



The Civil Engineers' Club

of The Institution of Civil Engineers

Social and Sporting Events



INSTITUTION OF
CIVIL ENGINEERS
ARCHIVES
REGISTER

No. 1614



2009 Newsletter

30th Anniversary Year

Chairman's Report - 2009

As your new Chairman, I am very happy to provide an introduction to the Club's Newsletter. I was invited to take over from Douglas Oakervee in July 2008. Doug has been a strong supporter of the Club and I would like to pay tribute to him and offer the Club's thanks for his guidance and effort over the years of his Chairmanship.

Although I have only attended two committee meetings since I assumed the Chairman's role, I am very impressed by the drive and commitment of the committee members who take on the tasks of organising events and meetings. The enthusiasm and dedication is extremely strong and I have been impressed by all that has been and is being done by the Club. The work of the committee members are second to none and reading this report demonstrates the interesting activities, the Club supports.

At Committee meetings, we have been anxious to spread the activities of the Club to all the ICE Regions and intend to publicise our events more widely to encourage more ICE members and their families to enjoy Club activities.

We are also keen to expand the interests of the Club and if any member of The Institution would like to start a new section for a sport or game not yet included in the Club's activities, we would welcome their participation.

It is also important that all the members of The Institution are aware of the Club and that they can join any of our activities. If those reading this newsletter, would like to be a member please contact our Secretary John Brownlie.

Many thanks to our hard working committee members who organise events and willingly give their time to arranging Club activities. In particular I would like to thank John Brownlie for all his hard work and commitment to the Club.

Mike Cottell
28th March 2009

Secretary's Report - 2009

We have welcomed Mike Cottell, ICE President for 1992-1993, as our Chairman and thoroughly welcome his guidance at Committee meetings and input outside Committee Meetings

We discovered quite early in the year that our initials of CEC clashed with the longer standing CEC - Commonwealth Engineers Council, so we have changed the initials to TCEC and the website will, in due course, probably change to www.thecec.org.uk

During 2009, your Committee have been beaver away discussing a number of issues

These have included:-

Increasing the Club's profile, both Regionally and centrally

Service Level Agreement – each region has an SLA with Great George Street, but we are hopeful that the Club will not be required to agree to one

Including more Graduates & Students in activities and on the Committee

Finding more willing committee members

Encouraging young people into the profession

Support the qualification process

Raising the profile and influencing decision-makers

Expanding the Sections to include maybe:-

Squash

5 a side football

We have had an excellent programme in 2008 apart from the weather having an impact of sailing activities

We now look forward to a very exciting programme in 2009, of which you received details in early January with the 2009 Flyer

This is our 30th Anniversary year and we very much look forward to seeing you support the event at Kew Steam Museum on 21st May 2009

John D Brownlie
28th March 2009

NORTHERN IRELAND

We recently had a very successful outing in the Region on 12 December 2008. We organised a visit to the Grand Opera House in Belfast city centre (www.goh.co.uk), which has recently been extended to include new catering and changing room facilities.

Since opening its doors on 23 December 1895, the Grand Opera House has become an icon of the city, playing host to some of the greatest names in theatre and music.

Designed by the prolific theatrical architect Frank Matcham, the theatre was a huge success from the outset, hosting a vibrant programme of opera, drama, pantomime, or the latest London comedy or musical.

By the 1920s and 1930s, variety events dominated the schedule, and during the Second World War, the venue became a repertory theatre, hosting special Christmas and New Year performances.

When peace finally did arrive, the Grand Opera House was at the centre of the celebrations, hosting Gala Performances by the Savoy Players for General Eisenhower, and Field Marshalls Alanbrooke and Montgomery.

With the introduction of television in the 1950s, the theatre suffered significantly and although the venue continued to present live shows, its acquisition by the Rank Organisation led to a new use as a cinema. This proved ultimately unsuccessful and in 1972, at the height of the troubles, the shutters came down on the 'Matcham Masterpiece.'

With demolition looking a certainty in 1974, the Grand Opera House became the first building in Belfast to be listed as being of historical and architectural importance, and when, in 1976, it was acquired by the Arts Council of Northern Ireland, its future was finally assured.

After a massive restoration project, the doors reopened in 1980, and the theatre became a catalyst for the regeneration of Belfast city centre. Since then, Northern Ireland's premiere theatre has welcomed some of the world's top ballet and theatre companies.

Although badly damaged by IRA bomb attacks in 1991 and again in 1993, the Grand Opera House bounced back on both occasions, continuing to host an array of theatre royalty and the prestigious BAFTA Award Ceremony in March 1994.

Extended in 2006, the original façade has been joined by a striking addition to Belfast's skyline, home to a smaller performance space, The Baby Grand, and Luciano's café bar and restaurant. This development heralds the beginning of yet another journey in what has been a 'dramatic' life so far.

Over 50 members of the Engineers Club, including partners, attended. The price was a very reasonable £10 per head, and this included a guided tour of both the Opera House and the extension, followed by a hot buffet lunch in the new restaurant. The current show is the Christmas season pantomime, Mother Goose, and an added, unexpected, bonus was when the Director of the show took time out from his busy schedule to tell everyone about the many challenges of putting on such a major show in the Opera House.

Special thanks go to the organisers, Sinead Glackin and Jude Milway, to two of the consulting engineers for the recent extension, Ove Arup; John Scullion and Peter McGowan, and to event sponsors; Farrans (Construction) Limited.

In May 2009, our Spring outing will be to the Strule Arts Centre, in Omagh, Co. Tyrone, when we hope for a similar turnout.

Mark Lowry BSc CEng FICE
Immediate Past Chairman, ICE NI

LARGE HADRON COLLIDER

Here is a large hadron collider story that slipped through our files at the time of the collider's activation at CERN last month but has surfaced again. Marylin Ennis tells us she was inspired by an old New Scientist story about people placing bets on whether the LHC would find the Higgs boson when it went into operation (New Scientist.com news service, 26 august 2004). She phoned Ladbrokes betting office in Belfast, and asked, "do you take unusual bets?"

"yes, love, what is it?"

"there is an experiment going to take place soon in Switzerland and I want to place a bet on the Higgs boson being found at the LHC at CERN"

"A what?"

"oh dear, its hard to explain"

"is it a horse?"

"no its a particle. Its really small."

"love, I don't know what you're talking about, you need to phone head office in London"

Sadly, after three days of Marylin's enquiries, ladbrokes declined to take the bet. But she says there is now a hot tip circulating in Belfast for Higgs Boson running in the 3.30 at Cern.

GOLF

The Thomas Telford Trophy 2008

The 23rd Thomas Telford Trophy was played over the Old Course at Royal Ashdown Forest Golf Club on Monday 1st September. Renowned for fine greens and a lack of bunkers, the course, set in a natural forest location, is a true test for golfers and is used by The R&A as a Regional Qualifier for The Open.

ICE London Region, winners in 2006, hosted the event and as is customary since the tournament was first played in 1986, sixteen teams representing the ICE Regions throughout the UK played the usual format of St Andrews foursomes in the morning and singles in the afternoon. The weather was kind, there being only a brief shower in the morning, a real contrast to the heavy rain on the days before and after the tournament, and the course, presented in excellent condition, proved to be a stiff challenge.

The golf was preceded by a reception at Royal Ashdown Forest Golf Club the night before when a caricaturist captured the image of many of the players. After the golf there was an excellent presentation dinner attended by guests including the incoming ICE President Dr Jean Venables, Robert Freer the Chairman of London Region and Hugh Ferguson, Chairman of Thomas Telford Ltd, the prize sponsors.

