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CLUB REVIEW JULY 2011
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THE LMC REVIEW

JULY 2011

Welcome to the July 2011 issue of the LMC Review.

This edition looks back over the first half of the year, which saw LMC Forums conducted by; Caterham, where Simon Lambert presented on the subject of Caterham's new race car, BMW whose representatives Lee Nicholls and Bruce Charman treated us to a detailed history of BMW Motorrad and the current motorbike racing scene; and from Stewart Linn and Peter Merrilees from Ginetta who presented at a the LMC Forum in May.

We also profile Paul Latimer's switch from Caterhams to Ginettas for the new racing season, and we include a report from James Owen who participated in the Targa Tasmania down under.

Don't forget - if you want to join us at our next LMC Forum at Lloyd's, do book soon; full details are included in this edition.

In this issue we also show case a new initiative, ClubSonar, which has been launched on behalf of the many clubs and societies in the Lloyd's and London Insurance market.

THE LMC Review & Newsletter Group

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Keep Up to Date with Lloyd's Motor Club

News and Events at
www.lloydsmotorclub.com



LMC Diary Dates 2011

LMC Forums

Thursday 28th July (Lotus Cars)
Thursday 15th September (Jaguar)
Monday 21st November (Aston Martin)

LMC Exclusive Goodwood Track Days

Monday 7th November

LMC Karting Day – Buckmore Park

Friday 9th September

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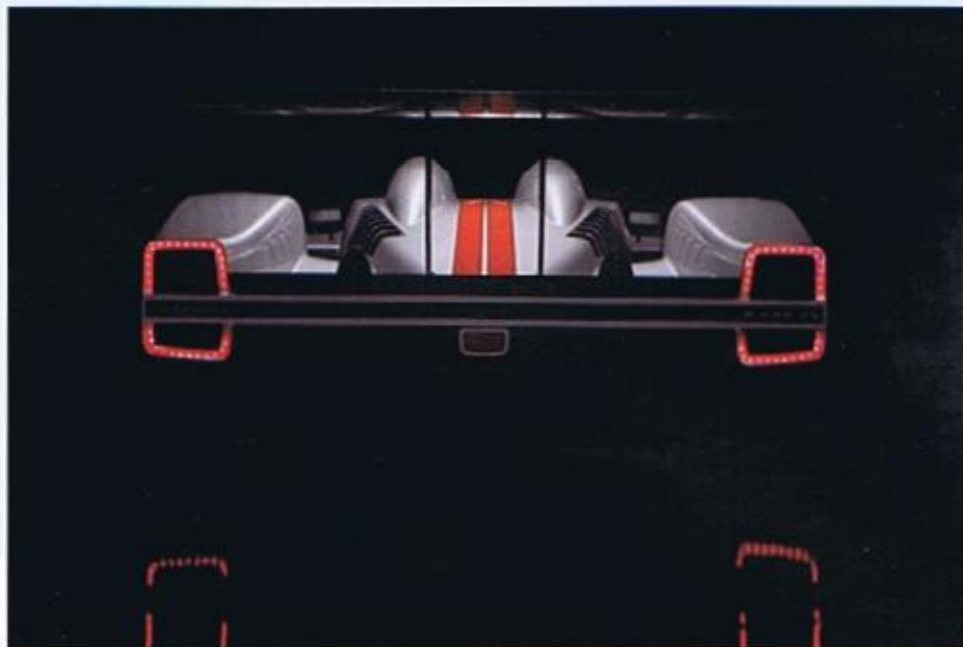
CATERHAM REVEALS ITS SECRETS

In February, Simon Lambert, Caterham Cars' Motorsport Manager treated the Lloyd's Motor Club to a unique insider's view of "Project Laval", the company's internal name for the forthcoming incredible Caterham-Lola SP/300.R. The SP/300.R was launched to the racing community at the 2011 Autosport International Show held in January at the NEC and quickly became the talk of the show, not least for the fact that Caterham had managed to keep the project under wraps for the previous eighteen months!



The £60,000 (plus VAT) car is, unlike anything in its class, sold in a single specification for a 2012 one-make race series of 30 minute sprint races running with the prestigious F3/GT package. A super-durable 300bhp supercharged Ford engine is coupled to a Hewland FTR gearbox, operated by paddle shift, passing the power to ATS wheels with bespoke Cooper Tire F3 size rubber. Sitting over an aluminium monocoque and Formula 3 rear end, a gorgeous multi-part polyurethane body makes it light, durable and inexpensive to replace. All-in-all, the SP/300.R has redefined the sports-prototype market and despite the fact that a production vehicle has yet to turn a wheel, over half of the first year's production run have been secured with £10,000 deposits.

The SP/300.R appears to mark something of a departure for Caterham, but listening to Simon's presentation, it soon became apparent that this is an obvious step for the sports car company. Caterham's ladder of Motorsport currently has four steps taking drivers from the most successful novice driver programme in Europe, the Caterham Academy, through to the fearsome Superlight R300 championship. The success of the Academy, selling out with over fifty new drivers every year, means that Caterham has a constant feed for its higher championships. It was inevitable that some would reach the top of the ladder and demand more and this has meant that they have had to leave the Caterham fold to indulge their desire for something faster. The Superlight really is the ultimate evolution of the famous Seven and more power will only improve lap times a little. One of the features of the motorsport ladder that has made it so successful is that each rung is marked by a distinct change in the feel of the car and driving experience. To go above the Superlight it was obvious to Caterham that the next step would need downforce...



Simon explained the process by which Caterham looked at the alternative types of downforce sports car (sports racing cars), such as front-engined clubmans, mid-engined sports prototypes and even a heavily modified and be-winged version of the Seven! But the choice of building a sports-prototype in the mould set by companies such as Radical, Juno and Ligier was the only realistic option. Sports-prototypes are nominally two-seater, full-bodied cars, either open or closed, clearly built purely for track use with extensive aerodynamics. The term covers a wide range of cars, but is most commonly typified by LMP1 and LMP2 cars that compete in the Le Mans 24 hours.

Decision made in the summer of 2009, Caterham took the sensible decision to look for a partner with the appropriate expertise. Caterham knew exactly what they wanted to build, but the design of such a machine would be completely new to them. The simple brief was that whilst it was clearly going to be a sports-prototype, it should first and foremost be 'a Caterham' and that meant value, performance and fun to drive. After an examination of the market place, the first port of call was world famous race car manufacturer Lola, and seeing synergy for the two-brands, they jumped at the chance to be part of the project.

