

# Lloyd's Motor Club

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[www.LloydsMotorClub.com](http://www.LloydsMotorClub.com)



Lloyd's  
Motor  
Club

Founded 1951



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## MEMBERS' PROVISIONAL EVENTS DIARY 2011

### Lloyd's Old Library Forums

Monday 14th February

Thursday 7th April

Tuesday 10th May

Thursday 28th July

Thursday 15th September

### LMC Exclusive Goodwood Track Days

Monday 9th May

Monday 7th November

### Annual Karting Event (Buckmore Park)

Further details to be advised but date for your diaries is Friday 9th September.

### Factory Visits

Further details to be advised when available

Members please note - the above dates are provisional but correct at the time of going to press. It is recommended that you check the LMC web site regularly for updates:  
[www:lloydsmotorclub.com](http://www:lloydsmotorclub.com).

### Celebrity Lunch (Balls Bros, Minster Court)

Monday 21st February

#### Norman Dewis - Jaguar Legend

Norman was instrumental in the development of 25 great Jaguars including the C, D and E- types. Norman is one of the true legends of the British motoring industry. During the course of almost 70 years in the business, 35 years of them as Jaguar's chief test engineer, Norman was responsible for the development of some of the most fantastic British cars ever to grace road and track. Now in his ninth decade, he remains a passionate and eloquent advocate of British engineering brilliance.

#### Ian Callum, Design Director - Jaguar Cars

Ian is responsible for the design of the stunning all-new Jaguar XJ, XK, the new XF and he headed the design team towards the C-XF, R-Coupe, RD-6, the Advanced Lightweight Coupe and other advanced design concept cars.

Balls Brothers (Banqueting Suite), The London Underwriting Centre, Mincing Lane, EC3. £48.50 per head, including wine. Tickets are strictly limited.

Contact: [Charlie.Miller@uk.lockton.com](mailto:Charlie.Miller@uk.lockton.com)



# Welcome...

There have always been close links and crossovers between the aviation and motorsport industries, no more so than in land speed racing, with former fighter pilots past and present preferring to race cars rather than fly a desk – think World LSR holders Sir Henry Segrave and Wing Commander Andy Green (see page 22). Some of you will remember that not surprisingly, Richard Noble decided that a fighter pilot, rather than a racing driver, would possess “The Right Stuff” required to break the sound barrier on land. Aviation technology powered both Segrave’s and Green’s record breakers – a Napier Lion in Golden Arrow and two Rolls-Royce Speys in Thrust SSC. What makes us so lucky in Lloyd’s is our direct link to the LSR, from members Sir Malcolm and Donald Campbell to VIP LMC member Andy Green OBE.

We are delighted to announce that Squadron Leader Nigel Rose is our third VIP member, joining Andy and Sir Stirling Moss. This means that two out of our three VIP honorary members are both former RAF fighter pilots. The sold-out lunch for the audience with Nigel last November demonstrated the great respect we have for Churchill’s “Few” and the interest amongst members in military history generally and in particular, historic aviation. Show me one person in that room who says he has not dreamed of being a fighter pilot and I will show you a liar! Much to everyone’s surprise, it is possible to follow in Nigel’s and Andy’s footsteps and fly a Mustang, America’s greatest aerial hot rod, as you can discover in this issue...which brings me to the combination of aviation and motorsport that has been described as the greatest motorsport spectacle of all, the Reno Air Races. It’s fantastic enough just flying a Mustang with a CFI in front but imagine a dozen highly modified Warbirds racing round pylons at nearly 500 mph, just 50 feet off the deck – now that’s racing!

JONATHAN SUCKLING (JAS)

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**Cover image:** Andrew Barnes crossing the flying finish at the Welsh Rally, May 2010.

This issue kindly sponsored by



Nigel Rose at Goodwood during the Battle of Britain



# A VINTAGE YEAR

*Following the packed calendars of 2008 and 2009, the Lloyd's Motor Club enjoyed another successful year in 2010, with members and their guests participating in an even wider range of events as the Club strove to appeal to all motoring tastes.*

As regular readers of the Club Review will be aware, the LMC's five Motor Forums in the Old Library at Lloyd's were once again a great draw, with Bentley starting the year off in some style in February. Richard Charlesworth took us on a rollercoaster ride from Bentley's humble North London roots to the Crewe-built luxury cars of today; a Continental GTC Speed and a Continental Supersports were on display outside Lloyd's to mark the occasion.

This fine display was, if anything, equalled by our next visitors - Rolls Royce - in April. David Archibald gave those present a fascinating history lesson on the rich heritage of the marque and an insight into the development of the new Ghost, which was one of two cars on display.

In June, Honda's Steven Colling regaled us with the history and culture of this remarkable Japanese company, explaining

how Honda's belief in 'The Power of Dreams' is instilled into everything they make, be it automotive or otherwise. A Civic Type R with a Mugen aerokit, together with the new CR-Z, demonstrated Honda's place at the cutting edge of modern car design.

The Lightning Car Company gave our next presentation in July, with Tim Martin and Arthur Wolstenholme - the two entrepreneurs who established the company in 2007 - explaining the rationale behind the company's creation as a prestige British electric car manufacturer. An example of their striking Lightning GT was on display (see below).

In November the LMC Forum season was rounded off by Sean Green from BMW, who spoke about the Bavarian marque's remarkable heritage - and its plans for the future - in front of the highest audience so far for an LMC Forum.

Factory visits played a prominent role in the LMC's diary of events this year, starting off in April with a visit to the Jaguar factory in Castle Bromwich, which was coupled with a return to Prodrive. The LMC visitors toured the new XJ production line and enjoyed a private viewing of the car in the Jaguar Visitor Centre, while the many and varied cars on display in the Prodrive Heritage Centre and workshops were a reminder of the many different areas of motorsport in which Prodrive are involved.

Visits to Classic Team Lotus in June and the McLaren Technology Centre in July provided members with fascinating insights into Formula One technology past and present. Guests were enthralled by the lovingly-restored fleet of iconic Lotus F1 cars being tended to by Clive Chapman (son of Colin) and his team, and then marvelled at the laboratory-like conditions at McLaren's futuristic facility, where we saw the current F1 cars being fettled



Photograph: The Lightning Car Company



between Grands Prix. September's 'Bentley Experience', a visit to the Bentley Heritage Exhibition and a guided tour of the factory in Crewe, was another highlight of the Club's year.

As always, the club's two visits to Goodwood for our exclusive Track Days were roaring successes, with fine weather adding to the enjoyment of all the drivers, passengers and spectators present; Goodwood's period charm is always a pleasure to experience - especially when the Revival crowds are absent - so if you are tempted to take your car on track, whether it be a thoroughbred or a station car, the LMC's relaxed events are hard to beat both for ambience and cost.

The fourteenth running of the annual LMC Karting Day took place at Buckmore Park in September. With the weather gods smiling on us once again, over 120 members and their guests took part in a full day's sprint and endurance racing on the outdoor 1,200 metre International Circuit. Driving user-friendly 80 mph Sodikarts, racers of all experience levels were able to enjoy the cut-and-thrust of high-speed competition against their peers from all corners of the London insurance market.

