

Lloyd's Motor Club

Review

Vol. One, Edition 8

July 2012

www.LloydsMotorClub.com



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Welcome

to the July 2012 issue of the LMC Review.

This edition looks back over nearly a year of activities which have included LMC Forums in Lloyd's, factory visits, club suppers and a visit to the headquarters of 11EOD, the bomb disposal regiment for which the club continues to raise charitable donations. We also include reports from club members, showcasing their very impressive competitive endeavours and it's a particular pleasure to include articles from some of our motorcycling members too.

The list of club activities is ever growing and not everything can be covered here. Please check our website regularly for upcoming events, many of which can now be booked directly on-line.

The organisers of Chelsea Auto Legends have offered LMC members a special discounted ticket rate. Just use the promotion code "**CAL2012CC**" at the ticket page once you've clicked through to the link at The Ticket Factory website from www.chelseaautolegends.com.

Adults : £10 (discounted from £15 online,
£25 on the gate)
12-15 yrs : £6 (discounted from £10 online,
£20 on the gate)
Under 12's are free.

If you have moved house or changed job recently, please email us with updated contact details. If you're not getting regular emails and occasional post from us, it's probably because the details we hold for you are out of date. If unsure, email us anyway at membership@lloydsmotorclub.com

Bob Bradbury

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An Evening with Austin Vince

29th March, 2012

Lloyd's Motor Club kicked off the 2012 "Celebrity Supper" season with an evening at Steam Wine Bar in the City.

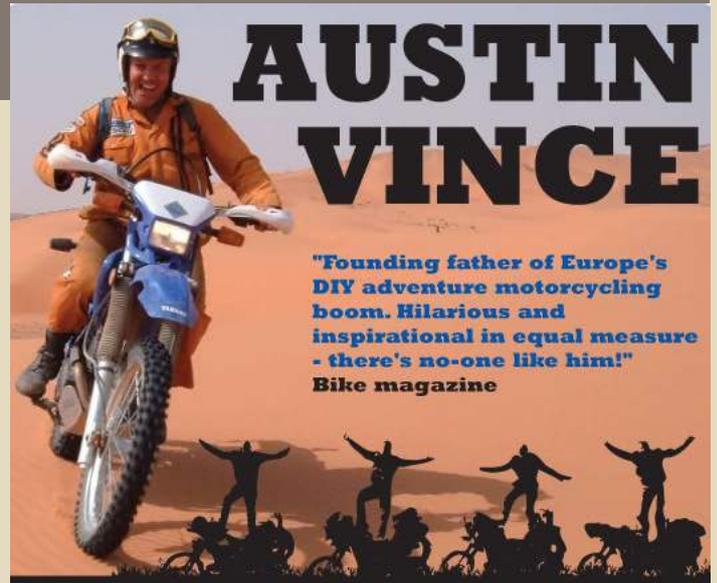
For those who don't know who Austin Vince is, his Wikipedia entry says:

"Austin Vince is best known for his long distance adventure motorcycle expeditions: twice round the world as part of the Mondo Enduro and Terra Circa trips.

As well as presenting the Mondo Enduro and co-presenting the Terra Circa TV shows, Austin has also written and presented the Routes series on Discovery Channel. Latterly he played the maths teacher in Channel 4's 'That'll Teach 'Em' and has in the past taught at St. Johns Northwood as a maths teacher.

Vince attended the private Mill Hill boys school in North London then was sponsored through university by the army but became a pacifist while there and had to pay them to get out. After university, Austin returned to Mill Hill as a teacher. He is now a freelance lecturer and film and travel event organiser."

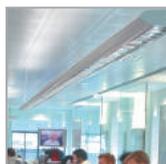
After an excellent meal of Bangers and Mash, we gathered around Austin's projector and listened to his tales of adventure, liberally sprinkled with hilarious self-parody and amusing anecdotes.



Austin had told us that he planned to speak for an hour with a short interval but, as he got more and more carried away with his tales of global adventure on no budget, we eventually realized that two hours had been spent in his company.

Austin is an excellent speaker and his slide show was both informative and entertaining (if not hilarious and rude in equal measures!).

If you missed this event Austin can be found on: www.mondoenduro.com



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Future Events

- 11 July** : **Tony Southgate Lunch
Minster Exchange**
Bookings:
www.lloydsmotorclub.com
- 25 July** : **BMW Forum
Lloyd's Old Library**
Bookings:
www.lloydsmotorclub.com
- 7 September** : **Karting day
Buckmore Park**
Details to follow
- 5 November** : **Goodwood Track Day**
Contact: Charlie Miller

Further details of these and other events can be found on our website www.lloydsmotorclub.com

Lloyd's Motor Club

One Lime Street, London EC3M 7HA

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Lunch with



Tony Southgate

11th July

Born 25th May 1940 in Coventry, Tony Southgate has been one of the most versatile and successful of all British racing car designers, and the only one to have created cars that have won the Le Mans 24 Hours, the Monaco Grand Prix, and the Indianapolis 500. He was also responsible for the chassis of Ford's exceptional RS 200 four wheel drive Group B rally car and, before that, crafting the Lola GT6 sports-racing coupe which prompted Ford to acquire it to develop it into the iconic GT40.

During his prolific career, Southgate was chief designer or technical director of many Formula One teams over more than 20 years, including BRM, Shadow and Arrows and of Dan Gurney's successful Eagle Indianapolis 500 winning race team.

Having been responsible for the triple World Sportscar Championship and double Le Mans winning Jaguar XJR9 and XJR12 cars, he retired after producing the Audi R8C, a major influence on the Bentley Speed 8, which won Le Mans in 2003, and on the subsequent dominant Audi Le Mans Prototype cars. He continues to be involved in both current and historic race meetings and motorsport events.

Location : Minster Exchange, Minster Pavement, Mincing Lane, London.

Price : Tickets are priced at £50 each including wine. There will be a paying bar before and after the event.

Booking : To book for this event please use the preferred booking facility at:
<http://www.clubsonar.co.uk/market-diary/market-diary>
or
contact Charlie Miller at: charles-miller2@supanet.com



Southern 100

John Coleman currently works for Aon and has been racing motorcycles since 2004. In 2005, his first full race season, he was runner up in EMRA's (East Midlands Racing Assoc.) 600cc Roadstock Championship, since which he has raced in club events all over the UK and raced in the Manx Grand Prix (formerly known as the Amateur TT) on the famous Isle of Man TT Mountain course in both 2008 and 2009.