The Thomas Telford Trophy for the overall winners was presented in 1986 by Sir Bill Francis when he was Chairman of both Thomas Telford Ltd and The Civil Engineers' Club. This year the winners were North East and they received the trophy from Dr Venables, with a convincing score of 201 points, East Anglia coming second with 186 points and South Eastern third with 185.

London South Co-ordinator for the tournament, Martyn Taylor, teamed up with Robin Whalley to narrowly win the morning Foursomes on countback from East of Scotland's Alastair Napier and Paul Johnston, and North West's David Weir and Nigel Wilkinson, all three pairs scoring 37 points. Southern team captain Andy Salmon won the Singles with 37 points from Northern Ireland's Edward Bill and North East's Paul Musgrave, both on 36 points. Edward also won the singles scratch competition for the Scott Quaich with an excellent gross score of 30 points.

The parallel 18-hole tournament for former players – the Veterans – for The Chiltern Salver, was won handsomely by former Northern Ireland Chairman Tom Bill, who had played in all the previous 22 Thomas Telfords and had led the Northern Ireland team to victory at Royal Portrush GC the previous year.

Martyn Taylor and his committee are to be congratulated for the excellence of their planning and the smooth running of the event. We are grateful to the Royal Ashdown Forest Golf Club for their warm welcome, the use of their excellent course and for fine catering. Equally, all are indebted to the Main Sponsor Mott MacDonald, prize sponsor Thomas Telford Ltd, and the other co-sponsors, including The Civil Engineers' Club, who have facilitated the event since its inception and awarded commemorative glassware to the participants.

In a new venture, a charity raffle was held at the Presentation Dinner at which £750 was raised for the Institution's Benevolent Fund, whose Headquarters are at Haywards Heath, only a short distance from Royal Ashdown.

THOMAS TELFORD TROPHY 2008 ROYAL ASHDOWN FOREST GOLF CLUB

WINNERS		Foursomes	Singles	Total
North East	Paul Musgrave (8)	33	36	201
	Andy Jackson (6)		32	
	Clive Oliphant (5)	31	34	
	Dave Watson (7)		35	
RUNNERS UP				
East Anglia	Stewart Evans (14)	34	31	186
	Allan Campbell (9)		33	
	Steve Hobbs (15)	33	29	
	Sandy Fernand (18)		26	
THIRD				
South Eastern	Russell Calderwood (18)	32	30	185
	David Smith (6)		32	
	Mark Sewell (5)	36	23	
	Graham Setterfield (12)		36	

WINNING INDIVIDUAL SCORES

Scott Quaich –			
Singles Scratch	Edward Bill	Northern Ireland	30
Singles – handicap	Andy Salmon (9)	Southern	37
Foursomes	Martyn Taylor (9) Robin Whalley (13)	London South	37
Veterans	Tom Bill (20)	Northern Ireland	39
Longest Drive	Morning Afternoon	Graham Setterfield Allan Campbell	South Eastern East Anglia
Nearest the Pin	Morning Afternoon	David Weir David Street	North West Southern

Change of CEC Golf Representative

After carrying the responsibility of co-ordinating golf for CEC since 1986, when he organised the first Thomas Telford Trophy at Wentworth Golf Club, **Barry Staynes** has passed on the role and its responsibilities, to **Martyn Taylor**, who organised the TTT in 2008 at Royal Ashdown Forest Golf Club.

At the CEC Committee meeting in November 2008, Chairman Mike Cottell paid tribute to Barry's enthusiasm and diligence in carrying the task of co-ordinating the Thomas Telford Trophy for so many years and expressed the hope that he would not only continue to play in the competition but also continue as a member of the Committee to give his valued advice.

Barry was then presented with an engraved crystal tankard as a token of the esteem in which he is held. All the players in the tournament over the last 23 years join Mike in thanking Barry and look forward to seeing him at Celtic Manor this September.

Martyn can be contacted at m.s.taylor1@btinternet.com or by phone on (01444) 484306 and can put you in touch with the Golf Secretary in each of the ICE Regions and Branches.

The Thomas Telford Trophy 2009

ICE Wales are the hosts for this year's Thomas Telford Trophy, which will be played over the 2010 Ryder Cup course at Celtic Manor, Newport set in the beautiful Usk Valley on Thursday 10 September. We are fortunate to have secured such a prestigious venue for a return to Wales after 17 years.

Built to stage The Ryder Cup in 2010, the course opened for play in July 2007. The first course to be built specifically for golf's greatest team tournament, it measures a robust 7,493 yards off the back tees and has a par of 71. With water hazards on half of its holes, the course has six signature holes and presents many more memorable tests and risk-and-reward dilemmas. One of the features of the spectacular new course is its variety with many of the earlier holes having a links-like feel with some long rough and greenside swales, before the middle section of the course reveals the full extent of the lake-lined challenge. A tough finishing stretch culminates in a real sting in the tail at the 18th.

Chris Gray is the Chairman of the Organising Committee and is looking forward to welcoming the players to Celtic Manor on behalf of ICE Wales. Further details will be available in the spring of 2009 from the Organising Secretary, David Thomas who can be contacted on (01437) 890297 wd.thomas1@btopenworld.com

MY WEEK KEITH MACKIGGAN

Rebuilding Basra with a dollop of help from Ben & Jerry

BACK TO SCHOOL

Every day is a work day in Basra - there's no weekend: We live at the air base, which is about six miles across the dusty desert from the city, so helicopters are the easiest way to get around. It is my favourite part of life out here: you are skidding 100ft above the ground, swooping over the electricity pylons - it's exhilarating. Coming to work will never quite be the same again. I've been living here since September as head of the Department for International Development's reconstruction team for Basra, in southern Iraq. I spent the beginning of the week visiting some of our projects with my interpreter. He is from Sudan and fled his country about 20 years ago, settling with his family in Manchester. He's a hero doing fantastic work and we couldn't really do anything without him. We touched down at a couple of primary schools for which we'd built eight new classrooms. Before that, there would be up to 100 children in each room; our efforts will cut the class sizes in half. The children were so cute, dressed in their freshly pressed, gleaming white shirts and chanting their times tables. As we were leaving they shouted out, "Merry Christmas and a happy new year," in English.

KARAOKE DREAD

As New Year's Eve approached, I began to get butterflies in my stomach. The Foreign and Commonwealth office in Basra hosted a party with karaoke and I was forced on stage. A few weeks ago I played Widow Twankey in a production of Aladdin put on by the British military base and my colleagues now seem to think that I've found my vocation as a singer. It was a beautiful starlit night: there was a kind of Arabian crescent moon in the sky and it was in this setting that I wowed the audience with my rendition of Madonna's Material Girl. I went in costume this time, although the party was fancy dress. There were, some great outfits - a Christmas present and a policeman - but my favourite was the consul-general who came as a beach bum, sporting an ironing board as a surfboard. There was some cross-dressing, inevitably. The military clerk, whose name is Corporal Burley - highly appropriate for a physical training instructor - uses any excuse to get dressed up in drag. Wednesday was no exception.

