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# Motor Club

ANNUAL MAGAZINE



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# A word from the road ...

**For 2016 we have had to change the  
distribution of this magazine.**

Unfortunately, postage costs have become prohibitively high and without current addresses, many magazines do not reach their destinations; please ensure that the Membership Secretary has your latest contact details.

As usual, this issue will be distributed throughout Lloyd's, with three copies delivered to every box. An electronic copy is on the club's website. Additional printed copies can be collected from Room 805 in Lloyd's by prior appointment.

If you wish to submit an article for the next Annual Magazine the deadline remains the end of November. Submissions received after that date will be deferred to the following year. Text should be no more than 1,000 words and must be accompanied by high resolution, high quality photographs (preferably professional) with written permission from the copyright owner for their use (without charge) in this magazine.

**JONATHAN SUCKLING (JAS)**

# Eric Thompson

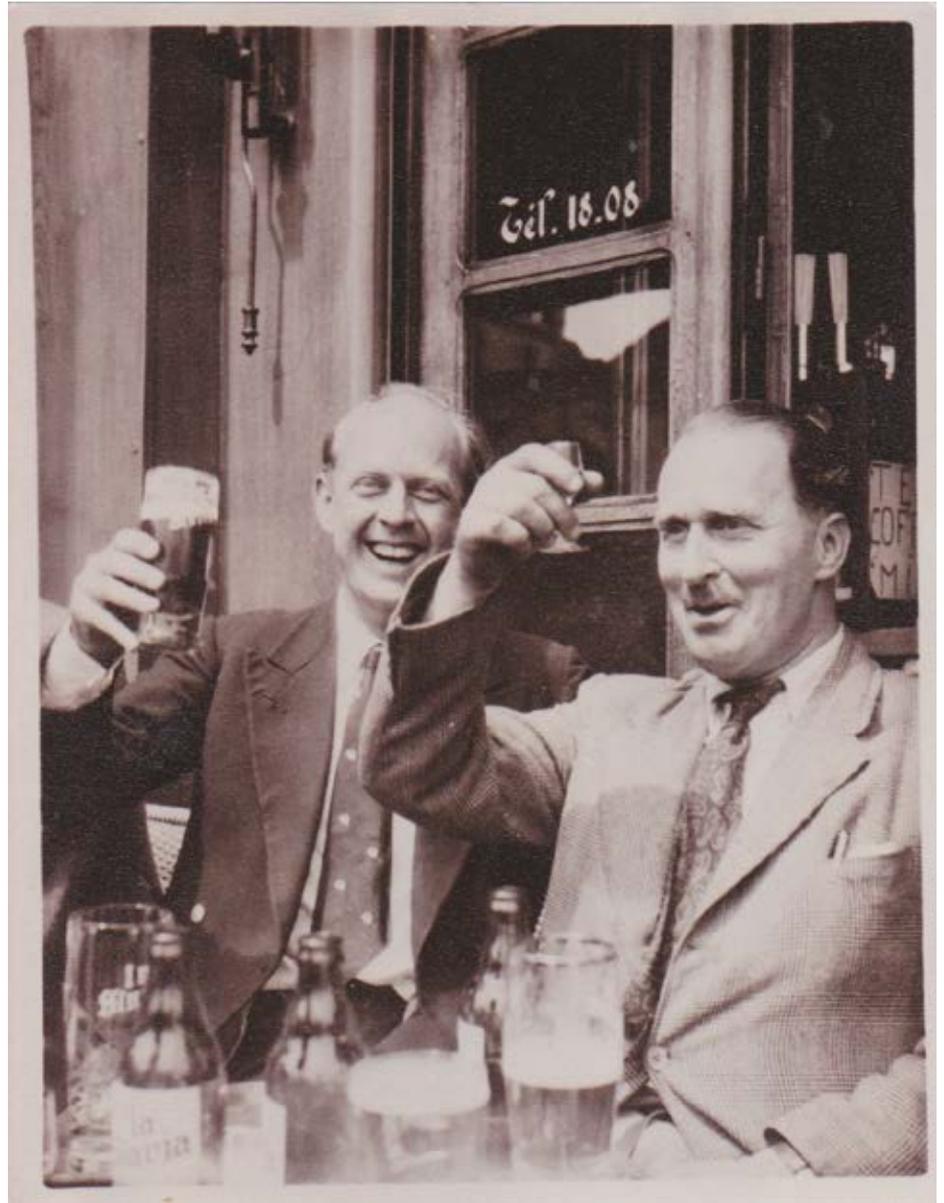
## 1919-2015

Eric Thompson who died on 22 August last year, a couple of months short of his 96th birthday, enjoyed a colourful career as a racing driver and Lloyd's insurance broker, and later became a successful rare book dealer. Whilst continuing his 'day job' as a Lloyd's broker, Eric raced sports cars between 1949 and 1955, with his most important results being the 3 litre class win and 3rd overall in 1951 in the greatest endurance race in the world, the 24 Hours of Le Mans driving an Aston Martin, and coming 5th as a privateer against the great European works teams of the time (Ferrari, Maserati and Gordini) in the 1952 British Grand Prix at Silverstone.

Eric was born on 4 November 1919 in Ditton Hill in Surrey and in late childhood had developed an interest in motorsport, becoming a fan of Richard Seaman. As was common in those days, Eric went straight from school into a job, in his case in the Lloyd's insurance market where his hard work and commitment meant he flourished until his career was temporarily interrupted by an unpleasant disagreement with Germany between 1939 and 1945. Among the wide variety of cars Eric raced were Coopers, ERA/Delage, Delahaye, various types of Aston Martin, Bugatti 51, Lagonda, HRG and Connaught.

Eric's racing career kicked off in 1948 racing cars for HRG. He won the 1.5 litre class at Le Mans in 1949 sharing an HRG with Jack Fairman (they were a remarkable 8th overall) and the pair went on to also win the 1.5 litre class in the Spa 24 Hours the same year. Additionally, Eric won twice at Goodwood and again at Snetterton that year and the 1.5 litre class in the Silverstone International Trophy.

With these successes behind him, in 1950 he was asked to race for Aston Martin, joining team drivers Peter Collins, Roy Salvadori and Reg Parnell and raced a DB2 to 3rd place overall in the 1951 Le Mans 24 Hours race. During this time, he also drove in Formula Libre, Tourist Trophy, Formula 2 and Formula 3, achieving regular successes and took



part in his only race in Formula 1 in the 1952 British Grand Prix, finishing 5th in a Connaught behind Alberto Ascari but ahead of 1950 World Champion Giuseppe Farina.

In 1953, sharing with Reg Parnell, Eric won the Goodwood 9 Hours in an Aston Martin DB3S and the pair came 2nd in a similar car in the Tourist Trophy the same year. In 1955 Eric announced his retirement from motor racing due to the pressure of his 'day job' so he could

concentrate on his career at Lloyd's. He retired in the 1980s to become a dealer in rare books on motorsport in Guildford.

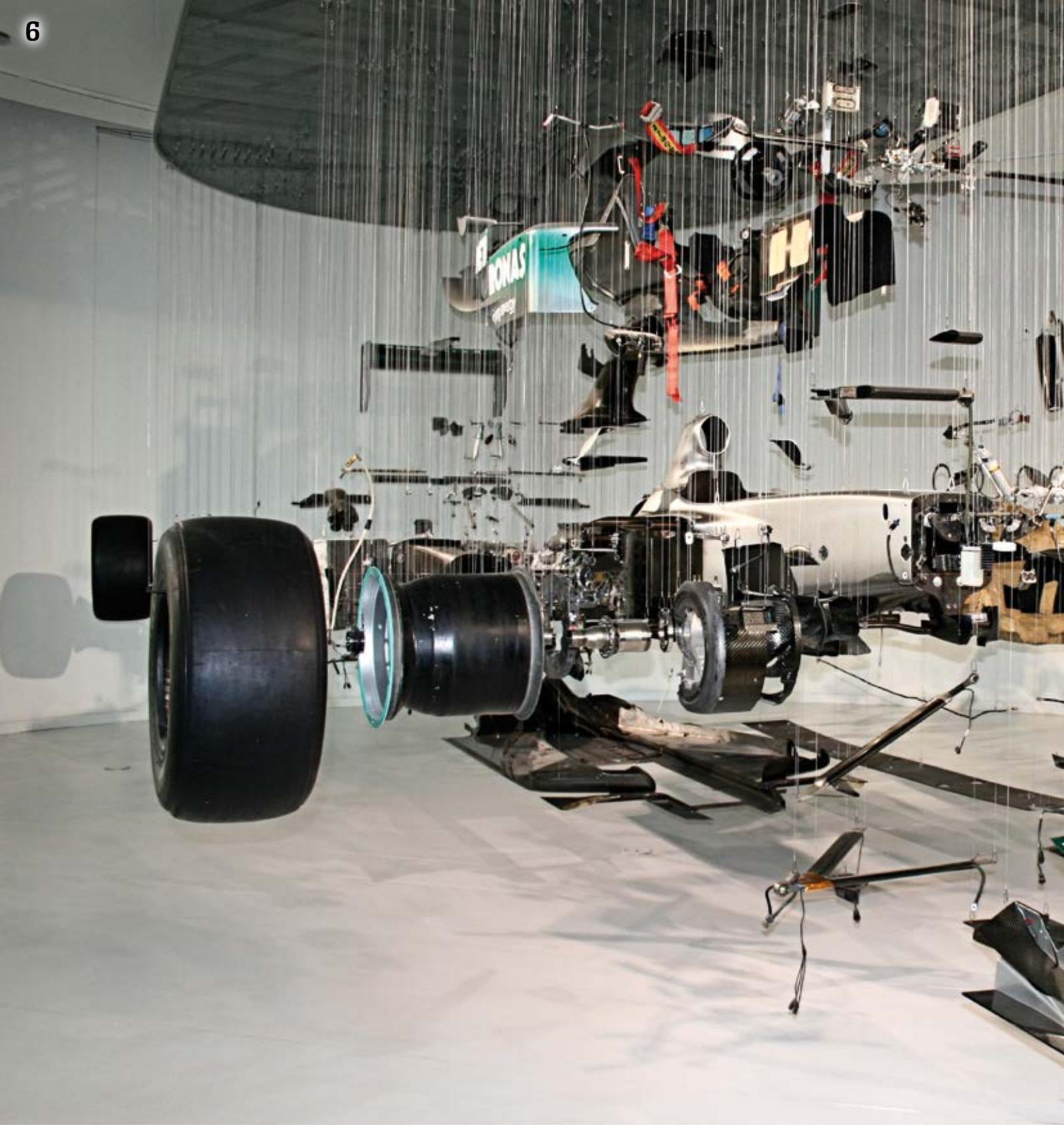
Eric's career at Lloyd's was largely with Morice, Tozer & Beck until its acquisition by Alexander Howden in the late 1970s. He subsequently was the first Chairman of Lloyd Thompson Ltd and served in that role between 1981 and 1986. He was the first driver to be inducted into the Le Mans Drivers Hall of Fame in 2013.

**JOHN LLOYD**

# A Bittersweet YEAR



Last year saw a number of milestones in the history of the Lloyd's Motor Club. Sadly, our founder Eric Thompson – a Le Mans class winner in '49 and British Grand Prix points scorer in '52 - passed away in August at the grand old age of 95; John Lloyd pays tribute opposite.



On a happier note, there was a truly memorable Club Dinner and an eclectic range of other events, both established favourites and new ventures, for members and their guests to enjoy while enabling the Club to generate substantial sums for a number of charitable causes.

The Club's year kicked off at Brooklands Museum, with the Club taking a stand at the New Year's Day Gathering for the second consecutive year. This is the largest event of its type in the South East and a dozen Club members enjoyed

the opportunity to blow the Christmas cobwebs away with a bracing day out among a huge selection of classic, vintage, veteran and super cars and motorcycles.

Next up was the BMW Park Lane Motor Forum, starring BMW's latest electric cars; this took place in Lloyd's Old Library on Friday 6 February. All our Motor Forums feature an impressive car display and a business card raffle, with very special prizes for those in attendance at these free events.

Monday 27 April saw the first of the Club's renowned Track Days at Goodwood, always a very popular event, with 29 drivers enjoying their vehicles to the full on a glorious spring day.