It was his intention to race at the Manx GP again in 2011 but had to postpone his return to the TT Mountain course until 2012. In view of this he looked around at other road based races and decided to put in an entry for the Southern 100 on the Billown public road circuit near Castletown on the Isle of Man.

While nowhere near as well known as the TT and Manx GP, (although it did get a review in the BBC coverage of the TT this year), it still attracts many of the top riders including Guy Martin of BBC 1's "The Boat That Guy Built", Cameron Donald, Michael Dunlop, Connor Cummins, Ryan Farquar and Ian Loucher; all hardened TT riders and regularly featured in the BBC's TT coverage.

The Southern 100 was first run in 1955 and from its inception it has provided the keenest competition among some of the best known names in British racing. It is run on the Billown circuit which is 4.25 miles of public roads; most of which are no more than country lanes and extremely bumpy. They make the bumpy Ginger Hall section of the TT course feel as smooth and flat as a crown green bowls lawn. Unlike the TT also, this is a mass start race rather than the one bike every 10 seconds time trials format, which means the racing can be fairly frantic, especially running in to the first corner. This is one of the reasons it is so popular with the spectators.

As the race is a four day event, I had booked the week off work and headed to the island on the Saturday to get set up in the paddock. Unlike the more glamorous paddocks of circuits such as Brands Hatch and



Silverstone, 51 weeks of the year it is known by its other name, "a field".

Sunday is a quiet day with only signing on and scrutineering of your leathers, helmet, boots and gloves at the local football club; well, to be more accurate, in the shooting range of the football club. I stood in line with the TT sidecar winners John Holden and Andrew Winkle and had a good chat with them; nice guys and no air of elitism even though they new I was a newcomer to the Southern.

Monday evening was first practice. The roads close early evening and you do not get much time out on circuit. As a newcomer, I was given two laps following a travelling marshal, to give newcomers a taste of the circuit on closed roads. Once done, we were back in to the holding area,

via scrutineering (the bikes are checked over every time before they are allowed out on the circuit) for a quick stop, and then back out for first practice. This was 12 minutes long; just about enough time to get around five, maybe six laps if you are lucky. The roads are extremely bumpy in sections and the bike is constantly bucking and weaving below you. Couple this with the scenery being unbelievably close and having other bikes all around made for one of the most intense experiences of my life.

Once in from my five laps or so, my mind was racing at 100 miles and hour and the only word that came out of my mouth began with an "F". The second practice session around an hour later was far more relaxed. I'd had a chance to reflect on the laps I had done and started thinking about how I could go quicker without hitting any dry stone walls, I actually enjoyed it. Knowing what to expect this time definitely helped.

Tuesday was another two laps behind the travelling marshal and one 12 minute practice session. There was a crash half way through the session and I was held up at Ballakeigan corner with Guy Martin and Ryan Farquar which was something that doesn't usually happen at the

level of racing I'm used to. Once practice was over, I had qualified with a 92mph lap (that is average speed) but, given the number of entrants, I was going to be in the two support races on the Thursday rather than mixing with the professionals; probably not a bad thing.

I was in two races on the Thursday: the 600 support race which was the first of the day and the Open support race which was the last.

The first race went well for me, I was 17th on the grid and made it up to around tenth by the first corner, only to then get beaten up in the next few corners and lose most of the places I gained. By lap 5 of 8, I was exhausted, my arms ached and I had arm pump and was struggling to use the clutch and front brake. At the end of eight laps the chequered flag had never looked so good.

My second race went much better, but was marred by one of the sidecars leaving a mile and a half oil slick from the previous race. They treat it with cement dust but, as it was on the racing line, it meant getting a lot closer to the walls than I was really comfortable with.

Again I got a good start and made it up to around 11th. After a couple of overtakes I was up in to 9th and pulling away from the bikes behind me. On the last lap going into a particularly nasty corner where you are greeted by the end of a dry stone wall, something fell off my bike. I backed off until I worked out it that was a non essential part, but by then I'd lost three places. I caught the pack of three up by the last corner, but too late to get past. A shame as 9th would have got me a trophy rather than just a finishers' plaque.

All in all, it was an amazing experience. A really friendly paddock, lots of close racing and I got to spend time chatting with the celebrities of the road racing world - all topped off by perfect weather - what more could a chap want?

The real icing on the cake for me was being interviewed by SuperBike magazine while I was there and in the October issue, as part of a 10 page feature on the Southern 100. Two pages were dedicated to me, which doesn't happen every week.

John Coleman

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TARGA TASMANIA

20th Anniversary 2011

In 2006 my wife and I took the TR5 out to Sicily to take part in the "Giro di Sicilia – Targa Florio Retrospective" rally, celebrating the centenary of the Targa Florio. Despite never having rallied before, we placed 5th Overall and 2nd in Class – but it has to be said that the event was not very competitive; enjoying the local gastronomy and scenery were the main elements, as it turned out. Following the event were a group of Aussie enthusiasts, who were somewhat unimpressed by the slow pace of the action ... two of them, Scotty Taylor who races here in UK/Europe most summers, and Kim Shearn who is here again this summer with his FJ, waxed lyrical about 'their' proper 'Flat Out Targa' – in Tasmania. Five years later, the TR and I headed down there to see what they'd been raving about ...

Targa Tasmania is billed as the "Ultimate Tarmac Rally", around 2,000km long, including about 600km of Special Stages – which are as fast as you dare, WRC style, NOT a regularity! It's a huge event for Tasmania, lasts about nine days - 6 days of competition. 2011 was the 20th anniversary, so the field had been opened up a bit, and 360 cars were anticipated – 344 actually made the start.

When I first made contact with the organizers 18 months in advance, I never envisaged that I would be the sole European 'privateer' (the Porsche Factory Museum sent a few cars down), but that's how it turned out, which meant that I was on my own as far as logistics were concerned. Suffice it to say that after months of stress, the moment I drove away from the Victorian Road Dept office, proudly sporting my 'Club Plates', was hugely satisfying. The whole paperwork/ preparation side

of things was frankly epic ... If any of you want to do this event, give me a call, I can definitely help navigate the minefield! Not least I can introduce you to my 'Good Shepherd', Melbourne-based Targa 'Nut', David Ogg, without whose help and encouragement the whole thing would have been significantly more stressful.