Lola had looked at developing a similar product that shared its roots with their B08/90 small sports-prototype. As such, a modified version served as an early test mule for Caterham, proving out the suspension hard-points to define whether a new chassis designed in a similar way would provide the friendly and entertaining characteristics Caterham were looking for, much like a Seven, rather than the ultimate in knife-edge handling. Following successful testing, the engineering project was defined and work began in earnest with Lola concentrating on the chassis and suspension design to Caterham's specification, while the team at Caterham, along with Lola's aerodynamicists and stylist John Keogh, focused on body and styling of the car, crucial to getting a show car built in time for a launch.



Caterham's presentation revealed some not-for-public-consumption early design sketches for the car showing how various features were chosen or rejected as it went through several phases before evolving into the final design sketch. This was translated into a CAD model by Lola before going through two more evolutions, the final version of which was used to produce the show car body which was machined from a 'tooling block' made from an epoxy-syntactic casting resin.

During this final phase of CAD refining, the car was passed to Lola's CFD experts. Whilst the brief from Caterham was that aero performance could be compromised for the sake of aesthetics, the results from the CFD came as quite a surprise when the car exceeded Lola's own targets! This was a perfect situation for the team as it allowed them to adjust the balance of the aero package to provide the characteristics required. In fact, to date, the SP/300.R has the same downforce as a Formula 3 car, but is significantly more powerful. Using the power and torque curves from the engine, plus rotational and frictional losses through the drivetrain, the CFD team were also able to provide a top speed for the car, though when this resulted in over 200mph, Caterham chose to be a little more conservative for the launch brochure, quoting a more 'modest' 175mph!

And so to January at the NEC in Birmingham. The SP/300.R was revealed to an excited press and public, blown away by the aggressive beauty of the design and the top level specification at a very modest £60,000+VAT. Over the four days of the show, Caterham took cheques on the stand from several customers – remarkable, bearing in mind that this was the first anyone outside of the development team had heard of it!



Caterham have promised that they will come back to Lloyd's with a final production car once this has started later in the year. Until then, all eyes will be on the first press tests of the car later in summer when the performance figures will be revealed...

Our grateful thanks to Simon for presenting to the Lloyd's Motor Club and to Caterham who offered two excellent prizes on the day (Caterham Slalom Experiences), won by Tony Wilshire of Sagicor at Lloyd's and Andrew Walker-Green of UIB.

Our grateful thanks to Caterham Cars for sponsoring the post forum refreshments.

Martin Robinson

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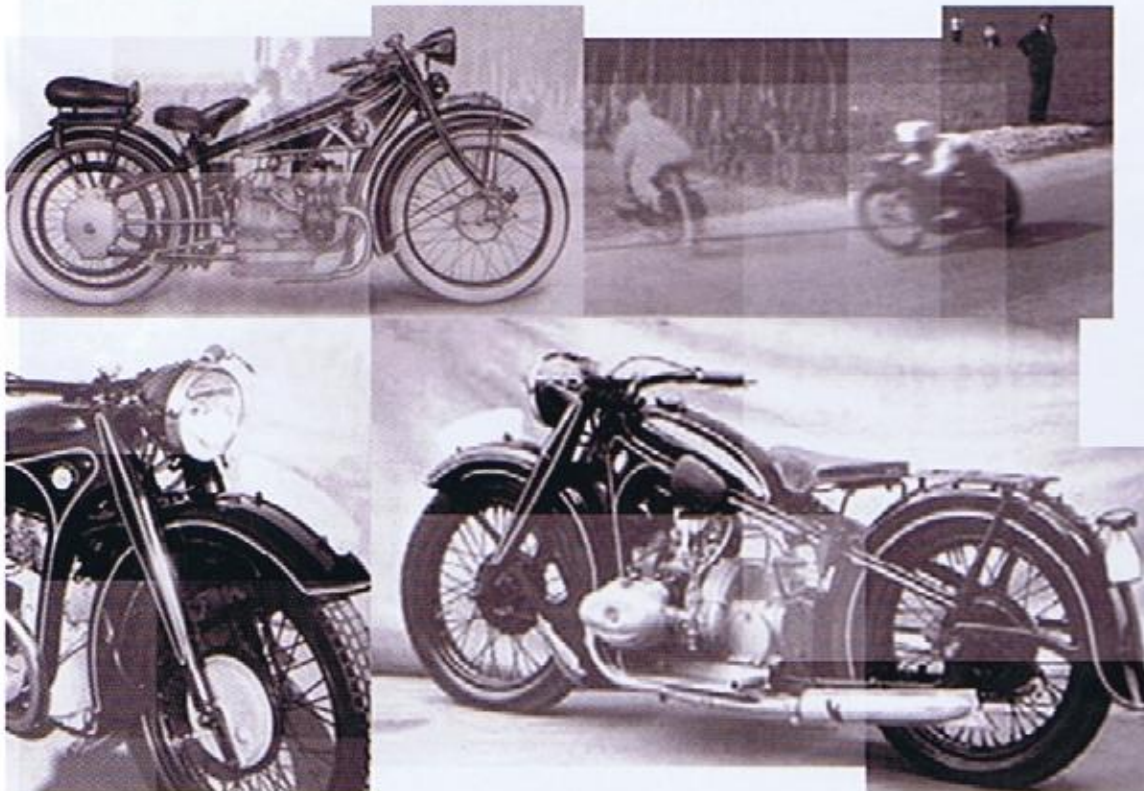
BMW MOTORRAD

Our April forum was a first for the LMC thanks to Lee Nicholls and Bruce Charman, who presented on BMW Motorrad. Our thanks to BMW Motorrad for two magnificent prizes, the first won by Robert Choppen from Willis who was the winner of an opportunity to pass his motorcycle test at "The World of BMW", an intensive 5-day course with full accommodation and the use of a BMW motorbike and safety equipment, and the second prize of a pair of BMW VIP hospitality tickets for the World Superbike Race at Silverstone won by Austin Wren of Alterra.

Our grateful thanks go to Zurich for sponsoring the post-forum refreshments.

BMW's motorcycle history began in 1921 when the company commenced manufacturing engines for other companies. Motorcycle manufacturing now operates under the BMW Motorrad brand.