For those who prefer their motoring at a rather more sedate pace, the LMC also

participated in the East Preston "Classic and Vintage Car Show" for the second time in September.

The Club's biennial Dinner - held at the Merchant Taylors' Hall in October - was another great success, with nearly 200 members and their guests enjoying a fine evening in the company of Ross Brawn and our other celebrity visitors. See the report on page 11 for more details.

Three Celebrity Lunches augmented the Dinner, with our roll-call of distinguished guests for 2010 being ex-Formula One racer and TV pundit Martin Brundle, World Land Speed Record holder Andy Green and World War Two Spitfire pilot Squadron Leader Nigel Rose. Both Andy and Nigel have been appointed honorary VIP members of the club.

There really was something for everyone this year and we are looking forward to hosting a similarly expansive range of LMC events in 2011. Details of all the events are posted on the club's website, so please check it regularly.

#### **BRIAN HUNT**





# Memoirs From Monaco

Three LMC members were lucky enough to be invited to compete in the 7th Annual Monaco Historique Grand Prix. Nigel Miller drove his 1967 Brabham BT21, Rodger Newman his 1965 Brabham BT14 and Hugh Price his 1977 Chevron B38. Each racer has his own story to tell...



The first qualifier was spent learning my way around Monaco and the second qualifier trying to post a decent time. My lasting memories were how tight the station hairpin is (it is virtually impossible to go round even on full lock), plus the tunnel where one is travelling in top gear at over 100 mph to emerge into daylight and a very, very tight left, right, left chicane. It is amazing how quickly everything seems to happen on a street circuit, where there is probably one inch of run-off before one makes contact with the barriers.

Qualifying 31st on the grid to finish 20th was more of a survival exercise and during the race this overweight pilot from Widford probably lost half a stone in weight.

This event was a once in a lifetime opportunity for me, not only because it was ferociously expensive but also because of the advancing age of both car and driver.

That said, the screamer series has arrived and I hope that this will now become a permanent feature at Monaco for years to come.

**NIGEL MILLER**



I was delighted to be told after both qualifying sessions that for most of the time I had been in the top ten, though on both occasions I was seriously bumped in the final minutes. I was 17th at the end of the first qualifying but rose to 15th on the grid by the final. Trying to find a clear lap with 41 cars on the road was pretty difficult and I was sure I could have gone quicker with a clear lap.

Emanuele Pirro managed it with flying colours by backing up the cars behind him to such an extent that when he went for it he found five clear laps. Something to be learnt from the pro's.

I was baulked off the line by an Italian Ralt RT3 and with nowhere to go, I lost at least three places by the time we arrived at the first corner. An unfortunate incident on lap six brought out the pace car for two laps and I ended up 13th. A little disappointing, as I was hoping to be at least in the top ten, but I found that old adage about a good grid position at Monaco dictating your race position to be completely true.

**HUGH PRICE**



The Monaco track is a little wider than it might appear, although as well as the tunnel, there are a couple of sections of the track which can be quite deceptive. The climb up the hill from the first corner, Ste Devote, is not as straight as it looks and overtaking a car which is attempting to straight-line this section can leave you with a rapidly reducing amount of road and fast approaching Armco. The other is the Tabac corner, where the approach speed is surprisingly high following a deceptively long run from the chicane and here again, there is nowhere to go if you overcook it.

The race itself got off to a good start but it was not long before the waved yellows came out in the tunnel, which slowed proceedings slightly but not half as much as Frank Sytner's oil, which was distributed evenly around the track as he failed to see the black flag calling him in.

The atmosphere is unique in historic racing, the location of course is magical, the cars are amongst the best in the world and the crowd is just about the biggest at any overseas historic car event.

**RODGER NEWMAN**



## MILLE MIGLIA

There were two LMC entries in this year's Mille Miglia, the well-known Earl and Pickering OSCA MT4 and the Dennis Mahoney/Richard Borgonon Lancia Aurelia B20.

Over five million people turned out along the 1,000 mile route to watch 375 of the most beautiful vintage cars ever created pass by cheering them on their way through historic towns and villages like San Marino, Siena and Vatican City, now with live internet and TV coverage.

Tony Pickering's brother John summed up their race: "Just finishing the Mille Miglia is in itself a great achievement, beating other notable entrants like Mika Hakkinen, David Coulthard, Jan Lammers and Jackie Stewart, all great Formula 1 drivers of their era, makes finishing this event even more satisfying. The car performed brilliantly despite two minor problems which cost us a top 100 finish. We were both relieved to cross the finishing line on Saturday evening in Brescia."



# TOUR BRITANNIA

Six years after its inception, Tour Britannia has established itself firmly on the international classic rally calendar. Run by Alec Poole of past BTCC fame, the event is quite simply the best run, friendliest rally that we have experienced. It is good value too, fighting hard to attract a bigger field of entrants to both its Regularity and Competition categories.

This year the rally moved from its traditional base in the Midlands to the north eastern city of Chester, and included time on the circuits at Aintree, Oulton Park, the picturesque Anglesey, and Mallory Park, with special stages across Snowdonia, even incorporating The Great Orme just outside Llandudno.

The IMC was well represented as usual by Jeremy Cooke in a Martini-liveried Porsche RSR in the Competition category and in Regularity, Dennis Mahoney and Richard Borgonon in Dennis's four time Le Mans entrant Porsche 2.8 RSR, with Max Taylor and Brigadier General Mike Hickson in Max's Jaguar XK 120.

This event deserves far more support than it seems to have attracted in recent years and represents an easy entry to such classic events for the novice.

2011 dates are 17-19 June with details on [www.tourbritannia.com](http://www.tourbritannia.com).

## RICHARD BORGONON



Photographs: Retro-Script Ltd

# Tough Test put to Slaughter

James Slaughter, Head of Strategy & Capital Management at Liberty Syndicates, tackled one of the toughest tests in UK rallying and of his rallying career this November; the iconic Roger Albert Clark Rally. James has been competing in the British Historic Championship for three seasons and this year won Class C3 in the British Historic Rally Championship in his 1969 Mk I Ford Escort RS2000.

The Roger Albert Clark (RAC) is an event conceived to recreate the excitement and challenges that faced the great rally

names of yesteryear. The rally draws crews from around the world and there was some fantastic machinery on display at the start in Pickering, Yorkshire including a Renault 5 Turbo, four beautiful Porsche 3.0 RSs and a hatful of the best Ford Escorts in Europe.

Unfortunately the wintery weather put paid to some of the stages but the event organisers managed to keep the rally moving. James finished Friday's loop in 22nd from 68 starters with the number one seed, multiple British champion Gwynnaf Evans three places behind.

Tyre choice was essential and luckily Dunlop provided a set of super soft snow tyres that were

amazing on the snow and ice. Even so, trying to put 220bhp onto black ice and maintain some semblance of control was challenging. However, it was a patch of ice that was to end his event three stages from the end on the Sunday night; James slid off into a Kielder ditch. With a top 18 result within grasp it was a sad end to one of the most challenging and dramatic events in British rallying.