Brooklands was back on the agenda for our second Forum of the year; this featured Allan Winn, Director and CEO of Brooklands Museum, which took place in the Old Library on Monday 11 May. This was followed up with a visit to Brooklands Museum and Mercedes-Benz World on Saturday 30 May, with guests enjoying

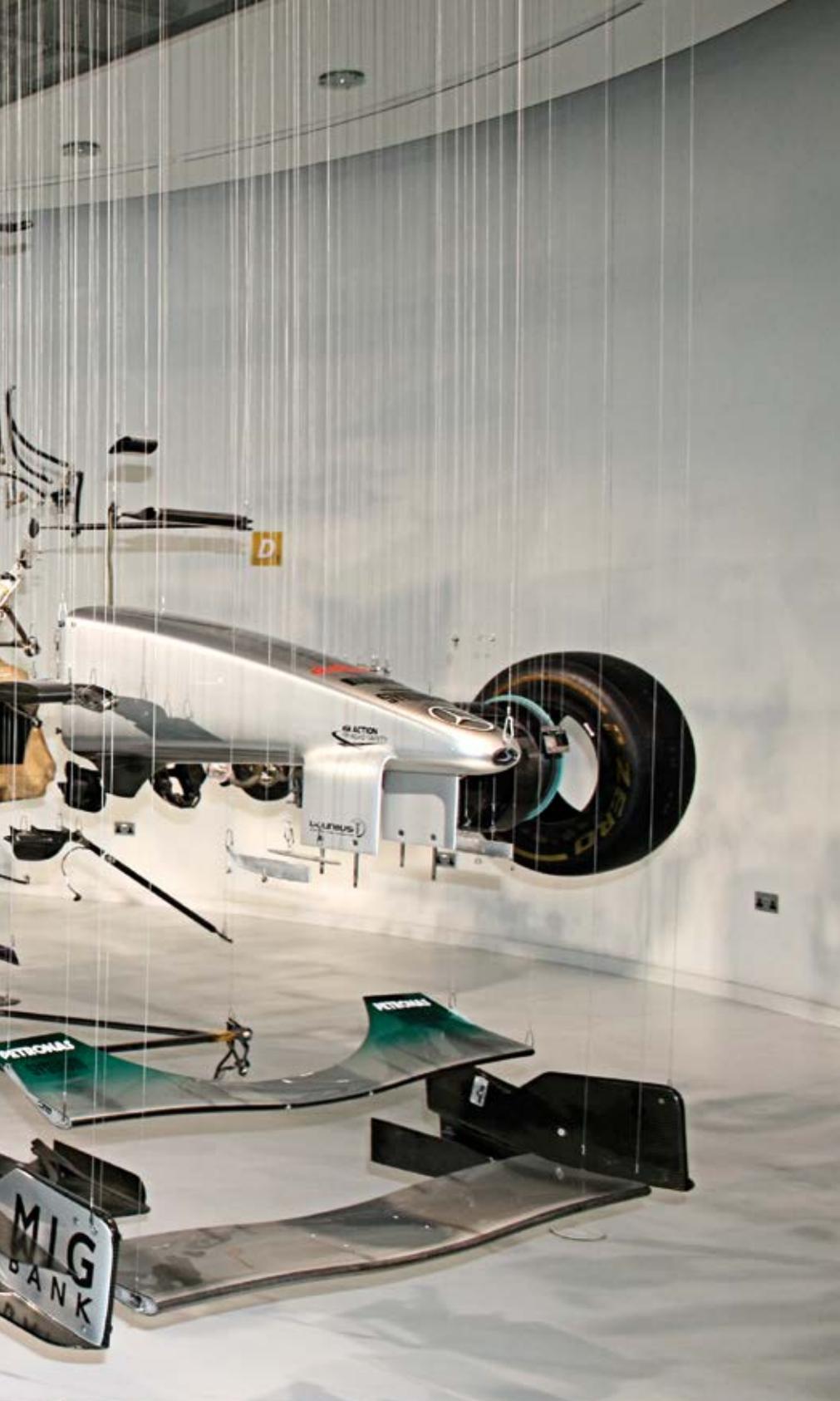
# A lot of work for charity...

The LMC prides itself on its support for a wide range of charities, and the members can be very proud of the Club's charitable donations in the course of 2015:

A cheque for **£2,000** was presented to the Demelza Children's Hospice in Kent in January. The Club also donated **£1,500** to the "Monte Carlo or Bust" 2CV charity event.

A donation of **£10,000** was made to the Down's Syndrome Association following the Club Dinner. A further **£2,000** has been earmarked for the Henry Surtees Foundation, together with **£150** for Help for Heroes, after the Karting Day.

Club members contributed **£500** to the Felix Fund during the Aston Martin visit. A further **£2,500** was donated to this worthy cause after the Military Lunch.



the museum's remarkable collection of historic cars and aircraft, plus an exclusive chance to drive their own cars at speed on the Mercedes-Benz test track.

One of the undoubted highlights of the year was the return of the biennial Club Dinner, which took place at the Merchant Taylors' Hall on Thursday 14 May. Our guest of honour was none other than former Formula One World Champion Damon Hill, who gave a fascinating account of his career in front of over 240 members and guests. All proceeds from

the event went to the Down's Syndrome Association, of which Damon is Patron; you can read a full report on the Dinner elsewhere in the magazine.

The Club also took two tables for members at the second "Le Mans Celebration" Charity Dinner, held on Thursday 4 June at the Clothworkers' Hall in aid of Aspire and Hope For Tomorrow. Attendees included former LMC Dinner guest John Surtees OBE, Derek Bell MBE and Tony Brooks.

The next Motor Forum was hosted by Jeep on Monday 13 July; this event almost certainly took the prize for the best 'goodie bag' of the year. Hot on its heels came a 2CV Forum on Tuesday 8 September presented by 2CV Adventures, with the raffle prize, provided by Driven Imagery, being a free photo-shoot for the winner's car.

The 19th annual LMC Karting Day took place on the international circuit at Buckmore Park on Friday 4 September, with Paul Griffith finally achieving his

8 You can keep up with the latest news via the

## Club's website and Facebook page

[www.lloydsmotorclub.com](http://www.lloydsmotorclub.com) [www.facebook.com/groups/LloydsMotorClub](http://www.facebook.com/groups/LloydsMotorClub) 

ambition of joining the illustrious list of winners of the LMC Sprint, following a morning of fiercely-contested heats and finals. After a lunchtime briefing for the 120+ competitors from none other than new circuit owner John Surtees OBE, Paul teamed up with the author to win the three-hour LMC Endurance race for the Copylogic Cup; this was Team Parabolica's third consecutive win in the big event of the meeting, despite being a man down as the duo's usual team-mate Mark Figes was indisposed on the day. Chris Ridgwell kindly offered his services as the official photographer for the day, raising funds for Help for Heroes.

Another highlight of 2015 was the Club's involvement in the inaugural 'Monte Carlo or Bust' 2CV charity drive from Lloyd's to Monte Carlo, which took place between Wednesday 9 and Monday 14 September, raising an astonishing £80,000 for charitable causes – again, you can read all about it elsewhere in the magazine.

Sir Tim McClement invited Club members to attend the Submarine Museum in Gosport on Wednesday



30 September, including the unique opportunity to join him for an intimate lunch. This was closely followed by Tony Edwards' fascinating presentation on the life of Spitfire pilot Alex Henshaw, which enthralled members and guests alike in the Old Library on Friday 2 October.

A very enjoyable members-only trip to the Aston Martin factory - limited to just 16 people - was next up on Wednesday 28 October. Predictably, this event was heavily over-subscribed, so there are plans for a repeat visit in 2016.

The second Goodwood Track Day on 2 November saw 28 cars being put through their paces, the attendees once again enjoying fabulous weather while London was bathed in thick fog.

On Friday 13 November we held the final Forum of the year, with Nick English from Bremont Watches and Ian Callum from Jaguar combining most entertainingly to explain the intriguing and expanding links between the two companies. Bremont are a long-standing supporter of this magazine and all Club members are welcome to visit their interesting Boutique in the Royal Exchange. Any Club member buying a watch from them will be presented with a special gift.

The year concluded with the Club's annual Military Lunch, which was held on Monday 7 December in Minster Exchange, with Major Peter Norton GC as the star guest; this was another hugely memorable event, with the Felix Fund the very deserving charitable beneficiary.

With a host of exciting plans for 2016, including the long-awaited return of Peter Leake (ex-Jaguar) and a Club trip to Beaulieu in the offing - not to mention some very exciting celebrity Club lunches - the coming year looks set to be another remarkable chapter in the Club's history; we believe that our founder Eric would have every reason to be proud of what he started some 64 years ago.

You can keep up with the latest news via the Club's website and Facebook page, which will continue to provide details of forthcoming events and membership benefits. We look forward to seeing you at a number of our events in 2016.

**BRIAN HUNT**



# Brooklands

I was fortunate to attend with my father the first UK meeting of Mercedes AMG Lounge Club members at the wonderful Mercedes World building near Weybridge in Surrey. The date was Saturday 3 October which was a glorious Autumn day after the initial mist had cleared. Most AMG models were on display together with several Formula 1 Cars. One particularly interesting exhibit was a Formula 1 car 'exploded' with all of the hundreds of components that go to make up the car, hung on wires in their respective positions.

The facilities at Mercedes World include a race track, 4WD course and a skid pan. The new Mercedes AMG GTS, which has over 500 bhp, was available to try out around the track with a professional race driver. This, as you can imagine, was very popular. There was also a question and answer session with ex-Formula 1 driver David Coulthard. What

we did not know was that in the cinema where the question and answer session took place, a selected few seats had a cap placed under them and I was lucky enough to have sat on one of those seats. The prize was four laps in the new GTS with David driving.

It was very exciting as you can imagine. During the drive with David, I actually

asked him to go as fast as he could as I was quite used to fast cars and fast driving with my father. I also told him about some of the exotic cars that I have been fortunate to drive during various track days and I think with that he certainly put his foot down. It was a great day and very well organised.

**SOPHIE HUTCHISON**



Benjamin Franklin once said the only things you can be certain of in life are death and taxes. But despite this, thousands of people across the UK still fail to make provision for their future.

While most people plan ahead for weddings, holidays, and even birthdays, why don't they plan for the inevitable?

According to the latest SunLife Cost of Dying Report, the overall cost of dying has actually fallen slightly, bringing the figure down by £300 to £8,126.

However, while the overall cost may have fallen, the average cost of a basic funeral has risen for the 11th year in a row and now stands at £3,693, an increase of more than 90 per cent since 2004.

Although death is a subject no one really wants to think about, much less plan for, discussing future plans could really help to ease the emotional and financial burden on loved ones at what will inevitably be a distressing time.

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# Lloyd's Motor Club Dinner

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**Merchant Taylors' Hall is fast becoming our automatic venue of choice, not only for its impressive history as one of the City's oldest Livery halls hailing back as it does to 1347, through both the Great Fire and the Blitz, but equally for its lovely ambience and the outstanding quality of its staff and catering.**

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Our dinner on Thursday 14 May was both delicious and beautifully served, with excellent wines generously sponsored by XL Catlin, and wonderful raffle prizes largely sponsored by Peer 1 Hosting, the whole evening running as smoothly as a Swiss watch. With a record attendance of 241 members and guests, the evening also enjoyed a particularly enhanced atmosphere generated by the presence as our Celebrity Guest, former World Formula 1 Champion Damon Hill and his wife Georgie.

After dinner, Damon was interviewed in great style by Anthony Reid, a good

friend and long term supporter of the club, and the 40 minute exchange between these two old friends and one time team-mates held the audience both spellbound and amused, in no small measure by the humour of Damon's answers to Anthony's often delightfully cheeky questions.

The chat over, Damon first presented the Club Trophies to the 2014/5 winners, the Lutine Trophy "For 4 wheels" to Toby Sowery and the Wilkins Beaumont Suckling Cup "For 2 wheels" to Ben Crookenden (accepted on his behalf by his father Jamie in Ben's absence in



Singapore where he both works and races). Runners up in these two categories were Tom Chilton and Bobby Thompson for the Lutine Trophy and John Coleman and Austin Wren for the WBS Cup.

Damon then went on to choose the winners' tickets from our raffle drum and thereafter to present the raffle prizes, for the most part donated by our sponsor Peer 1 Hosting, which were extremely well received. Speaking of Swiss watches, the top prize was a beautiful Tag Heuer Formula 1 chronometre engraved with Damon's signature and won by LMC member Chris Pope, followed by an historic sports steering wheel also signed by Damon, and a number of books and models relating to Damon's Formula 1

career, all of which he personally signed for the lucky winners.

The evening's chosen charity was the Down's Syndrome Association of which both Damon and Georgie are key patrons, with further advocacy for the Halow Project (nurturing independence for young people with learning difficulties) of which Damon is also patron and Georgie a trustee. So it was enormously rewarding that thanks to Damon and Georgie's presence and the generosity of club members and guests in supporting the evening generally and the raffle in particular, the Club's 2015 Dinner raised £10,000 for the Downs Syndrome Association.

**ROGER EARL**



THE ANNUAL LLOYD'S MOTOR CLUB

# Major Pete



# MILITARY CELEBRITY LUNCH

# Norton GC

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Every year I say “This year’s guest is very special”.  
Well there’s nobody that that statement can be truer  
of than Major Peter Norton GC, our 2015 guest.

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Only recently retired (2013) from the British Army’s Royal Logistic Corp 11 EOD (Explosive Ordnance Disposal Regiment), Pete had been a senior ATO (Ammunition Technical Officer) – to us mere laymen and women a bomb defusing expert. He had been awarded the George Cross, the highest military honour aside from the VC, for his service in Iraq. His citation included the words “despite having sustained grievous injuries, Captain Norton remained in command and coolly directed the follow up actions. He ignored his injuries and regarded the safety of his men as paramount. His prescience and clear orders prevented further serious injury or loss of life”.