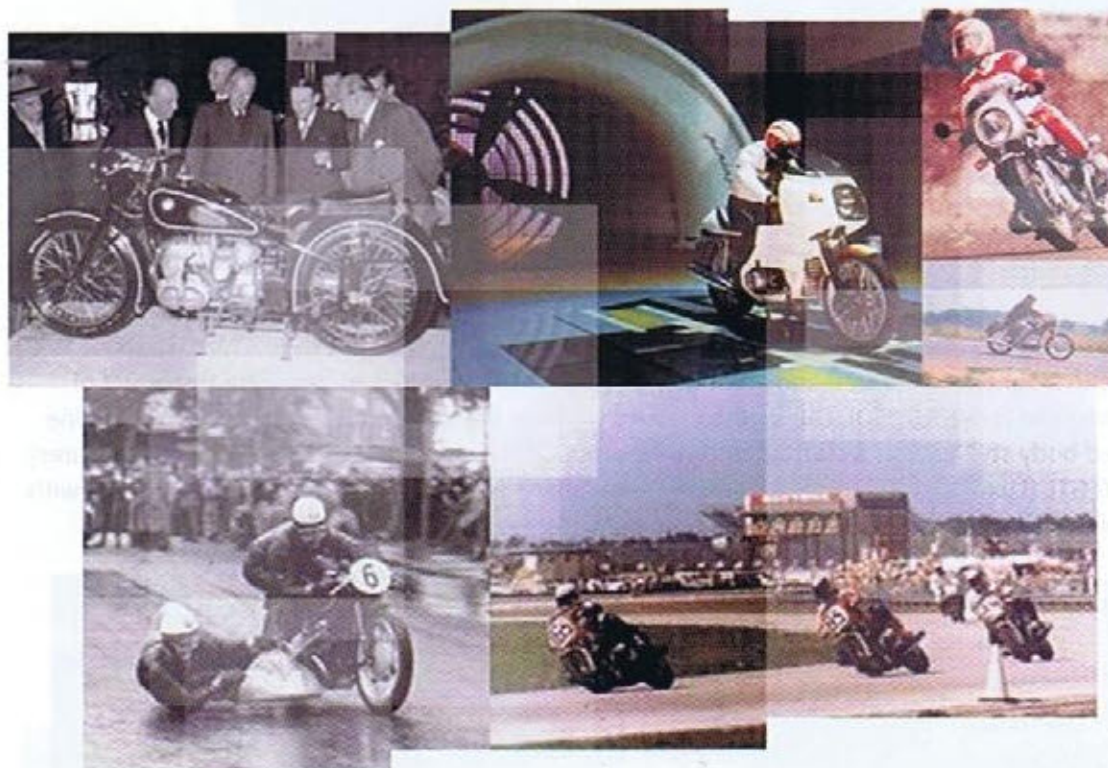
Engine development led to the creation of BMW's first motorcycle, the R32 in 1923. Since then technology has progressed to the extent that BMW Motorcycles are considered the most technologically advanced manufactured motorcycle today.



Since 1923 BMW has led the way in motorcycle technology and has brought to the world of two wheels technologies such as hydraulic telescopic forks, integrated fairings, ABS, the three way catalytic converter, electronic suspension adjustment and adaptive xenon headlights to name but a few.

BMW Motorrad's history and heritage is second to none in the motorcycle world and some of the key highlights are shown below:-

- 1920: Production of the BMW M 2 B15, a flat twin motorcycle powerplant supplied to various manufacturers.
- 1923: Presentation of the BMW R 32, the first BMW motorcycle in Berlin.
- 1924: First German Championship won in the 500 cc category.
- 1929: First motorcycle World Record by Ernst Henne with a speed of 134 mph.
- 1933: First victory for Germany with a 'pure' BMW team at the International Sixdays.
- 1935: The world's first telescopic fork with hydraulic damping installed in a production motorcycle (BMW R 12 and BMW R 17).
- 1938: Georg Meier wins the European Championship on a 500 cc factory racer with supercharger.
- 1944: Stop of production. The last model was the BMW R 75, produced for the German Wehrmacht (military forces).
- 1948: First post-war motorcycle BMW R 24.
- 1951: Catching up with the world's leaders - BMW R 68.
- 1954: First World Championship title in the 'sidecar' category. 19 rider and 20 manufacturer's titles follow until 1974.
- 1956: Runner-up to the World Champion: Walter Zeller.
- 1969: Presentation of the BMW /5 model line, production facilities moved from Munich to Berlin.
- 1973: BMW R 90 S, the world's first production motorcycle to sport a cockpit fairing.
- 1976: BMW R 100 RS, the world's first motorcycle equipped with a full fairing that was developed in the wind tunnel.
- 1976: Victory at the very first superbike race in the USA.



- 1980: Presentation of the BMW R 80 G/S, the first large-displacement Enduro.
- 1981 – 1985: Four victories at the Paris-Dakar by Hubert Auriol and Gaston Rahier.
- 1983: Presentation of the BMW K 100, the first BMW in-line four model line.
- 1988: The world's first motorcycle ABS.
- 1991: The world's first closed-loop 3-way catalytic converter on a motorcycle.
- 1993: Presentation of the single cylinder model BMW F 650.

- 2004: Presentation of the K 1200 S, the first "transversely mounted" in-line four.
- 2004: World premiere of the world's first electronic suspension adjustment system (ESA) on the BMW K 1200 S.
- 2005: Presentation of BMW's first "High Performance model" HP2 Enduro.
- 2006: Introduction of the parallel twin models F 800 S and F 800 ST.
- 2009: Presentation of the S 1000 RR and entry into the World Superbike Championship.
- 2011: Presentation of the K 1600 GT, the first with adaptive xenon headlight.

BMW Motorrad's current range consists of single cylinder (G Series), twin cylinder (F Series), the famous boxer (R Series) and four cylinder engines (K Series). Each engine variant could be then placed in four different worlds of excitement as shown below:-



BMW Motorrad has introduced three new models for 2011. An entry level model known as the G 650 GS with a lightweight frame and great manoeuvrability it's perfect for entering the world of BMW Motorrad (price £5,150). Our stylish classically styled R 1200 R with its famous boxer engine and naked body styling with a starting price of £9,950. Or our six cylinder K 1600 GT (Sports Tourer) or K 1600 GTL (Luxury Tourer) aimed to take market share away from the Honda Goldwing but with a price of £5k less (starting price £16,100).



Martin Robinson



"BMW Motorrad's strength is our passion for two wheeled travel. This passion is evident at every stage of the manufacturing process and it is what makes BMW Motorrad unique. Advanced technology and extreme precision are not an end in themselves, but a means to an end – namely greater riding pleasure. This is engineering to stir the emotions and it makes every ride on a BMW motorcycle an experience to remember.

Of course, once you enter the world of BMW Motorrad the adventure is just beginning. Our dedicated team at World of BMW can take you from total novice to successfully passing your bike test in a week and have a 90% first time pass success rate. Or for the more adventurous rider you can travel the globe like Ewan and Charlie or settle for more luxurious experiences of riding in Europe."

www.bmw-motorrad.co.uk/world-of-bmw/



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to Lloyd's Motor Club & ClubSonar Members



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Our Motorrad representative for London is **BMW Park Lane** and they would like to extend their offer presented to The Lloyd's Motor Club in April to all ClubSonar members.

Offer One - To pass your bike test with World of BMW through BMW Park Lane free of charge when purchasing a new BMW motorbike (value of approx £1,000)

Offer Two - Or for the bike riders within ClubsSonar when purchasing a new BMW motorcycle through BMW Park Lane up to £1,000 worth of Rider Wear (Motorcycle Suit / helmet / boots etc) will be provided free of charge.