James was supported by Liberty Syndicates, Passmores Portable Buildings, Grahame Standen Motorsport and Dunlop.



Photograph: Jay@rally-Shots



# Spitfire Summer at Goodwood



*Goodwood Spitfire pilots past and present: Paul Bonhomme (left) and Nigel Rose discuss flying the Spitfire at the 2009 Goodwood Revival Meeting. Both Nigel and Paul prevented Austrians from taking world titles; in 2009 and 2010 Paul beat Hannes Arch to become Red Bull Air Racing Double World Champion.*

*Photograph: JAS*

**T**hose of you fortunate enough to attend the recent LMC lunch with guest speaker Squadron Leader Nigel Rose were treated to a fascinating insight into his time as a Spitfire pilot with 602 Squadron at RAF Westhampnett, now better known as Goodwood. The overwhelming response to that event and the £2,000 raised for the RAF Benevolent Fund gives a clear indication of the respect shown for Churchill's 'Few'.

It is with great honour that the LMC has asked Nigel to become our next honorary VIP member, joining Sir Stirling Moss and Wing Commander Andy Green OBE.

Below is a short essay written by Nigel about life as a Battle of Britain fighter pilot. It is reproduced here in its original unabridged form.

*Some memories of 602 Squadron at Westhampnett during the Battle of Britain.*

*The Squadron left Drem, near Edinburgh, on August 13th 1940 – 'Alder Tag', the 'Day of the Eagle', scheduled by Hitler as the start of the final phase of destruction of the RAF. We put down at Church Fenton in Yorkshire for lunch and refuelling and after a further hour and a half we were circling Westhampnett and preparing to land. Westhampnett, a satellite airfield to Tangmere, was unpretentious with no runways, hangars or other permanent buildings, just a handful of Nissen huts and a small flint-walled cottage in one corner, all set in the farmland between the South Downs and the sea. Catching the eye was the splendid spire of Chichester Cathedral, about two miles in the West. (Westhampnett is now the site of Goodwood Motor Circuit and bears little resemblance to the 1940 days).*

*Having taxied in, we began to get the feeling of our new surroundings. Our predecessors, 145 Squadron, flying Hurricanes, had lost 12 of their aircraft*

*destroyed, with 11 pilots killed in the three days, 8th, 11th & 12th August. On the 12th, the day previous to our arrival, 512 enemy planes had been plotted. 145 Squadron had, I recall, only four pilots left who were forthwith despatched to Dyce in Scotland for recuperation and refitting. This was high drama, because although 602 had been bloodied earlier than most squadrons, during their defence, with 603, of Scotland, the loss of a pilot and his aircraft was still a rarity: things were now obviously on an altogether different scale. I wrote to my parents on the 14th August – "We live for the moment in a typical Sussex Rectory – (perhaps I'm not really qualified to call it that!) – but there's that delightful smell of soap, flowers and new mown grass. There are also wasps in abundance, of which we bagged two 'certains' and three 'unconfirmed' at tea just after we arrived".*

*The original pilots of 602 included many who were to make their names for*



doughty deeds in the battle. Sandy Johnstone, the CO, Findlay Boyd, Dunlop Urie, Hector MacClean, Donald Jack, Paul Webb, Andrew Macdowell, Pat Lyall and Cyril Babbage. They were joined by Mickey Mount, Paddy Barthropp and 'Pedro' Hanbury and others, posted in to replace casualties.

After only a day or two, we ourselves began to see casualties in both pilots and aircraft. MacClean and Urie were seriously wounded, and after a particularly violent engagement it was not unusual to see one or more of our Spitfires limping back with crippling damage. Some could be repaired on site or at Tangmere, but often they would be transported to a Maintenance Unit for reconstruction, or writing off.

The fine summer of 1940 made for days that seemed so long. The morning call to 'flights' could be as early as 4am, and sometimes a 'scramble' would mean taking off in a blanket of mist, above which the only point of reference was the spire of the Cathedral bathed pink in the rising sun. 'Release' at dusk on a fine day could be as late as 9pm. In an average day, a pilot would fly three or four 'sorties'. Sometimes the plot which had caused the scramble would turn out to be bogus, and we would return without incident. But engaged or not, the ground crews of fitters, riggers and armourers would be swarming over the Spitfires, and the refuelling bowsers would be instantly in action. The whole 'tum-around' was

overseen with incredible efficiency by the Flight Sergeant.

In those days the Squadron was still flying in four sections of three, 'A' Flight, comprising red and yellow sections and 'B' flight, blue and green. This formation was later abandoned as too clumsy and a switch made to six pairs of leader and tail guard - a much more manoeuvrable arrangement learned, I believe, from the Luftwaffe.

An average sortie would be like this. The phone in the flight hut would ring and the message "Villa squadron, scramble Mayfield, angels 20" - the race out to

### **“Villa squadron, scramble Mayfield, angels 20.”**

cockpits then took place with ground crews already in position starting engines, helping to do up parachute straps and seat belts - and 'chocks away'. The sector controller at Tangmere was being fed the latest information from Group HQ, where radar and Observer Corps plots were collected, so numbers, heights and directions of raids were constantly monitored. The sector controller could then advise the Squadron Leader, climbing to 20,000 above the centre of Sussex, to adjust the vector and rate of climb, if there was time, to give us the advantage of both height and sun.

An average mass attack would comprise 50 bombers (Heinkels, Dorniers, Ju88s or Stukas) accompanied by 50 or so fighters (Messerschmitt 109s and/or 110s). For a green pilot, just joined the Squadron without, (as happened to some of us immediately following the evacuation of Dunkirk), the benefit of a course at an Operational Training Unit, it was an awesome sight to see these serried ranks of hostile aircraft, made all the clearer at times by being silhouetted against a blanket of white cloud. The CO would usually divide the Squadron so that one flight was allocated to the fighters, the other to the bombers. If the latter were slower and easier targets, they still had the protection of their turret gunners. More often that not, in 602, we seemed to find ourselves tangling with the fighter escort. Having selected your target you would turn your gun button on the control column to 'fire', and the next, more important, action was to ensure, as best you could, that you were not being targetted yourself by an enemy fighter. Your own attack would usually be made from astern or quarter beam. The former was the most deadly, and anyone who has studied camera gun films will confirm this. A beam attack meant allowing correct 'deflection' - i.e. the aim through the gunsight must be drawn forward to lead the target before firing. Some pilots - e.g. Archie McKellar, (who had left 602 to lead 605 Squadron just before we came South) was known to favour a head-on attack - difficult to achieve but hugely demoralising to the

*continued overleaf...*



620 Squadron at Westhampnett, 1940. Nigel Rose is second left.



Goodwood in the summer of 1940 showing Nigel's Mk1 Spitfire ready to scramble

opposing bomber crew. With eight machine guns, each firing 20 rounds per second you had about 14 seconds of fire available.