DEMOCRACY TAKES OFF

There were a few sore heads on New Year's Day but no time to relax for the Brits on the airbase because it was the day of the handover of Basra international airport. I head a team of about 30 people co-ordinating efforts to improve infrastructure, train Iraqi officials and attract foreign investment. The UK has been working with the airport authorities and they are now handling numerous commercial flights each day; indeed, about 5,000 local residents flew to the haj in Saudi Arabia last month. I'm really glad about this because in the past the airport was never used commercially: it was only ever used by Saddam Hussein. To me, that's democracy in action.

NOW FOR MOZAMBIQUE,

Towards the end of the week I flew up to the marshlands, to one of the villages near the Iranian border. The area is neglected and remote but the scenery is stunning. Basra's army chief, General Mohammed, was in the area recently and was horrified when the villagers told him that he was the first government official they'd seen in 30 years. We'll be working up there to create joint community action centres, which will provide access to basic services such as a school and a clinic for the first time. I always look forward to Friday because that's when I sit down to dinner with three of the other senior allied officials in Basra. We take it in turns to host the meal in our canteen and last week it was at the Donkey Bar at the US consulate, where they have Ben & Jerry's ice cream. You have to be careful not to get fat out here - the canteen food is so good. I'll be leaving Basra at the end of March and will be sad to go. It's a weird and wonderful place and I feel lucky to be here. I don't miss much about the UK - apart, perhaps, from cycling. I have a strict luggage allowance and I don't think I could smuggle a bicycle in my suitcase. My next posting begins in the summer in Mozambique, but I'll need to go out there almost immediately to have some language training ~ everything is done in Portuguese and I'll need to get fluent in three months flat.

Keith Mackiggan is the head of the Basra provincial reconstruction team for the Department for International Development

The Sunday Times 9th January 2009

WALKING SECTION

2008 was another good year for the walking section of The Civil Engineers Club with the 50th walk since its inception in Sept 1997 and culminating in a record attendance on the last walk of the year.

The usual format was followed ie London walks in the winter, country walks in the summer and we began at Barnes in January followed by Camer Country Park, Sole Street, Kent in April.

The original walk in 1997 from Penshurst Station was repeated in May for our 50th and we moved on to Borough Green in September (the months of June-August incl are usually avoided because of holiday commitments etc)

Later in the year (November) we walked unexpectedly on two consecutive weekends. This came about because of an occasional visitor celebrating (?) his 65th birthday and inviting members to join his family walk starting and ending at Hampton Court Rail station.

The second outing completed the year with a start at London Bridge Station and followed the Thames Path (North side) to Docklands with lunch at The Ledger Building near Canary Wharf. The attendance (31) was a record for the section and underlined the continued viability of the idea which is now in its twelfth year.

Many thanks to all the leaders who have helped us to reach this goal.

Howard Barrett (01737) 242066 (home)

Proposed walks for 2009 - all on a Saturday and including a pub lunch

17 Jan Richmond, Surrey
18 Apr East Surrey
30 May Kent
12 Sep Mid Surrey (note change of date)
14 Nov London

For further details, nearer the time contact:-

Howard Barrett (01737) 242066 (home)

F1 THE FUTURE

... but there's time to turn the corner

HOW can F1 save itself? Here are some suggested alternatives:

- * Stewards ordered to pull Lewis Hamilton over for no apparent reason every few laps to improve his car's mileage, following successful trials of the scheme over the past two seasons.
- * FIA President Max Mosley to limit prostitute use to four per session and rent out spanking video collection to raise funds.
- * Every GP to be held in Monaco or Switzerland to cut travel costs, as this is where the drivers live.
- * Flavio Briatore's sunbed use capped at six days a week
- * Proportion of all the power used at races provided by massive static electricity charges generated by petrol heads' anoraks.
- * Ferrari to replace Kimi Raikkonen with cardboard cut-out in effort to trim contract costs and extract more value from his media appearances.
- * Singapore's night-time GP to be staged by candlelight.
- * Madcap plan to award medals made of gold, silver and bronze to drivers ditched and replaced by rounds of applause of varying volume.
- * Ferrari's motor home chef to cut back on use of Parmesan with immediate effect.
- * Bernie Ecclestone's daughters thrown out into the wide world with instructions to 'get real jobs'.

acknowledgements to:-

The Daily Mail Tuesday 9th December 2008

MOTORING

A1 GP Brands Hatch —

Thursday 1st May 2008

Six of us braved the showers on 1st May for a repeat visit to Brands Hatch prior to the last race in the A1GP calendar.

We started our tour with a leisurely stroll around the paddock, as teams prepared their garages and cars for the supporting races. There was a very welcoming atmosphere and everyone was happy for us to stare and poke about as much as we wanted.

In the pit area, we met Tim Redmayne – editor of the A1GP website. He showed us around the nerve centre of race control and explained how the timekeepers and Clerk of the Course operate from a series of small rooms during the races.

Our next stop was the Team GBR pit garage where, as last year, we were able to chat to several people. Meanwhile, our guide Tim explained the format of the A1GP series and some of the governing regulations.

All A1GP teams use identical cars so there are very few secrets between teams. This was evident in the relaxed attitude everyone had to us wandering around their garages. A special mention must go to Team Pakistan, who delighted us by practising their pit stops against the clock.

After a thoroughly enjoyable walk up the pit lane, we made our way to the TV production facilities, bumping into John Watson (A1GP commentator and motor racing legend) on the way.

Tim then left us in the capable hands of Paul Haines – race coverage producer. Paul showed us around the production facility which consisted of a few huts and a very clever expanding trailer. We were introduced to the director, vision mixer, sound engineers and graphics team as they checked that several miles of cables were all connected properly.

We were also shown the satellite linkup facility and told how the pictures get all around the world using a combination of satellites and ground stations. The TV production team at Brands Hatch decide which shots to send out to the world and when to provide action replays. Local broadcasters then commentate over this common footage.

By the end of the day, the sun had made an appearance and we all agreed it had been very enjoyable. The overwhelming feeling was that everyone involved in A1GP is there to enjoy themselves. Not once was our presence questioned or access restricted and we were grateful for having the likes of Tim and Paul give up so much of their time to speak to us.

Mike Green

F1 TROPHY

Formula One Trophy made of Bio-Polyethylene

The first Formula One bioplastics trophy in the world was given to the Interlagos Formula One GP winner Felipe Massa on November 2, 2008. The trophies for Felipe Massa (1.), Fernando Alonso (2.) and Kimi Raikkonen [3.] were designed by world renowned Brazilian architect Oscar Niemeyer. They are made of an original material in the history of the competition, Braskem's green plastic,

To transform the bio-polyethylene, which is made of 100% renewable materials (sugar cane based bio-ethanol) into a work of art, Braskem brought together its own innovation and Niemeyer's creativity. "We are proud to be a Brazilian company presenting the results of constant investments in technology in an international event. While everyone is just discussing, our team-work of innovation and technology makes it real and is ready to serve partners that are committed with sustainability", says Bernardo Gradin, Braskem's chairman, highlighting that the trophies structure is made of the first ultrahigh molecular weight polyethylene in the world with an 100% vegetal source, This engineering plastic called UTEC@ is widely used in industrial sectors such as the automobile and naval, among others, The trophy designed by Niemeyer was inspired by the columns of the Alvorada Palace, "Architecture follows the path of a work of art and what characterizes art is emotion and surprise. The Alvorada column is one of the symbols of Brasilia's architecture. We could have done it any shape: rectangular, straight, with no complexity. However, we chose to use a column shape that had never been made before", says Oscar Niemeyer,

n www.braskem.com.br

SAILING

We have had another good season of events this year, and although the weather has been very disruptive to our sailing plans, it did not spoil the pleasure of good company.

