

OUT OF THE MIST

Manx Grand Prix Riders' Assoc. Christmas 2011



Chairman's Report

John McBride

Firstly may I say what an honour it is to have risen to the dizzy heights of Chairman of the Manx Grand Prix Riders

Association. When I look back at some of the esteemed former riders who have held this post it makes me feel like an imposter in their midst!

I also have to acknowledge the contribution in recent times of my predecessor Jim Hunter who has worked hard to raise awareness of the association over the past few years. He instigated the Spirit of the Manx Award whilst changing the format of our get together on the Sunday of Manx week and eventually worked with the VMCC to create a special event at Jurby which looks like becoming an annual affair. Jim has also done

John Goodall

Spirit of the Manx Award

Sportsmanship, endeavour, commitment

An award for 2012, to be presented by the MGPRRA during the 2012 races.

Eligibility: Any rider still competing in the Manx, likely to be competing in the 2012 races.

NOMINATION FORM

I wish to nominate the following rider for the "Spirit of the Manx" award

Name: _____

He/she deserves the award because: _____

My Name: _____

Return this nomination form to:

Jim Hunter,
5 King Orry Place,
Glen Vine,
Marown
Isle of Man
IM4 4EP

By the end of April 2012

Senior. Andrew Brady. 113.778mph



Junior. Andrew Brady .107.513mph



Super Twins. Dave Moffitt.107.447mph



Lightweight. Billy Smith.103.813mph



MAR.R.C

1923-29

M.G.P

1930

1931

1932

1933

1934

1935

1936

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1938

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1957

1958

WINNERS 2011



STEAM PACKET COMPANY

a lot of work behind the scenes to promote the association and he is going to be a very hard act to follow.

To make matters worse, Jim attained the sort of lap times at the Manx on his first visit that took me six years to achieve and he was also a winner on the Mountain Circuit which I never was. I did however win the Lady Hill Trophy in 1987 which, apart from a few spectacular accidents, is my only claim to fame! This years racing for me was unfortunately a non event. At both the TT and Manx I was suffering a couple of setbacks on the road to recovery from my accident at the 2009 TT whilst acting as a Travelling Marshal. I was however glued to my laptop watching and listening to the excellent coverage provided by Manx Radio online! I did attend the final race, the Classic Superbike, and I have to say that whilst I was impressed with the level of machinery and rider commitment, it is still a little short on numbers to be the race that holds the top slot in my opinion.



John Goodall 'Spirit of the Manx award is presented to winner, **Derrick Holliland** by Graeme Crosby

This years Manx was again marred by the tragic loss of three competitors, committee member Neil Kent was sadly killed in practice, possibly due to over inflated tyres. Veteran campaigner Adam Easton may have been distracted by a fuel leak and lost control on the final lap of the Senior Classic. Bright hope, young Wayne Hamilton from Northern Ireland who had earlier won the Newcomers race, lost control of his machine while pushing hard to catch the leaders in the Junior. On behalf of all members of the MGPR, I extend our heartfelt condolences to the family and friends of all three riders.

Our AGM this year, although full of lively debate, was poorly attended, mainly due to the fact that we have had to shift the meeting to Monday night after the racing. This is an unfortunate consequence of our participation in Jurby Day.

We are looking at innovative ways of making the AGM more of an event so watch this space next year!

The next big event on the calendar is of course the MMCC dinner in late January. This is usually a good time to catch up with old friends and hail the winners of this

Views or News

If you would like to contribute to the next issue then please send your article or letter to:

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5 King Orry Place,
Glen Vine,
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IM4 4EP

e-mail

j.d.hunter@snhs.sch.im



years races. If you have never attended it's definitely worth a trip but book early, it's usually a sell out!

Well that's it for my very first Chairman's Chat, all that remains is for me to wish you all a very Merry Christmas, a Happy New Year and hope for a great years racing in 2012!

John McBride

Tom Thorp

A eulogy by John Kidson

Tom was apprenticed as a pattern maker which many of you will know requires precise skills which subsequently showed through in everything he did. National Service and despatch riding followed and then as the lure of speed called, he acquired an Excelsior Manxman and in his very first race at Brands Hatch he came home 4th in a race won by John Surtees. What an auspicious start! Tom moved on to 7Rs in 1956 and also restroked a 350 Gold star to 250cc with a special one piece crank using a Sunbeam S7 alloy con rod. Known as the TTS this little beauty revved to 9000 which was some going for a 250 in the middle fifties. It brought many good results for Tom, blowing me off on my 250 Moto Guzzi, and including 2nd place in the North West 200, won by our old friend Tommy Robb, who, incidentally regrets he can't be here today. In the fifties, a good grounding in the Manx GP was essential if you had set your sights on the TT, so the 7R was pressed into service for the 56 MGP and after fuel air lock trouble in the race, a very creditable 19th place was achieved.