You often hear the term 'dog-fight', but in WW II the actual engagement fight-to-fighter was usually very brief. The instant reaction, if you were being attacked, was to go into the steepest turn you could manage and try to get on the attacker's tail. This would usually mean losing consciousness temporarily, (hopefully only temporarily!).

Or you could turn over on your back and dive right out, twisting and turning this way and that. Such a manoeuvre doesn't sound very brave, but sometimes to run away allowed one to live to fight another day! On levelling out from a 400mph+ dive it was quite astonishing how empty the sky was - often not a plane to be seen. Occasionally in the middle of a chaotic scrap, an Me109 or 110 would flash past you going in the opposite direction with breathtaking closing speed, there was little time to do anything but gawp and say a little prayer.

Of course, not every day was suitable for flying, but after a busy period there was a need for relaxation. In the evening you could drink in the mess or at the local pub, but with early starts ahead, heavy partying was not really an option. The Squash Club in Chichester made us honorary members and this provided a much appreciated diversion.

**“With eight machine guns, each firing 20 rounds per second you had about 14 seconds of fire available.”**

Here I met Pamela, whom I was to marry the following year.

After the end of September, the mass raids over West Sussex began to drop off and we were more often vectored on to incidents over East Sussex and Kent, but we were still flying an average of three or four sorties a day when the weather allowed.

Being an RAF fighter pilot (top button of your tunic left undone!) gave one a

definite feeling of pride and perhaps importance. Yet, there was certainly no recognition that I can recall, that the outcome of our activities would be such a crucial contribution to the progress of the war or how it ultimately turned out!

Mind you, not everybody loved us. We had a number of reasons for suspecting sabotage to our Spitfires. One such rather dramatic example of this was L. 1019, a relatively old plane which had returned from an encounter badly damaged. It was

despatched to a Maintenance Unit, and some months later the CO was informed by a CID officer that upon stripping the engine, two small packs of dynamite had been found wired to the exhaust manifold! We had all flown this aircraft several times! This example of misanthropy is puzzling, but one has to remember that in 1940, Communists were sympathetic to the Germans, an attitude that vanished when Hitler invaded Russia in 1941!

By Christmas the powers that be decided that 602 Squadron should be transferred to the North for a rest. Being the 'City of Glasgow' Squadron, the fact that Prestwick was chosen was very popular, although perhaps Abbotsinch would have been even better.

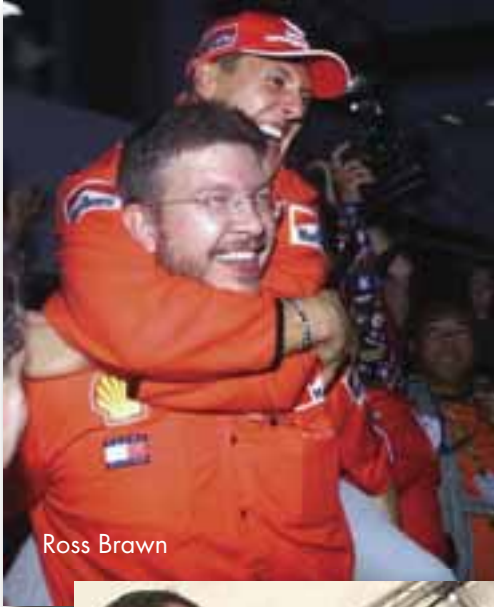
**NIGEL ROSE**

602 Squadron (1940-41)





# LMC Biennial Dinner 2010 with Special Guests



Ross Brawn



Andy Green



Neil Oatley



Anthony Reid



Mark Blundell



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Roger Earl, Chairman

Lieutenant Colonel Gareth Bex, RLC  
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Dear Gareth

As you will recall from my letter earlier this year, Lloyd's Motor Club was to hold its biennial dinner at the Merchant Taylor's Hall in the City on Thursday 28th October.

That is now behind us and it proved to be a great success, attended by just short of 200 members and guests and a number of VIPs from the motoring and motor racing world. These included the head of Mercedes Formula 1, Ross Brawn, World Land Speed Record Holder, Andy Green, racing drivers Mark Blundell and Anthony Reid, and revered McLaren F1 Director of Design and Engineering, Neil Oatley. Brigadier Mike Hickson's table was joined by WO2 Karl Ley who was a tremendous credit to the Regiment (which I know will come as no surprise!) and witnessed a most successful raffle at the end of the evening, the funds from which had been earmarked for 11 EOD.

I therefore have great pleasure in enclosing an LMC cheque for the sum raised, which amounted to £4,500. I should emphasise that in particular, this reflected an outstanding prize contributed personally by Wing Commander Andy Green, and a number of beautiful prizes provided by Jaguar, McLaren and Bentley, all of which had been autographed by Mark Blundell and Martin Brundle (who sadly was unable to attend the evening in person), and the Catlin Group and Focussed Events Ltd.

Warm regards,

**CATLIN**  
Underwriting Ambition

A special thank you to Catlin for the kind sponsorship of the wine at the LMC dinner.



# Round-Up

*Review of the 2010 activities of the JLT Rally Team*

**D**uring 2010 the JLT Rally Team have taken to the stages of closed public roads in England and Wales competing in seven rounds of the

Silverstone BTRDA Rally Championship. The crews of John Lloyd, Chairman and CEO of Lloyd & Partners Limited, co-driven by Adrian Cavenagh and his Deputy-Chairman Andrew Barnes, co-driven by Guy Simmons have been driving their 2002 Ford Focus World Rally Cars prepared and run on events by BTR Preparations.

The JLT South of England Tempest Rally based in Aldershot was the team's final rally of the year when John Lloyd scored

an outright win and Andrew Barnes finished 3rd having been hampered with technical difficulties for most of the day.

Members of the Lloyd's Motor Club joined the JLT Rally Team at the Lloyd & Partners Corporate Day on Thursday 2nd September held at the Goodwood forest stage.

Drivers taking part in the day's action included five times former British Rally Champion Jimmy McRae driving the Sierra Cosworth in which he won the 1988 British Rally Championship, Julian Reynolds driving a Mk2 Ford Escort with John Lloyd and Andrew Barnes driving their Ford Focus World Rally Cars. Lord March's eldest son Charlie was invited to join the guests for a ride in a rally car but he could

not resist bringing his RAVE machine to the venue proving to be an interesting contrast to the rally cars.

Through the introduction of the Lloyd & Partners team a connection was made with the charity 'Tickets for Troops'. This is a dedicated charity offering free tickets for major events to our soldiers, sailors and airmen. 'Tickets for Troops' has been a massive success in terms of recognising the work and courage of our troops who have been medically discharged through injury.

"What an incredible experience, I am so honoured to be here with you today", said Fusilier Shaun Stocker who accepted the invitation. On April 11th last year whilst serving in Afghanistan the teenage soldier



“...I could not see where I was going, I just felt the motion of the car and saw trees everywhere; I had great trust in the drivers and it was an unbelievable experience...?”