We've had two children since the Sicilian trip in 2006, so my wife would not be sitting alongside me this time; fellow HSCC member Jason Williams volunteered to do the reading. Neither of us had ever rallied in earnest before... We did sit in the car together before we went (it was

ourselves going faster than we were ready for – but we felt that the advance warning of the sharper corners and the hazards was worth knowing about. We still promised ourselves that we would drive the road we could physically see in front of us, although I have to say that by Day 3, I felt that we were in tune with the notes and it was helping our stages times. Our ambition was merely to get to the finish in Hobart; we were aiming for no 'heroics'.

Having had the fuel injection trouble at Phillip Island, the car had gone back to another super-helpful Aussie in Melbourne, who sorted it all out whilst I went to New Zealand with the



tight!), and we even had time to try our new helmets and intercom, so whilst I sorted car and paperwork Jason trawled ebay for 'Teach yourself to rally' books and stopwatches! After some deliberation, we finally elected to run with Pace Notes – some were counselling us that to do so may be unwise, as we could well find

family. In typical motorsport fashion it all came together about 12 hours before D-Day, and I flew in and caught a train out to his suburb to collect the car. Jason flew in the next morning, complete with a spare fuel injection metering unit and fuel pump! We loaded up and headed for the ferry ... well I did, Jason had to follow on in a taxi – the car was

simply full of kit to the roof. I'm sure I was breaking a few road traffic rules – if Jason was disappointed with this, well he never said anything!

We spent the next couple of days getting settled in, documentation, scrutineering and we took a run out with David Ogg so he could show us a few of the early stages, giving us a chance to work out what the hieroglyphics in the Pace Notes actually looked like on the road! We had to calibrate the tripmeter, and understand how it all worked; we had to get used to the intercom. We also started to meet a few people. We put in a flying visit to the inaugural Longford Revival, but we didn't enter the car – although I did hook up with Scotty Taylor (who was running a couple of cars) just in time for him to drag me in with him to a live radio interview!

One thing that became immediately apparent was that the race-prepped car didn't run enough ride height; we were bottoming out regularly. Fortunately, just on the rear anti-roll bar mountings, but a bit off-putting, especially at speed. We had been told by people 'who knew' that it would be fine and they pointed out that there are Lamborghini Gallardos running at the front and they are hardly set up for rough stuff – but it turns out these are 'trick' Lambos! Actually a lot of the cars on the whole event are pretty 'trick'. I reckon ours was the only car with an FIA HTP! Definitely an extra inch or so of ride height would be called for if we went again!

I was a little surprised to find that the atmosphere of the event was perhaps more 'modern' than I'd envisaged. Of the 344 cars, around 40% were running in the classic divisions, but the moderns had more 'noise' about them. I had thought it was predominantly a classic event.

The first stage was a Prologue event, run around the streets of Georgetown, 100km north of Rally HQ, so we all set off at our allotted

times and arrived in a town park. This stage was being used to set the start times and we had been advised against putting ourselves in the 'pack' on the road with faster cars. Consequently we had decided to run slow through this stage ... but when we got overtaken in stage halfway through, we should have got the message and upped the pace! Sure enough, our super-slow time was



going to give us some early morning starts. In practice, that advice was good, because we rarely had faster cars bothering us in the early days; in fact we had to work our way through the small pre-war field most stages.

Day One proper started with 3 stages that we had recce'd – and probably the bumpiest on the whole rally. Fortunately, the handicap times given for these stages are not challenging, allowing crews to 'ease' themselves into the event (if you achieve the target handicap time in every single stage, and pick up no road Penalty, then you win a Targa Trophy).

Things warmed up a little by Stage 4, but the first longer stage was

Sheffield just after lunch – we made a novice mistake by missing the opportunity to get fuel in the transit stage before lunch, and were then flustered a bit. The stage started with open fast road that I enjoyed, and then narrowed to a farm track and dropped down into a steep wooded valley. Jason correctly called the Grade 1 hairpin ... I saw the Grade 1 hairpin ... and I am convinced there was gravel on the inside as I turned in ... (we cannot prove this either as mismanagement of the in-car camera meant it ran out of memory about 2 minutes before the 'off!'). So, we careered through some bits of bushes, clumped a rock and stopped up a bank ... right in the danger zone where the next bloke 30 secs behind was going to find us ... engage reverse, (it worked to my surprise) and we went on our way again. I checked steering and brakes and slowly upped the pace, a bit chastened; Jason was quiet...

Despite the fact that we had no in-car footage of this moment, I wasn't keen to repeat it for the camera. I am pleased to report that it was our only 'off' on the whole event and we still scraped in under the 'Trophy Time'. Eight other cars going off on the same corner, 3 of them hitting each other, was a small consolation to me that I wasn't the only one caught out. There was no damage other than a small 'scar' on the front valance; a bit lucky!

The days were long. We were often up before 0600, and on the road by 0700. With 20-30 minutes for lunch, we'd probably park up around 1700 and have the next 60 minutes to service and then get into Parc Ferme without time penalties ... then we had to find food, grab at least one beer, but no more than 3 – we were breathalised every morning, with a 0.00mg/l allowance! Catch up with mates, then get back to the room and mark up the pace notes, download the camera, charge the various bits of kit we needed, and desperately try to get to sleep before Jason started snoring ... [note to self: if we do it again – don't share a room!]



We had no service crew (even at our end of the field most crews had a service vehicle, or even two!), but some friends of David Ogg carried our spares package and they were great fun and very helpful; Mary and Charlie Hughes are local Tasmanians, running a 70's Ford Falcon, genuinely an ex-taxi – their entry fee had been funded by their Great Dane who had given them a litter of 9 puppies, which had been sold to pay the entry! There were a lot of great people on this event.

The morning of Day 4 provided a highlight, when I saw that us novices were merely one place behind a certain Mr Walter Rohrl, running the 1981 911SC in which he had run that year's San Remo rally. After 20 years, the car and crew were back together in Tasmania, fully supported by the Porsche Museum team. He was down with us as he'd had time penalties for car issues, but hey that's the game. Sure enough, he crept back up the order – we stayed where we were!