At the conclusion of an excellent lunch at our regular venue, Minster Exchange in the LUC, Pete regaled his audience of 80 with a masterful and moving insight into the role of an EOD Regiment, of ATOs, of his personal experiences in Iraq where he was dreadfully injured, his recovery thereafter and of the VC & GC Association of which he is the Chairman. You could have heard a pin drop for 45 minutes and when he was through, Pete got not one standing ovation but two.

After a riveting insight into the role played by EOD Regiments over many years since WW2 - including in Northern Ireland, Kosovo and Bosnia - Pete went on to describe his own experience in the Iraq conflict. A captain at the time and in

command of a joint British and American Combined Explosives Exploitation Cell based in the outskirts of Baghdad (known as a CEXC – the Brits light-heartedly pronounced it ‘SEXY’), he related how on 24 July 2005 his team was called to the aid of a US Army patrol attacked by a massive IED (improvised explosive device) which had killed four soldiers and destroyed an armoured HumVee. He was checking for the presence of further devices when a secondary victim-operated IED exploded. He lost his left leg and part of his left arm, and sustained serious injuries to his other leg and lower back. Despite his injuries, he continued to give instructions to his team, suspecting that further devices might be in the vicinity. He refused to be evacuated until he was certain that all personnel on the ground were aware of the danger. A third device was subsequently located and dealt with the following day.

Pete related this story modestly, almost as if it was just a minor inconvenience – indeed he told us that when his foot touched the trigger he knew instantly that “this wasn’t going to be a good day”. His award of the GC for this and other acts of valour was published in the London Gazette on 24 March 2006. Since his team contained two special agents of the FBI, Captain Norton was also awarded the FBI Star on 27 March 2009. He is unique in being the only British soldier ever to receive this award.

We then heard that after 25 months of hospitalisation and rehabilitation at DMRC Headley Court, Major Pete enrolled in 2007 to study for an MSc at the Defence Academy in Explosive Ordnance Engineering (EOE) and was subsequently appointed Staff Officer ‘SO2 Counter-IED and EOE’ of its College of Management and Technology in 2008. He remained in post until 2013, lecturing and mentoring students on a range of military and post-graduate courses, until retiring on medical grounds. There followed a moving description of the work of the VC & GC Benevolent Trust of which he is a Trustee and of the VC & GC Association. Pete is, inter alia, a ‘Hero Patron’ of Help for Heroes and a supporter and fund-raiser for the Felix Fund, SSAFA, ABF, and BLESMA. He has also rediscovered his love of photography and new pastimes and interests such as downhill sit-skiing and hand-biking and is relishing his role as a new father – his little daughter now being just one year old.

LMC members and guests present had been treated to a unique experience and were generous in support of the after lunch raffle of ten fine prizes. The amount raised for Pete’s chosen charity of the day amounted to a donation of £2,500 to the Felix Fund. A truly memorable occasion.

**ROGER EARL**



# A Triumph for Vibe



## Great sporting comebacks – we’ve all seen or read about them; Liverpool FC Champions League 2005, Goran Ivanisevic Wimbledon 2001, Doc Rivers NBA Finals 2008, Paul Lawrie British Open 1999, Michael Jordan 1995 and Austin Wren 2015. Pardon? Who’s he?

No doubt many long term LMC members will remember the exploits of Financial Institutions Underwriter Austin Wren and his antics at motorcycle club racing, predominantly with New Era MCC, back in the noughties. After ‘retiring’ from the sport in 2006 following a very successful year on a Ducati 996SPS, Austin decided that life was getting too tedious without the buzz of racing. A brief foray in 2013 on a Yamaha TZ250 was sufficient to whet the appetite and proceed with a full season of racing. Austin takes up the story.

Well, they say that starting motorcycle racing is hard but trying to stop motorcycle racing is even harder.

At the beginning of the year I had decided that I was going to get back in the saddle for a full season with the sole objective of regaining my National Licence. This would be an upgrade from the existing Clubman level item that I was currently holding. It would also allow me to enter International events and pure road races. This would be the ultimate goal of the season and not to follow a specific Club Championship.

Thus, following some research and classes I decided that the weapon of choice for this escapade would be a Triumph Daytona 675R. The Daytona is perhaps one of Hinckley’s finest; 675cc three cylinder with top spec components. Ohlins suspension, Brembo brakes, slipper clutch and a quickshifter all fitted as standard.

Being a triple had the advantage that I could race the Triumph in Supersport, Sound of Thunder and Open classes, so it would be an extremely versatile bike to have a blast on.

In order to obtain a National Licence I had to complete ten races at three different circuits and finish within 90% of the winners' average race speed. This did not seem too difficult a task prior to the start of the season but with BSB riders getting in some early season practice with mere 'clubbies', the pace was too quick to qualify at both Brands Hatch and Cadwell Park. Perhaps this was going to be harder than I thought. Also, it reminded me of how rusty I had become.

Some major changes to the suspension and a visit to Pembrey in South Wales brought some much needed confidence and speed. Pembrey is a great little circuit and one I enjoy, so mixing it with other Sound of Thunder bikes some decent results were gained. A couple of signatures on my record card were finally obtained for the season's work so far.

Next was Snetterton in Norfolk. I had not ridden the new '300' configuration before, so a Friday test day was booked prior to the weekend's race meeting. Although the 'old' circuit has been sanitised somewhat, it still proved to be a great circuit where one could still wind up a bike in top gear. Brilliant stuff. The Friday test day was proof that additional track time was paying off when I finished all races and at the end of the weekend I had collected another two signatures.

A trip to the picturesque Castle Combe circuit in Wiltshire was next on the calendar. As some of you know this is a dangerous circuit due to a lack of run-off at some points and with a draconian noise restriction in place it makes practice a difficult proposition. Thus, come practice on the Saturday morning there were several red flags where some nasty crashes had ensued, the cause being more experienced riders running into or avoiding the lesser experienced riders. Still, the sun shone and my pace steadily quickened to the extent I qualified for another signature on the Saturday. Sunday however, the heavens opened and the track was wetter than a trawlerman's fishing nets. Having recently been resurfaced the circuit was extremely slippery. Deciding caution was the better part of valour, I kept the Triumph upright and brought it home whilst still managing to keep up the pace to collect another signature.

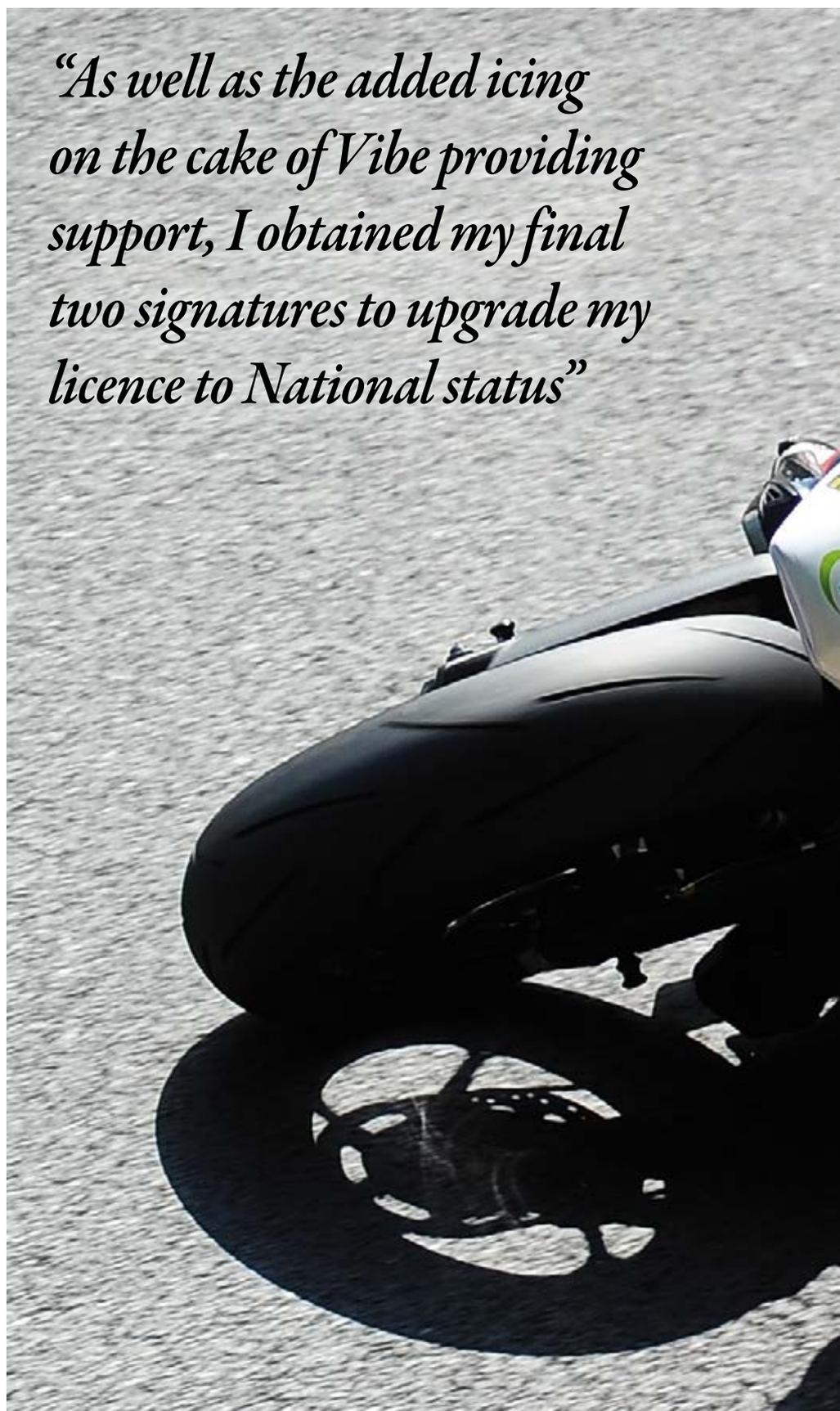
With some further minor adjustments to the bike I made my way back to Cadwell Park to see if my pace had

really improved over the course of the season thus far. As racing goes, confidence feeds off confidence but this can also be the other way around. Thankfully, with improvements in the bike, more track time and getting used to the bike, my lap times had improved considerably. I had taken just over seven seconds a lap and had actually equalled my PB from years previously.

The weekend was made all the better with the introduction of a new sponsor – Vibe Syndicate Management Ltd.

Vibe Syndicate Management is a Lloyd's managing agent, the principal business within a multinational non-life insurance and reinsurance group. Vibe manages Syndicate 5678 at Lloyd's ([www.vibesm.com](http://www.vibesm.com)).

*“As well as the added icing on the cake of Vibe providing support, I obtained my final two signatures to upgrade my licence to National status”*



As well as the added icing on the cake of Vibe providing support, I obtained my final two signatures to upgrade my licence to National status. A marvellous weekend all round.

The rest of the season was spent getting more confident and retrieving that race aggression you need to continue improving your race performance. With more track time and races behind

me, I plan to undertake a far bigger challenge in 2016 but one not involving short circuits.

Much thanks to sponsors Vibe Syndicate Management Ltd, Jamie from Factory Finish cleaning products and Jason from Kimberly Motors. It has been a far easier season with these folks than without them. Thanks.

**AUSTIN WREN**



A photograph showing the silhouettes of several groups of people standing on the crest of a sand dune. The sun is low on the horizon, creating a bright, hazy glow behind the figures. The sky transitions from a pale yellow near the horizon to a clear, light blue above.

# Land of the Maharajas

Over the past years I have read numerous articles of people riding Royal Enfield Bullets around India and it has always appeared to be a great biking adventure.

Earlier in the year I was lucky enough to be granted some gardening leave and thus made some enquiries into an Indian trip. There are several companies based in India that provide fully escorted tours on Royal Enfields. These range from the South and the Goa region, the central region of Rajasthan, to the North covering Nepal and parts of the Himalayas. However, it was really the central part of India that intrigued me the most. Vintage Rides, a New Delhi based company, had a two week trip in early February that would cover the Land of the Maharajas which was perfect. The route would encompass just under 1,500 miles and take in everything from modern motorways to dried up river beds. Tales of Kipling, days of empire and ancient cities with a variety of landscapes would await us.



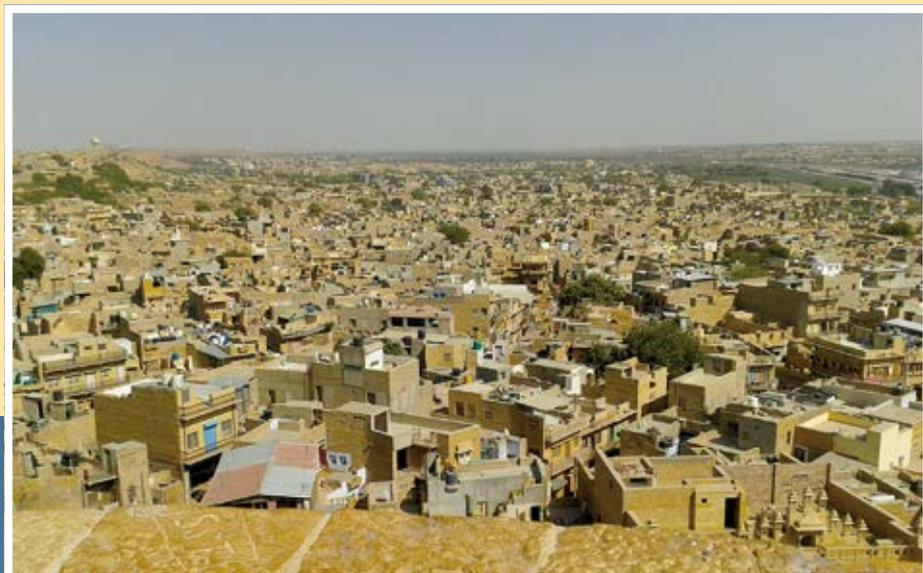
Following our arrival in New Delhi we were met by a representative from Vintage Rides and taken to our hotel. If you think London traffic is bad then you may want to see what New Delhi is like. Not only is it extremely busy, the driving skills (or lack of) are something to behold. We would see later in the trip some incredible sights on the roads of Rajasthan. Our tour started the next morning with a briefing at 6.30 am and a three hour drive out of the city to collect our bikes. Such is the difference in driving culture and the bikes, they always start a group several miles out of Delhi.