“My first go in a rally car was brilliant, I really enjoyed the ride with Julian Reynolds in the Mk2 Escort, the power was amazing. It was brilliant meeting the drivers especially Jimmy McRae who I have seen in action on television and on DVD. I enjoyed watching the Safari Rally and other World

Championship events following Colin McRae, sadly I cannot watch television anymore. In the rally car, sat in the passenger seat I could not see where I was going, I just felt the motion of the car and saw trees everywhere; I had great trust in the drivers and it was an unbelievable experience, I have been so

lucky to be invited here today. My life has changed and I think about life differently and due to 'Tickets for Troops' I have been able to do amazing things,” said Shaun whilst guiding his wheelchair around the rally site viewing all the action in the service bays, whilst mechanics worked on the cars during the lunch break.

All guests present enjoyed the opportunity to experience the thrill of being sat alongside the experienced drivers and the opportunity to meet such a brave soldier who had such a positive attitude in meeting the challenges of what life has dealt him.



stepped on an explosive device six days from the end of his tour with the Royal Welsh Regiment. I was in the front of a group of soldiers, I was scanning the area to make a path and I stepped on an explosive device, which the metal detector did not pick up. I lost both my legs above the knee joints, dislocated and fractured my shoulder, lost my little finger, I have shrapnel wounds in my arms, I lost my left eye and I only have 10% vision in my right eye”, said Fusilier Shaun Stocker who showed strength and determination to return to normal living.



# Vanishing Point

*(Or how I survived travelling 5,500 miles to Bonneville and back with The Rolling Bones, without being shot, staked out in the desert or left for dead by the side of the road in Nebraska).*

**W**e were doing about 95 when we saw the State Trooper. Ken shook his head. "What's the matter?" I asked, "Isn't the car legal in this state?" Ken just laughed: "The car's not legal in any state", after all, he wasn't driving...

The car in question was the '32 Ford 'Deuce coupe' belonging to Ken Schmidt of The Rolling Bones Hot Rod Shop, which has no indicators, interior, mudguards, silencers, windows etc. In short, it's a pure, traditional hot rod, straight out of the late '40s, early '50s and it is literally the car that launched a thousand clones.

Even in America, not many people really understand what hot rodding is all about. Its roots are in dry lakes racing, which peaked in popularity after WW2 when battle-weary servicemen returned home looking for another adrenaline rush.

On the West Coast, many turned to racing stripped down old Fords at the dry lakes such as El Mirage or Muroc (where Chuck Yeager broke the sound barrier and which is now known as Edwards AFB).

such as circle and drag racing etc but the dry lakes and Bonneville racers remained pure and that spirit has not changed; it is rare nowadays to find an undiluted source but for hot rodders it is there at Bonneville – true hot rodding has always been about going fast – it is simply another type of motorsport.

In that post-war, pre-Elvis era, the car to have was a stripped down '32 Ford roadster with a flathead V8 and a Halibrand quick-change rear end. That car is the very essence of Bonneville; it is the hot rodders' equivalent of the 250 GTO. It is these 'traditional-style' cars that hot rodding is all about, not the garish, chrome-laden 'street rods' you see on the misnamed 'American Hot Rod' on satellite TV. The most iconic and influential hot rods of the last decade have been built

The Bones have a long waiting list of wealthy car collectors.

The invitation to drive from Albany to Bonneville and back with The Bones in their '32s – and race their famous roadster – was the automotive equivalent of going on tour with ZZ Top and playing a guitar solo on stage with Billy Gibbons.

I had been adventurous before, many years ago running away with the circus, but I didn't know if this trip was going to be 'Vanishing Point' or 'Fear and Loathing' – all I can say is that The Bones have a certain reputation...

The states rolled by – Pennsylvania, Ohio, Indiana, Illinois, Delaware, Iowa, Nebraska, Wyoming and finally Utah. Gas stops, roach motels and that glorious view out of a chopped '32 – you feel at home on the road, it allows you to clear the mind and focus.

When the USAAF reclaimed Muroc, the 'hot rodders' as they had now become known, held their first Speedweek at Bonneville in 1949, organised by the SCTA. Speedweek has barely changed in decades and so far has escaped the commercialism which has infected all other forms of motorsport like a virus. In the '50s hot rodding fragmented into various forms

by The Rolling Bones in Albany, New York, who specialise in '28-'34 Fords.

Their cars have been praised by art critics and featured in countless books and magazines, not to mention spawning many, many imitations.

With only one car hand-built per year taking thousands of hours to complete,

The journey to Bonneville is always to be savoured, it's like when you were a child and you see that great big present under the Christmas tree – you can almost taste the anticipation –



and the early morning dash to Bonneville is like Christmas day. Seeing the salt again is a personal moment, like the peaceful solitude of flying a biplane on a warm summer's evening.

I had waited a long, long time for that first run, 35 years in fact. Just arriving at the salt is an achievement in itself but driving a '32 roadster on that holy ground is an almost evangelical experience. I have been fortunate enough to drive and ride in some of the world's most desirable cars – Ferrari GTOs, Aston Martins, Blower Bentleys etc but to be honest, many of those legendary cars are sacred cows, rather in the same way that someone once said you should never meet your heroes.

So would the roadster disappoint after all those decades of dreaming about that run? No, it was everything I had hoped for – sitting there looking out over the hood to the salt and the mountains beyond, I had stepped back in time to a post-war world in black and white. Nothing really mattered after that first run.

One of The Bones' favourite sayings is the old adage: "It's not how fast you go but how you go fast". It may be a bumper sticker but it is so true.

We were running on the three mile special course and the roadster ran faultlessly, as we worked through the gear sets to edge up the speed. We were hoping for 130 mph but 125 was the max yet it simply did not matter, just being there, in that time-warp car, was more than enough.

Things happen when you are with The Bones but most of the stories have to remain untold; events ranged from the serious (scattering someone's ashes on the salt), the aesthetic (photo shoots with fine art photographers Peter Vincent and Michael Alan Ross), to the comical (Lord knows how we avoided all those speeding tickets).

As expected, there were lots of pretty girls along the way and if every waitress invited along had accepted, Hooters would be out of business. Some of the glamour girls needed no encouragement for the camera either...

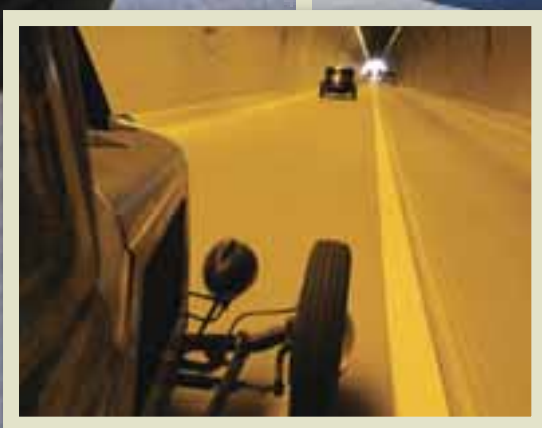
Theme music for the trip was ZZ Top and the flathead Ford V8. Billy Gibbons is an old friend of The Bones and tuned up to see us one afternoon on the salt wearing his SO-CAL Speed Shop pith helmet, which he wore on stage later that night when we saw the band play one of the Casinos.

