar (but not identical) specifications as seen at the TT, giving riders the opportunity to achieve their goals on the TT course.

The **Classic Manx Grand Prix** races will build on the Island's reputation for high profile classic motorcycle racing, with the world's best teams and many of the leading TT competitors expected to take part.

The duration of the event will reduce from fourteen days to nine in 2022, starting on Sunday 21st August and culminating on Monday 29th August (August Bank Holiday) to ensure sufficient marshalling cover whilst reducing the overall net cost of the event to the Isle of Man taxpayer and lessening the impact of road closures.

The Manx Grand Prix will also follow the Isle of Man TT Races by adopting the new Safety Management System being introduced for racing on the Mountain Course, which is aimed at driving safety performance across all areas of the events.

In a further development, the Manx Motor Cycle Club have also appointed ACU Events Ltd as race organiser, who have fulfilled the same role at the Isle of Man TT Races since 2008. The Manx Motor Cycle Club will retain ownership of the Manx Grand Prix brand and lead the administrative delivery of the event, whilst the Department for Enterprise will continue to provide the funding required to stage the event, provision of facilities, infrastructure and logistics, in addition to assuming responsibility for event marketing and promotion.

For the full statement and further details, head to: manxgrandprix.org/mgp2022/

PHIL READ COMES TO BRISTOL SHOW



Eight-times world champ Phil Read is set to attend the Bristol Classic Motorcycle Show and entertain the crowd with tales from his glittering track career over the weekend February, 26-27. Single minded, focused, Phil was never bothered what rival competitors thought of him. It was this dedicated

mindset which enabled him to compete for so long at the highest level.

Phil rode his Yamaha RD56 249cc to victory in the 1964 Grand Prix world championship and went on to become the first man ever to win a world title in each of the 125, 250 and 500cc classes. In his career he notched up a remarkable 121 GP podiums.

Ivory Calthorpe Parts.

(Tony, who has sent in the plea for help below, has visited our section. He runs the A.R.E. Motorcycle Museum on the Isle of Man.)



I wonder if there is somebody out there who can assist in getting my Ivory Calthorpe 350 1936 back on the road. In my view the Calthorpe was a fine engineered motorcycle, but being a small manufacturer was unable to compete in the market place of the day with for example Triumph/ BSA. Because of that they sold all of their production to Pride and Clarke (Pride and shark) who, as was their sales policy, sold the machine down market and gained a reputation of being cheap. After a few years the factory was sold on to DMW (Dawson motor works) who decided Ivory was not the colour and changed the colour scheme to black. Subsequently sales being very poor, the name Calthorpe disappeared.

I have had this bike for over 12 years, it was purchased in the Isle of Man where I live from the late Mr Fred Wyeth and I have done extensive restoration.

The machine was known to Many people visiting the Island as it always stood at the side of the road in Laxey covered by a blue sheet. Many visitors tried to purchase the bike but Fred always declined. Upon his death I eventually purchased it from his son. It was in very poor condition as you can imagine being left stood outside in the weather with certain parts missing.

The mudguards are wide and attractive with substantial half round stays to help with weather

protection. Like all 30s bikes it has a rear stand requiring a certain amount of strength to operate it. When looking down at the machine the handlebars are quite unusual for a 30s bike in that the cables run inside the handlebars. In the centre of the petrol tank is the usual panel for oil pressure and ammeter for observations. It should be noted that my wheel rims and spokes are all black as per original sales brochure as produced in 1936. The price when new with 6volt lighting, ignition and horn was £310.00.

Since ownership we have partly rebuilt the engine and had the carburettor reconditioned by my friend Neville Lewis. The carburettor is unusual because it is horizontally mounted. The bike was repainted in its original colour of ivory and black by Allen Templeton, at great cost. Since then, we have restored many other bikes to roadworthy condition but the Calthorpe remains unfinished not for the lack of trying because of missing parts to complete the project.

So, one more final push to complete this fine period motorcycle and get it back on the road where it deserves to be rather than sat in a shed before I finally give up.

I have many 30s motorcycles and some of you may know me and have visited my motorcycle museum in the Isle of Man in Kirk Michael and have seen this great machine.



I really need to finish this project before proceeding with others that are waiting in line.

Below is the list of items I still require. If you have any of the below or have a friend or contact who has any Calthorpe spares please do not hesitate to ring or email me.

Front brake arm.

Rear brake arm, brake rod and pedal.

Rear wheel adjuster.
Rear stand spring.
Inlet valve stem cap.
Rocket return spring.
Chain case inspection caps.
Battery cover.
Tool box.
Rocket spindle caps.
Horn
And finally, a seat and fixings.