For most of our group (14 in all) that were used to 'modern' motorcycles the Royal Enfields were something of a baptism of fire. Whilst they have latterly been updated with gears on the left and front disc brakes, they still really rode like a 40 year old motorcycle i.e. vague handling, wooden brakes and not much power. That said, they would prove to be robust and reliable bikes that most of us became fond of throughout the two weeks.

Our first days riding took us to Bikaner, staying overnight in an old fort in the centre of this small town. Some alfresco dining on the rooftop with freshly cooked food with a cool beer was a great way to round off the day.

We were up early the next day to find our bikes cleaned and fuelled up for the long 190 mile ride to Jaisalmer. This does not sound that far for a day's ride but when you are competing for space on some of the roads, the average speed was quite low. Cattle and livestock could be found on the exit of a blind bend and they were not animals that were keen to move. As it is an offence to hit a cow on the road

in India we were mindful of our driving. Arriving in the ancient city of Jaisalmer late afternoon, we all took in some refreshments at our hotel overlooking the fortress city. The day after would be a 'day off' riding which provided us with the opportunity to explore the city. Jaisalmer is the home of cashmere and there were numerous shops selling fine scarves etc. Other interests of the day included F-16 jets flying over the city. Being just 50 km from the Pakistan border we counted at least 20 aircraft on the same route, perhaps undertaking some sight-seeing too?



The following day's ride would take us into the Thar Desert. Riding down sandy tracks tested some of the group, particularly those with pillions and those with little or no off-road riding skills. Whilst there were some 'offs', no real serious injuries were had. However, they did cause some merriment to the other riders. We later transferred to Jeeps that took us over the dunes and further into the desert. Watching the bright Indian sunset on the top of a dune with a cold beer was a great way to end the day. The cold of the desert night was certainly a contrast to the baking heat of the day. I found myself up in the middle of the night and sleeping next to the camp fire to warm up.

Another 190 mile ride the next day would take us to Jodhpur. As we approached this ancient city we were asked to keep as close to each other as possible (during the day we would keep our distance to reduce the accident risk) whilst we traversed the city to reach our hotel. This really was a shock to the system for all of us. The locals have an overall sense of direction but little else it appeared. Drivers with the loudest horn and the most confident demeanour seem to have the right of way. This was certainly unnerving to the novice driver but later on when we were more acclimatised it became extremely good fun and entertaining. London despatch riders would revel in the organised chaos of it all.

The historical Mehrangarh Fort and Bhawan Palace were very impressive sights we took in before leaving the city to head South via the hills of the Aravali Mounts. Our next stop would be the 'Venice of the East', Udaipur, built around Pichola Lake. The hotel in the middle of which featured in the James Bond movie Octopussy. The city was another typical of the region with narrow



streets, stalls selling fruit and vegetables and small shops selling local goods. Of course, the ubiquitous elephant in the middle of the street was also to be seen. Leaving Udaipur we travelled South via small towns and villages and one of India's largest salt lakes, Sambhar. Our guide said that lunch would be provided on the other side of the lake. However, he stated that we must keep each other in sight as although the lake was 'only' five miles across, it was desperately easy to lose your bearings and end up going round in circles. So we all set off like mad things in the midday sun looking like a latter day Charge of the Light Brigade. Riding on a salt lake was an experience in itself with the bikes weaving their way across the lake.

Emerging safely from our blast across the lake and a quick lunch we carried on our way to the Khumbalagarh Fortress. This was perhaps one of the most fascinating and impressive sights of the whole trip. Built in the 'middle of nowhere', this huge fortress boasts the second longest wall after the Great Wall of China. It really was a breathtaking structure.

Leaving the Fortress and hilly region behind, we headed North East towards

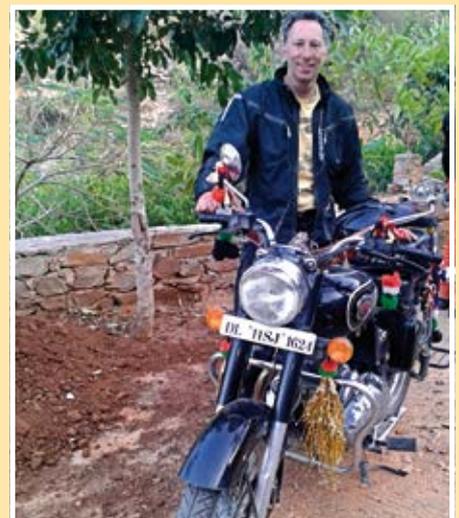
Pushkar and Jaipur, the capital of Rajasthan. Again, riding through one of India's main cities was potentially fraught with danger. Crazy tuk-tuk drivers, livestock, people driving the wrong way round roundabouts were all commonplace. However, by now we had learnt to give as good as we got, kept thumbs on horn buttons and used the throttle to get to where we needed. It was all highly entertaining stuff.

The following day was spent visiting the impressive Amber Fort and Palace. Again, the sight was impressive and all the more so considering the time it was built, the late 10th Century with additions made over later centuries.

Our last day of riding would take us to Alwar and a stay in an old hillside fort. Another outdoor evening was spent eating local food and discussing the days riding, sights and 'near misses' we had all had.

The whole trip was a fantastic experience and one I will not forget in a hurry. Arrival back in the UK a couple of days later and everything seemed orderly and quiet, some difference to the heat and hustle of Rajasthan.

**AUSTIN WREN**





*"So we all set off like mad things in  
the midday sun looking like a latter  
day Charge of the Light Brigade"*

# Hot Rod Hill Climb

*Georgetown  
Colorado*



The Traditional Hot Rod scene in America has evolved rapidly over the past few years, with the resurrection of several old events aimed specifically at racers. It makes sense, after all, a Traditional Hot Rod is simply a vintage race car. Two events in particular stand out, The Race of Gentlemen on the East Coast and The Hot Rod Hill Climb ('HRHC') in the Rocky Mountains. Vehicles are carefully selected for their period authenticity and both events take place in atmospheric old towns, adding considerably to their sepia-tint.

In 2015 Bonneville Speedweek was cancelled for the second year running, the official reason being "bad salt conditions", or what we would call disappearing salt. Even with Speedweek denied we still needed our annual saline fix, so as usual, come August we headed west on Interstate 80, the start of a 5,000 mile round trip from upstate New York to Bonneville and back, via the HRHC in Colorado. Our rendezvous on the salt was with fine art photographer Peter Vincent to shoot the cover for his latest book, 'The Rolling Bones', which showcases the cars built by this famous premier East Coast hot rod shop.



The salt was wafer-thin or non-existent in many places but the God of Speed was merciful and we found a small area which was just about strong enough to support the cars. It was sobering to think that we might be the last race cars on such holy ground, where England held the World Land Speed Record ('LSR') for decades thanks to Gentlemen Racers Campbell, Cobb and Eyston, whose epic battles raised the ultimate speed record to over 400 mph. In fact, if you think about for how many years the LSR was in our hands, you could say that Bonneville is even more English than Le Mans.

To put that surface degradation into perspective, back in 1935 when Lloyd's broker Sir Malcom Campbell went over 300 mph in Bluebird and broke the LSR at Bonneville for the first time, the salt crust was over four feet thick. Despite being under the protection and stewardship of the Bureau of Land Management ('BLM'), some believe that decades of constant commercial potash mining have drastically (and possibly irreversibly) depleted the salt. Not surprisingly, the BLM disagrees. State governors and senators have finally become involved to save this natural wonder but the racing community is

concerned that it might all be too late. Sadly my long-term plans to run faster than Campbell are currently shelved but as consolation, at least I shall be following in his footsteps by racing at Pendine Sands in 2016.

The Hill Climb was held in Georgetown, centre of the mining industry during the Colorado Silver Boom in the late 19th century. After the miners left, the place faded but gradually reinvented itself as a popular après-ski venue, (Vail is relatively nearby). Although a silver town, it was established during the Pike's Peak Gold Rush, another name



synonymous with a dangerous race up a treacherous mountain.

The revival event was the idea of Mike 'Nick' Nicholas, as a tribute to the original race back in '52 when Colorado hot rodders including the Denver Timing Association and Strippers Car Club challenged and beat the Denver Sports Car Club in a race up a tortuous gravel-strewn wagon trail, cut into the side of Leavenworth Mountain. Quite how Nick persuaded the local dignitaries to hand over their sleepy town to a bunch of hot rodders remains a mystery, yet 2015 was the third HRHC.

The town is a perfect film location, well known for the final showdown between Clint Eastwood's character Philo Beddoe and biker gang The Black Widows in 'Every Which Way But Loose'. The buildings are beautifully preserved and many, such as the General Store, are virtually working museums. With Traditional Hot Rods lining every street, Georgetown was decked out like a movie set. To maintain the spirit of the original events, cars must be early '50s in appearance with flathead (sidevalve) V8s, four-bangers, straight sixes or early overheads.

In between all the parties there were two main events, the Reliability Run on the Friday and the Hill Climb itself on the Saturday. As we still had a long journey home to NY we took the easy option of the shorter 65 mile Reliability Run through the Rockies, surrounded by breathtaking scenery, climbing to 11,000 feet up mountain passes (which surprisingly had no safety barriers yet sheer drops for almost their entirety). The idea of a Reliability Run is that you follow a specific course and your route card is stamped at various checkpoints.

Saturday was an early start with the town cordoned off by the Five-O, allowing access only for competitors. We had to take it easy off the start as the street was overflowing with spectators, many standing in front of the barriers to take photos. Timing was everything racing up the hill, making sure you kept up the revs and maintained as much momentum as possible around the tight hairpin bends. Sure, it wasn't supposed to be a race but this was a competitive crowd. My '32 roadster has Schroeder sprint car steering which is very direct and precise, making it hard work winding that old jalopy up the side of that mountain. The

reward for our efforts was the 'Long Distance' trophy, a handmade work of garage art.

The long journey back to NY was a brutal thrash taking just over two days, firewalling it all the way. On our 5,000 mile road trip we had no mechanical problems whatsoever and just one puncture, on the outskirts of Chicago in almost the same place as last year, very impressive for vehicles over 80 years old and a testament to the quality of the cars built by The Rolling Bones Hot Rod Shop.

JAS





**“IT WAS SOBERING TO THINK THAT WE MIGHT BE THE LAST RACE CARS ON SUCH HOLY GROUND, WHERE ENGLAND HELD THE WORLD LAND SPEED RECORD FOR DECADES”**

# Tom Chilton

2015



Tom Chilton is jovial and immediately likeable. His enthusiasm for motorsport is written across his beaming face and his passion for touring cars is infectious. We meet at historic Brands Hatch where he's offering high speed passenger rides in his tuned Nissan GTR, a thrill ride not for the faint hearted. He gleefully

welcomes and ribs his next victim as they step with trepidation into his 'Hot Laps' car. One of his personal sponsors is enjoying a corporate day they're entitled to as part of their deal with the affable 30 year old British racing driver, husband, father of two, owner of a dog and several chickens which have taken

over his garden at his home in near the Surrey hills. Tom returns a few laps later into the pit lane with an ashen-faced woman looking ever so slightly relieved to have returned to zero mph, her reaction saved for posterity with cameras mounted inside the car which Chilton duly reminds her of.



During a lunch interval Tom tells us about his year and plans for the future: "I want to win the WTCC" says Chilton with a mischievous but determined grin. "I've always had a passion for motorsport, for as long as I can remember. I took part in my first competitive series when I was 13 and at the time was the youngest driver ever to start a race. Like many of today's drivers I cut my teeth in T Cars, my younger brother Max took the same route, although our racing paths would head in different directions later on. I managed quite a few podiums in those early years and remember raising a few eyebrows with some of the older boys. Those formative years were great but what I really wanted was to get my International Racing Licence to test myself against the best. I entered the BRSCC Winter Saloon Car Championship and managed to win the first race and take the title."

"My break came when I stepped up to the British Touring Car Championship; I was the youngest driver to take part and finished 3rd at Brands two weeks after celebrating my 17th birthday. I ended up spending a decade in the BTCC and collected multiple wins and podiums.

I love that series; it produces incredible action that you just don't get in the likes of Formula One and other single seater series."