Day 4 was the biggest day; 550km - about 200km on Stage. By now, we were up to some fairly long stages, in excess of 30km. The rally ran down the western side of the island, ending up in a small fishing village where the rally's arrival literally trebled the population overnight. Some of these stages were run through rain forest, but we were lucky to get through Cethana, Hellyer Gorge and a couple of others before the rain actually arrived. I'd been dreading this. Having got a bit used to the pace notes and built my confidence up, I didn't want to have to start again. But rain it did, for the last 3 stages of the day and it was treacherous, not helped by useless TR wipers and a car that steamed up whilst we were waiting to enter the stages! We did keep it on the black stuff, and came past a lot of cars that had failed in that ... the handicap times are adjusted for the wet, and we stayed on for a Trophy.

Final Day – across the middle of Tasmania, from West coast to Hobart on the other side. Including the iconic Queenstown and Mt Arrowsmith stages (the latter 60km), mostly running through National Park or World Heritage Park (35% of Tasmania is one or the other – it is simply stunning). The car was tired and we were having to nurse it, with clutch issues of greatest concern. The crew were pretty tired too! But the rain had gone away and as we clicked off the stages and enjoyed the spectacular scenery on the long transits, it became apparent that not only might we actually achieve our goal of getting to the finish, but we might actually get a Targa Trophy too. And we did, despite an extremely stressful final run through traffic with a barely driveable car, to the finish in Hobart. We parked the car and went for several more than 3 beers

A lot of people seemed mighty impressed with the achievement of the Plucky Poms, a lot of Targa rookies fail to finish the event, and very few come to this event as complete rally novices – to not only finish but get a Targa Trophy too was incredibly satisfying.

The car was great, but we were grateful to numerous people along the way who helped keep it going. We were helped by XL Insurance, my employers, who contributed to the shipping costs, and by Mike Eagles of Oamps, who sorted several insurance issues that crept up. Jason was excellent on the notes, and very well organized in ways I hadn't even thought about. We made a lot of friends, and the whole experience was awesome – I don't believe there are many events left in the world where you really can drive as fast as you dare in this fashion – especially with the local populace and constabulary on side.

Big party 24 hours after the finish, then the 300km drive back to the ferry ... it poured with rain the entire journey!

I said to everyone (including both my Mrs and my boss!) that it was a 'once in a lifetime' event but, ever since I've been back, I've been trying to work out how to get down there again! I urge you all to go and have a go.



James Owen

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Day out with the World Superbike Championship BMW Motorrad team at Silverstone



Austin in the BMW pit garage at Silverstone



Back in April, the Club hosted the BMW Motorcycle forum at the Old Library in Lloyd's (full details of which can be read in the July 20th edition of the Club Review). One of the prizes from the business card draw was two VIP Hospitality tickets with the World Superbike Championship BMW Motorrad team at Silverstone. LMC member and lucky winner of the tickets, Austin Wren, provides us with an insight to the weekend;

"Apart from a few club races, I have never won anything so I was extremely excited to get the opportunity of meeting the BMW Motorrad World Super Bike team at Silverstone. The new paddock complex is superb as was the whole of the BMW Motorrad set up.

As befits such a brand, BMW's trucks and hospitality unit were the most impressive in the paddock. After a chance meeting with Jamie Witham in the paddock, we watched Superpole qualifying. With the depth of talent in this year's Championship and no less than seven manufacturers fielding bikes, the qualifying was very close. The first fifteen riders were separated by just one second. At the end of the hour,

however, it was the wild card rider John Hopkins on the BSB Samsung Crescent Suzuki that took pole.

Following Superpole, a tour of the pit garage was next on the agenda. For me this was the highlight of the weekend. Both riders have two bikes with each having three technicians running from a laptop each. Whilst the BMW S1000RR's look like standard road bikes, they were tantamount to works (no pun) of art. Putting out around '215 bhp' these are very special bikes indeed. We were informed that the front Ohlins forks were worth €18,000! Along with plenty of carbon fibre and a sophisticated dash, these would not be cheap bikes to crash.

After appreciating the BMW race bikes, we then had the opportunity of meeting the official riders Leon Haslam and Troy Corser. It was impressive that in the midst of a World Championship round both riders were extremely relaxed and happy to talk with guests and sign photo's and autographs. James Toseland was also in attendance and was also happy to share time with guests.

Since undergoing intensive surgery and physio, James was making a comeback ride at his home race and had his personal surgeon with him throughout the course of the weekend. Not a service I enjoyed whilst club racing...

Another rider, Troy Corser, was also recovering from a badly broken arm and was 'still struggling' to hold onto the bike. For anyone who has had a motorcycle crash which involves broken bones, there usually follows several weeks (or months) of recuperation. It would appear that professional racers are made of sterner stuff. Heroes both.

The results of both races are no doubt well known to most readers, hence to say Carlos Checa ended the day with the double victory. The BMWs of Leon Haslam and Troy Corser both finished in the points. A commendable ride by Troy Corser, considering he was still recovering from that broken arm. Toseland will no doubt be looking forward to the summer break to ensure more recovery time before the next round, Nurburgring, on September 4th."

Austin Wren

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Prodrive and Aston Martin

Factory Visits 13 July 2011

As you drive along the M40, past the Banbury turn off, an industrial unit comes into view with the word "Prodrive" prominently displayed. This roadside view completely understates the size of the complex that lies behind, where Subaru, Minis, Astons and other cars are prepared for the very highest levels of motorsport.

We're greeted by Jackie; clearly a lady with petrol in her veins. Over coffee in the company museum, she asks whether we noticed that all the cars in the car park were facing towards the exit? There are a few guilty looks from LMC members as she explains founder and chairman, Dave Richards', obsession with detail and preparedness – every car is lined up ready for its next journey.

Prodrive are not precious about the way they treat their museum pieces and we are allowed to touch and perch inside some very special machinery. Colin McRae's and Richard Burns' cars are there, along with a couple of Le Mans racers, a Honda formula 1 car, Ferrari, Porsches and others. There's even the Prodrive P2, a one-off designed and built from scratch, which had so much grip around a circle at the Top

Gear track, that Jeremy Clarkson (allegedly) lost his breakfast. Jackie leads us around the various pristine workshops, where we see the next generation of World Rally Championship Minis being prepared. Prodrive strip the cars back to the body shells, then seem to throw most of even that away! Stronger, lighter panels and integrated roll cages are installed before the cars are carefully rebuilt with Prodrive components. The same is done to Aston Martins, for track and for LeMans and we see cars in their various stages of preparation.