If you are interested in either offer please contact Tim Newman (Motorrad Sales Director) at BMW Park Lane for more details and quote **Lloyds LMC 2011**

Tim Newman on 020 7514 3564 or email tim.newman@bmwmotorradparklane.co.uk

Web details www.bmwmotorradparklane.co.uk/

Stanif Robinson



GINETTA FORUM

By Bob Bradbury

Obviously Italian, right? You wouldn't be the first person to be slightly taken aback to find out that the Ginetta car company started life in the leafy English county of Suffolk in 1958, and that it is one of very few remaining car manufacturers still under British ownership.

The firm has had a roller coaster history, but has always produced superb looking ultra-lightweight cars that have been much admired for their looks and racing prowess. Among their early claims to fame on track was the rivalry that saw Ginetta G4's trouncing their similarly lightweight Lotus Elan competitors and making mincemeat of many bigger and more powerful cars on British circuits in the 1960's and 1970's.

Yorkshire businessman and racing driver Lawrence Tomlinson bought the Ginetta name in 2005, along with the rights to build the then current G20 and G33 models. Since then, three new models have been introduced and Ginetta have created a stepladder of single-make racing series, rivaled only by Caterham.

On 10th May, two Ginetta G40's were parked back to back outside the Lloyd's building. The first is owned and raced by LMC's Paul Latimer and the second, a road going version, was driven there from Yorkshire by the two of our lunchtime presenters, Stewart Linn and Peter Merrilees.



Racing in Ginettas can start from the age of 14-17 in the Ginetta Junior Championship which supports the British Touring Car Championship (BTCC) and, therefore, gets plenty of TV coverage. British Formula One champion Damon Hill's son Josh has raced in this series. From age 16+, there is the Ginetta Challenge which uses the 150 bhp versions of the G40's pictured above, up from the 100 bhp of the Junior car. For more advanced racers, G50's and G55's compete in the GT Supercup series which also supports the BTCC events. GT3 and GT4 versions are said to be the most affordable race cars in these classes. In 2010, Ginetta won the Production Car Class of the Britcar 24 hour race at Silverstone by 16 laps in a G40 that was driven to and from the circuit by Lawrence

Tomlinson. A Ginetta prototype even raced in the Le Mans 24 Hours last year, with Nigel Mansell at the wheel.

Ginetta can boast some amazing accomplishments over the last few years. The G50, the first wholly new car under the current management team, was brought from initial design to production within 6 months, ready for immediate racing in its own one-make series. Mishaps along the way included two fires, one of which burned down the factory that produced all of the bodies, destroying the bucks for the G40 and G50. There was also a well publicised motorway crash that destroyed another prototype. Only 35 people work for Ginetta from chairman to factory floor, which makes their successes in designing and producing so many cars all the more incredible. Approximately 300 cars were produced from the factory in the last year.

The future looks very exciting for Ginetta with a new 410 bhp carbon fibre bodied supercar, temporarily called the F400, under development. There will be an eventual return to Le Mans and there is a bespoke engine development programme in place. The racing series' are bound to go from strength to strength and Ginetta may once again become a household name.

In the business card raffle, Simon Cross won a full day's tuition on track in a G40 and Paul Chapman won tickets to a BTCC round of his choice with full hospitality; both prizes donated by the factory. Paul Latimer will welcome your support at any of the championship events that he will be taking part in.



Right: the author's G4 racing at Dijon soon after being sold in France

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"THE BRAVEST OF THE BRAVE"

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Early in 2010 the LMC Committee considered that we should show our support for our armed forces and decided to offer serving members of the forces the opportunity to be our guests at our celebrity lunches in the City of London. Roger Earl's connections with 11 EOD Regiment Royal Logistic Corps (RLC) made them the natural choice to whom we should extend our offer. Since then we have hosted 2 serving members of 11 EOD at each of our lunch events. Further we have selected 11 EOD as our adopted charity and they are now the beneficiary of the proceeds of our fund raising activities. The presence of serving members of 11 EOD at our events is much appreciated by our members and we are proud to have the opportunity to host them.

11 EOD (RLC) is the British Army's specialist unit responsible for counter terrorist bomb disposal, commonly referred to as Improvised Explosive Device Disposal (IEDDs), as well as conventional Explosive Ordnance Disposal (EOD), the recovery and safe disposal of conventional munitions, and all aspects of ammunition inspectorate duties across the Army.

The Regiment carries out its mission on all deployed and expeditionary operations worldwide, which currently includes Afghanistan, Iraq, the Falklands, Germany, Cyprus and, in the UK, supporting the Home Office.

The Regiment is based in Didcot and it employs just under 700 specialist soldiers, mainly from the Royal Logistic Corps but enhanced with individuals from four other corps within the British Army. Ammunition Technicians form the majority of the Regiment's personnel, together with Drivers and Pioneers, all belonging to the Royal Logistic Corps. The Royal Corps of Signals provide the Electronic Counter Measures and Communications Specialists, and Military Intelligence Operators staff the intelligence section, providing the Regiment with essential counter terrorist information. Additionally REME Technicians maintain the Regiment's vehicles and their specialist equipment such as the 'Wheelbarrow' bomb disposal robots and high tech electronics. Finally administrators from the Adjutant General Corps are employed in the UK and in overseas locations to provide administration to all members of the Regiment.

The Regiment is one of the busiest in the British Army and also one of the most highly decorated. Bomb disposal, particularly in the High Threat environment of Afghanistan, is a dangerous profession and soldiers serving with the Regiment are hugely proud of the service they provide. All those who serve with the Regiment on operations are placed in the most extreme danger and sadly at times they pay the ultimate sacrifice.

To quote Thucydides, the 5th century BC Greek historian - "The bravest are surely those who have the clearest vision of what is before them, glory and danger alike, and yet, notwithstanding, go out to meet it."

Martin Robinson & Roger Earl

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Marin Robinson & Roger East

THE GINETTA G40 DIARY

After five highly enjoyable years of Caterham Racing it was time to cut the umbilical cord and try something new.

Ginetta building on the success of the G50 and G40 Junior Championships in 2010 launched the new G40 Challenge for 2011 which appeared to fit the bill absolutely perfectly, because this series raises the bar on both in terms of profile and performance.



After just one brief test on a damp track at Donington in November last year, I was persuaded to put down my deposit for a new car with the assurance of a January delivery date.

The G40 Challenge Car weighs in at 800 kg and is powered by a mildly tuned 150 BHP 1.8 litre Ford Zetec engine mated to a six speed sequential gearbox supplied by Quaife. The biggest difference from the Caterham is that the car runs on slick Michelin tyres. The level of grip generated by them once they are warm takes a little adjusting to - I have had words with the team but to date we do not have the luxury of tyre warmers, so I have spun on the first lap out of the pits on more than one occasion. The only real problem with the slicks manifests itself when you finally do find the limit of adhesion as they let go somewhat faster than road tyres...