"I was never destined for F1 and open wheel racing and had no appetite for it", Chilton says in response to the question about whether he ever wanted to test his mettle in the jewel of the FIA crown.

"I was a big unit back in the day; I've always struggled with my weight. Max (Chilton) is perfectly suited to it, for me, it was always tin tops, it was the only route. One of my sponsors, LighterLife Fast actually provides me with food products that help keep my weight in check that I use alongside my training."

The World Touring Car Championship is a series that Tom clearly wanted to make his mark in. The two wheel drive saloon cars are capable of reaching 300 kph [185 mph] whilst staying in one piece with door to door clashes on track a regular occurrence. It's broadcast in 180 countries with 500 million viewers worldwide.

"In 2013 I got my chance and joined the RML Team and finished 5th in my first season after battling for the title

right up until the final round with some legendary drivers. I was frustrated at the time but with hindsight it was a pretty good opening year. I guess 2014 was consolidation with ROAL Motorsport and I finished 8th overall with a highlight lights to flag victory in China ahead of the pesky Citroens."

It was a dominant year for Citroen who poured their enormous manufacturer budgets into the series. Technically they are a long way ahead of every other car on the grid.

Chilton goes on, "That weekend I managed to take pole, fastest lap and victory in Race 1 to become the only non-Citroen driver to win the first race of any weekend in 2014. I picked up 2nd in Japan the following weekend but didn't have the power in the car to compete at that level throughout the rest of the year."

There is talk of Citroen leaving the series in 2017. This has positives and negatives for the Championship. It loses a major manufacturer but it rids it of the dominant force and will create a scenario where the racing is much closer between the top ten. With Volvo set to return, the balance of power should be reset.





## SO WHAT OF 2015?

"I continued with ROAL and their Chevy in 2015 alongside the other Tom, Coronel, and picked up 3rd place overall in the Yokohama Independent Championship and collected 1st in the Independent Constructors after the season finale in Qatar. I broke the season up with a win at the thrilling Nordschliefe in the ADAC

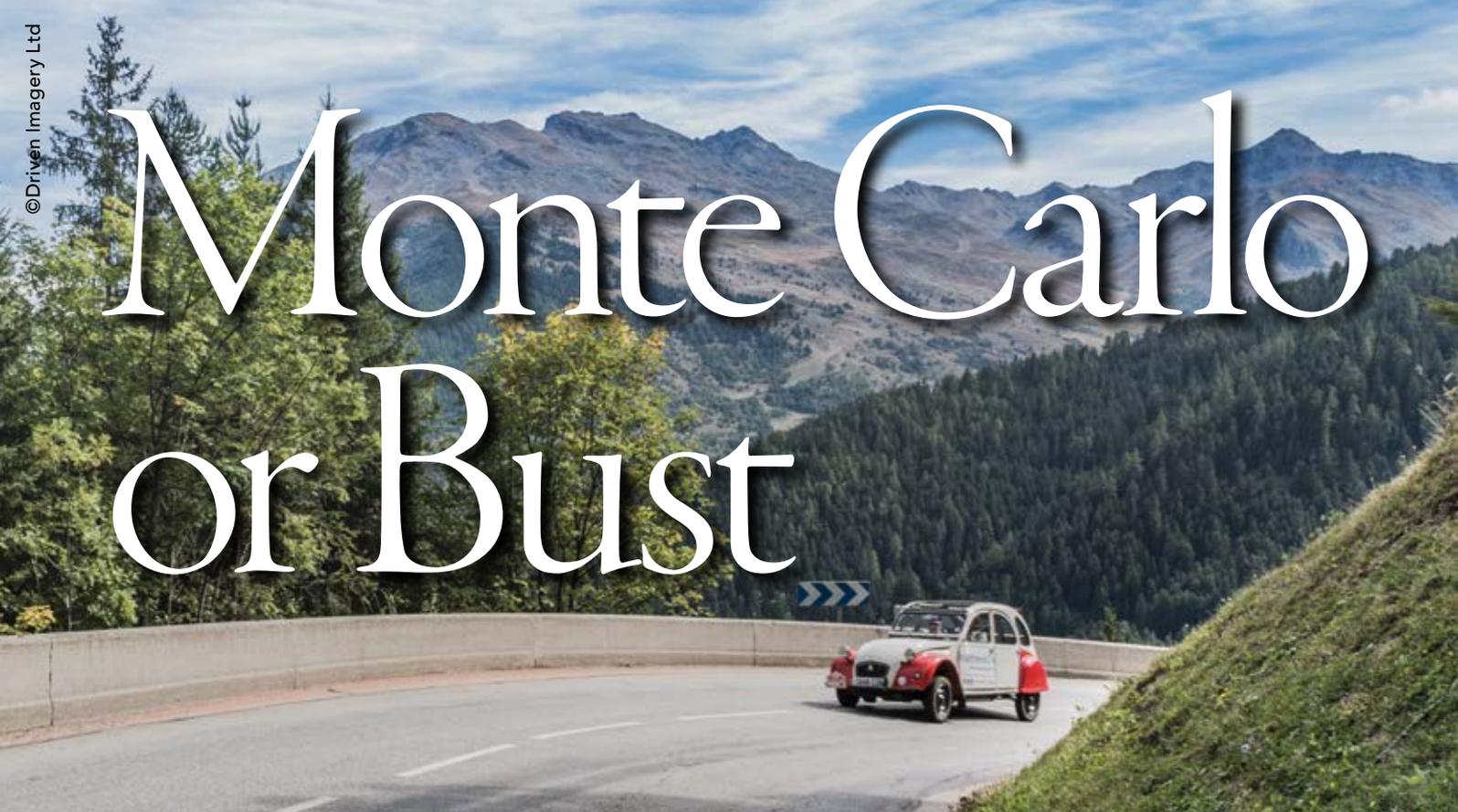
24 Hour Qualifying Race where I shared a car with Robb Holland and David Thilenius in a Rotek Racing Audi TTRS, a cracking race car."

Moving on to discuss next year, Chilton continues: "I'm close to a deal for 2016 that should provide me with a package capable of winning the Championship,

that's my goal and I have to achieve it. I've been working towards it since I got going in BTCC and later in WTCC. Hopefully next year we'll catch up and I'll be talking to you as a World Champion." It's hard to bet against him, watch this space.

**TIM SILVEY**

# Monte Carlo or Bust



Wednesday morning at 7am and the adventure begins. Leadenhall Market is quiet but not deserted. Free breakfast for our drivers at Brokers Wine Bar makes sure that it doesn't stay quiet for long and soon the market is buzzing with excited spectators and eager participants in their red and white racesuits. 15 Citroen 2CVs and a fire engine depart the market in procession to the Lloyd's building, where they are waved off by Lloyd's director, Tom Bolt, and a host of berobed City dignitaries.

It's the start of a 1,000 mile epic drive to Monte Carlo, in aid of charity; an event that will raise in excess of £80,000.

*Sometimes explained as being attributable to "the perils of drinking", Graham Faggetter, Martin Robinson and I were in the cosy confines of a City wine bar, exploring ideas for an improbable Top Gear type challenge with £500 bangers, when the theme of a charity drive to Monte Carlo in classic*

*2CVs emerged from an empty bottle. There were more ideas than bottles that evening, mostly forgotten by the morning. The Monte Carlo Or Bust idea was unshakable though; it simply had to be done.*

From Lloyd's, 15 teams with no experience of driving these wonderful little cars head, as briskly as the morning traffic will allow, to the Channel Tunnel and on from Calais to Paris. No power

steering, no servo assisted brakes, no air-conditioning. Dog-leg gearboxes with dashboard mounted levers and no synchromesh on first. Manual chokes. A steep learning experience for our younger drivers and a rekindling of long forgotten skills for the more mature ones. Day one culminates with a dinner party at Le Chalet des Iles, a fine restaurant on an island on a lake in Paris, organised by the event sponsor, Amundi. It has been a challenging day, mainly due to time and distance to be covered, with no-one wanting to miss the dinner. The evening is a great chance to swap stories, meet new friends and, for the organisers, to peel away their stresses of the last few weeks.

*It had taken us more than a year to flesh out the idea and to attract a main sponsor. We had tested the route thoroughly and visited the hotels, developed the roadbook, made the bookings for hotels, meals, channel crossing and return flights; all the while encouraging new teams to join us on the journey. Cars were supplied by 2CV Adventures and each carried the*





*“A steep learning experience for our younger drivers and a rekindling of long forgotten skills for the more mature ones”*

branding of its sponsors. A great deal of the detail work took place in the last few weeks and days as the final teams signed up.

Thursday morning is a more gentle start, with a photoshoot outside Amundi's offices and a distant view of the Eiffel Tower. This is followed by a more leisurely drive through Fontainebleau to Magny Cours, on winding roads and undulating terrain. We visit the former F1 circuit first thing on Friday morning, where we are warmly welcomed and allowed in to see practice for the weekend's motorcycle event. We start to catch glimpses of the mountain scenery ahead as we drive on uncongested country roads to the town of Nantua and our lakefront hotel. Drivers, organisers and support crew are, by now, quite relaxed in each other's company. New friendships have already formed. Team mates have fully bonded.

The original 1937 design criteria for the humble 2CV included, among other things, the ability for a farmer and his wife to carry a box of eggs across a ploughed field. This provided us with the idea of challenging our teams to carry a dozen eggs to Monte Carlo in each car, with the eggs being sponsored to raise additional funds. Each box would be sponsored on a slip passed around Lloyd's. Each egg would bear the sponsor's underwriting stamp to avoid any cheating en route. Darren Robson of Driven Imagery, our official photographer, conjured up some metal ammunition boxes to carry them in and 15 dozen eggs were donated by The Worshipful Company of Poulterers. Only two eggs made it to the finish line. This wacky challenge raised over £8,000 towards the eventual charity total.

We are not allowed to leave Nantua on Saturday morning until the deputy Mayor has shown us around the splendid old church in its market square. The local press also demand pictures and interviews. When we do get back on the road, the scenery starts to unveil the true drama to follow. We're in the Alps now and every crested rise reveals taller, steeper mountains ahead. Snow is visible on the peaks; steep rocky drops reveal views of the winding roads that we have already traversed and/or terrain that is to follow. Roads now are narrow with sharp hairpin turns. Getting gear changes exactly right is critical to avoid losing the engines' very limited power and reverting to first gear. Our hotel in Chorges provides perfect contrast and welcome respite. Nestled in the hills

and overlooking another large lake, we're accorded extremely generous hospitality. We in turn provide quite a spectacle with our little red and white cars and a fire engine.

It is here that the support crew have their hardest time. One car has lost power and another has gearbox problems; one has boiled its brake fluid. The crew from 2CV Adventures set up floodlights and a gazebo to shelter from the teeming rain. Both cars will be fully repaired overnight and roadworthy before breakfast.

Anyone who thought that the roads couldn't get more challenging is in

for a surprise. The last day of driving takes us even higher into the Alps and, of course, what goes up must come down. Fortunately, the cars weigh next to nothing and their unassisted disc brakes are quite effective. There is a short stretch with one short tunnel after another hewn from the mountainside; more hairpin turns; forest and barren hillsides; stunning rock formations and distant views through the valleys. Only for the last few miles do we ease into less challenging roads as we approach Menton, a seaside resort just outside Monte Carlo.



We celebrate that evening over dinner, with raised glasses and a few short speeches. We've done it; the challenge of journeying 1,000 miles in iconic cars, over mountains and valleys without any serious problems or unkind words. And all for charity.

The next day we assemble for the final parade into Monte Carlo, to be shown a chequered flag by Lloyd's Chairman, John Nelson, and attend the first of several cocktail events at the Reinsurance Rendezvous in Casino Square dressed, of course, in our distinctive racesuits.

Back home, it takes a few weeks more before all of the sponsorship money is collected, bills settled and the accounting double checked. On 4 November we are in a position to present £20,000 to each of the four charities: Coombe Trust, Demelza, RedR and Action Against Hunger.

So many thanks are owed to everyone who supported this event in so many different ways. Without Amundi's fantastic support, it would never have been turned into reality at all. 2CV Adventures provided the cars and mechanical support but exceeded their brief in so many ways by freely sharing their experiences in event

planning and bringing so much fun to the eggs challenge. Lloyd's Motor Club provided financial support and banking facilities. Sponsors, donors, drivers, sign-makers, company representatives and their PR teams, Lloyd's, City of London Corporation, Club Sonar and many others made it possible to exceed all of our original expectations.

By the time you read this, we'll have made a firm decision whether to do it again in 2016. Keep your eye on our website [www.rendezvousrun.co.uk](http://www.rendezvousrun.co.uk) to see more details.

**BOB BRADBURY**



# Peter Brock and the Daytona Cobra



I'm no stranger to long road trips in loud, uncomfortable cars with more horsepower than makes sense but until last year, all of those adventures had been on the highways of America. Thanks to LMC member Tom Corfield, I expanded that repertoire to the UK.



©Kevin Emslie

2015 was the 50th anniversary of Shelby American winning the World Sportscar Championship, which was celebrated at the Goodwood Revival in the best way imaginable, by bringing together all six of the Daytona teamcars for the first time since that victory, along with their designer Peter Brock and many of their drivers, including 'Gentleman Jack' Sears and Allen Grant, with whom Tom and I were fortunate enough to spend a couple of hours, listening to their reminiscences.