13th April Start of Season Supper

We started the season off this year on 13th April when Alec Leggatt, Pamela Woodroffe, Mike Broughton, Brian Taylor, Majella Taylor, Roger Hyde, Alyson Hyde, Robin Whittle, Gillie Whittle, David Whittle & Tim Whittle (who sailed round from Hamble) David Burnet-Smith & Tony Pe enjoyed a Start of Season Supper at Landers Restaurant, Haslar Marina, Gosport.

3-5th May, Shake Down Cruise

The sailing season proper started with a shake – down cruise to Newtown River with David West & Nick Hounsell on Fulmar, Alec Leggatt & John Symons on Marie Noelle, and Roger & Sam Hyde on Cohort . The river was quite full and we anchored where we could. Marie Noelle and Cohort briefly going aground in the process. We joined together to take our dinghies up the river to Shalfleet Quay and walked to the New Inn at Shalfleet. David managed to take his dinghy right up to (and back from) Shalfleet Mill in the dark on the high tide, how he achieved this feat of seamanship I can't imagine as I had enough difficulty finding Cohort in the dark on the way back. It was a weekend of big spring tides and Saturday night became a night of dragging anchors. So on Sunday, while Marie Noelle went back to Lymington, Fulmar and Cohort sailed over to Beaulieu River,

23rd-26th May 2008, Cruise to Ouistreham

The original plan was to sail to Ouistreham, but the weather and the French fishermen each had a different agenda for us. The weather offered good sailing to Ouistreham, but northerly gales for the return trip (almost a repeat of the previous year); while the fishermen offered (and in fact delivered) to blockade the ports and let no one leave.

We, that is to say, John Scatchard, Mate Sara Taffinder, Civil Engineers Ben Connis, Andrew Smith and cabin girls Steph Evans, Jaqui Legg in Sea Scamp and Roger Hyde, Chris Harrison, Matt Woollacot and Ana Ramos in Cohort, decided that neither of those alternative agendas appealed and a third plan was hatched. The advantage – it kept us clear of the fishermen, and if the gales came would allow us to get home; the disadvantage – we did not go to France but sailed to Poole Harbour. It

doesn't have quite the same ring to it does it? But it was a good decision and what follows is an explanation of why cruising is so much fun.

Cohort set off on Friday with a gentle spinnaker run to Poole under blue skies, berthed at Poole Quay Boat Haven and had a run and supper ashore. Saturday dawned wet and with winds NE 6/7 and with Poole Regatta starting we had to vacate our berth. We set off for Brownsea Island and anchored on the SW corner in the lee of Pottery Point and let the foul weather blow over the top of our mast. We had the afternoon to explore and discover Brownsea Island (and for some see their first red squirrel).

That afternoon Sea Scamp were having an exciting downwind sail through the Solent, across Christchurch Bay and into Poole but with the wind freshening further and going round to the north (as forecast) Cohort was losing its shelter, so we agreed to meet up on Poole Town Quay, where we were rafted out 6 or 7 deep.

Sea Scamps cockpit fitted us all, the rain cleared and we had an enjoyable evening.

Sunday dawned fouler than ever with driving rain and mist. The tide and wind were right for Yarmouth as the first stage home and so we set sail. As we cleared the swash channel with just enough water under our keels, a line of fair weather opened on the horizon and by the time we were off Bournemouth we were setting more sail.

The sun came up and the wind dropped and we drifted through Hurst Point on the last of the tide in hot sunshine. Going with flow we changed plans and passing Yarmouth headed for Newtown River. This last stage needed the engine as the wind had gone completely. Newtown River was almost deserted; Sea Scamp picked up a buoy, and with Cohort rafted up alongside we settled down to a sunny afternoon. Dinghies out, rowing practice, no-one quite summoned enough courage to go swimming, but the call of the pub was heard and answered. What an amazing change from the morning!

But what a night was to follow. We were to be punished for the sunshine. Wild lashing northerly gale force winds and rain. We were very glad to be in a sheltered harbour, even if it did not feel or sound sheltered. All potential leaks in hatches and decks were found and exploited by the elements.

Monday was to sail home. The tide was running east and the wind was blowing hard from the north east setting up a fine Solent wave system. Cohort motored up to Cowes head to wind and then onto Portsmouth with just a little sailing at the end. The wind had dropped off in the harbour for our dinghy ride back from the mooring, so all was fine.

Sea Scamp left a little later had a fast very close reach all the way up the W Solent with 4 rolls in the main and No. 4 jib then an easy beam reach up Southampton Water.

A memorable weekend. We didn't get to France, but we had a great range of sailing and enjoyed some great company. And those who did go to France ended up staying for a full week before they were let out by the French fisherman.

14th/15th June, Priory Bay Bar-B-Q

The Bar-B- Q on the beach in Priory Bay on the 14th & 15th June was cancelled due to inclement weather

7th to 12th July, Rally to St Peter Port and Sark, Channel Islands

Mike Broughton, David Topley, Ian Saxil-Neilson in Moon Shadow and Roger & Alyson Hyde in Cohort set off for the Channel Islands, but both stopped in Yarmouth for 5 days sheltering from gales and rain. Don and Ann Wade in Shaker Too contacted us from a storm bound St Peter Port.

The time was not wasted, we researched the eating and drinking places in Yarmouth and explored the south and west end of the Isle of Wight by foot and bus. After a slightly claustrophobic 5 days, and realizing that we now had no chance of reaching the Channel Isles, we needed a bit of sailing and space, so on Thursday had a high speed down wind sail to Newtown which in contrast to a crowded Yarmouth, was completely and delightfully deserted

On Friday we had another boisterous sail, this time into Beaulieu River to moor off Ginns Farm. After exploring the local footpaths and failing to find a route to the Solent we returned to dine in great style in the RSYC at Ginns Farm and celebrate the last night of our cruise to the Channel Islands.

On Saturday, in failing winds we sailed back to our home ports with the realization of hind sight that we should have set the dates for 12th -17th.

Rally to Shamrock Quay with Picnic and Concert at Broadlands on 9th and 10th August.

Rally to Island Harbour, Folly Reach, Cowes, 13th & 14th September

These were both cancelled due a combination of bad weather and lack of support.

6th and 7th December, Voyage Vaches and race from Portsmouth to Cowes

So in 2008, we had to wait until December for some decent weather, But when it finally came, what a perfect weekend it was, and how appropriate that this should be the best attended rally of the year. Six boats sailed to Cowes in light NW winds, bright sunshine and a nearly empty Solent. Martin Hadley in Mary Lou from Chichester, Bob and Will Barlow in Alpha Helix from Lymington, Robin Whittle and Colin Wilson in Bumble Chugger from Hamble, Roger and Alyson Hyde in Cohort, Alec Leggatt, Matt Woollacot, and Ana Ramos in Dreamer, and Mike Broughton and Chris Harrison all from Portsmouth Harbour. We were also joined in Cowes by Chris and Wendy Bosker (who now keep their boat in France), John and Tricia Witchell, Frank and Susan Harrison, and Sepha Wood.

We had our first winter race from Portsmouth to Cowes with 2 starters, but one finisher in an uncorrected time of 3hours 56mins 40 secs, because Dreamer (they alleged) had lost all battery power and had to get into Cowes before dark . Prizes were awarded to the oldest skipper and to the winner so honour was maintained. Definitely to be repeated.