The new car and tyres have provided an excellent excuse to get out and practice as much as possible before the season opener at Oulton Park which is scheduled for Easter Weekend. Catlin and JLT Re have very kindly renewed their sponsorship for 2011 and I am delighted to report that they have been joined by International Law Firm Clyde & Co and BW interiors who have just completed the excellent fit out of Catlin's new offices on Gracechurch Street.

The car is being run by Trackcars who looked after my Caterham last year, and have persuaded five of us to make the jump. I have spent a fair amount of time with the team instructor - Pat Gormley,

an accomplished driver in his own right - as the first priority before changing the multiple damper, roll bar, castor, camber and ride height settings has to be the fine tuning the nut behind the wheel.

Competition will undoubtedly be fierce this year because instead of the Caterham Parts Voucher for a few hundred pounds for the Championship winner I am used to racing for, Ginetta have put up a sponsored drive in a G50 for next season as the top prize which seems to have worked as the grid is sold out.

The photos in this article were taken by series photographer Jakob Ebrey at the recent media day which Ginetta organised at Silverstone to launch the 2011 Series. This combined the opportunity in alternate track sessions to do some additional test miles and give passenger rides to those brave enough from the sponsors and their guests so we did our best to put on a good show!

The dates for this year's championship which will be part of the British F3 and British GT package at their UK rounds are as follows:

23 April	Oulton Park, Cheshire
14-15 May	Snetterton, Norfolk
18-19 June	Brands Hatch Grand Prix Circuit, Kent
16-17 July	Brands Hatch Indy Circuit, Kent
3/4 September	Rockingham International, Northamptonshire
24-25 September	Donington Park GP, Derbyshire
7-9 October	Silverstone Arena, Northamptonshire

The car will be on display outside Lloyd's on May 10th, so please do come and see it for yourself. If you would like to attend the event you simply need to register via www.clubsonar.co.uk

Please do also get in touch with me if you are interested in learning more, or if you would like to attend one or more of the Championship rounds.

Paul Latimer

TARGA TASMANIA

James Owen, Aviation Class Underwriter with XL Syndicate, bought his 1968 Triumph TR5 in 2003. Since 2004 he has raced it in historic events, mostly the Historic Roadsports Championship run by the Historic Sports Car Club, but occasionally venturing into Europe. This time he's going a bit further. Why?

James: "Historic Roadsports Chairman, Mike Eagles of OAMPs in London, is an ex-pat Aussie, and a second Aussie also races with us. On more than one occasion, probably after a beer or two, a small group of us has discussed the viability of a racing trip to Oz...

"In 2006 I convinced my wife to accompany me, as Navigator, on a Road Rally in Sicily celebrating the Centenary of the Targa Florio road race. Whilst we were in Sicily we befriended a group of Australian motorsport enthusiasts who were following the event ... one of them, Scotty Taylor, enthused about an event with 'proper' road-racing that was run in his home state ... my dream of competing in the Targa Tasmania was born there and then ... And it rapidly became clear to me that a trip combining these events was indeed a possibility, logistically speaking at least!

"Despite numerous car issues, job changes, oh, and the arrival of two children in the intervening period, it became clear that 2011 offered an opportunity to pull this plan together. It's been two years of active planning, a lot of which has been stressful and time-consuming, but as I speak I am sitting in Melbourne, with the car merely a few miles up the road, waiting to clear customs, quarantine and local registration requirements. Looks like it's really going to happen.

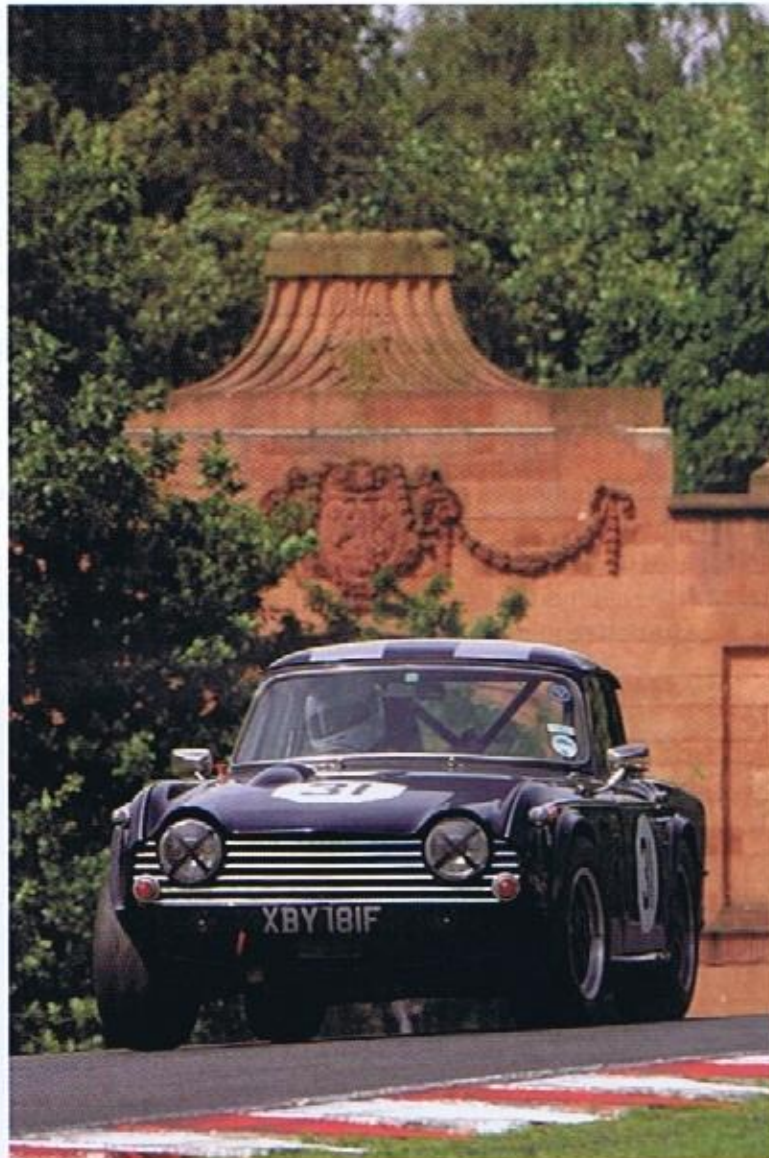


"Phillip Island is of course a world-renowned circuit, and the Classic Festival put on by VHRR is the biggest Historic Festival in the Southern Hemisphere, with around 500 cars entered, including around 100 in the 3 divisions of Group S, which is akin to Historic Roadsports.