The road trip home had its moments too, driving through some of the worst torrential rain I have ever experienced, it reminded me of the monsoons from back when I lived in the Orient. It was so bad that at one point my passenger swore he saw a fish swimming around in the tach' of the '32 but then again, that particular character saw a lot of things that were invisible to the rest of us...

Then we were back – I wasn't shot, staked out in the desert or left for dead by the side of the road in Nebraska and my Hunter S. Thompson time was over. Next year hopefully I will return, following in the tracks of those post-war hot rod pioneers, driving the '32 roadster all the way from New York to Bonneville, preparing the car for Speedweek in the hotel parking lot, racing on the salt and then driving home to New York, a total of 5,500 miles, three quarters of the way across America and back. Why? If you have to ask, you'll never understand...



JAS



# Lloyd's at Le Mans 2010

*Photographs: Jeff Bloxham*

**T**he Le Mans Classic is a favourite event in the historic racing calendar. Somehow the A.C.O manage to arrange for over 300 cars with Le Mans historic connections to race around the full 24 hour circuit three times within 24 hours. Every two years we go to Le Mans to race around the famous 8.5 mile circuit.

Our race team consisted of Roger Earl (LMC Chairman), Tony Pickering (Entrant) and Gavin Pickering (YTS Driver). We were magnificently supported by a dysfunctional group of ex Lloyd's luminaries; Max Taylor, Richard Borgonon, Colin Spreckley, Ed Cowan and Dennis Mahoney (sometimes). The two large motor homes we had ordered were downgraded to three lousy caravans, so everyone had a

space to sleep in over the weekend but not necessarily a bed.

I had entered my 1956 US Grand Prix-winning D-type and we found ourselves in Plateau Two (cars manufactured between 1952 to 1957), up against four other fabulous and original Ds. These included OKV1, which finished 2nd at Le Mans in 1954 and the recently purchased Jim Clark car in which it is alleged Jim never lost a race. There were 62 other racers but I only have eyes for D-types.

The first practice session was our daylight qualifying session. As the set up on the car had been changed for Le Mans from our previous outing at Dijon, we sent our young charger out first to do three laps to make sure the car was

working well. He had tried to do this earlier Friday morning on the local motorway but an incident with an old crow caused him to abandon the session. One more battle scar for the D.

We all survived this session relatively unscathed but Roger and I made an executive decision that we had done enough and Gavin could do the night qualifying session. Officials had told us that the race grid would be based upon our daytime lap times as "no one goes quicker at night". Gavin was puzzled by this prediction and went straight out and put the car on pole with a time four seconds quicker than his daylight time. This was despite the circuit lights failing after lap three at the Porsche Curves. We calculated that at 6,500 revs in fourth gear he would have been



travelling at over 180mph down Indianapolis. Not bad on 6" wheels.

Our schedule meant that our first race would be at night. Roger and I elected for Gavin to "go out and win it for the team". Although Gavin was on pole the stewards conspired to decide he should be 2nd on the grid for the rolling start. They either read the official grid upside down or decided to apply a previously unknown Napoleonic racing rule. The start was an amazing spectacle in the dark which always seems to add a certain magic at Le Mans.

Gavin was undeterred and built up a solid nine second lead before entering the Porsche Curves at 120mph when his lights failed during his fourth lap. He groped around for the rest of the lap

and managed to get back to the pits after 22 minutes. Fortunately this was seven minutes after the compulsory pit stop window had opened. It took 79 seconds to solve the problem which was found to be a loose fuse. The minimum pit stop time is one minute so more time had been lost. Gavin returned to the race in 10th place and worked his way back to the front to win by 13 seconds, or so we thought as the chequered flag was given to the car running 2nd. It transpired that Race Control had missed Gavin's compulsory pit stop and assumed he was therefore out of contention. Roger set off in pursuit of the time keeper at our station who had noted the pit stop to be legal. We then went to confront the Race Controller. More French shoulder shrugging and a

visit to the pit marshal confirmed our story and we were congratulated as the winners.

Roger and I went straight to bed in an attempt to prepare ourselves for our race which was starting at 6.35 that morning. Roger was a little shocked to find himself on pole as a result of the first race result but nevertheless between us we managed to work our way back down to 29th. The clutch went on the last lap and that was it for us. It was a great weekend for our team. We saw great cars, enjoyed good company and achieved a great result for our D. The car has now attended four historic meetings at Le Mans and never failed to come away with a win.

**TONY PICKERING**

Photograph: Paul Bowen

# Cadillac of The Skies

Ever wondered what it's like to train as a WW2 fighter pilot? Well, with a little imagination it is still possible...

**I**t became clear at the recent Nigel Rose lunch that amongst LMC members there is a great interest in military history. In WW2, fighter pilots were the equivalent of Formula One drivers today, albeit with a far greater level of bravery, skill and threat of death or injury. Today we are fortunate that many Warbirds are still flying, which takes an enormous amount of commitment, both in time and money, by their owners. What is extraordinary is that whereas you have virtually no chance whatsoever of driving, or even riding in say, a Ferrari 250 GTO, you can fly a P-51 Mustang.

During WW2 the typical progression on aircraft in the RAF was De Havilland Tiger Moth (basic trainer), North American Harvard (advanced trainer), to Supermarine Spitfire/Hawker Hurricane. In the UK there are opportunities to fly the Moth and Harvard but not the Spitfire.

In the US, that progression was frequently from their 'primary' trainer, the Boeing Stearman, through the North American Texan (same as the Harvard in all but name), then finally graduating onto another Rolls-Royce Merlin-powered aircraft, the North American Mustang.

I have flown Moths and Harvards here in England but so far, the Spitfire has proved elusive. However, in the States, thanks to the US Navy and the dedication and enthusiasm with two enterprising pilots, Lee Lauderback and Doug Schultz, anyone can actually fly

arguably the best of all WW2 fighters, the P-51 Mustang. Lee and Doug set-up Stallion 51 back in 1987, to satisfy the US Navy's request to provide trainee test pilots with the opportunity to experience high-performance piston engine aircraft. Stallion 51 offers everything from orientation flights to a week long conversion course for Warbird owners and display pilots. The set-up currently includes three North American products, a Texan and two Mustangs, the only full dual control TF-51Ds in the world which you can pay to fly.

Before moving on to the Mustang though, for the true fighter pilot experience first of all you have to fly the primary trainer, the Boeing Stearman. The PT-17 is a large, robust biplane powered by a Continental radial engine built to withstand the abuse of trainee pilots. Reliable and forgiving, this aircraft earned just about every US pilot his wings. I flew 'mine' at Kermit Weeks's superb Fantasy of Flight museum in Polk City, Florida, (which is the largest private collection of aircraft in the world), where it is operated by Waldo Wright's Flying Service. Flying out of a grass strip on a sunset evening is always the best way to experience a biplane, yet back in the war the Florida skies would have been full of hundreds of 'yellow perils' (as the Army Air Corps called their bright yellow Stearmans).

After an hour or so of lazy eights and other gentle manoeuvres in this benign biplane, it was time to land.