Tom lived in Ruislip at this time and well known sponsor Ted Pink of Harrow provided a pair of Manx Nortons for '57 and Tom got good short circuit results and a 6th in the Junior MGP but retired in the senior. The next year both the Nortons expired in the Manx but in '59 and in spite of drawing start no. 127 (out of 130) from the hat

Tom lay 2nd to Eddie Crooks who dropped by the wayside and on the last lap Tom had a 90 second lead so he rolled the throttle from Ramsey on the last lap, but the piston holed at Brandywell and from leading the race he rolled and pushed in all the way to finish 44th. What a monumental effort! In the Senior Tom forgot to fit the 350 wheel as intended, which had a big brake air scoop, to the 500 and suffered a lot of brake fade but still got a magnificent 2nd place close behind Eddie Crooks after Tom overshot his pit because of the brake fade and lost time pushing back to get his fill-up.

Tom then got the call from Jock West who gave him works bikes for 1960. He was not to know that AMC were already in financial difficulty by then and to cut a long story short the bikes really didn't come up to scratch and he suffered many retirements mainly with broken valve springs as the factory had changed over from using Terry springs to Salter springs because of a commercial arrangement. But Tom had a great win at the Aintree Century race at the end of 1960 when he led home Hailwood Hartle and McIntyre. In 1961 Tom was offered the works AMC bikes again but could see no improvement in the way the factory operated and returned to ride for Ted Pink. Unfortunately, he had a big accident at Snetterton which left him unconscious for a couple of weeks and brought the season to a premature

In 1962 Tom had the privately owned 7R really flying but it was just too late for the racing world to see the best of Tom Thorp, and he entered into business with Fred Stevens to run the George Leigh racing emporium in Southport, but nevertheless he finished a strong 7th in the Senior TT that year, which was his swansong.

Tom quit the m/c trade and developed with Frances a very successful car and caravan franchise before retiring to the Isle of Man in 1984, and always ready to accept a challenge, they lived in a caravan on the site they had bought in Glen Maye and built a bungalow to their own design, where they have lived happily ever since.

Most of us now that they became very involved in the TT and MGP

Riders' Associations, Frances running the hospitality at the 38th for years and subsequently taking over the secretaryship of the TTRA from Alan Robinson on his retirement. During all these years Tom maintained the 38th, both outside and in, to an immaculate standard and finally took on, with all his skills, the extremely challenging task of joining 2 Portakabins together to double the size of the 38th, and what an absolutely magnificent job he made of it with no cost to the TTRA and MGPR apart from materials.

Tom was always around in the 38th in his modest and unassuming way, supporting Frances in everything, and we shall all miss him enormously - such a great guy. We have truly lost a star.

Thank you. **John Kidson**



Secretary's Report
Keith Trubshaw

I was thinking (we shouldn't really do that) and I think that this is my twenty fifth Christmas Report. I am sure that Christmases are now less that 12 months apart or is that a serious sign of age.

We have had a change this year from the AGM. Jim Hunter became Vice Chairman in 2002 then moved to Chairman in 2004 when he gave a great introductory speech. His enthusiasm stood out immediately and has flourished each year but he has now decided to give someone else a chance to bring in some new ideas. I think that Jim's top idea was the introduction of our involvement with "Jurby Day". Jim (and his family) put loads of effort into the two events we have had there so far, both with the prior arrangements and all the activities on the day. His "replacement" is John McBride who has been Vice Chairman since 2007. I am sure that many of you will remember John's horrific accident at Keppel Gate on the Travelling Marshal's bike at the TT 2009. John damaged his aorta and broke 26 bones (wow). He was very lucky to survive the trip to Liverpool but he has made a brave but steady recovery ever since. Being Chairman will give him plenty to occupy his time between physio therapy exercises !!! John's initial thoughts are to try to get younger riders interested in the Association by modernising the Association's clothing range. This could rejuvenate the older members as well as catch the interest of the younger ones.

We have eleven new members since the last Newsletter. Mike Swanson from Aberdeen, Bryan Allan from Perthshire, Ralph Crellin from Crosby and John Turner from Douglas here in the Isle of Man, Bill Pemberton from Canada, Jim Weeks from Sandhurst, Ian Pert from



Thank you
Jason Griffiths
for your support
Winner of Pirelli tyres 2011
Bryan Wyles

Scotland, Dave Edwards from Lancashire, Graham Rose from Maidenhead, Emmett Burke from London and Jonathan Parkes from Kidderminster.

Ralph is an old friend, one of my earliest memories was looking up at him and his girlfriend who were marshalling at Sarah's Cottage at the 1975 Production TT. I had just lost a battle for the best line through the corner with Bill Smith, finished up colliding with the bank on the exit (quite a common activity there). The bike hit the bank and I slid into the petrol tank then fell off the rear of the machine. As I looked up from the ground I asked Ralph's girlfriend to look the other way as I held the sore part of my body which had just bashed into the petrol tank. I rolled around for a while (we do like the drama) then got up and spectated. Many of you will know Dave Edwards, he is the Chairman of the Aintree Motor Cycle Racing Club. Dave took over from me as Entry Secretary when I moved to the Island in 1986. Dave had a terrible introduction to the Manx two years ago when a good Practice or Race was just in rain as opposed to rain storms !!! He vowed never to come back, but How many people have said that over the years ? This year the weather was much better but he had a few machine problems with his immaculate 250 Yamaha and so he didn't get in as much practice as he would have liked, maybe next year Dave ?!?!?!?!?!?