"Targa Tasmania is one of the last 'proper road races' left in the world, for the 20th anniversary event this year the event has been expanded to allow 360 cars to run, both Historic and Modern, with around a 50/50 split. It's 2000kms, much of which is flat-out closed road stages. Neither I, nor

my Co-Driver, have ever done this type of event before, so our ambition is limited to completing the event. We are the only car from Europe; having spent months dealing with logistics and bureaucracy I think I now know why, but we are here now, and we plan to enjoy ourselves to the fullest extent; not only that, but we are told we might be minor celebrities for the week!

"I am very grateful to XL for their support in this venture, and also to OAMPs who have helped sort various insurance issues that have cropped up."



If you are interested in following his progress, James has set up a blog for the motorsports activities of this trip, at <http://tr5aus.blogspot.com> A report will feature on these pages in a forthcoming edition.

James also races a 1960 Elva 200 in Formula Junior, racing with the FJHRA in UK and Europe.

Martin Robinson

CLUBSONAR

For The London Insurance Market

www.clubsonar.co.uk

ClubSonar was launched in early 2011, and offers the Lloyd's and London Insurance Market clubs and societies the opportunity to display their club details and highlight their events to the London insurance market.

Many of the market clubs are long established, welcoming members from across the London insurance market, and they conduct an extensive range of prestigious events. The clubs not only provide a focal point for individuals with common interests, but also provide a ready-made network where individuals from across the market can meet and socialise. The enthusiasm shown by the initial clubs involved in the launch has been very encouraging.

The **ClubSonar** site provides the clubs with the opportunity to utilise social networking functionality, conduct on line event booking and the ability to advertise their events to a market wide audience.

This is the first time clubs have worked together through an internet solution to bring their collective offerings to the attention of the market. New starters in the market will benefit from having a window on the range of clubs and societies, and no doubt existing market employees will be pleased to see what the market has to offer.

ClubSonar currently includes numerous clubs: Golf, Rugby, Yacht, Football, Cricket, Squash, Motor, Cycling, Ski, Shotgun, Three Rooms, Art, Lloyd's Under 35s Marine Group, a range language clubs and the Insurance Institute of Folkestone, Canterbury & East Kent. The following will join soon, The Insurance Institute of London, Saddle & Polo Club and the Croquet Society.

Access is free to all Lloyd's and London Market clubs and societies. For further information contact:
martinrobinson@clubsonar.co.uk

GINETTA CAREER LADDER 2011

GINETTA JUNIOR
AGE: 14-17 **G40J**GINETTA CHALLENGE
AGE: 18 UPWARDS **G40**GINETTA GT SUPERCUP
AGE: 18 UPWARDS **G50 - G55**INTERNATIONAL GT3-GT4 **G55**
BTCC BRITISH TOURING CARSGINETTA
JUNIOR CHAMPIONSHIP

Hillspeed's Seb Morris secured win number four of the 2011 Ginetta Junior Championship season at Donington Park this Sunday, 17th April, to keep his 100 per cent win record intact and move further clear of his young rivals in the chase for the coveted title.

Tollbar Racing duo William Foster and Tom Howard provided the main opposition with the team-mates finishing the race in that order, with Foster securing a career best finish in second and taking the chequered flag only 0.285 seconds behind Morris. Howard, meanwhile, made it three visits to the rostrum from four races as he crossed the line a further 0.3 seconds shy.

Next Ginetta Junior Championship is a visit to Thruxton Circuit in Hampshire Saturday, 30th April, and Sunday, 1st May.

RESULTS SO FAR...
GINETTA JUNIOR CHAMPIONSHIP

POS	DRIVER	PTS
1	Seb Morris	144
2	Charlie Robertson	93
3	William Foster	92
4	Tom Howard	82
5	Max Cotes	74
6	George Gamble	70

The Fuchs Ginetta Challenge has been synonymous with full grids and close racing for many years now, but for 2011 it is set to be even better starting at Oulton Park with 34 cars on the grid. A broader spread of the new G40 models to take on the older, yet lighter, G20 will add to the spectacle while the entry boasts newcomers, a former champion and a host of competitive drivers.

The first round of the Fuchs Ginetta Challenge series takes place as this magazine goes to print so watch closely.

"A huge amount of drivers in British Motorsport today have come up through our Ginetta career ladder."

"We will continue to offer value and affordable access to racing through our competitive cars and high profile championships"
Lawrence Tomlinson - Ginetta Boss.

2010 Review...



Frank Wrathall began in a Ginetta G20 moving up to the Ginetta G50 Cup where he was a title contender for 3 years winning in 2010. Frank now races in the prestigious British Touring Cars Championship.

2010 Ginetta Challenge winner George Murrells started in the Challenge series racing a G40. He now races a new-for-2011 G55 in the Michelin Ginetta GT Supercup.



Tom Ingram began as a Ginetta Junior where he spent two years finishing 2010 with an impressive win in the first ever G40J car. Tom made his 2011 season debut in a G50.



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GINETTA
GT SUPERCUP

IDL driver Tom Sharp added the fifth and sixth wins of the year to his remarkable tally at Donington Park this Sunday, 17th April. Sharp fought through from fifth on the Michelin Ginetta GT Supercup 'reverse grid' to prove he can win from the front or from in the middle of the pack.

Even so, he had to fend off Adam Morgan, George Murrells and Freddie Hetherington. Scorching away at the front, at the end of lap 16 Sharp's winning margin was over five seconds.

In G50s, Aaron Williamson took an excellent early lead rising from fourth. The lead changed hands lap after lap with fantastic door handle-to-door handle action between Tom Ingram and Andrew Richardson down the Craner Curves. Jody Fannin came through in the end to take the win with Louise Richardson second and Jake Hill taking third place.

RESULTS SO FAR...
MICHELIN GINETTA GT SUPERCUP

POS	G55	PTS
1	Tom Sharp	216
2	George Murrells	138
3	Carl Breeze	126
4	Adam Morgan	116
5	Colin White	98
6	Nathan Freke	78

POS	G50	PTS
1	Jody Fannin	158
2	Tom Ingram	156
3	Robert Gaffney	124
4	Jake Hill	111
5	Louise Richardson	92
6	Aaron Williamson	88

Discover more about the 2011 Ginetta Junior Series with the FJRA in UK and Europe.

George Robinson

LMC KARTING DAY 2011

The entry list is now open for this year's Lloyd's Motor Club Karting Day, one of the highlights of the LMC's year, which will take place on Friday 9th September at Buckmore Park, near Chatham, Kent.

This will be the 15th running of this very popular event, which takes place on the 1200-metre "International" outdoor circuit; we will be racing in Buckmore's new-for-2011 Sodikart RX390 fleet, giving speeds of up to 80mph while providing a high level of safety and comfort for even the most inexperienced competitors.