The Island Sailing Club did us proud. We had a splendid evening together. The next morning there was a good covering of ice everywhere, and a windless clear sky, early leavers went to catch tides westwards, while those returning to the east had a more relaxed morning. The sun shone, and even though we had to motor home all seemed to be well with the world.

Roger Hyde 12th December 2008

SLEEPING SATELLITES

Q - a favourite pastime of ours while we were on holiday in Spain was to gaze at the night sky. There were no city lights nearby, no clouds and no moon to illuminate the sky. This meant that satellites roaming the night sky were a common sight. However, occasionally a satellite would illuminate brightly and then fade. What caused this?

Jan Krokowski
Glasgow, uk

A - In the 1960s I operated the Royal Observatory Edinburgh's satellite kinetheodolite - a device for tracking airborne or orbiting objects - and the Smithsonian Astrophysical Observatory's 20-inch aperture fil Baker-Nunn satellite-tracking Schmidt cameras.

Of the hundreds of satellites which I observed and photographed, many changed in brightness as they crossed the sky. This is caused by the changing aspect of the satellite during its orbit, as seen by a fixed observer, and in some cases its tumbling or rotating motion, presenting different faces that

reflect sunlight. The effect is particularly pronounced with those satellites that have large flat surfaces. Satellites also disappear into the Earth's shadow in the evening (for a satellite moving west to east), and appear out of the shadow in the morning.

Today I am a member of the local astronomy society in Guernsey. With many thousands of satellites now in Earth orbit, I typically see about 30 on clear nights, many changing in brightness. Of special interest are the Iridium telecommunications satellites, whose highly reflective antennas produce extremely bright, directional flares lasting a few seconds, some of which can be seen in daylight.

Predictions of when you can see these and other satellites can be found online (see www.heavens-above.com).

David Le Conte
Castel, Guernsey, Channel Islands

acknowledgement to:-
NewsScientist - Do polar bears get lonely??

Sailing Trophies

Telford Goblet.

Awarded to the highest placed yacht sailed by a member of the Institution of Civil Engineers' or its staff in the IRC classes in the Round the Island Race.

Winner. Alfa Helix sailed by Robert Barlow..

Smeaton Trophy.

Awarded to the ICE yacht having the lowest quotient determined by dividing the yachts finishing position in its class, its group and its division by the number of starters in that class, group and division.

Winner Mailys sailed by David Hardcastle and David Tarrant in the Multihull Bridgedeck Cruiser Class with a quotient of 0.125. Mailys also won the class.

Elvera Trophy.

Awarded for the most interesting log of a cruise in the past year. Three entries were received from Mike Broughton, David Whiting and Robin Whittle.

The first part of Mike's log ,“three men in a boat” covered a planned July holiday cruising in the Channel Islands in his boat Moon Shadow but which, due to what he described as a gentle 34 knot breeze, was actually spent in Newtown Creek planning a trip to Cherbourg over the August bank holiday. The second part covered that trip beset by sea sickness [Stugeron he discovered had its limitations] and a charge by a dolphin in Cherbourg harbour. After a spell of dulce vita on a Princess motor cruiser and a leisurely tour of the supermarket, it was back to reality for the crew with a force 6 to 7 wind from astern requiring them to steer manually. Mike gives some interesting comments on the design of sailing jackets and the associated problems he encountered with them in the “heads” from which he eventually emerged literally bloody but unbowed..

David submitted “Squibs log- a journey of many contrasts”, a poetical log of Squib's involvement in the Royal Malta Yacht Club's Rolex Middle Sea Race around Sicily, Stromboli, Pantelleria and Lampedusa a distance of 606 nautical miles. The following extract covers their experience in 35 knot plus winds when approaching the island of Pantelleria.



The Crews at Newtown River - May





**ANNUAL BRUNEL TROPHY
CONTRACT BRIDGE COMPETITION 2008**

The Brunel Trophy was held on Friday 10th October 2008 and went very well and everyone seemed happy.



**F1 Singapore
25th September 2008**



**Anglesey Circuit Trackday
2nd November 2008
(for the walkers, that is Snowdonia in the distance!)**

GOLF



North East receiving the Thomas Telford Trophy from the President.



Martyn Taylor presenting a cheque for £750 to Kris Barnett, Director of The ICE Benevolent Fund, at the Fund's Headquarters, Mill Hill Close, Haywards Heath.

GOLF



Presentation to Barry Staynes

WALKING





A1GP Testing at Donington
9th September 2008



Jack McFarland
Ferrari Experience at Rockingham Circuit
20th September 2008



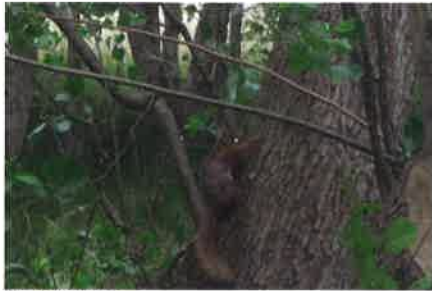
A1GP Brands Hatch 1st May 2008
within the Communications and TV centre



Anglesey Circuit Trackday
28th August 2008



Anchored off Pottery Point – Poole Harbour



Red Squirrel on Brownsea Island



Rafted up on Poole Town Quay



Cohort – Poole to Newtown



Sea Scamp – Poole
To Newtown

“Wednesday, 22nd October, 2008

Once Isola Egadi was past and Sicily a distant shore Squibs pace quickened, strong winds building higher, not lower.

Changing sails genoas one,two, three,mains reefing similarly, the rising seas now mount the deck all hands to windward on the rail, the sky grows darker, not lighter.

Not first to advance upon Adventure Bank three reefs and small genoa were put to work harder, not slacker.

Breaking waves and storm force winds drench the crew, no gas to warm or, heat more stew all hungry, not replete.

Main batten parted from the car and small genoa not well by far refuge is sought. Pantelleria lights now brighter, not duller

Ghosting to the harbour and nearby dock skipper call' hold fast, there will be more', tighter not slacker.”

Robins log “ Bumbling up the Butley Creek” was a beautifully illustrated account of their assault on Butley Mill Sluice No 2: mounted in their dingy zigzagging and crawling through the reed beds until they broke into a pond by a notice stating Butley Mill No2. Mission accomplished. After a full recognisance they found the Froize Inn before calling up reinforcements and occupy the pub. Their return trip through the reeds and down the channel back to Bumble Chugger was accomplished with the aid of their Garmin GPSMAP without which they would surely have taken the wrong route and been trapped for another 10 hours.

Winner. David Whiting for Squibs Log.

FLIGHT OF FANCY

Q - a truck driver approaches a bridge that has a weight limit of 5000kg. He and his truck weigh 4950kg so he would be able to cross it if it were not for his 100kg cargo - a flock of pigeons loose in the back of the truck. He has the bright idea of banging on the side of the truck to scare all the birds into taking flight and then he quickly drives across the bridge. Does it work??

David Thomas
Pointe-claire, quebec, canada

A - The practical engineer's answer is yes, of course the driver could cross. The surplus weight of 50 kilograms translates to a 1 per cent excess over the bridge's specified load maximum. An additional impulse force due to the truck bumping over a small stone in the road would be much greater than this 1 per cent, and any civil engineer who designs a structure of any sort with a safety margin anywhere near as small as 1 per cent deserves all the professional liability lawsuits he or she gets.

Franc Buxton
Coventry, West Midlands, UK

acknowledgement to :-

Newscientist

Do polar bears get lonely??