Tom's Cobra is one of the 'Brock Coupes', which are recognised by the Shelby Registry and sometimes called 'Continuation Daytonas'. This rare car was our entry ticket to a dinner during the Revival weekend for a small gathering of the owners, at which Peter Brock was guest of honour; the perfect environment for him to reveal the inside story of his time with Shelby and the genesis of the Daytona Coupe.

Peter played an important role in building the Shelby legend. He was only in his early '20s when he joined

Shelby as his first paid employee, yet he was the one who designed the iconic Shelby race car liveries and merchandise, those unforgettable logos and stripes, that branding which gave the team its strong visual identity and must have sold a million T-shirts. Even more significantly, it was Peter who single-handedly designed the streamlined Daytona Cobra coupes, which finally wrestled the World Sportscar Championship away from Enzo, something which the hot rodded AC Ace could never have achieved with its dated cod-Ferrari bodywork. Oh and I nearly forgot, he also created the Shelby Mustang GT350, designing all the Shelby components for that car, right down to the graphics.

Another little known fact about Peter is that he switched camps in the early '60s, moving from the Chevrolet design team that styled the '63-'67 Sting Rays to the Ford-bankrolled Shelby enterprise. Back in '60s America you were either a Ford or Chevrolet die-hard, depending upon whether you raced a Cobra or a

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*“It was Peter  
who single-handedly  
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*“Peter sketched the Daytona’s design on the floor of the Shelby shop and no-one else was interested or even wanted to help”*

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Sting Ray – rarely did anyone cross the tracks. As I run a '63 Sting Ray as a daily-driver, it was fascinating to meet the car’s designer.

The backyard Shelby operation was a stark contrast to the General Motors styling department under flamboyant Bill Mitchell. Peter sketched the Daytona’s design on the floor of the Shelby shop and no-one else was interested or even wanted to help. The basis was the chassis from a wrecked Cobra. Peter just added a seat and steering wheel, then sat ‘Teddy Teabagger’ (former WW2 British tank commander and Shelby race driver Ken Miles) on the frame, then fashioned a windscreen using duct tape and pallet wood. Next he cut wooden formers to create the body’s shape then hammered ‘aluminum’ panels over them to create the bodywork for the first Daytona, chassis CSX2287.

Ken took the car to Riverside and within a few laps was hitting nearly 190 mph, a speed unimaginable in the old Cobra roadsters. With Ken’s seal of approval the attitude in the Shelby shop changed and everyone wanted to work on the new aerodynamic coupe.

CSX2287 was the only Daytona built entirely at Shelby American in Venice, California. It was extremely successful, including winning the Sebring 12 Hours in '64. The coupe ended its racing career by setting 25 land speed records at Bonneville in November 1965, driven by World Land Speed Record (LSR) holder Craig Breedlove. Peter explained that at the time, Craig Breedlove in ‘Spirit of America’ and Art Arfons in ‘Green Monster’ were fighting over the ultimate speed record at Bonneville. Breedlove was sponsored by Goodyear and Arfons by Firestone. Craig had booked the salt but the jet car was broken and unless he was chasing records, he would have to surrender the track to Arfons. Now Goodyear just happened to sponsor Shelby too, so surprise, surprise, CSX2287 was dusted off and sent to Bonneville to ‘save the salt’ for Breedlove, who went on to snatch back the LSR for Goodyear.

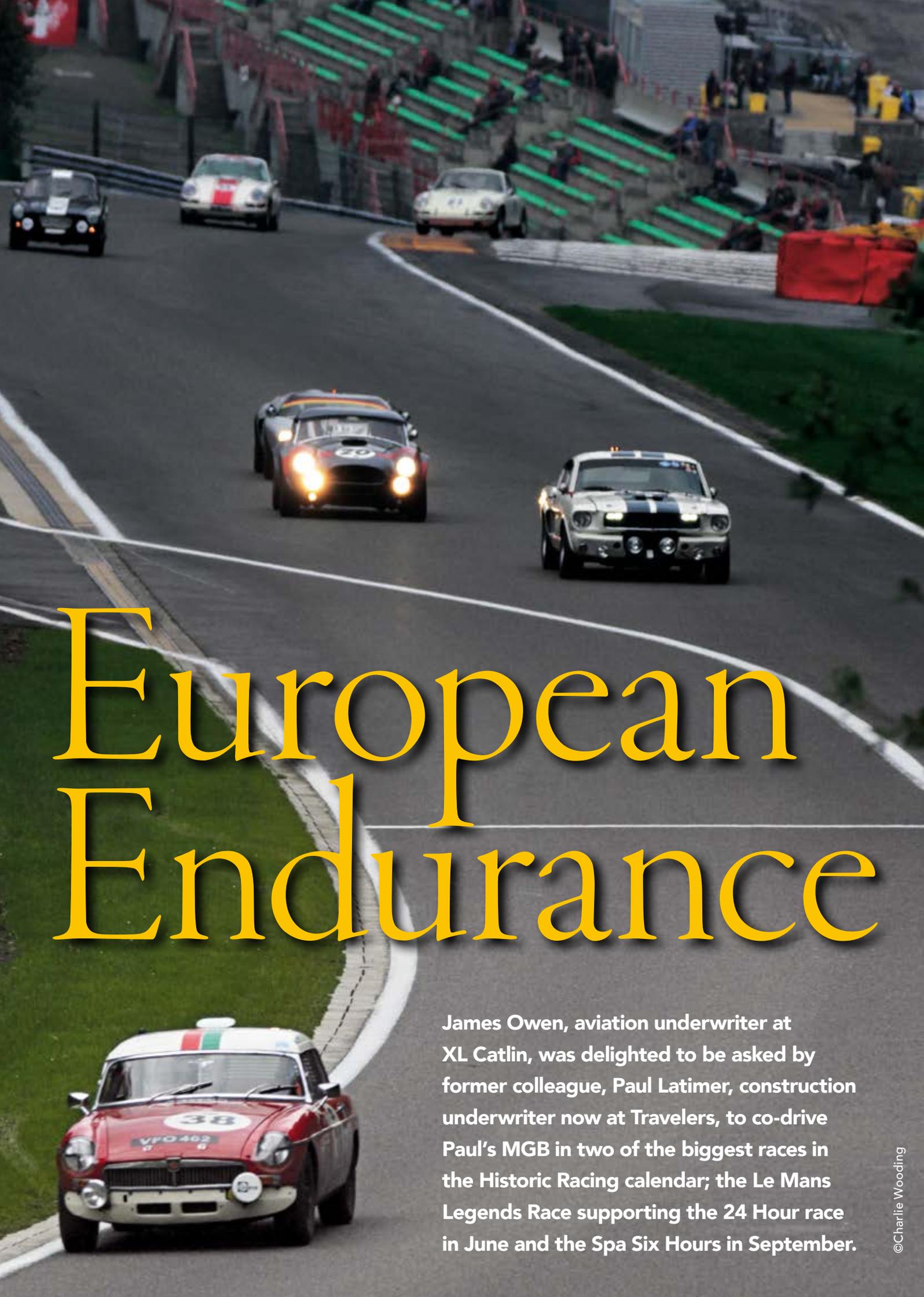
The prototype’s curious story doesn’t end there. After Bonneville, CSX2287 was just another worn out race car which no-one wanted – Peter said that Shelby virtually offered to give it away to anyone in the shop but no-one was

interested. Somehow it ended up with ‘Wall of Sound’ record producer Phil Spector and even showed up in an episode of ‘The Monkees’ but then it was lost again, until about 15 years ago when it was rediscovered in storage after the rather gruesome suicide of its owner. After a lengthy legal battle the car finally found its perfect home in the Simeone Foundation Automotive Museum in Philadelphia, where it became the first vehicle to be added to the Historic Vehicle Association’s National Historic Vehicle Registry. Perhaps even more importantly, at the same time it became the first car to be recorded under the United States Secretary of the Interior Standards for Heritage Documentation, maintained in the Library of Congress. In November 2014, CSX2287 won the International Historic Motoring Awards ‘Car of the Year’.

The ‘Brock Coupes’ have modern running gear which for Tom’s car means a 420hp Roush Ford V8 and five speed box, adjustable race suspension and 17” wheels. After talking to Peter it became clear that these modern Daytonas really are entirely new cars and despite their retro appearance, they are a serious alternative to anyone looking for something more unique than a comparatively common Aston or Porsche.

Earlier on last year we spent four days in that car on the Ecurie Ecosse Tour, flinging it around the lowlands of Scotland. Most of the other entrants had their cars delivered to the start by trailer but risking limb and licence, we drove all the way there from down South, keeping a watchful eye out for cameras. The Tour is organised by motorsport historian, Graham Gauld, and owner of the Ecurie Ecosse team, Hugh McCaig, which meant a whistle-stop tour of dramatic scenery and spectacular private castles with cuisine to match. The Daytona was amongst some fine Historics such as Paul Vestey’s 275 GTB/C and Michael Cowdray’s early E-type, yet looked right at home and was undoubtedly the fastest car at the event...just as Peter Brock always intended.





# European Endurance

James Owen, aviation underwriter at XL Catlin, was delighted to be asked by former colleague, Paul Latimer, construction underwriter now at Travelers, to co-drive Paul's MGB in two of the biggest races in the Historic Racing calendar; the Le Mans Legends Race supporting the 24 Hour race in June and the Spa Six Hours in September.



©Charlie Wooding

When Paul first asked me he had already secured an entry in the annual Spa Six Hour race, which I've always wanted to do, but he had also applied for the Historic support race at the Le Mans 24 Hour meeting. We were not guaranteed an entry, as the Le Mans Legends Race is heavily oversubscribed and the organisers really want no more than two examples of any one car on the grid (except GT40s); there are dozens of eligible MGBs racing but Paul's 1962 car is one of the earliest Bs, and although not a racecar in its early days, it has been racing for over 20 years, originally in the hands of two of the arch-exponents of MGB racing, Barry Sidery Smith and the late Rod Longdon – that history was sufficient to get us the invite.

The Le Mans 24 Hour Race is one of the biggest sporting events in the world, this year with some paying 265,000

spectators. To have the chance to race on the iconic track in such an atmosphere is a fantastic opportunity.

Qualifying was only 60 minutes and with a circuit as long as Le Mans, we were expecting just five laps each but everyone was back in the pit lane at the end of the out-lap after an incident. Clearly with me having no previous track experience we were not going to be setting wonderful qualifying times. I actually got three eventful laps, passing beached GT40s and spinning Porsches but light showers and a braking error on my part at Arnage on my best lap meant unsurprisingly we were towards the back of the grid; to be fair we wouldn't have expected to be much further forward in such company. The car had run well though, with no problems, but we fell just 2 kph shy of 200 kph [123 mph] on the Mulsanne Straight.

The race was 45 minutes and would take place on Saturday morning as the crowds built for the main event. Paul started; he ran well, moving a few places up the field and handed over to me after four laps, the other MGB left the pit lane a few seconds ahead and was in my sights as I headed down the Mulsanne straight for the first time but before I had done half a lap, the whole circuit went to full course waved yellows and then safety car, due to a front-running GT40 blowing its engine, leaving a very long and wide oil slick. The race would finish three laps later still behind the safety car. For the record we finished 38th but a bit academic in the circumstances.

Whilst the race was a disappointment for me, it was of course fantastic to be part of this great event and we made the most of it, including a fun dinner with some LMC members at Les Hunaudières during



©Jake Ebrey



©Jake Ebrey

the 24 Hour race itself. Just hope I get another chance to 'race' there sometime. Three months later we reconvened at Spa-Francorchamps for the Six Hour Race, having recruited experienced Caterham and Classic Racer Robin Ellis as third driver, and Kendle Adams to provide race support, run by Sam Kendle (brother of Marsh broker, Matt), in the absence of Paul's usual preparer Gary Davis. This meeting is one of my favourites, probably the best race circuit in the world, great atmosphere and a chance to catch up with friends from many different circles of the Historic racing community as the grids are large and varied. Whilst Paul's MGB had run the race on a number of occasions, Paul had only run it in 2013, when a holed piston saw them watching the race from the pits by the end of the first hour, so our goal was just to get to the finish; six hours being no small undertaking in a 50+ year old car, let alone in a huge field of 110 cars, with huge speed differentials, the probability of changeable weather and the certainty of finishing in the dark.

We made no serious efforts in qualifying, preferring to learn the circuit and get used to the car, now weighing-in rather heavier with extra fuel tank and additional lighting, and running on different tyres. I ran last and had the ignominy of getting black-flagged for the first time in my career, having failed to put the lights on in the murk, missing the message hanging from the starter's box. In my defence, I could still see well, and the boys said that the lights make no difference. Of course, the point is that others might not have seen me. Sorry.