The event offers the best possible value for money, with full- and half-day options; in 2010, around 130 competitors of all levels of experience from the insurance market enjoyed a full day of safe and exciting racing, so it makes an ideal event to which to invite your guests, friends or colleagues. Individual entries are also welcome – we will even find you a team to drive for in the endurance race!

In the morning we have a sprint event (several heats for each driver, followed by *repechage* finals), followed in the afternoon by a three-hour team endurance race for the "Copylogic Cup" in association with Avanquest. The entry list can accommodate only 48 drivers for the sprint, but we can accept up to 35 teams (of three or four) for the endurance race.

For 2011 the cost is just £150 per person for LMC members and their guests for the whole day in a team of three, reducing to £135 each for the day for teams of four. Alternatively, if you can only spare the afternoon then we offer a special rate of just £295 per team for the three-hour endurance race, which has its own dedicated briefing and 30-minute qualifying session. An individual entry costs £150 for the whole day or £100 for the afternoon only.

The day's schedule is as follows:

- 09.00 Arrival and registration for sprint races
- 09.30 Sprint briefing
- 10.00 Sprint practice, heats and finals, finishing by 1300

- 12.30 Arrival and registration for endurance teams
- 13.15 Endurance race briefing
- 14.15 Qualifying for endurance race (30 minutes)
- 15.00 Three-hour endurance race starts
- 18.00 Chequered flag

- 18.15 Presentations for sprint finals and endurance race



For the endurance race each team must consist of three or four drivers; if you are short of a driver or two for your team, you will be allocated one of our individual entrants so that every team has the requisite number of drivers. Only guests with direct connections with the insurance market will be allowed to take part – no experienced “outsiders” will be allowed, and the line-up of any non-corporate teams will be at the discretion of the organisers.

Food and drink will be available for purchase all day, and all racewear is provided, including wet-weather gear if required; participants only need to bring suitable footwear. A number of teams have already put their names down for places and this event is always over-subscribed, so you are encouraged to get your entry in as soon as possible!

Brian Hunt (secretary@lloydsmotorclub.com) Tel. 07971 663190

LOTUS RACING F1 TEAM FACTORY TOUR

LMC member Clive Willis recently took part in a tour of the new Lotus Racing (now Team Lotus) factory, and this is his report.

"This was a tour scheduled to last 90 minutes which ended up lasting two hours, with all of us being kindly asked to leave as we had overrun!

The Lotus racing base is a single unit on an industrial estate in Hingham, Norfolk. The only thing that gives away what is hiding inside is a nice 'Lotus Racing' sign outside a re-painted glazed entrance area, around the corner from the normal path taken by most of the people who enter the estate.



The reception area is small, with just three seats for waiting guests. However, there is a mock up racing car, and 'Lotus Racing TV' playing to keep you occupied whilst you are waiting. Unfortunately, no photos were allowed to be taken once inside the building.

The tour starts with a trip upstairs to a meeting room for a quick introductory talk by our guide, and then a short video showing some of the early stages of the Lotus Racing team and the T127 car build. This is then followed by a visit to the aerodynamics design office while all the staff are still quietly working at their PCs. Our guide then talked about what they do, and how this is currently tested on a half-size model in a rented wind tunnel in Italy.

Next, it was back downstairs to don some paper jackets, and then be shown the composite shop. The composite design and lay up process is explained, and (broken) pieces of the 2010 car passed around to look at the construction, and feel how light all of the parts are. At the same time, in the background, two technicians were laying up the chassis for the 2011 car.

After a brief look at the paint, preparation, and engineering areas, we moved on to the car bays. There were three bays for Jarno Trulli's and Heikki Kovalainen's cars, plus a spare car area. The cars and mechanics occupy the same area all year, and Jarno's car, fresh from the final Grand Prix of the year, was in its bay. After a brief tour of the car, Jarno's chief mechanic was asked to join us to

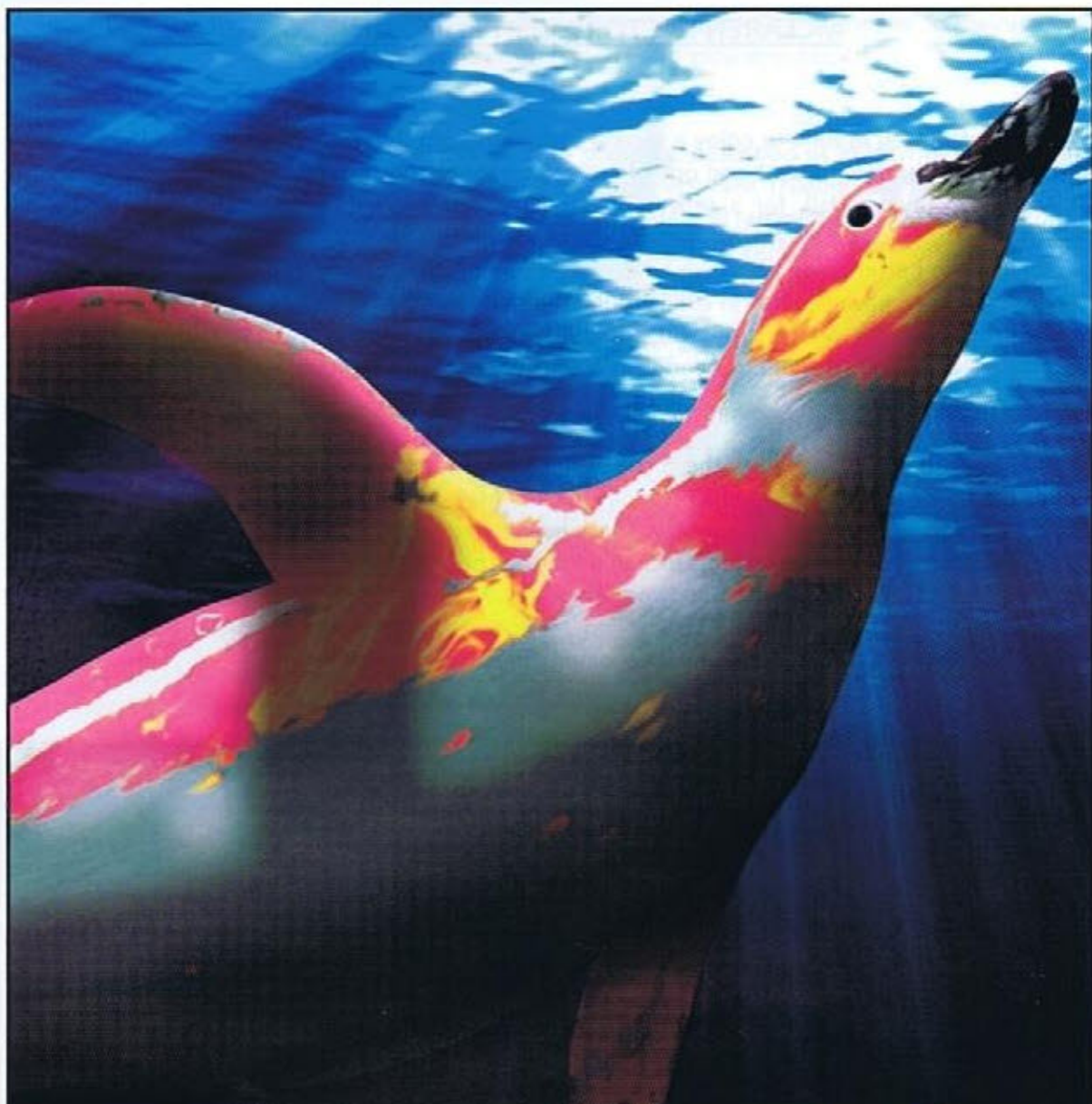
answer a question posed by one of the guests, and he then stayed with us for at least 10 minutes answering further questions on the car, team and F1 racing in general.