As usual I would like to wish you all the best for Christmas

Keith Trubshaw

Donations Association Regalia

Please send any donations or orders for Regalia to:
**The Secretary,
M.G.P.R.A.,
2 Majestic Drive,
Onchan,
Isle of Man,
IM3 2JQ**

Regalia consists of the following:
Blue, Maroon or Green Ties @ £7.50, Windscreen / Fairing Badges @ 25p, Cloth Badges @ £6.50.
MGPR Acrylic Pullovers @ £19.50 sizes S/M/L/XL
Pure Wool versions @ £27.50 in M/L/XL
MGPR Polo Shirts @ £14.99 sizes M/L/XL/XXL.
MGPR "T" Shirts @ £7.99 in Blue, White, Black, Cream or Grey sizes M/L/XL.

Please add £1.50 towards the P&P costs for each order if it includes clothing, thanks.
Make all cheques payable to MGPR
Don't forget to include your own Name and Address

Neil kent

Being a Manx Grand Prix competitor is something that gets under your skin and once it's part of you it becomes very difficult to disassociate your self from. There will be times like Wednesday 24th August, when terrible things happen and some of the people whom you think most of in the whole world are taken from you. We all know, Neil knew, the dangers of the Mountain Circuit. We are grateful for the opportunity to exercise our freedom to take on what many consider to be motor cycling's greatest challenge. No matter how deep the hurt when something devastating happens you remain a Manx Grand Prix competitor. There is no getting away from it. It's a compulsive thing that can bring so much pleasure, reward and enjoyment. It's the challenge of the mountain circuit and the thrill and exhilaration of it's 37 miles.

The Manx Grand Prix cost Neil Kent his life, but I'm also sure I'm right in saying that it gave him some of the best moments of his life.

We all loved Neil. We were all so delighted when he finally achieved his race victory in 2010 after 24 years of trying. We are all touched by his compassion, enthusiasm for the event and his genuine concern for the welfare of his fellow competitors. We were all so heart broken when he was taken from us. His memory will live on in the minds of all those who had the privilege to know him and compete against him. I know it will it mine, forever,

Jim Hunter



Mick Miller

Mick passed away in October 2011. He rode in the 1960, '61 and '62 MGPs on a 7R AJS. In 1962 he at last get his replica with 2 seconds to spare. He also did the parade lap at this year's MGP.

Dick Standing Vice Chairman, MGPRA

Dick would also like to give a mention to **Karl Foster** whom he met at this year's MGP. Karl rode in the Newcomers finishing 4th, the Junior (finishing 18th, replica) and the Senior (finishing 14th, Replica). He also won two team prizes in the Junior and Senior representing the Derby Phoenix Club and was awarded the 'Martin Smith' trophy for the best performance by a Newcomer in the Senior race.

Neil Cudworth Skittles Evening

We will be holding our annual Skittles Evening and Get Together again in Evesham at the Egwin Club on Saturday 4th February, £6 to get in pay on the door. Buffet food, auction and raffle, the main charity will be the MGP Helicopter Fund, everyone is welcome. For more information I can be contacted on 07808587493 or email neilcudworth250@btinternet.com

News

2011 Super Twins race winner **Dave Moffitt** plans for the 2012 season include the Super Twins TT (riding the JHS Racing SV 650), Superbike TT (Tiletec Honda Fireblade) as well as the Southern 100, North West 200 and Ulster Grand Prix. Dave would like to return to the Manx Grand Prix to ride in the Classic and Classic Superbike races if he can find suitable machinery....

Copies of the **2011 MGP Result Book** are now available from the MMCC Office, The Grandstand, Douglas, priced £10.00 (inc P+P), cheques payable to MMCC.

2011 Seymour Trophy winner (awarded for the best performance by a European competitor) **Nuno Caetano** moves to the TT for 2012. He also plans outings at the Southern 100, Ulster Grand Prix, Macau and Scarborough as well as returning to the **Manx Grand Prix** for the Classic Superbike races (if he can find a suitable bike!). On the short circuit scene he'll be taking in selected rounds of the Thundersport GB series as well as the Portuguese Superbike Championship - busy boy!

Lesley Ann Trophy Winner at the 2011 Manx Grand Prix **Sarah Boyes** plans to make the Manx her main priority for 2012. As well as running her beloved 125 in the Lightweight MGP she also hopes to find a suitable 250 that she can run in the Junior Post Classic race. Sarah also plans several meetings on the Irish road circuits as well as Scarborough - *good luck gal!*

Also planning a run out on a 125 in the Lightweight MGP is Ewan Hamilton. 2012 will be Ewan's 25th consecutive MGP. He plans to run the 125 alongside his usual 'Classic Stable' as he tries to achieve his first 100mph race average, having just missed out in 2006 at 99.98mph! Regarded as a two stroke man, Ewan hopes to be out in the Classic Senior on a G50, owned by his good friend, Ron Todd.

Season Greetings and best wishes for the New Year, see you all on the Island in August hopefully, Jim