We started in 102nd position, Paul taking the first stint. I came out on track into a freight train of fast-moving traffic working its way past some slower stuff, quite daunting if I'm honest. The first of the inevitable rain came about half way through my stint and a load of people dived for the pits, others headed for the tyre walls or gravel traps. About 20 mins before the planned end of my stint the safety car appeared, so I took the decision to pit early, something we had discussed but I caught the team slightly unguarded. Robin climbed in, made our

only refuelling stop and then the dusk stint, turning our fastest race laps on the now-dry track. Paul took the last, full dark, session and got a torrential downpour, which he described as "character building". Standing on the pit wall, watching the timing screen count down was very exciting and probably better than being in the car in those conditions. We got the finish we set out to achieve, coming home 46th overall and chuffed to bits; high-fives and beer for all.

No doubt we could have run a faster strategy and possibly pushed harder but then we could have broken the car or fallen off somewhere. It was fun to be part of a team, usually my racing is a solo effort, but this was quite a different experience, I think we'll be back for another go sometime.

Paul and I are very grateful to our sponsors for helping to make this all happen, XL Catlin in particular, as well as Paul's other sponsors, JLT Re, Harbour & Jones, and Bayfield Recruitment. I am very grateful to Paul for inviting me to co-drive.

**JAMES OWEN**

# A YEAR WITH A

**Emboldened by considerable success in recent years with its Jaguar D-type, Team Pickering dipped its toe into Historic Formula 1 in March 2015, acquiring the SKOL-sponsored Fittipaldi F8/C4 which had been Keke Rosberg's mount for eight of his F1 races in 1981. Keke would go on to become World Champion in 1982 with Williams but Team Fittipaldi had given him his first Formula 1 podium finish.**

The Fittipaldi team competed in 119 Grands Prix between 1975 and 1982, achieving three podiums and accumulating 44 championship points. Wilson Fittipaldi and his younger brother, double world champion Emerson, had been sponsored by Brazilian sugar giant Copersucar based in San Paulo, Ayrton Senna's home town, and was managed by Jo Ramirez, later to become an influential part of McLaren's F1 management. In 1976 Emerson had surprised the F1 paddock by leaving McLaren to drive for his family outfit and by 1980 was co-driving with future world champion Keke Rosberg who that year made the team's first F1 podium finish in the South African Grand Prix at Kyalami.

In 1979 Copersucar ran into financial difficulties and had to discontinue its sponsorship. The team had just purchased

the remnants of Wolf Racing, Frank Williams' first team, which influenced the design of the 1980 car and brought with it driver Keke Rosberg. Beer producer Skol (AmBev today) came aboard as the new sponsor and the team was able to field two cars, designated F7s. These bought a 3rd place for each driver before being replaced by the new F8 designed by Harvey Postlethwaite, another asset gained from Wolf, with the young Adrian Newey as its chief aerodynamicist. Later, both would become famous as designers of F1 championship cars for Ferrari, Williams, McLaren and Red Bull respectively.

Emerson decided to retire at the end of 1980 and rising young Brazilian star, Chico Serra, took over his seat alongside Keke for 1981, the team reverting to the name of Fittipaldi when Skol's sponsorship

was withdrawn and Postlethwaite left for Ferrari. Sadly, the team went into decline, Keke also moving to Williams in 1982 where he would win the Drivers' Championship. Fittipaldi continued to run a single car for Serra using the 1981 chassis but others were mastering ground effect technology with more success. An F9 was penned but in early 1983 the team closed its doors.

In recent years the F8C/4 has been raced by the talented Jean Michel Martin, who won the Spa 24 hours twice. He and race preparation team CGA developed the car to be competitive in the F1 Masters series, Jean Michel's best result being 3rd at Barcelona in 2014. Purchase of the F8 by Team Pickering was subject to Gavin fitting in the car reasonably comfortably and CGA of Warrington continuing to prepare and run the car (in addition to



# Fittipaldi

their two Williams 07s, the Tyrrell 10 'Candy' car and Bernie Ecclestone's championship winning Braham BT49, driven these days by Joaquin Folch). It was also understood that CGA would only accept Gavin in the Fittipaldi if he could prove himself good enough at a Donington test. These conditions were well satisfied for both parties and Team Pickering found itself the proud owner of the 'Yellow Peril'.

We entered the F8 in the pre-eminent Masters Historic Formula One Series, intending to participate in only three or four rounds in this, our first season. The first outing was at the Catalunya Spanish Grand Prix Circuit near Barcelona where the weather was fine and Gavin qualified 15th out of 36 on his first event in the car. He was familiar with the circuit from his season racing Radicals with fellow

Lloyd's competitor, Mark White, but he now found he was very uncomfortable in the car. Race 1 proved exciting with the lead changing several times before Greg Thornton came home as winner in his Lotus 91 and Gavin finished a highly credible 12th, a mere 14 seconds behind the leader in an as yet still unfamiliar car and against formidable competition. The second race on Sunday was a disappointment for the team as the throttle cable broke on the first lap. That aside, the event had been a great thrill – little can describe 30 or so DFV three litre Formula 1 engines screaming past on the first lap - but from our point of view, it was clear that we needed to get Gavin more comfortable in the car and a meticulous mechanical overhaul was called for. CGA tackled the upgrading issue, giving the car a thorough check over and this work

completed, we went to the daunting Spa circuit for a test as you don't get a driver comfortable in a car sitting in a garage. This took a day and a half to achieve out of our two day test, with the CGA team working through most of the night. Gavin eventually managed to get out for a 30 minute circuit session, sharing the track with several Ferrari Historic F1 cars, which was great fun to watch.

Next, the Silverstone Classic. Gavin has won there twice before on the old Grand Prix circuit but the revamped version was to be used for this event. Friday qualifying was greeted by a rainstorm of biblical proportions and the session was delayed for a break in the weather which never turned up. CGA didn't want their cars to try to qualify in such atrocious conditions but Silverstone insisted that the cars must run "to satisfy the thousands of (soaking





wet) spectators who had come to see Historic F1 cars race". Gavin had only had two hours in the car up to this point and that had been in the dry. Nonetheless, he took the car out and completed three very careful laps, qualifying 32nd out of 42 for Race 1. Everyone had survived to fight another day.

Saturday was brighter and dryer for Race 1 itself and after three laps Gavin had taken the Fittipaldi from 32nd to 15th and got up to 12th at the chequered flag. He was now far more comfortable in the car and this was an incredibly satisfying result remembering that the Masters F1 Series has one of the finest line up of Historic F1 cars and drivers ever. The grid contained eight Williams O7s, several Lotuses, at least four Tyrrells from 009 to 012, Brabhams, McLarens and many other seriously quick cars. Frustratingly, Sunday's Race 2 was greeted by more torrential rain and starting 12th Gavin finished 15th on his first wet race in Historic F1, producing a combined result of 12th out of 38 – most creditable indeed for only second time out.

Several Lloyd's Motor Club members came to support us, which was brilliant. Among them on the Saturday was Tom Bolt, Director of Performance Management of Lloyd's Franchise Board. "How do you risk racing such valuable cars without insurance?" he asked, so I explained that we did insure. Tom asked what the security was behind such policies. "Lloyd's", I explained, "they're the best after all".

Our last race of 2015 was at Spa in mid-September. The heavens opened for the practice session scheduled for the Wednesday – typical Spa - and clearly now in the Ardennes Monsoon season. Nothing can be learned in such conditions. Friday qualifying however provided a fine day although the track

was still damp in places especially through the fastest corner, Blanchimont. Gavin set off at high velocity and was running 4th of the 21 cars on track but, thwarted by a crowd of other cars, stalled the engine coming into the pits for a set-up check. He was technically still on the circuit – a mere 20 metres from the pit lane entry where the team could have restarted him. We later discovered that due to the high altitude at Spa, the fuel runs much leaner and the throttle needs to be applied even in neutral, but no one told our driver, so that was the end of his session. The track was clearly drying out and lap times were improving and the result was that Gavin's 'damp' time meant he qualified only 11th rather than 4th.

Saturday arrived bringing beautiful sunshine all day until 3 o'clock. Just as the Formula One cars were leaving the pits the heavens in a rapidly blackening sky opened and after two exploratory laps, the red flag was shown and everybody returned to the pits for their slicks to be changed to full wets. The race restarted behind the safety car although several cars still managed to to go off the black

stuff. At the flag, fellow CGA team-mate Loic Deman had driven a superb race in the wet conditions to secure the win and maintain his championship challenge, only one point adrift. On studying the race data later, this showed that through the most demanding chicanes at Bus Stop and Les Combes, Gavin had been quicker than the leader but that he was losing time down the straights, a question of building his confidence with time and experience to make the best use of the car's downforce under power.

Sunday produced blue skies and even some sunshine. Race 2 began with a rolling start with Gavin starting 15th where he had finished in the rain in Race 1. There was a big incident at the first corner, La Source, as Smith-Hillard's Williams FWO7B understeered off causing others to scatter but after three laps, Gavin was up to 11th and going superbly. A safety car period to clear more debris from another accident frustrated him for three wasted laps but he was able to make up one more place in the time remaining, taking 10th at the chequered flag. The race stats showed that he was now within three seconds of the winner's lap time, a great improvement especially at the fastest and most daunting of all circuits. A top ten finish had been our aim at the start of this quest but we are confident that there is more to come. Gavin's aggregate result at SPA was 12th and it is clear that he is capable of single figure finishes with more experience and practice in the car. Next year will tell.

**TONY PICKERING**

## Stop Press:

*Since penning the above, Gavin and the Fittipaldi have been invited by the Earl of March to be part of the 'Ground Effect'*

*Formula 1 cars demonstration which will be a highlight of Goodwood's 74th Members Meeting in March 2016.*

# LMC 'Veterans'

# Battlefields

## Group Tour 2015

The key anniversary to commemorate in 2015 was the centenary of the infamous Gallipoli campaign.

2015 would present a far-flung challenge for the 'Group of Ten', targeting an exceptional Great War centenary demanding exploration and commemoration – Gallipoli – almost exactly 100 years from the first landings on that hostile Ottoman peninsular on 25 April 1915. The eight month campaign would be fought by Commonwealth and French forces in an attempt to force Turkey out of the war, to relieve the deadlock of the Western Front in France and Belgium, and to open a supply route to ally Russia through the Dardanelles and the Black Sea. A Winston Churchill strategic adventure, visionary in its concept but as history was to show, one too hastily planned and then badly executed 'on the ground' and generously laced with incompetent generalship.

Churchill's plan (he was First Lord of the Admiralty at the time) was for the Royal Navy to take out the Turkish forts encircling the entrance to the Dardanelles Narrows, the only waterborne access from the eastern Mediterranean to the Ottoman capital of Constantinople

(today's Istanbul) and beyond that into the Black Sea beyond. The forts and their guns silenced, 80,000 troops would be landed along the south western end





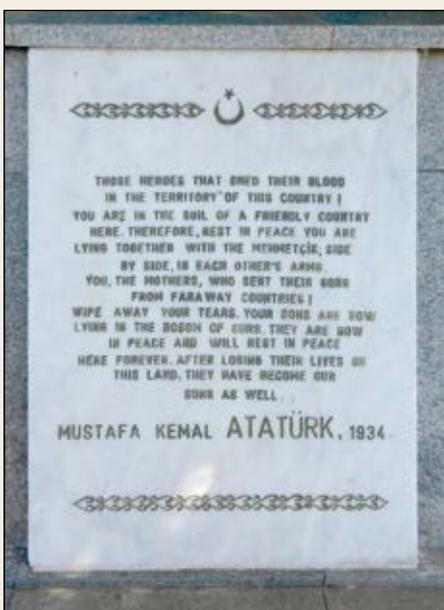
of the peninsula opposite Çannakale, consolidate and then proceed north east along the European coast of the Dardanelles some 300 kilometres to attack and take Constantinople, in the belief that the Ottoman Empire would then implode and surrender. Unfortunately, the Turks, part of the Central Powers and ally of Germany and Austria-Hungary, had other ideas and enjoyed at the time one of the best military minds of the era – Colonel Mustafa Kemal. Eight years after the Great War, with the Ottoman Empire by then collapsed, Kemal would found the modern Turkish nation as a secular state and one that would forever recognise him as Kemal Attaturk, 'Attaturk' meaning 'Father of Turkey'.

With a severe shortage in 1915 of trained troops while British, French and German armies consumed each others' young

men in the muddy and shell-strewn stalemate of the Western Front and Kitchener's volunteer army not yet ready, Australia and New Zealand were asked to commit. They willingly did so – indeed the 'Aussies' and 'Kiwis' could hardly wait to "get to grips with the enemy". The Australian and New Zealand Army Corps was formed, forever to be known as 'ANZACS', a name carved into the history of Gallipoli and the souls of both nations. Whilst lower than those of their British 'cousins' (who suffered 73,500 casualties of whom 21,000 were killed), Anzac casualties were enormous in terms of their own populations (35,000 with 11,500 of them killed). The scar remains deep in the psyche of both nations to this day. Yet Gallipoli marked the birth of their national consciences and for both their sacrifices at Gallipoli were the foundation of a sense of Nationhood.

The most significant date for both to this day is 25 April, Anzac Day. Similarly for the Turks, to whom this was the Battle of Çannakale, the last victory the Ottoman Empire would achieve but at huge cost – casualties of over 250,000 of whom 87,000 were killed. The relatively small French contingent would suffer equally badly, taking 27,000 casualties with 10,000 of them killed.