The engine and gearbox workshop is cleaner than my kitchen and it's hard to imagine that grease or oil is involved. Very detailed machining and ultra-lightweight components are demonstrated and Jackie confidently answers every question that our group can throw her way as, all too soon, we find ourselves back at the museum and ready to depart.

After a hasty, but nevertheless enjoyable, lunch in the George & Dragon at Chacombe, we trundle back to the M40 and one junction north, turn towards Gaydon. The Aston Martin factory is well

signposted and is a surprisingly modern structure. Turning in to a car park full of Astons was still though a surprise somehow.

Our guide for the afternoon repeats the word "cool" at every opportunity and the collection of current models displayed in the foyer fairly matches his description. Cooler still are the row of cars against the outer wall of the main office; a show of Astons through the ages from a recently restored 1920's forerunner, through some very iconic models, the history of each one accurately described to us.

Our tour of the factory shows first hand the attention which goes into the assembly of these sports cars. Very few robots are used on the assembly lines and the whole range of cars is assembled by hand to a large degree.

The last car we see as we return to the foyer is an Aston Martin Cygnet, the town car trimmed and fettled by the factory for its customers, who just the day before, included Sir Stirling Moss.

BB



2011 Oldtimer GP Nurburgring

No rest for the TR5. Along with my brother David (HFF racer and former owner of the TR), and our friend Matthew Newman (Guards Trophy and E-Type Challenge racer), we had entered the car in the Nurburgring Trophy which is a slightly shortened race for 1966-72 cars held within the Historic Marathon which is Pre-66. This race is on the Combined GP and Nordschleife circuit (26km total). We'd never done an endurance race before, had no real idea of race fuel consumption, nor driver strategy, nor pitstops etc., you get the point! Two of us had driven the 'Ring before as tourists, but neither of us had ever done a quick lap, Matthew had only seen it on YouTube. In short we were merely going for a finish, and for fun!

The race was amalgamated with the Youngtimers, so there were about 140 cars starting, of which Young-timers would do one hour, we would do 3.5hrs and Marathon would complete 4hours. 210 cars could have started, so I guess this was a 'small' entry but, for us, a few less cars on track wouldn't be a bad thing. There were 40 for the Trophy and 3 in our GTS16 Class.

Qualifying was 100 mins, and with all 3 drivers needing to drive meant we were only going to get 2 laps each (little chance to learn the circuit then!). It was an early start, had rained overnight and rain was in the air again and, having sought advice, we elected to run the road Yoko's, rather than the A048rs. Matthew and David completed their two laps and handed over to me, by which time a dry line was fairly consistent all the way round (but not everywhere, so enough to make you think about it!) The tyres had overheated anyway, so we were now sliding about much as we would have done on the 48's in the wet! Best lap was a 13m 14s, which gave us fastest time in Class. Significant gearbox heat caused concern, so we changed the oil, but could do little more.

We very nearly missed the start. They'd not mentioned the early closure of the pitlane during the briefing so we were blissfully unaware, and thought we had plenty of time; we were actually going for lunch when they first called the race, but according to the schedule we had a good hour left, so we ate ... then a late decision to start on the 48's for the potentially drying track very nearly did for us, but we crept under the barrier as it was closing and down the pitlane and started from there – all a bit more stressful than it needed to be!

The track was sodden for the start, but there were places where it was drier, lots of spray though and very very slippery, at times I thought the pace of the green flag lap was fast enough! I had a good dice for a couple of laps with the other two GTS16 cars, with several passes, but with drying line in places it was treacherous to go offline, and when the MGBGT got away I just didn't have the



Photo courtesy of Vividot.

confidence to chase. It was horrendously slippery where wet, and with showers moved over the circuit, some heavy, each corner was different every time, but then there was a breeze and patches of sunshine, so equally a section you slid round one lap could easily be dry a quarter of an hour later. A lot of bent cars, everyone was having 'moments'. Our times were well off qualifying, despite now knowing which way the corners went. After 5 laps, I handed over to David and we put 30 ltrs of fuel in (in the dry I suspect we might have struggled to go an hour on the 55ltr tank). David drove sensibly in a car that wasn't his own (not to say he didn't have 'moments' of his own though!). The showers became less frequent. An hour later he handed over to Matt (and we found a few seconds to make the in-car camera work), a 'splash and dash' 10ltr top-up (which turned out to be completely unnecessary) and Matt was off. Again, Matt was also concerned about racing a borrowed car and drove well within himself. 3 laps later he appeared unexpectedly in the pitlane to generously offer the car back to me for the finish, but with this not planned I wasn't even there at the time, so he did another lap and then came back in again, I still didn't know this change to the plan was I so was unprepared, but he climbed out and eventually I got back in for one final lap and the cooling down lap. All a bit of a giggle really, but it's not as if we were going to win anything!

We came for a finish only, to experience the Nordschleife and get a taste endurance racing. We got what we came for, and are delighted to bring home a straight car. Fair to say that in the conditions we didn't stress the car much; the drivers were taking all the stress. We had a great weekend. After the Friday finish, David and I set about drinking too much, and Matt raced his 23b and E-Type, bringing both those cars home undamaged in 'challenging' conditions. Great fun, great weekend, we'd like to do it again, and I think I can see several areas where we could improve our actual performance.

Thanks to Steve and Darren from Wren Classics, there to run Matt's other cars, who cheerfully stepped in to help us out when we were in danger of making fools of ourselves!



Fiftieth Anniversary of the MGB



After a challenging year in the Ginetta G40 in 2011, I have traded 2011 technology with slicks and a sequential gearbox for 1962 technology in the form of the perennial English stalwart, the MGB. The cubic capacities are very similar at 1800 cc as are the weights at circa 800 kilograms but that is where the similarities end. Dunlop Cross ply tyres, four speed box with no synchro on first gear and brakes that work initially but are not the best if overused all serve up a completely different kind of challenge!

When my deal with Ginetta fell apart at the end of January the opportunity to purchase an FIA Car with provenance in the Fiftieth Anniversary Year of the model was too good to pass up. As a number of fellow members know the historic racing scene is very welcoming and very active perhaps because of the simplicity of the cars appears even more popular than their modern equivalents.