Tony East.

Tel 07624474074

Email. tonyeastare@gmail.com

Unusual Machinery.



A couple of views of a BSA Clifford Rotavator advertised recently on the internet. It is powered by a BSA M20 engine, though some models had a JAP 600cc power unit. There were also ploughs available. The vendor of this one, in the Chesterfield area, was asking for £700.

DOT Motorcycles 2021



You may not have heard of Keating Cars or of their "McLarenesque" supercar, the "Berus" but they have been producing world-class, record-beating cars since 2006. The current V8 Berus is reputed to have a top speed of 230mph with a 0 to 60 speed of 2.4 seconds! Company founder, Anthony Keating, is not only a brilliant engineer but also a passionate motorsport fanatic.

The company presently occupies a £13m, space-age, glass-fronted and polished marble facility attached to the "National Centre for Motorsport Engineering" faculty at the University of Bolton. Equipped with the latest CAD, CNC milling and fabricating machinery, probably the finest in the country, they can produce everything from tubular space-frames to carbon-fibre mouldings and 3D printed items for their road-going and race cars. Linked to the university, the company also provides hands-on experience to the next generation of motorsport engineers. Their ethos being to bring employment and engineering skills to the northwest.

Motorcycle connection

What has all this to do with our VMCC and DOT motorcycles you will be wondering? A few years ago, Keating Supercars were in negotiation with the former Norton Motorcycle Company, with a view to Norton taking over their car production to build a Norton badge-engineered supercar. History tells us that none of this came to fruition of course. However, this experience prompted the Keating

team to design and build their own stylish motorcycles.

Linking with investors and owners of the DOT name, two styles of motorcycle which use the engine from the Kawasaki Z650, a parallel twin, producing 67bhp and 47lb.ft of torque have been produced. The engine is housed in a bespoke tubular steel chassis, suspended on Showa suspension and stopped by Brembo brakes. Kerb weight is 169kg. Being completely hand-built to order, there is a high degree of personalisation available on both the sporty "Reed Racer" and the high-barred DOT "Demon". DOT enlisted the aid of Guy Martin to help develop the bikes who, together with Steve Parrish debuted the bikes at the Goodwood Festival of Speed in July 2021.

Personally, as a member of the DOT owners Club committee, I had been following the firm's progress on social media in 2021 and after commenting on the content I was approached by Keating's to help with engaging the owners club and its history with the new concern. The result has been an involvement with the firm to display classic DOTs at the NEC Motorcycle Show alongside their new bikes.

In early December 2021 I took down a 1964 Demon Scrambler and my 2010 built John Bull Trialler.



Andrew's John Bull Trials.

The company were also particularly keen to exhibit the 100-year-old bikes owned by VMCC and DOT club member, Pat Davy. Pat took along his 1920's bikes to the show. You may have already seen Pat being interviewed with his bikes by Steve Parrish on the shows YouTube and Facebook pages.

After the NEC exhibition, I was invited to the factory in Bolton to collect my bikes, from where they had

been taken following the show. Whilst there I enjoyed a couple of hours being shown around the pristine facilities with several Berus cars on display alongside race-winning classic F1 cars and the actual "James Hunt" F1 McLaren race car.



Pat Davy's 1920's DOTs.

In the production hall, several completed new DOTs were being readied for their new owners. The future aim is not to produce a thousand bikes a year, in competition with the other famous Bolton motorcycle firm, CCM, but to produce beautiful, handmade, bespoke machines, primarily to order. The NEC show produced over 100 interested parties from both the UK and abroad. Every nut, bolt, fabrication and machined part on the new bikes is fully CAD designed, tested and made in house by the small dedicated team.



One of the new 650s.

It was later explained to me that production numbers, such as those that larger companies produce, involve manufacturing thousands of parts abroad, mainly in China, and simply assembling them in the UK. In comparison, Anthony Keating is adamant that every possible part of the new DOT should be built using local, northwest trades. The Kawasaki engines, suspension and brakes are an exception, of course, these being the very best available components.



Dot Demon at the NEC

My factory visit concluded with an invite to their open day, scheduled for early in 2022, to which we were all invited. Shaking hands with Anthony Keating and his team I was struck by their passion for the new venture and look forward to charting the progress of the new DOT motorcycles and with keeping the link to our wonderful DOT club's heritage alive.

Andrew Cooke

Bus Lanes to be trialled for motorcycles.

The following is taken from a report in the West Leeds Dispatch.