The Allies landed on the peninsula on 25 and 26 April 1915; the British and French at Cape Helles to the south (on five beaches, Y, X, W, V, and S) and the Australian and New Zealand Corps above Gaba Tepe on the north west coast, an area soon to become forever known as Anzac Cove, also yet further to the north, on 'North Beach'. On 6 August, further landings would be made at Suvla Bay, north of Anzac and North Beach, the climax of the campaign coming that month with





fresh assaults launched simultaneously on all three fronts. But the difficult terrain and stiff Turkish resistance, with highly skilled movement of his troops in defense by Mustapha Kemal, soon led to the stalemate of trench warfare and from the end of August, no further serious action was fought and the lines remained unchanged. On the recommendation of General Munro supported by Lord Kitchener, the peninsula was evacuated in December and early January 1916 in a well conducted operation, one of the only successful actions of the entire campaign. Gallipoli had proved to be one of the most vicious and costly battles of the Great War.

Our own landing to kick off our Centenary 'campaign' would be from an early morning ferry from our base on the Asian side at Çannakale, across the Dardanelles to Kilitbahir on the Gallipoli shore and the site of one of the larger Turkish forts the Navy had failed to 'take out' in March 1915. One of six impressive fortifications dominating the 'Narrows', just 1,400 yards wide at that point and still displaying some of the mighty naval guns with which it was equipped in 1915.

That stronghold and one of similar scale at Fort Dardanos at Kephez Point just west of Çannakale and only 2,000 yards across the water, would deny the landings the benefit of the Naval support that was vital for them to have any chance of success.

After the March bombardment, which had served to alert the Turks that something was afoot, they restocked their forts and laid a series of well placed minefields across the Narrows, minefields that could not be cleared under the threat of their guns and which were to

cost the Royal Navy several capital ships and the French their largest battleship, the Bouvet, with huge loss of life. In effect, the Navy was forced from the Narrows and only returned in the form of submarine warfare, conducted with great skill and bravery, earning four skippers the VC. One of those sunk, HMS E15, still lies in only 25 feet of water just off Kephez Point. Amid the general failure of the Dardanelles campaign, the activities

of Allied submarines can be considered a rare success.

From our exploration of the guns of Fort Kilitbahir, we moved north to the Australian and New Zealand sector, at North Beach, Anzac Cove and just to the south, Brighton Beach. It was immediately apparent to all of us that these had been disastrously chosen landing points, small horseshoe shaped beaches capable of being swept by enfilade fire from both





FRANSIZ ZIRHLISI BOUVET'IN BATIŞ ANI  
18 MART 1915  
SINKING OF FRENCH BATTLESHIP BOUVET ON  
18 MARCH 1915

ends and facing immediately to their front 100 foot cliffs up to high ground dominated by well dug-in Turks.

Clearly the Anzacs didn't stand a chance and all they could do was dig in themselves. The stalemate of the Western Front that Gallipoli was intended to bypass, was now in the course of being

repeated. Casualties were horrendous and the scale suffered is reflected in the many cemeteries throughout the area - 19 in all on the peninsular. We had three particular cemeteries to find on our itinerary (Azmak, No.2 Outpost and Beach) so as to pay our respects to three fallen soldiers, the relatives of friends and

in one case of a member of our group. We found all three, thanks to great help from our excellent young Turkish guide, Joseph, expert in both area and campaign and it was very moving to find the names and headstones of those we were looking for, lost for so long to their families and resting so far away "in a corner of a foreign field" (qv Rupert Brooke, died April 1915).

Having now exhausted the morning, we retraced our steps to an excellent alfresco lunch near Kabatepe to the south of Anzac Beach, as precedent to an afternoon visiting the Gallipoli Epic Simulation Center (previously known as Kabatale Museum). For anybody 'doing' Gallipoli, this is a must – extensive, impressive and thorough in its coverage of the ferocious battles of 1915, a vast collection of memorabilia, many realistic life-size montages of the fighting and a one hour walk through 'movie' show – the latter perhaps more than a little biased to the Turkish view but one can hardly blame them for that.

From there retracing our steps across the peninsular towards Kilitbahir for our return ferry, we first stopped off at 'Johnston's Jolly', one of the few remaining places where well preserved Turkish and Anzac trenches and tunnels can still be seen – a rather eerie experience 100 years after the event, then to the most sacred place in Anzac eyes, Lone Pine Cemetery, just as it suggests one huge pine in the centre of a hilltop the Anzacs had struggled so desperately to capture throughout the campaign. Then finally to the nearby and magnificent Turkish '57 Infantry Regiment' Cemetery, so named to reflect the enormous sacrifice made by that particular regiment in rebutting the Anzacs. No Turkish regiment has been numbered 57 since then and never will be.

The day drawing slowly to its close, it was time to return to the ferry to Çannakale wherein a few restorative beers and an



excellent dinner rounded out our first day and prepared us for phase 2 on the morrow.

Back once more to the ferry to the peninsular after an early breakfast, our targets for our second day were the southernmost and mainly British landings around Cape Helles, Beaches Y, X, W, V, and S, and the original objective for the British troops, the high ground of Achi Baba behind Alcitepe Village (known then as Krithia) in the centre of the area assaulted. In nearly five months of bitter fighting and three major battles, historically known as the Battles of Krithia, they were never to reach it.

First stop, the most inaccessible and remote of these, Y Beach, where we were amazed to find one of the original landing craft lying at the waterline and gradually corroding away in the sand. Again, eerie to stand where so many British soldiers had landed and died 100 years ago.

Next, the road south past X Beach, with a visit on the way to the grave of Lt. Col. Doughty-Wiley VC, a man revered by both Turk and Brit alike and killed at Sedd-el-Bahr Fort the day after the landings. His grave is unique in being the only solitary British or Commonwealth war grave on the Gallipoli peninsula, all others being in to the main CWGC cemeteries. Then on to the infamous W and V Beaches, the former known to this day as Lancashire Landing, where the 1st Bn. Lancashire Fusiliers was torn apart in a botched operation, costing massive casualties (only 21 of the first 200 men who landed survived and 600 men of the 1,000 strong Battalion were killed or wounded overall). In the process the bravery of the Lancashires earned their "6 VCs before breakfast". The beach was heavily wired and mined and overlooked by enfilading machine gun fire, yet eventually, what was left of the landing force gained a foothold on the beach and the high ground beyond and consolidated their position. At nearby V Beach a similarly poorly planned operation landed Irish Fusiliers and Hampshire Fusiliers from small boats and from a converted collier, SS River Clyde, beached on the shoreline. Here too guns in Fort Sedd-el-Bahr on their right and from the high ground above enfiladed the beach. There were very heavy casualties during the landing and in the subsequent actions. The Irish Fusiliers lost 560 men and 21 officers in the first 15 minutes, many of the wounded having drowned in their heavy kit, and a later summary stated "the number of men serving with the battalion when it left the UK was 1,000, now there are 149, 75 of whom are wounded". The whole area of W and V Beaches resonates with history and to stand on ground where so many had fallen is an intensely moving experience, one can almost feel their presence.



The early afternoon saw us visit the superb Helles Memorial listing more than 21,000 British (and Indian) Gallipoli war dead, including those with no known graves and those who had died or were buried at sea in Gallipoli waters, a magnificent 100 foot high obelisk in gleaming white stone visible from all vessels entering the Dardanelles Straights. Then the high ground at Achi Baba and Krithia where once again it was evident how dominant had been the Turkish positions and how well nigh impossible it would prove for British forces to scale them. There followed the final sortie of our day, the gigantic Turkish memorial at Şehitler Abidesi (which translates as the 'Martyr's Monument'), just across the bay from Sedd-el-Bahr Castle and S Beach. It dwarfs all other memorials on the peninsular, unsurprising as it commemorates 87,000 Turkish dead.

Before our return to Istanbul, we squeezed in a morning visit to the

remarkable excavations at the ancient City of Troy, located a mere 50 kilometres south of Çannakale and manifestly a must if you're in the area. Quite mind-boggling and extensive, embracing nine cities over 4,000 years, the earliest hailing back to Egyptian times and the last sporting a superb if small amphitheatre, among many other buildings clearly evident.

On the way back to our base in Çannakale, a final flourish to our Gallipoli campaign – an hour aboard the heroic little Turkish minelayer, Nusret, which had thwarted the might of the Royal Navy by so skilfully and extensively mining the Dardanelles Narrows. It lies in dock at Çannakale Castle's Naval Museum and was a fitting end to our 2015 Battlefields trip.

Then back to Istanbul for two days of further exploration (with our excellent guide and newfound friend, Hanifi) and some high jinks to follow - but that is entirely another story.

**ROGER EARL**



# Remembering the Nation's Naval Aviation Heritage



Of all the Second World War anniversaries, this year's 75th anniversary of the sinking of the Bismarck is one of the most significant.

On 24 May 1941, a strike force of nine Royal Navy Swordfish aircraft from the carrier HMS Victorious delivered a determined and courageous attack in appalling weather, scoring a torpedo hit amidships. Two days later, again in atrocious conditions and at extreme range, a 15 strong second Swordfish strike was launched from HMS Ark Royal, finally bringing the pride of the German Navy to bay, crippling her steering gear and leaving her wallowing in heavy seas. This attack, which was pressed home by young naval aviators of the Fleet Air Arm with outstanding gallantry in driving rain, low cloud and winds gusting up to 50 mph, significantly jammed the twin rudders and Bismarck was doomed from that moment.

Today, the Royal Navy operates two historic Swordfish. Still flying, 70 years after the historic attack on the Bismarck, these two priceless beautiful old aircraft are the only two airworthy Swordfish in the world and are of great national importance.

Keeping these magnificent aircraft flying inspires and informs modern audiences, telling the rich story of heroic and daring actions, the battle honours and the technological ingenuity that has given naval aviation a unique place in history. These rare aircraft are also an enduring tribute of remembrance to the courage and sacrifice of all those who have served in the Royal Naval Air Service and Fleet Air Arm over the past 100 years.

The Fly Navy Heritage Trust Collection which is based at Royal Naval Air Station Yeovilton, Somerset also includes two fabulous Sea Furies and two classic Fleet Air Arm fighters, the Armstrong Whitworth Seahawk and de Havilland Sea Vixen.

Last year was a very successful year for the Trust with three iconic carrier-borne naval aircraft flying on the display circuit, the Swordfish, Seafire and Sea Vixen – a real celebration of our national heritage.

The Seafire Mk XVIII filled the gap left by the Sea Fury T20 following engine failure at RNAS Culdrose Air Day in 2014. Following a major appeal the Trust has already raised £195,000 towards the £250,000 target needed to return the Fury to the skies. Damage to the airframe



©Kyle Greet

©Kyle Greet



©Sue Eagles

was minimal due to the skilful flying of Chris Götke who was decorated with the Air Force Cross, the highest award for gallantry in the air in peacetime. A replacement Centaurus engine was found in the US and the aim is to have the Sea Fury T20 fully airworthy again in time to fly over HMS Queen Elizabeth at her commissioning ceremony in 2017.

The great excitement on the display circuit this year will be Sea Vixen G-CVIX XP924, the all British twin-boom, twin turbo-jet powered classic Fleet Air Arm fighter that flew from Royal Navy aircraft carriers at the height of the Cold War

in the 1960s and '70s. "It was the Sea Vixen and high speed strike aircraft of the '60s and '70s that transformed our nation's carrier aviation capability" said Sue Eagles, Communications Director for the Trust. "The Trust took ownership of the Sea Vixen in 2014 and we have had outstanding support from the Civil Aviation Authority, the Royal Navy and our Ambassadors, supporters and enthusiasts" continued Sue "to keep this spectacular and potent aircraft in prime airworthy condition."

The Trust relies on public donations to support its work in restoring,

maintaining and flying a unique collection of historically significant naval aircraft. Lloyd's Motor Club members are warmly welcome for a private visit to the Royal Navy Historic Flight at RNAS Yeovilton to see the Trust's aircraft by prior appointment. The Trust will also be flying an unprecedented line up of historic naval aircraft at Shuttleworth Fly Navy Day on Sunday 5 June 2016 to celebrate the Queen's 90th Birthday. For details, including tickets for the flight line marquee, email [sue.eagles@fnht.co.uk](mailto:sue.eagles@fnht.co.uk)

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# Barons



## CALENDAR *of* EVENTS 2016

**Sandown Park**  
23 February 2016

**Classic Winter Warmer**

**Sandown Park**  
06 April 2016

**Spring Classic**

**Sandown Park**  
30 April 2016

**International Ford Show**

**Sandown Park**  
04 June 2016

**British Heritage, Classic and Sports Cars**

**Burghley House, Stamford,  
Lincolnshire** 25 June 2016

**Rolls Royce Enthusiasts Club**

**Tattersalls at Newmarket**  
12 July 2016

**Barons Connoisseurs Classic Car Collection**

**Sandown Park**  
14 August 2016

**Buster Lang Classic American**

**Kempton Park**  
17 September 2016

**Jaguar Heritage and Classic Cars**

**Sandown Park**  
25 October 2016

**Classic, Collectors and Sports Cars**

**Sandown Park**  
13 December 2016

**Christmas Classic Collectors and Sports Cars**



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