MOTORING

Force India Factory

Wednesday 30th July 2008

Three Club members attended the visit

We were met at Reception by Steve Martin who had been so kind to us just over a year ago and taken into the inner sanctum where there was only one car being prepared

We saw a test hack being prepared for some aerodynamic trials at the airfield at Kemble in Gloucestershire

They had installed a rather large skark fin over the engine and the trials were to take place to test the effectiveness of this modification

Kemble Airport is situated seven miles to the south west of the old Roman town of Cirencester and has two separate entrances. This is because the main east west runway divides the airfield in two.

The airport offers some of the best facilities in the country, whether you are flying in for a business meeting, basing your plane here, or visiting us for a fun packed day out at one of our many exhilarating events you will be sure of a warm welcome from our dedicated team.

Kemble is fast becoming a premier base for business jets and is developing first class facilities along with a full line-up of events throughout summer 2009, headlined by the famous Kemble Air Day 20/21st June 2009.

MOTORING - Silverstone

Tuesday 1st July 2008

This was a unique opportunity to visit Silverstone to see the teams making their final preparations ahead of the British Grand Prix.

Six Club members attended the visit

The trip comprised of a visit to the Force India factory, to look at how the car has improved in the run up to this season and how they have coped with adjustments to racing specifications.

Regretably, because of reasons beyond our control the proposed visit to Flybrid, A1GP Facility and the trip to Silverstone Circuits to walk along the Pit Lane, visit Race Control and have a couple of laps of the circuit didn't happen.

MORGAN MOTOR COMPANY

The Morgan Motor Company celebrates its 100th centenary this year and has a programme of events

A wide variety of events is planned for 2009

Please visit the website

<http://www.morgan-motor.co.uk/centenary/centenary.html>

QUANTUM INSTRUCTIONS

FEEDBACK's consideration of quantum instructions has, to date, focused on the spatial aspects - as with the UK Royal Mail's request to "Please Use Both Letterboxes" in Salisbury (12 July) and London Underground's exhortation to use all doors (16 June 2007). France has - as one might expect - a different take on pedestrians' abilities to exhibit wave-particle duality. Visiting Paris recently, we were startled to see the centre of the city liberally scattered with signs demanding "Pietons - Attention! Traversez en *At* around four times as old as the universe, 2 temps. "At first glance, we translated this as "Pedestrians - cross the street in two WALKING in the grounds of Calshotimes and our response was "'Oooh, "yes please." We would like to cross this particular road on... let's see... 14 July 1789, mingling with the crowds about the interesting events that followed. And the other time? It has to be 7 May 1968, as the workers and students challenged the order of things on the streets once more. The intertwining of those two scenes would definitely make our trip one to remember. There were other intriguing possibilities. "Temps", we realised, can also be translated as "weather". What would it be like to "Cross the street in two weathers"? Can we have hot snow, please? How much more interesting that would be than merely crossing the road in two stages with a pause in the middle - which, a French member of the New Scientist team tells us, is what the sign actually means.

acknowledgement

FEEDBACK New Scientist

MOTORING

Anglesey Circuit

Thursday 28th August 2008

An intrepid band set off to the far west of the north west Welsh Coast to an instruction day with Caterham

The event was held on a session basis as the car was shared with two others

The day started with signing on and then a rather long briefing session

Track time started with a Sighting lap when the instructor drove the car and tried to get us to remember braking points, cruising, acceleration and clipping points

We had three sessions, hopefully getting faster and faster although the sessions could not be timed because of being under instruction

The length of the circuit is 1.55miles. It has one of the longest corners in Europe stretching from The Hairpin to Rocket. The climb and turn in to Rocket is breathtaking but then a few seconds later you have to negotiate the Corkscrew

Then the instructor took us out, putting us all to shame. Boy did he drift round the corners and get close to other cars on the track!!

MOTORING – A1GP

Testing at Donington

Tuesday 9th and Thursday 11th September 2008

A1GP had two days of testing at Donington on 9th and 11th September 2008 in preparation for the 2008-2009 season.

The new A1GP Powered by Ferrari car is designed to the highest standards with the aim of providing a high-performance single-seater to A1GP's core values of exciting racing on a level playing field. We were faced with two very different days:-

Day One

This was a very wet day and most of the running was done by the test hack owned by A1GP. There were cars from New Zealand, Australia, The Netherlands, South Africa, Italy and Malaysia, but only three cars made it to the track – South Africa, The Netherlands and Australia. Initially, the major problem was to get enough heat into the engine and then when running to maintain enough heat in the tyres

Day Two

Saw the running of all six teams and they each managed significantly to reduce down their times. Each of the teams went away feeling that there had been progress but realising that there was still a lot to do to prepare for the seasons starter on 4 – 5 October at A1GP Zandvoort, Netherlands.

Despite its youth, A1GP has already cemented its position in the upper echelons of international motorsport by signing a six-year deal with legendary Italian sportscar name Ferrari to manufacture and supply all A1GP engines and consult on the design and manufacture of all A1GP chassis from this season. While commercially the series is going from strength to strength, it is the fiercely competitive on track action that is pulling in the crowds as A1GP tours the globe.

The chassis is based on the design of the highly successful F2004 chassis, incorporating A1GP's core values to deliver close racing among a competitive field where overtaking is an essential part of the entertainment.

The 2008-2009 season of A1GP World Cup of Motorsport saw action on the 4 – 5 October at A1GP Zandvoort, Netherlands.

MAN IN THE WHITE SUIT BACK ON THE POLITICAL CIRCUIT

Thousands of people petitioned Downing Street earlier this year for Jeremy Clarkson to become prime minister. Did they back the right candidate??

It turns out that Jeremy is not even the most popular member of the BBC2 Top Gear team. He has just over 182,000 fans on Facebook – but the show's enigmatic racing driver, The Stig, has nearly 735,000.

The Stig is an iconic figure who says nothing but just gets on with his job. Wouldn't that be a nice change for a prime minister? Vote Stig.

acknowledgement

The Sunday Times of 14th December 2008

MOTORING CARDIFF SPECIAL STAGE OF RALLY WALES GB

What a surprise!!

The objective of the weekend was to see how the Millennium Stadium transforms the hallowed pitch of the nations premier rugby location into being able to stage the Cardiff Special Stage of Rally Wales GB, able to take 400hp cars tearing around the stadium.

SATURDAY 6TH DECEMBER 2008

Initially, there was some confusion on where to collect the tickets that had been bought on line, but once sorted, the wait was only about 20 minutes

The entertainment before the Special Stage started at 1700hrs. There was a melee of cars, bikes and balloons. Highlights were:-

1) When Terry Grant set his Legend Car and TVR spinning and then exited the cars and walked about them.

2) Five Nissan Skylines entered the stadium and one was placed in each corner. They then starting doing doughnuts and after a very short time, the cars disappeared in the smoke that was being generated from the tyres

We then had a performance from a girl band "Saturdays" who must have been very very cold!

At 1815, the Special Stage started and we were entertained to a variety of times, including some very quick ones by the front runners. Valentino Rossi – the bike rider – posted a respectable time in 13th place

One crew even failed to finish as instead of doing three laps, they couldn't count and crossed the finish line after two laps! (their "time" was the fastest though!!)

The evening finished with six Land Rovers from the Armed Forces and they put in some good times

SUNDAY 7th DECEMBER 2008

In early afternoon, eighteen members were treated to a big surprise

SURPRISE

The "pitch" is not permanent but brought in two weeks before a rugby match or equestrian event, stitched together and then taken away afterwards. So the pitch is really concrete!!