An official photo was taken of each of us standing next to the car, and then it was back to the original meeting room that we sat in for the video, for a chat with the head of PR / media liaison. A lot of questions posed related to the car / racing team relationship.



All in all, this was a visit which can be highly recommended. Everyone was friendly, approachable, and delighted to answer questions. Hopefully, the LMC will be able to arrange a tour during the 2011 season – make sure you don't miss the chance to see this exciting new team's first steps on the road to F1 success!

Clive Willis



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MCLAREN FACTORY VISIT – 17th JUNE 2011

We were privileged in June to enjoy a second invitation from Neil Oatley, Design and Development Director of McLaren Formula 1 and one of our key celebrity guests at last Year's Motor Club Dinner at Merchant Taylors Hall, for a repeat of last year's ultra desirable private tour of McLaren's futuristic headquarters at Woking, particularly so as the LMC group is the only one Neil conducts personally! No better guide could we have – he is one of the McLaren Technology Group's longest serving members, having joined in 1986 around the same time as Gordon Murray. Neil became Chief Designer in 1988, his cars securing titles in 1989, 1990, 1991, 1998 and 1999, and subsequently became Executive Director of Engineering in 2003. Very much part of the fabric and a cornerstone of the company!

Included in the LMC party were the fortunate prize winners from February's Ian Callum/Norman Dewis Jaguar lunch, the Goodwood Track day in early May, and the Alan McNish lunch and the Lord Charlie Brocket supper, both in late May. These events had raised over £6,500 for 11EOD, the Club's dedicated charity. The prize winners included Ray Clinton and Graeme Baird from the Jaguar lunch, Jeffrey and Jane Gilbert from the Goodwood track day, Mathew Petzold and Bill Dale and Adrian and Jordan Stewart from the McNish Lunch, and Mark and Dennis Smith from the Brocket Supper. Robert Wilson and Nick Ferguson-Gow also joined the party by invitation.



After our early afternoon arrival on the Friday, tighter still in security terms than getting into Lloyd's these days (!), Neil briefed us on the history of McLaren from Bruce's early days through to the present day and once more left us in no doubt about the way the team conducts its business.

We visited the key areas involved in the development and construction of the Formula 1 cars – an absolutely fascinating and absorbing insight into what makes a cutting edge space age company like

McLaren tick! The two cars destined for Valencia for the European Grand Prix the following week were on their stands in course of preparation with typical F1 surgical precision!

Perhaps even more intriguing for some of us who could be described as golden oldies was our meeting with two long service "good ole" McLaren engineers, Neil Trundle and Ron Pellat, both delightful and enthusiastic chaps, with whom we indulged in much reminiscing. They were restoring a piece of F1 history, the first of McLaren's carbon fibre monocoque cars, the 1981 MP4/1 – just one example of the many giant steps McLaren have promoted over the years in Formula 1 and the automotive theatre generally.

It was fascinating to see the clinical conditions of the whole McLaren empire, whether it be the wind tunnel, the MP4 12C production line, or the hallowed Formula 1 areas. The immense and spotless wind tunnel (you could happily eat your lunch off the floor, indeed you could do so pretty well anywhere in the Technology Centre!) produces a great deal of heat which is then cooled by the tranquil lake at the rear of the factory – a startling amalgam of utility and beauty! Very McLaren!

Pending imminent completion of the factory for the road car on the adjacent site, the MP4 12C production line has been temporarily squeezed into the central area of the main building where the first production models are being built by hand – marvellous to behold! We were run through the specs of the car itself and the production operation by Dick Glover, manager of the road car project, another fascinating insight into the world of McLaren. The order book is booming and the waiting list is currently around 2 years.

Such spare space that presently remains on the main floor of the massive building is taken up by a truly awesome collection of McLaren's most successful F1 cars, and examples of the F1 road and Le Mans winning GT cars, and quaintly, Bruce McLaren's first race car, a beautifully restored Austin 7 tipo!

Our visit drew to a reluctant close with a trip through the amazing Trophy Hall! McLaren owns every trophy won by the team since its inception, and if a driver wants one of his own, a copy is made. The number and variety of trophies defies description, and this must be one of the most impressive collections anywhere in the world. A historic team and a historic day to be treasured.

Our special thanks to McLaren Group, and to Neil Oatley in particular, for giving us this rare opportunity.

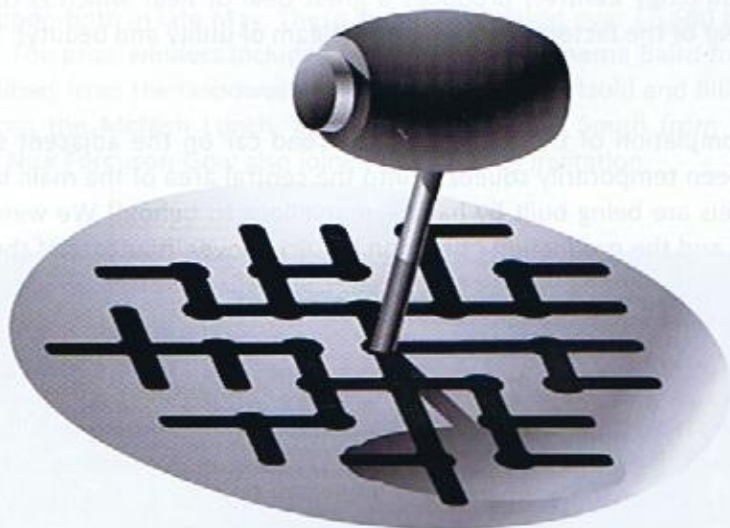
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