If my marriage and bank manager would allow, I could in theory be racing in a different series every weekend such is the choice available. The wonderful part about it is that the MGB gets into pretty much every event on the Historic Calendar and can one week be up against Triumph TR5's and old 911's and the next be up against fire breathing Mustangs and Cobras. The key appears to be as simple as having FIA papers which for some cars can be disproportionately expensive but fortunately not for the prolific MGB.

The MGB is a particularly popular car for endurance races as it has a reputation for surprisingly good handling and reliability. The car is relatively unstressed compared to rivals such as Lotus Elan's, and whilst unfavourable



comparisons with the tortoise and the hare spring to mind my car has competed in the Spa 6 hour endurance race 9 times, only failed to finish once due to a failed differential when running 11th overall and on target for a top ten finish.

My car was the forty first MGB off the production line which eventually produced over half a million MGB's, it was shipped to California in July 1962 and must have been just ahead of the works cars which were damaged in transit and returned to the factory. Once back they were promptly converted by the competition department and raced and rallied with some success by the likes of Paddy Hopkirk. Mine did not return to the UK until 1994 and on arrival was converted to a Race car for lifelong MG racer Dr Rod Longton who then promptly lent it to another legend in the MG World, Barry Sidery-Smith who drove the car to Championship Victory in the G11 Class of the FIA European Historic GT Series. Rod then campaigned it throughout Europe into his late seventies and eventually hung up his helmet in 2007 when a good friend of mine Ian Conway purchased the car and carried on his good work.

I certainly fully intend to follow in their footsteps and compete throughout Europe on track and on the road in events such as the Le Mans Classic and the Targa Florio Storica. I am very fortunate that Gary Davis, an accomplished racer himself who has looked after the car and co-driven it on a number of occasions over the last decade has agreed to continue to look after the car for me and be an invaluable source of help and advice.

I have to say it is a fabulous way to go racing, great cars, great people and a great environment created by the organisers. The mainstream series are hard edged with understandably winning being the sole focus of all involved to the practical exclusion of all else. With Historics on the other hand, the emphasis is on enjoyment, clearly there is a desire from all the drivers to win but with so many different classes often on the same grid there can be more than one winner.

I had a great start to the year with a class win in the Historic Roadsports Race at Donington followed by a third in class in the Guards Trophy and I have not looked back. A few things stand out so far; the fact that in the first HSCC briefing of the year, the newcomers were applauded. The camaraderie and variety of machinery at Julius Thurgood's HRDC meeting and in the recent Masters Event the Clerk of the Course said that contact on track was strictly forbidden and would result in immediate

exclusion from the meeting. Contact is inevitable in the modern championships and rarely punished despite mandatory on-board cameras in many. It must be an age thing or maybe because I am picking up the bills not "daddy" but the Clerk's words were music to my ears. Suffice it to say I have loved every minute of it to date and am very grateful to my Sponsors, Catlin, Harbour and Jones, JLT Re, Clyde & Co and Interactive Space for their support, without which I would not be on the grid at all.

The remaining dates for this year are:

June 30th – Historic Sports Car Club Historic Superprix Weekend at Brands Hatch on the GP circuit

July 21st – Silverstone Classic – probably second only to the Goodwood Revival in terms of popularity

August 26th – Oulton Park Gold Cup – an unmissable historic festival in the beautiful Cheshire Countryside

October 7th – Mallory Park for the final round of the Historic Racing Drivers Club MGB50th Series and a fitting end to the 2012 Season

If you are at any of these please do come and find me to say hello.

Paul Latimer





2011 Goodwood Revival

Having attended 12 of the 13 Goodwood Revivals to date as spectator, it was extremely exciting to get a very late invite to make my Revival debut. The call came less than a week before the car would have to be at the circuit for scrutineering; I got the invite to drive a couple of hours after that and had to decide in 12 hours whether it was logistically possible, especially bearing in mind that the car would need prepping, having not run for over a year. The car was Jason/Geoff Williams' Merlyn Mk6 for the Madgwick Cup, and to be invited to drive it was a big honour.

A few late nights, and I was soon signing-on; receiving a bewildering array of passes, 'ration books' etc. and then getting the car scrutineered on Thursday, before heading off to the cricket and Driver's briefing – where they basically 'read the riot act' to everyone about driving standards ...

I hadn't driven the car at all before qualifying on Friday lunchtime (excuse 1!). Nerves were building and tootling through the crowd to get to the assembly area I could just feel the clutch grabbing ... then, as we pulled away to enter the circuit, the car just died. I think the clutch issue may have provoked the stall, but as the gates were shut in front of me, Iain and Martin opened the rear cover, fiddled with a few bits and she fired up again, so I was allowed out having only missed one lap. A couple of gentle laps to scrub some elderly tyres and bed-in some new rear brakes pads whilst getting a feel for the car, but trouble with the clutch not disengaging fully made gearchanges difficult, 4th and 5th I could cope with at speed, but getting down to 3rd was practically impossible. The handling of the car felt great, and it was very enjoyable to drive, despite the gear-change issues and an incredibly slippery chicane with a lot of fluid down. I was surprised that the braking of this relatively light car wasn't better – I'll have to check with Jason as to whether it had endurance pads in the front or something, but they had been scuffed-up and the discs too by Delta. Anyway, back of the grid was all we'd anticipated and there I was in 28th out of 30.



The Ball in the evening was incredible, but being first race on Sunday meant that I was unable to enjoy his Lordship's hospitality to the full.

Sunday morning, race-time. Clutch had been fettled and seemed a lot better. One advantage to the back of the grid is that you get to see ALL the mini-skirted grid-girls walk past you (and these cars are very low ... some of the legs were very long). At the front of the grid you'd only see one!