Kirkstall Road: Bus lanes WILL be used by motorbikes in trial on the A65 Kirkstall Road.



Council chiefs have given the green light for a £40,000 trial which would see motorcyclists being allowed to use bus lanes on the busy A65 - although Kirkstall's councillors have expressed their concerns.

The A65 was chosen in consultation with Motorcycle Action Group (MAG), primarily because the it has the widest bus lanes in Leeds, allowing the safest mixing of pedal cycles, hackney carriages, motorcycles and buses.

Highways officers say the pilot scheme will start in spring and run for at least 12 months.

A council report approving the trial this week admitted its impacts were 'uncertain' and said:

"The positive benefits of the scheme are hoped from a motorcyclist perspective to be supportive of the safety of motorcyclists by allowing them to use bus lanes on the A65, instead of congested and much narrower general traffic lanes.

The report acknowledges that other cities who have trialled similar schemes have in some cases seen an increase in both rates of motorcyclists speeding and collision rates for motorcyclists. In some cases, there has been an increase in pedal cyclists injured in collisions with motorcyclists.

Kirkstall councillors' concerns are based on the perceived risk to cyclists caused by allowing motorcyclists to use the A65 bus lanes.

A council report added:

"The A65 is the only bus lane in Leeds which conforms to the widths specified. Because of this, Kirkstall members question the utility of a trial which would not be able to inform the other bus lanes in Leeds. [They argue] a trial could only inform a position on the A65.

The Man Who Beat Slippery Sam

Tony Smith was a farmer when, in front of a huge crowd at Silverstone's John Player Grand Prix in 1975, he performed an extraordinary feat against

lap record holder Percy Tait aboard a legendary Triumph-powered racer.

Such was the popularity of Production class racing in the mid-1970s that a Daily Express-sponsored up-to-1000cc event was run on the main day of the 1975 Silverstone John Player Grand Prix. A huge crowd flocked to the Northamptonshire circuit for the two-day international, a glamorous event paving the way for the first world championship British Grand Prix of 1977, when the Isle of Man TT lost its GP status. Fans were there to see top Formula 750 and Grand Prix stars like Barry Sheene, Johnny Cecotto, Mick Grant, Patrick Pons, Paul Smart, Tepi Länsivuori and Victor Palomo, along with Britain's best national riders, clash on England's fastest circuit.

Sunday's Proddy support race attracted top names in the class on the latest superbikes, including Dave Degens on an 800cc Honda four, Doug Lunn on a Ducati 900SS V-twin, Gordon Pantall on a Kawasaki Z900, Martin Sharpe and Gary Green on 900cc BMW flat twins, Pete Davies on a 1000cc Slater Bros Laverda Jota triple, plus Percy Tait aboard a 750cc Triumph Trident in NVT colours. Although by now it was five years old, Tait's triple, which had become known as 'Slippery Sam', was holder of the class lap record and had taken its fifth consecutive Production TT victory only weeks earlier.



Tony with the Commando and the trophy.

But extraordinarily, it was Oxfordshire farmer Tony Smith who was to come out on top, riding a twin-cylinder Norton Commando 850 prepared by

Thruxton Motorcycle Services. Despite having fewer cylinders than the other top runners, Tony won the 12-lap, 35-mile race by 25 seconds with Tait second and Davies third. With a best lap at 100.83mph and a 99.58mph race average, Tony pocketed a £60 prize, equivalent to about £350 today.

“The man from the Daily Express was looking for me along the garages where the top teams were, so he could present me with the trophy,” Tony remembers. “He seemed a bit surprised that we only had a caravan with an awning, where my wife Maureen was sitting with our eldest son Mark, who was a baby at the time.

“Silverstone was a favourite for me,” he says. “My first track riding was there, at high speed trials in the 1960s.” Tony had started production racing on a Norton Atlas in 1967 and switched to a Commando when the first batch of Yellow Peril Production racers was released for 1971. Tony kept the receipt for that bike, bought from South London Norton racing dealer Gus Kuhn Motors for less than £750.

“The Grand Prix was over three days, with practice on the Friday and Saturday before Sunday’s race, so we had time to get everything sorted out. I took my own 850 along, but opted to ride one of the Thruxton bikes for the race.”

Thruxton Motorcycle Services was run by three former Norton test and rectification staff men – John Brenchley, Ron Maddocks and Tony Holland – made redundant when the company closed its Andover assembly plant. Based at Thruxton circuit, only yards from Norton’s official racing HQ, they ran a team of immaculately-prepared Commandos. “Ron put a good engine together, but their bikes were pretty standard, with a bit of porting and Boyer ignition,” says Tony, who credits his Silverstone success to his bike’s excellent handling and his technique at Abbey Curve, a sweeping left-hander on the 2.927-mile circuit used in 1975.