The group were met by Nigel Murphy of Rally Wales GB and initially we walked to the Royal Box, where we had a magnificent view of the pitch. Here we were given an introduction to the event with a magnificent view of the stadium

We were then taken down onto the pitch where the bollards, signage and barriers were being dismantled and taken away, along with a number of road cleaners, sweeping the surface to make it spotlessly clean

We walked out of the stadium the wrong way down the entrance ramp where the cars leap (yes leap!) onto the course to start their runs

All in all a fascinating insight into the behind the scenes goings on at the Millennium Stadium

At 1500 the organizers had a Ceremonial Finish outside the Town Hall where the top runners drove up a ramp and had their photographs taken by the worlds press

And that was the end of Rally Wales GB for another year!

John D Brownlie

MOTORING

F1 Singapore GP 2008

Sunday 28th September 2008

F1 drivers stressed that they had no concerns about the safety of potentially racing in wet conditions under spotlights during the inaugural Singapore Grand Prix when it was held on Sunday 28th September 2008

Formula 1's drivers have dismissed suggestions the inaugural Singapore Grand Prix – the sport's first-ever night race – might turn 'dangerous' should the predicted monsoon-like rain materialise.

Drivers and teams had to acclimatise to a new circuit and racing under spotlights, with 1,500 ten-metre high projectors – equipped with 2,000-watt halide bulbs, generating light four times stronger than that inside a football stadium, spaced four metres apart around the 3.15-mile Marina Bay Street Circuit.

Not only that, but with high levels of humidity and a strong possibility of rain – and heavy rain at that – over the course of the weekend, the issue of safety has been raised, with no one knowing how the glare from the bright lights will affect visibility around the tight, twisty and narrow concrete barrier-lined track should they reflect off surface puddles.

"There was a big chance of rain as we are very near the Equator and it often comes down very heavily," three-time former F1 World Champion Sir Jackie Stewart, suggesting the top flight's 20 drivers were quite literally setting off on a journey into the great unknown in the Far Eastern city-state. "If that happens the drivers have to cope with a new circuit, their first night race and the rain. It is a big task."

"The weather will be a key factor," agreed Honda team principal Ross Brawn. "It will be hot, wet and very humid and there is a 50 per cent chance of rain on any given day in September."

"These are difficult conditions to work in, for both the team and the drivers. However, it could lead to some very exciting on-track moments on a circuit lined with barriers."

The Singapore Grand Prix was being treated as something of a 'toe-in-the-water' guinea pig exercise for holding similar night-time races in other countries like China, Japan and Australia, but Grand Prix Drivers'

Association (GPDA) chairman and McLaren-Mercedes test driver Pedro de la Rosa is confident there will be no undue worries.

"The bottom line is, if it's not raining, we are 100 per cent sure that it will be fine," the Spaniard told British newspaper The Times. "There will be no issues. People talk a lot about the tunnel at Monaco, but when you are driving, you don't even notice it."

"If it rains, we don't know because no one has tried it, but if we have enough light, it should act in the same way as if it's raining in daylight. I don't see it being dangerous. At the GPDA, we have not expressed our concerns because we are quite comfortable with it."

"I think it's a great idea; we just have to adapt to it. There will be more in the future, so we have to make sure we get it right."

"This is the first one and we are not sure what we will find, but the information that [FIA race director] Charlie Whiting has given to us is very positive, so we don't see any problems. I'm sure the second race will be better, but as a start, this should be fine."

"It will be quite a fun challenge," agreed world championship leader Lewis Hamilton, "and I like a challenge. I've never raced at night before, but I don't think it is going to be a problem."

"It doesn't seem to be a problem in other sports and there have been huge preparations for this, so it will be great."

THE PROGRAMME

On Wednesday 24 September 2008, having just arrived, four Club members set off to walk the entire track. In fairness it was drizzling a bit, so two decided to return to the hotel but the survivors managed to walk the entire track including stopping for pole position photos on the main straight and a walk along the entire length of the pits to see the status of all teams except Ferrari, whose garage was closed

The track was in the final stages of preparation with barriers being erected and the final touches to the lighting system

We were invited to visit the McLaren pit garage on Thursday 25 September 2008 and walked to the paddock gate, using the second level security badges. We entered the pit lane and our host raised the barrier to let us into the area reserved for pit crew right next to practice wheel changes.

We stood adjacent to Lewis Hamilton who was talking to his Race Engineer

We walked back to the Ferrari garage but again it was closed but just past it the course and safety car were parked up in their special areas. As we walked back the Red Bull, Williams and BMW teams were all practising wheel changing.

We stood immediately outside the McLaren garage, hearing random people coughing so turned to find the Worlds Press wanting to take photographs of the action.

Our host took photos of the four of us in front of Lewis Hamilton's car, then escorted us through the pit area (no photos) showing us the screens (duplicate to pit wall plus a bit) at the back of the garage

The afternoons and evenings of Friday and Saturday were spent watching Practice then Qualifying from at Turn 2. We even took a flight of the Singapore Flyer during the Aston Martin Asia Cup, Porsche Carrera Cup Asia and Formula BMW Pacific sessions

The grandstands finally filled up completely on Sunday 28th September 2008 for the Race, which was made notable by the critically timed safety car periods and for Massa driving the entire length of the pit lane with the refuelling hose still attached

Alonso drove a blinder of a race and Trulli's strategy of filling up with a full tank of fuel for a one stopper nearly paid off!

We took the opportunity to have tea at Raffles on Monday 29th September 2008, including trying out the famous Singapore Sling

WHAT AN ADVENTURE!!

DON'T FLY ME

It has been reported that an employee for ansett australia (airlines), who happened to have the last name of Gay, got on a plane recently using the company's 'free flight' offer for staff. However, when Mr Gay tried to take his seat, he found it occupied by a fare paying passenger.

So, not to make a fuss, he simply choose another seat. Unknown to Mr Gay, another Ansett flight at the airport experienced mechanical problems. The passengers of this flight were being re-routed to various other airplanes. A few were put on Mr Gay's flight and anyone who was holding a 'free' ticket was being 'bumped'. Ansett officials, armed with a list of these 'freebee' ticket holders boarded the plane, as is the practise, to remove them in favour of fare paying passengers. Of course, our Mr Gay was not sitting in his assigned seat as you may remember. So when the Ticket Agent approached the seat where Mr Gay was supposed to be sitting, she asked a startled customer "are you gays?" the man, shyly nodded that he was, at which point she demanded: "then you have to get off the plane." Mr Gay, overhearing what the Agent had said, tried to clear up the situation: "you've go the wrong man. I'm Gay!" This caused an angry third passenger to yell "hell! I'm gay too! They can't kick us all off!" Confusion reined as more and more passengers began yelling that Ansett had no right to remove gays from their flights.

- new york times

It is reported that Ansett have refused to comment on the incident

ANNUAL BRUNEL TROPHY CONTRACT BRIDGE COMPETITION 2008

The Civil Engineers' Bridge Club organises the competition for the Brunel Trophy, which was presented to the club by Travers Morgan in 1990. The event is an annual all-day multiple teams-of-four event. The trophy itself is a handsome cut glass crystal bowl.

In 2008 the competition returned to where it was first held at the Young Chelsea Bridge Club in Earls Court, London on 10 October. Nine teams entered and the competition was as always fierce.