The flag went down and I got a great start, overtook about 4 cars in the run to Madgwick, and was still in a gaggle of cars as we came round to the chicane on the first lap to find that one of the leaders had destroyed it and made something of a mess of his own car in the process – red flag. Blast! Almost inevitably, the second start was a disaster for me ... couldn't get 1st gear at all on the grid, and with the 5sec board being followed much less than 5 secs later by the flag dropping I was left fumbling for a gear - 2nd gear for 10 feet, engage first and scream away, but even my fellow tail-enders are now through the first corner – shame. Never mind, I really enjoyed the race. With high attrition, I finished 20th of the 30, but last of the classified finishers. The car was in one piece, which was absolutely top of the agenda considering it was someone else's pride and joy (excuse 2), and I made huge, probably over-conservative efforts to keep out of the fast guys' way when they lapped me, so as not to blot my copybook at my first Goodwood (excuse 3)! We still had some gear-selection issues, but it was much better and I got 6 secs off my lowly qualifying time. In hindsight I wish now that I'd pushed a little harder, I was overly nervous of the damp patches of track, but they had much more effect on my confidence than on actual grip (excuse 4!), I also suspect that if I'd been running in company I'd have run quicker.

The whole weekend was a fantastic experience. I am hugely grateful to Jason and Geoff Williams for lending me their super little race-car, I'd love to drive it again fully fettled. Big thanks to Iain, Martin and others at Delta Motorsport for getting the car sorted at such short notice, and to Alan Baillie for transporting it down there. Thanks also to everyone who came up and said 'hello', it was great to see so many friendly faces.

James Owen



Factory Visit

22 September 2011



It's a long way to Norfolk, but as the M11 peters out and we move onto relatively empty A-roads, the sun comes up and a joy of the open road kicks in.

There's a mix of old and new here, in the cars and in the buildings; a modern factory on one side and the original control tower of the old RAF Hethel airfield on the other. An Esprit sits happily alongside the new Evora's in the car park. Heritage is inescapable and somehow unspoiled.

We meet inside the old control tower, now converted to a clubhouse for the Lotus Driving Academy. After coffee, we move off in groups for escorted tours. A few yards down the road, we enter the old concrete outbuildings that became the first Lotus factory here and that now house Classic Team Lotus; the company set up to preserve and maintain Lotus Formula 1 cars.

Clive Chapman, son of Lotus founder Colin, greets us in his office and explains that a number of cars and all the mechanics have already left

for races at Spa that weekend. There are plenty of cars to look at in the workshop though, and we're reminded that Lotus took seven F1 world championships and introduced so many technical innovations that are now taken for granted. This is no museum; everything here is still used for its original purpose – wheel to wheel racing.

A tour of the current Lotus Cars factory follows and Chapman's philosophy of light weight and exceptional handling is still very evidently a guiding principle for the new cars. Chassis' are made from bonded aluminium components and we see every stage of the assembly process on the Elise, Exige and Evora models. Cameras are understandably banned from the factory, but we are privileged to see prototypes of some new cars right up close.

After lunch, we split into even smaller groups for an afternoon on the test track. Chief instructor is former F1 driver, Martin Donnelly. He and his colleagues demonstrate the track features before putting us in the

driving seats of the latest 345 bhp Evora S models and encouraging us to safely find and extend our driving limits.

To end the day, Martin and his fellow instructors provide some "hot-laps".

Being chauffeured on an FIA approved race track by an F1 driver is a very rare and most memorable experience. After a couple of very fast laps taking the racing lines perfectly and flying over kerbs, Martin decides to take every bend sideways like a hooligan, with tyres smoking, screaming and the car on the absolute limits of adhesion. He's still able to hold a calm conversation while doing this though.

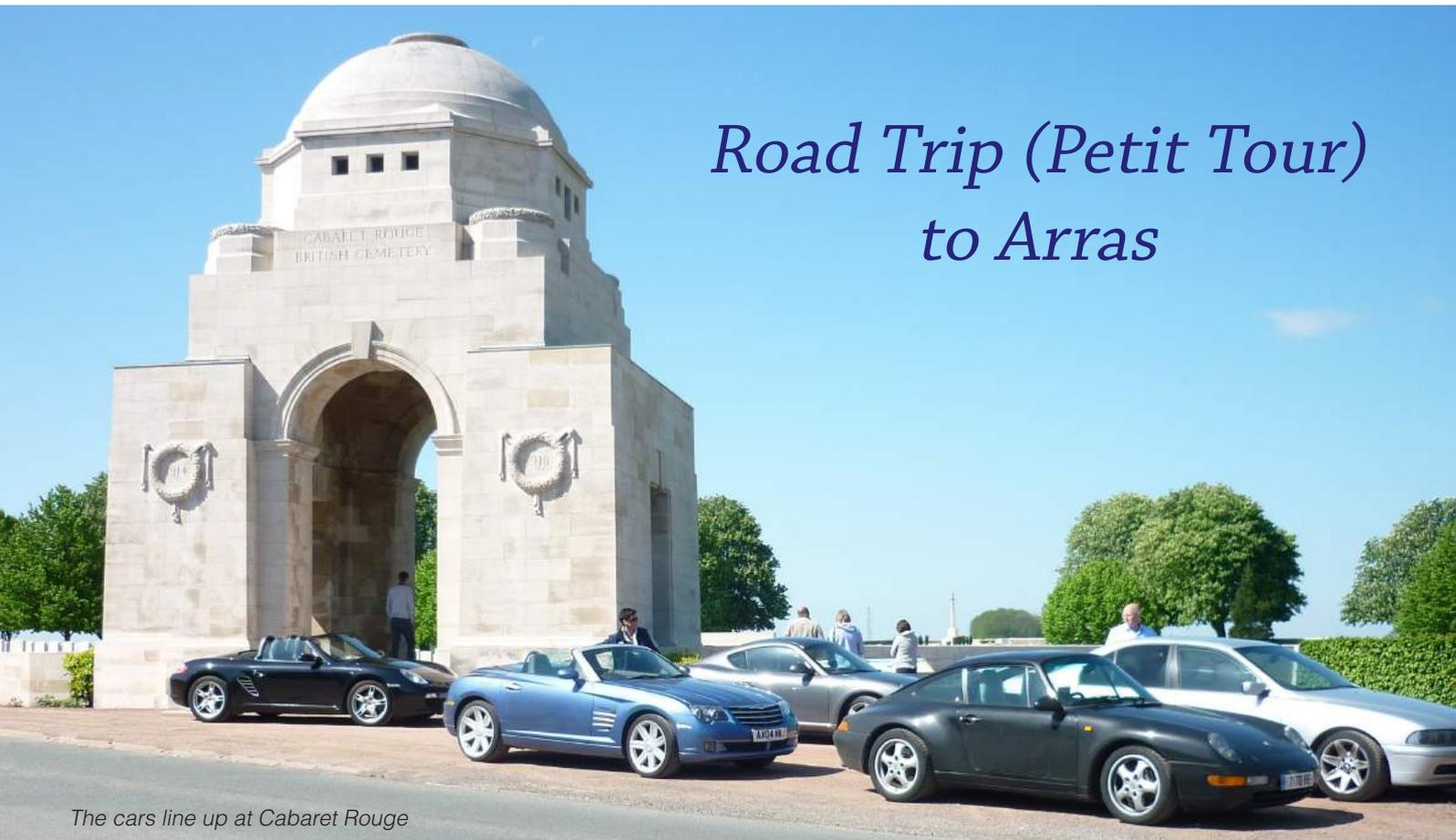
All too soon, this extraordinary visit is over. Those that attended the Lotus Forum earlier in the year will know that there are a series of new models planned to emerge from Hethel in the near future.