Compared with the six instrument simplicity of the Stearman, the cockpit of the Texan is quite a contrast. With variable rate propeller and retractable gear for starters, the Texan is a much more complex aircraft and although powered by another (Pratt & Whitney) radial, typically it has three times the horsepower.

At Stallion 51 you have a detailed briefing during which you discuss exactly what you want to do, depending upon your experience.

To make the most of your Mustang flight, it is certainly wise to practice your aerobatic routine in the Texan first. Chief Flying Instructor (CFI) Steve Lorimore set out a list of classic manoeuvres including rolls, loops, chandelles etc and my favourite, the Immelmann turn.

In England, on a trial flight you always fly the T6 from the rear seat but at Stallion 51, they put you in the front. This means that you are in charge of starting the aircraft, retracting the gear and the radio calls – all are welcome responsibility. The radial engine makes that distinctive, wonderful sound you have heard in a hundred films. It is a heavy machine to taxi and once the CFI has the T6 airborne, you take over.

Although the Texan is considerably larger than the Spitfire, it is underpowered, with about the same power-to-weight ratio as a Tiger Moth. This means that your prime objective is to maintain energy, keeping the routine as smooth as possible and ending each manoeuvre with a zoom climb to

maximise momentum. It was the most exhausting and intense hour I have ever experienced in a machine, at times pulling over 4g with my vision turning grey as we were on the edge of



Photograph: Paul Bowen

blacking out – all an essential part of the fighter pilot experience.

Although a training aircraft, the Texan has a dangerous tendency to drop a wing and has taken the life of many an experienced pilot. It also takes a rotation or two more than expected to recover from a spin, so it is wise to keep plenty of height. The Texan was tricky to land compared to the Stearman, remembering to watch out for that wing drop at the flare.

After a day or two to assimilate the Texan flight, it was back to Stallion 51 again for the Mustang. When we arrived there were not two but four Mustangs present – the two Crazy Horse TF-51s and a couple of single seater P-51s. It is a huge leap again from the Texan to the Mustang with nearly four times the horsepower. When the Merlin starts it makes your spine tingle – such a wonderful sound. As with any tail dragger, you have to weave along the runway as the forward vision is poor and it is hard work as the rudder pedals are heavy – it must be like treading in treacle.

Once the Ts and Ps are correct the tower clears you for take-off, the CFI rolls down the runway and at 100 knots, you are airborne. The gear is barely up and you hear those familiar words: "You have control", except that this is no 'Air experience' Chipmunk.

Height is restricted to 6,000ft around the airfield and you have to concentrate as this machine is dying to go faster. Immediately



you are freed from the restricted zone, you can open the throttle and in what seems like the blink of an eye, you are close to the imposed 12,000ft ceiling.

It all takes a moment to sink in – there you are, flying a Mustang at 12,000ft, with the throttle in one hand and the

pistol grip control column in the other, watching the sun sparkling off the polished silver wings. Surrounded by puffs of cumulus in that bright blue sky, for a moment you imagine that you are surrounded by the ghosts of pilots past.

Trimming the TF-51 is essential – out of trim I could barely move the stick with both hands - yet in trim, it was the most responsive machine I have ever controlled, simply beautiful. The Merlin has so much power that we used 2-3,000ft for the aerobatics, making large, graceful manoeuvres – rolling around the clouds, Immelmann turns, wingovers, loops and rolls etc. We ended the flight with a low pass over Fantasy of Flight, waggling the wings and waving to Waldo Wright. Speed is relative and believe me, 350mph in a Mustang at low level is fast.

Back up to just under 12,000ft and it was time to return to reality. By now Steve was trusting and talked me through the landing – it was a lot easier than the Texan and the Mustang floated down like a leaf to a three pointer right on the centre line.

Flying this aerial hot rod is a very special experience which should not be missed – in these days of over-officious Health & Safety bureaucracy, it is a wonder of the modern world that is hopefully not on borrowed time.



# Formula success for Chilton Brothers

*This year has certainly provided seasons to remember for Lloyd's Motor Club members and racing brothers, Tom and Max Chilton.*

Tom was crowned Independent Drivers Champion at the final round of the 2010 Dunlop MSA British Touring Car Championship whilst Max secured his first points finishes in GP2 – the Formula 1 support races – in his first season in the series which is just one step away from the sport's World Championship pinnacle.

It has been an incredibly busy year for both of the brothers and at the time of writing, Max's season is yet to finish as he still has

the final races in the GP2 series at the Abu Dhabi Grand Prix. At just 19 years old he is the youngest driver at this level and is earning a reputation as one of Britain's brightest stars of the future, as he demonstrated in the GP2 race at the Italian Grand Prix at Monza with a superb 5th place finish.

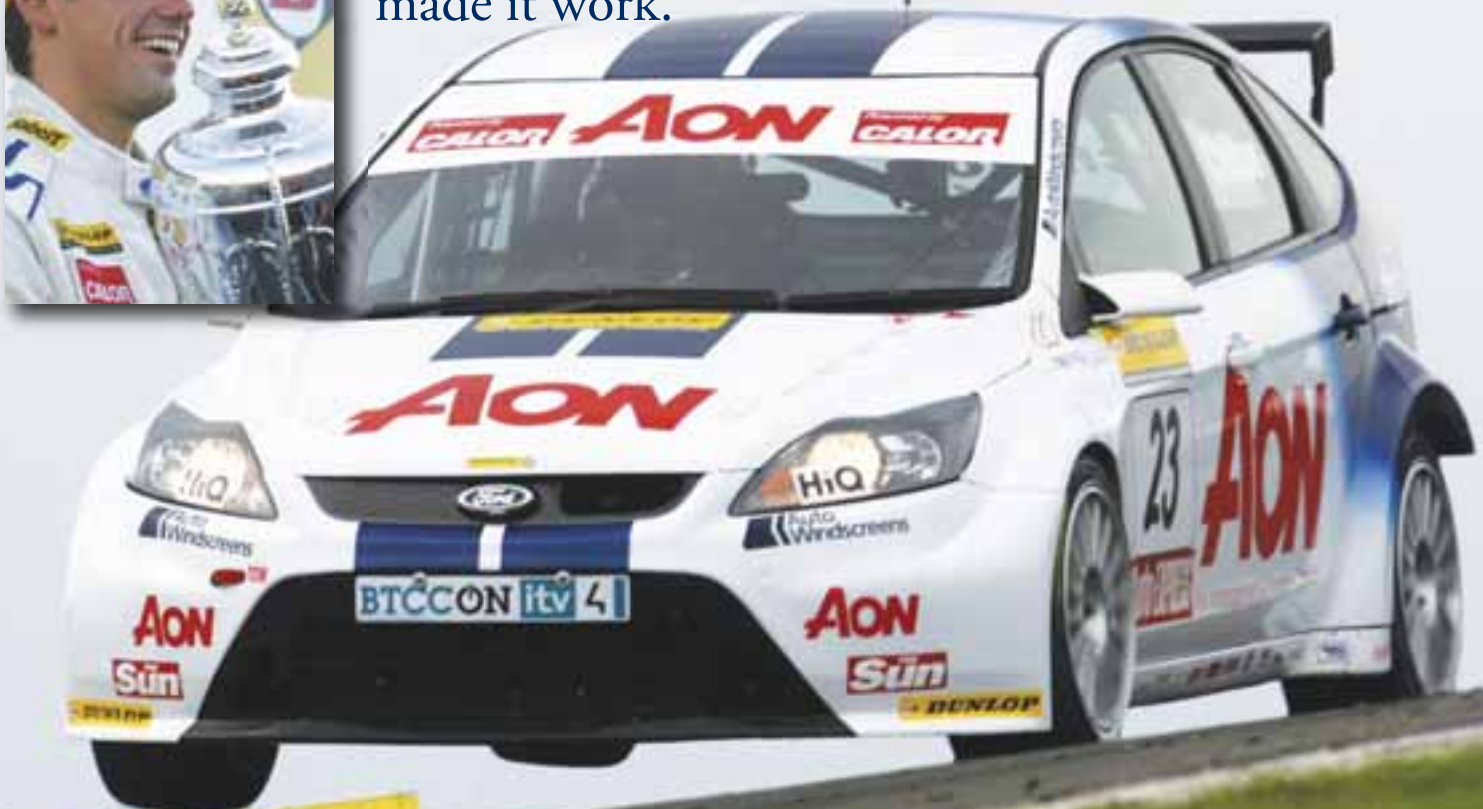
Whilst Max is establishing his career on the international stage, elder brother Tom is already one of the stars of the UK's most prestigious racing series – the BTCC. Although a very experienced race driver, Tom is still only 25 years old and like Max has been competing in cars since his early teens. This season though, he experienced something new when the decision was taken to develop the Team Aon Ford Focus to run on Liquefied Petroleum Gas (LPG). Tom recorded the first ever win for a car powered by the alternative fuel, eventually