The winners from the previous year returned to retain the trophy- a scratch team consisting of Andrew and Liz Cleary, Paul Lamford and Stefanie Rohan. Congratulations are due to them all and well played to all the other players.

After the bridge the evening dinner was taken in the nearby Little French restaurant. This is a very pleasant and intimate local restaurant which looked after us well.

Next year's event will be held at the Young Chelsea Bridge Club again on Friday 31 October 2009. If you are interested in playing please contact me and if you don't have a team or even a partner don't worry- if you let me know early enough I can usually find others to make up a team.

Peter Richardson
Honorary Contract Bridge Secretary
Civil Engineers' Club

Telephone (H) (020) 8531 8860

MOTORING Ferrari Experience Rockingham Saturday 20th September 2008

Did he go faster than the aircraft that brought him from Belfast??

Jack MacFarland, a member from Northern Ireland, flew over to Rockingham for the day to experience the staggering Ferrari 360

He started with the usual signing on and then briefing before being taken under the oval into the infield

He was behind the wheel of the fabulous 400bhp Ferrari 360. He was introduced to his instructor Barry Evans, who then pushed him to the limit in the world's most challenging motorsport, testing his skill and reactions.

He had a fantastic set of laps gradually getting faster and faster until he finally had to give the keys back to the instructor

He was then taken back for a debriefing before collecting souvenir photographs of the day

NEW STOCK MARKET TERMS

CEO --Chief Embezzlement Officer.

CFO-- Corporate Fraud Officer.

BULL MARKET -- A random market movement causing an investor to mistake himself for a financial genius.

BEAR MARKET -- A 6 to 18 month period when the kids get no allowance, the wife gets no jewellery, and the husband gets no sex.

VALUE INVESTING -- The art of buying low and selling lower.

P/E RATIO -- The percentage of investors wetting their pants as the market keeps crashing.

BROKER -- What my broker has made me.

STANDARD & POOR -- Your life in a nutshell.

STOCK ANALYST -- Idiot who just downgraded your stock.

STOCK SPLIT -- When your ex-wife and her lawyer split your assets equally between themselves.

FINANCIAL PLANNER -- A guy whose phone has been disconnected.

MARKET CORRECTION -- The day after you buy stocks.

CASH FLOW-- The movement your money makes as it disappears down the toilet.

YAHOO -- What you yell after selling stock to some poor sucker for £240 per share.

WINDOWS -- What you jump out of when you're the sucker who bought Yahoo @ £240 per share.

INSTITUTIONAL INVESTOR -- Past year investor who's now locked up in a nuthouse.

PROFIT -- An archaic word no longer in use.

ANGLESEY TRACKDAY Saturday 25th October 2008

The weather stayed fine for us, after a very worrying week of very variable conditions

A return visit by six Club members was made to the Anglesey track on Saturday 25th October 2008, when there was an open pit day.

This meant that having arrived, signed on and been briefed, the pit lane was open for the entire day except for an hours lunch break

The sighting lap was used to set the way points for timing using the software GPS Performance, using a regular GPS receiver and sophisticated algorithms, GPS Performance is able to accurately measure 1/4 mile dashes and 0..60 timings. We defined the circuit for timing laps and up to 5 split times per track. The runs were fully configurable, allowing custom distances and speed ranges to be specified, and tracks are created simply by driving around the circuit.

We again had to get used to one of the longest corners in Europe stretching from The Hairpin to Rocket. The climb and turn in to Rocket is breathtaking but then a few seconds later you have to negotiate the Corkscrew

We each had seven runs lasting 20 minutes a run, making sure that petrol was filled and radiator system were cooled between runs

RedR Supporter Bulletin

RedR trains the Logistics Emergency Team

As part of a partnership between the private and humanitarian sectors, RedR has recently completed a series of three global training events for personnel from a tri-corporate consortium, consisting of UPS, TNT and Agility, in the basics of humanitarian response to disasters.

The consortium is working with the World Food Programme as part of the UN-backed logistics cluster. The training took place in Düsseldorf, Singapore and Miami. Read more about this latest development.

Supporter events

We are incredibly lucky to have a passionate and thrill-seeking supporter base. In recent months people have been putting themselves through all sorts of tasks and challenges on behalf of RedR.

For example, Karl Fitzgerald ran the Berlin Marathon in September - finishing in an impressive sub 4-hour time. Closer to home, Nick Hewson cycled the 900 mile stretch from Land's End to John O'Groats and Jon Shanks ran the Bath Half Marathon dressed in a complete Isambard Kingdom Brunel outfit! To organise an event or to get involved in RedR events click [here](#).

Sri Lanka Challenge

The Sri Lanka Challenge will be taking place on 10 - 21 June 2009. The ten day trek to the historical Indian Ocean island takes in elephant safaris, perfect beaches, jungle treks and spectacular waterfalls.

To be part of this amazing adventure or to find out more details please contact us.

Flora London Marathon

The Flora London Marathon is one of the most famous and spectacular road races in the world, taking in the most stunning sights and landmarks in the capital. The 2009 Marathon promises to be the biggest and best yet.

RedR still has a few remaining spaces for this event and we'd love you to come and join our running team on Sunday 26 April 2009. If you've secured a place through the ballot and would like to run on our behalf then it'd be great to hear from you.

To be part of our team please contact us or call 020 7840 6005 today!

Focus On...

Payroll Giving

Payroll Giving is the easiest tax-free way for individuals to donate to RedR. When you choose to give through Payroll Giving, your donation is taken from your pay before tax is deducted, so it costs you less to give. For example, it will cost you £8.00 to donate £10.00. If you are a higher rate taxpayer, it will cost you just £6.00.

If you would like to sign up to Payroll Giving, check with your HR department to find out whether this facility is already in place. If it is not, ask your company to consider signing up to the scheme.

For a Payroll Giving form or for more information on the scheme, please email us at fundraising@redr.org.uk.

The Civil Engineers' Club - Mission Statement

The objectives of the Club are:-

- i. to be "at the heart of society, delivering sustainable development through knowledge, skills and professional expertise."
- ii. to promote social and sporting activities amongst civil engineers and their families
- iii. to give retired Members of the Institution the opportunity for maintaining friendships established during their professional life
- iv. to enhance the image of the Civil Engineer through the organisation of major events.

CONFUSION

Related confusion comes to us from The University College London intranet, which asked Chris Mcmanus to "make sure that your new password is between 7 and 8 characters".

Mcmanus wonders: "how do I type that pesky 0.4 of a character into the password?"

LONDON UNDERGROUND

RETURNING to the spatial aspect of things, Joe Geesin was intrigued to hear an announcement on London Underground's Central line that the train he was on, which was experiencing delays, would be proceeding "One stop at a time". "Is this as opposed to the quantum practice of proceeding two stops at a time?" he asks.

acknowledgement

FEEDBACK New Scientist

LIKE FALLING OFF.....

Q - why is it easy to balance on a moving bike, but almost impossible to stay upright when it stops?? Angela rouse, london, uk

A - The usual notion is that to steer to the left you push the handlebars to the left. However, experiment by holding the handlebars with your fingertips and you find that pushing the handlebars to the left by a couple of centimeters make the bike turn right, rather than left. This counter-intuitive effect arises because turning the handlebars a little to the left makes the bike lean to the right, which then 'turns' the bike to the right.

**Mark Pettigrew
Sheffield, South Yorkshire, UK**

acknowledgement to:-

Newscientist Do polar bears get lonely??