“In practice I was following Percy Tait and realised that I was faster than him through there. Going into Abbey well behind him, I caught right up with him by Woodcote, the next corner. Percy was fancied to win, but that’s when I realised that I could do it. When Tony Holland showed me the times on his stopwatch, we knew it was on. Davies’ big Laverda was quick, but it didn’t handle as well as the British bikes.

“On the evening before the race, I happened to bump into Percy and we had a bit of a chat. He said that they were expecting trouble from a chap on a

red bike. I had been out doing some practice laps on my own red bike – but I didn’t let on to Percy! “The race had a Le Mans start. We ran across the track to start dead bikes. Mine fired first kick, and going into Copse there was only one rider – Ray Knight on a BMW – ahead of me. I passed him going down Hangar Straight and that was it, really. My timekeepers told me I pulled out a second a lap on Percy.

“I always say that, properly set up, the Commando handled every bit as well as my Featherbed, provided we were on TT100 tyres. We didn’t adjust the Isolastic up very tight. I was changing into fifth at about 6000rpm as I peeled into Abbey, going uphill on high Silverstone gearing. The handling was always better when the engine was pulling hard. Normally I’d mostly change up at 7000rpm, although I might have used 7500 a few times that day.

“After the race Martin Sharpe, whose BMW had stopped at Abbey, said he’d never seen anyone change into top on the approach and go through flat-out. I’d never been round there that quickly before until that meeting – I don’t know what brought that on!”

Davies ended up finishing 8.4 seconds behind Tait, who had lost time on the last lap due to a deflating rear tyre and was followed home by two more Commandos, ridden by Dave Cartwright and Bob Newby, with Degens coming in sixth, Lunn seventh and Hugh Evans eighth on a BMW R90S.

With the much-vaunted F750 Norton Cosworth twin failing to appear at Silverstone and being felled in a pile-up on its October Brands Hatch debut, Norton needed positive racing publicity at the 1975 Earls Court Show. A poster was printed trumpeting Tony’s Silverstone victory and he was invited to join Dave Croxford as a Cosworth development rider, which involved regular test days at Brands Hatch. “When Brands regulars went flying past me, I realised I had a lot to learn about the lines,” Tony says. He was not impressed by the new 750cc dohc twin, but enjoyed morning track time followed by convivial pub lunches with the team. And he got to know the track well, as was proved at the 1976 King of Brands meeting. Tony smashed the Production lap record (set by that year’s King of Brands, Dave Potter) on a Thruxton Motorcycle Services 830cc Norton again. Due to changes in the Production formula from 1977, his record remains unbroken.

A promised Cosworth race ride did not materialise that day, or at the 1976 Silverstone GP.

“They pulled the plug on it, but I didn’t even get a phone call,” Tony says. Riding Yamahas for his

chicken farmer neighbour Harold Coppock brought successes on a TZ350, but Tony did not enjoy riding the team's TZ750, which, he says, "handled like a camel". He retired from racing in 1977.

"I had never been able to put in much time, because I was needed on the farm," he explains. "My brother Keith had been killed racing at Crystal Palace in 1968 and my father started having eyesight problems."

Sometimes confused with 1960s BSA factory rider Tony Smith or Tony Smith the ex-125cc GP rider now based in France and active in historic racing, this Tony was never one of racing's big names. But if he'd been able to get off the farm to devote more time to his full-out yet stylish riding, he'd surely be better known.



Mamouth heavy duty ground anchor (brand new, no fixings). £20. (They sell at £42.95) Phill, 07790 179095.



A British Dispatch Rider attends to his Triumph 1914 Model H Roadster at Nesle, France.

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FOR SALE:

Honda 250 twin port Silk Road 1986 imported 1990 Motd new battery and chain Motd 8/22. Rare extra low bottom gear Kick starter as well as iffy electric starter. £2250. Nottm. 0115 9179248.



WANTED.

Wanted a pre-war Triumph Speed Twin or 3T. I would also be interested in a BSA C11. Please phone Peter Gibson 0115 9314362 or 07970 285 668.

CONTACT US:

Please let me have any stories from the past, amusing or otherwise, concerning motorcycles, or any technical information, rebuild stories, photos or news of events by replying to this email. Let us know what you've been up to by emailing me at: nottsandderbyvintageclub@outlook.com

Use the same address and format if you have any items or motorcycles for sale. Don't forget to include a phone number and a price.