We'll be looking for any excuse for a return visit.





Road Trip (Petit Tour) to Arras



The cars line up at Cabaret Rouge

The idea of an organised, themed road trip for club members was spawned by Graham Faggetter and Bob Bradbury on the drive down to the Le Mans Classic... the journey being a significant part of the weekend's fun.

After a couple of years cogitating and planning, three Porsches, a Chrysler Crossfire and a BMW lined up at the M26 Services for coffee, before boarding an early morning Eurostar to Calais. The objective was to embark on a leisurely weekend tour through Northern France, punctuated by visits to just a few of the many locations of strategic importance in both World Wars.

The destination may have been slightly less ambitious than Le Mans, but the itinerary wasn't. A well planned timetable and detailed route books made for a gentle B-road tour that would lead us to the historic town of Arras, some 60 miles into northern France.

Leg 1 led to La Coupole at St Omer, an impressive museum located under the massive concrete domed roof of a bunker from which Germany planned to rain V2 rockets and flying bombs on Britain during WWII. The museum is dedicated to the dark years of the German occupation from 1940 to 1945 and to the conquest of space which, paradoxically, resulted from the V2 technology.

Leg 2 meandered through green countryside to Arras, with only a small detour to the old abbey at Mont-Saint-Eloi with its commanding views across to Vimy Ridge.

The overnight stop and splendid dinner was at the Hotel L'Univers, in the centre of town. Arras boasts delightful Flemish architecture, based largely around two large squares in the town centre. The stone used for the buildings was quarried directly below the town, forming large caverns and connecting tunnels (Les Boves). After suffering severe damage from shelling in WWI, all of the buildings in the main squares were reconstructed to their original design.



Flemish architecture of Arras centre

Leg 3 required an early start and quick breakfast at a local street café on Sunday morning, to allow us to make our 9:20 a.m. subterranean guided tour of La Carrière Wellington (Wellington Quarry). Here we explored the museum paying homage to the 24,000 troops that were quartered there in the run up to the Battle of Arras and those that worked in appalling conditions to extend the tunnels by several kilometres, allowing troops to be deployed directly to the front lines and minimising losses to artillery.

Leg 4 took us from Arras towards Vimy Ridge via the village of Souchez. Here we paused to pay our respects at "Cabaret Rouge", a British cemetery and one of the many memorials that dot the area. These are meticulously cared for by the Commonwealth War Graves Commission. We also stopped just outside Souchez for an impromptu and delightful lunch at "A l'potée d' Léandre", a restaurant, filled with motoring memorabilia.

Now replete, **Leg 5** took us to Vimy Ridge for the afternoon tour of tunnels and trenches. Here it was very sobering to see just how close the opposing trenches were (merely a few feet apart) and to see the landscape still pockmarked by shell and mine craters. It was the starkest and most humbling reminder of the futility of war and the incredible bravery of those embroiled in it.

The massive loss of mainly Canadian soldiers at Vimy Ridge is honoured by the huge and beautiful limestone Memorial standing proud on the highest point of the ridge, visible for many miles. The name of each and every soldier lost is engraved around its base.

The sun shone for us all weekend and late in the afternoon of the Sunday, we bid each other farewell at Vimy and took our separate routes back to the tunnel, and home. Most of us have come back with a desire to explore more of the empty roads and towns of Northern Europe, and some of us hungrier to learn more of this important part of our history, but all of us have come back just a little humbler.

Thanks to Graham for the organisation and planning; also to Roger for sharing his extensive knowledge of military history. The trip was both successful and most enjoyable and it is likely that more themed tours will follow. Ideas abound for northern Europe, and a trip through the New

Forrest taking in Beaulieu, Goodwood and Brooklands could also be on the cards. If you are interested, contact graham.faggetter@ntlworld.com.

Copies of the route book can be made available to Club members at no charge, although if you enjoy the experience as much we did, a donation to the club's Charity, 11EOD, would be appreciated.



Pensive gathering at the base of the Vimy memorial

Sunday lunch





At an LMC members' visit in November to 11 EOD's headquarters at Didcot, the Regiment's commanding officer delivered a fascinating insight into the role of the regiment in its "electronic ordnance disposal" activities. This was complimented, later that morning, by the ammunition officers and technicians' display of their methods and equipment used in dealing with IED's and UXB's .

We were then entertained to an excellent lunch in the Officers' Mess, hosted by Colonel Adam McRae. At the end of lunch, the Colonel presented the chairman, on behalf of the Club, with a magnificent collection of medals in a display case, to quote, "as his way of thanking Lloyd's Motor Club for the financial and moral support the club and its members have given to 11 EOD over recent years, and the way in which the LMC has succeeded in raising the regiment's profile in the City in particular".

Visit to 11 EOD at Didcot



The medals displayed are those awarded during the Regiment's most recent service in Afghanistan, each one showing the names of the members to whom they have been awarded. Sadly, several of them have been awarded posthumously, including three George Crosses and one George Medal.

There are, of course, similar long lists of awards made to members of the Regiment for their service in Iraq and Northern Ireland, in particular, during previous campaigns.

In thanking him for such a generous and magnificent gift, our chairman told the Colonel that he intended to pass the display case on to the Chairman of Lloyd's for eventual display in the Lloyd's building, which has now been achieved. The display case and medals can now be viewed in the Old Library at Lloyd's.

Roger Earl



Visit of Lloyds Motor Club to
11 Explosive Ordnance Disposal Regiment
Royal Logistic Corps
25 November 2011

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