notching up three wins, eight podiums and four pole positions on his way to securing the Independents title.

Tom Chilton; "It's been a great year for me and the whole team behind our success. Everyone deserves a lot of credit because we took unproven technology with the LPG and made it work. The Championship organisers played around with our performance all season and kept reducing the power we were getting from the gas powered turbocharged engine. That made our job harder, but Team Aon never stopped developing the car and even with all our additional restrictions, we were still competitive. I'm happy to have the Independents title under my belt and it's great for the team to have won the Teams Championship as well. They really have earned it with the hard work throughout the season".



**"Everyone deserves a lot of credit because we took unproven technology with the LPG and made it work."**



“It is incredibly competitive at this level and every driver wants the same...”



Primarily known for his success in Touring Cars, with a career tally of ten victories in the BTCC, Tom has also stood on the top step of the podium at World Sportscar level with wins in the Nurburgring 1000km and at Laguna Seca in California in 2005 driving the factory Zytek LMP1 car. The Le Mans series also provided the only opportunity so far for Tom and Max to race together when they shared the Zytek in the Silverstone 1000km race in 2007. Incredibly, Max was only 16 at the time, but together they came home in 5th place.

The brothers have been rewriting the record books throughout their careers. Max took the familiar route of starting in karts when he was ten, however Tom went straight to cars and became the youngest ever holder of a UK competition licence and started his first race when just 14 years old. That was in the MSA's training formula - T Cars, a route that Max followed when he too was just 14.

Tom graduated to Touring Cars at 16 years old and found himself in the record books again as he became the youngest ever driver to stand on the BTCC podium following a 3rd place on his debut in the championship at Brands Hatch in 2002. Amazingly younger brother Max did a similar thing, becoming the youngest ever

driver to start a Formula 3 race when he graduated to single seaters on the day of his 16th birthday.

Max went on to win Formula 3 races on his way to 4th place in the British International Series in 2009 before he then stepped up to GP2 for this year.

Max Chilton; "It has been a big step up for me this year, going from Formula 3 to GP2. The cars are so much bigger with more downforce and a lot more power. I've had my first experience of a lot of the Grand Prix circuits as well so it's been a real learning year for me. I'm now more experienced and feel I can compete better in GP2, I felt that at Spa and especially in the last races at Monza. I'm looking forward to Abu Dhabi as I got two top eight places there at the beginning of the year in the GP2 Asia series, so it's a circuit I'm familiar with. Racing at the Formula 1 Grands Prix has been an amazing experience. It makes me want to succeed even

more because I know that's where I want to eventually be. It is incredibly competitive at this level and every driver wants the same, so I know how hard I'll have to work to achieve it."

With a successful 2010 behind them, the brothers' attention has turned to the coming season and they are currently finalising all the necessary contractual elements to ensure another competitive year of racing and adding to their already impressive collection of silverware from numerous victories, podiums, pole positions and fastest laps.

For further information please visit;

[www.tomchilton.com](http://www.tomchilton.com)

[www.maxchilton.com](http://www.maxchilton.com)





# An Engineering Adventure

## The Bloodhound Programme

*“Where are the inspiring engineering projects of tomorrow?”*

Lord Drayson (Minister for Defence Equipment), posed the question in 2006 at a dinner to celebrate the 75th anniversary of Britain’s Schneider Trophy victory. Diners sat under a replica of the Supermarine S6B, which won the Trophy outright in 1936. The S6B was the forerunner to the Spitfire, while its Rolls-Royce Type R engine was the precursor to the Spitfire’s Merlin engine. The Type R also happens to be the only engine ever to set both World Land Speed Records and Water Speed Records (both with former Lloyd’s broker Malcolm Campbell, as it happens). And in the audience that night sat Richard Noble and myself, the previous and current holders of the Land Speed Record – and we had an idea of where Paul Drayson could find a new project to inspire the engineers of tomorrow...

This was the challenge that started Project BLOODHOUND.

We are aiming to create an iconic engineering project, to inspire and involve

the student population, by designing and building a 1,000 mph car with full public access. Powered by a Typhoon engine and a Falcon hybrid rocket motor, BLOODHOUND SSC (SuperSonic Car) will have some 135,000 hp on tap. The Typhoon engine will provide ‘cheap’ and reliable power for much of the ‘slow speed’ (below 600 mph...) testing, whilst the Falcon rocket will blast the car from 350 to 1,000 mph in 20 seconds, using a Cosworth F1 engine just to power its 700 hp oxidiser pump. From a standing start, the car will cover 10 miles in 100 seconds.

The attempt is scheduled for 2012 in South Africa, which last saw a Land Speed Record attempt back in 1929 by none other than the great Malcolm Campbell – these Lloyd’s guys get everywhere.

In the current financial climate, funding remains an ongoing



challenge, but is gradually coming good. Equally importantly, the technical side (with the support of over 200 companies including Lockheed Martin, Intel and Cosworth) is coming together very well. We are on track to build the car during 2011 and start UK runway testing in 2012. Want to come along and watch? Join our Supporters’ Club and be part of the ‘Engineering Adventure’ that is Project BLOODHOUND.

**ANDY GREEN**



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