



# The Civil Engineers' Club

of The Institution of Civil Engineers

## Social and Sporting Events



2010 Newsletter

## Chairman's Report - 2010

It does not seem possible that a year has passed since I last wrote a report for our Newsletter. I am pleased to say the Club is in very good shape and my sincere thanks to all the Committee members and event organisers who work so hard to make our activities such a success.

Perhaps the highlight of 2009 was our 30th Birthday Party: a lunch on a glorious Sunday at Putney Rowing Club (report in this Newsletter) on 14th June 2009. A very enjoyable occasion, an excellent Lunch overlooking the Thames. We were pleased that the President Jean Venables and the Senior Vice President were able to be our guests.

The Club is very active in many areas but we could do more, we seek members of The Institution who may be interested in other activities and sports to start further sections for Civil Engineers to meet and enjoy, some ideas are mentioned in the Secretary's Report but we are not limited to them and any new activity would be welcomed by our Committee. We also wish to encourage younger members to be active in the Club.

Some members reading this report may be asking what contribution they can make, we would welcome a discussion with anyone who is wondering if their particular interest or location in the UK is a barrier to participation. Almost certainly it is not. We would like to expand our Visits and Events nationally. I appreciate that visiting a particular site often depends upon the distance one has to travel and the possible need for somewhere to stay. So it is important for the Club to have a programme involving all the regions of The Institution.

We owe a deep debt of gratitude to some of our Committee members who have decided to pass on their responsibilities to others: John Witchell our Deputy Chairman, David Comber our Treasurer and Howard Barrett have all done sterling work on behalf of the Club over many years. Our very sincere thanks for their dedication and commitment, we will find it hard to replace them with people who offer the same enthusiasm and hard work for the Club.

Finally I would like to thank John Brownlie our Secretary, who is tireless in his efforts to make The Civil Engineers' Club an organisation which serves all Civil Engineers who have a passion for sport, hobbies and visits.

Mike Cottell  
28<sup>th</sup> March 2010

# Secretary's Report - 2010

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

We held our 30th Birthday Celebration at the London Rowing Club at Putney in June, when a large group sat down for a lunch overlooking the river. A report is contained in the Newsletter

For a number of years we have been aware of room charges at Great George Street and this became a hot potato at the end of the year when a number of ordinary members of The Institution discussed the situation in New Civil Engineer

The sections are doing well with Sailing and Walking doing particularly well.

There are two things that we are wanting to expand

Young members – in particular, we feel that Presidents Apprentices might like to join, not only the Club but also the Committee

New Sections – we are continually looking to expand and encourage anyone with enthusiasm to make a suggestion for a new section

Please also remember to include your eMail address when you renew your ICE subscription. It would also be useful to have your mobile phone number for more swift access, please send this to me

A regular monthly look at the Club Web site ([www.ceclub.org.uk](http://www.ceclub.org.uk)) is a wise idea, particularly at the programme section

We have been experimenting during 2009 with RSS feeds, so if your mobile phone is internet enabled, try accessing this feature

We now look forward to a very exciting programme in 2010, of which you received details in early January with the 2010 Flyer

I very much look forward to meeting you on one of the events during the year

John D Brownlie  
28th March 2010

# 30<sup>th</sup> BIRTHDAY CELEBRATION 14<sup>th</sup> June 2009

The 30th birthday of any social club is a significant event. It marks the fact that the initial enthusiasm of the founders has been followed up by their successors and that the club is in a vigorous and healthy state and will continue to thrive.

We looked at several venues for both a lunch and a dinner and selected the London Rowing Club on the river at Putney as an ideal setting for a Sunday lunch. Fortunately the weather supported us and our pre-dinner drinks were enjoyed on the balcony watching the athletic activities on the river below us

The Club had a fabulous celebration of its 30th birthday on Sunday 14th June, when we met up for lunch at The London Rowing Club in Putney.

The day was a warm sultry day and 38 members and wives attending and enjoying pre meal drinks on the balcony, overlooking the Thames

We were joined by The President Jean Venables and her husband Roger, the incoming President Paul Jowitt and his wife Jane, the 2011 President Peter Hansford and his wife ?? together with the Deputy Director General of The Institution, Hugh Ferguson and his wife Rosemary. Sadly Tom Foulkes could not join us as he had a prior engagement.

We sat down at six round tables and were served with our delicious meal of salmon

Then came the after dinner speeches when Mike Cottell, Jean Venables spoke. Then Barry Staynes, Robert Freer and John Witchell gave absent friends toasts.

We then congregated on the balcony for photographs before making our separate journeys home

So where will we hold the 40th and 50th celebration

# TOAST TO ABSENT FRIENDS

John Witchell proposed the toast Absent Friends. Reference was made to our first Chairman Urquart Broadbent, Archie Shaw, Ken Scott and Garth Watson, who were prominent in the formation of the Club and also, among many others, to Robin Wilson, who presented the Brunel Trophy for bridge and the Smeaton Trophy for sailing, Bill Francis, who established and presented the Thomas Telford Trophy as a national interregional golf tournament, Peter Richardson [Bridge], Peter Morice [Wine], Hubert Carr [Modelling], Ray Horner [Visits including a memorable one to the Thames Barrier], John Gibbs, who made the Telford Trophy, Robin Wilson our first secretary and Mary MacBride our first treasurer

# WALKING SECTION

This year there have been 5 walks: 17 January, 18 April, 30 May, 12 September and 7 November.

In January we had a circular walk of approximately 7 miles which began from Richmond Station passing through Richmond Park and following the Thames Path. Lunch was at The Rose of York. A highlight of this walk was spotting a baby kestrel in one of the trees in the Park.

The April walk of 7.5 miles started from Lingfield Station and took a route through the Surrey countryside; farmland and woods, some interesting and unusual stiles and sites were encountered. Lunch was at the Peacock Lodge.

The May walk of 8 miles began at Knowle Deer Park and followed the Greensand Way to Ightham with spectacular views across the Weald. Lunch was at Ightham Mote before returning by a different route.

The September walk went from Gomshall Station along the North Downs via Colekitchen Farm to Silent Pool. After a short break the route passed by St Peter and St Paul church and crossed Albury Park to enter the picturesque village of Shere by the Tilling Bourne river. After lunch at The White Horse the walkers headed south then east crossing a railway, woodland and farmland before returning to Gomshall.

In November 41 keen walkers met at London Bridge Station. They crossed the bridge to Monument, and then took a route downhill to St Mary-at-Hill into Great Tower Street and along Mark Lane, passing a narrow passage beneath Fenchurch Station. Among the many places of interest were the Spanish and Portuguese Synagogue, The Lloyds Building, The Gherkin, The Leathersellers Hall, The Natwest building, The Dutch Church, Drapers Hall, The Bank of England and the statue of Wellington. Witherspoons Cross Keys in Gracechurch Street was a most enjoyable venue for lunch.

Five walks are planned for 2010. The first will be on 16th January starting from Wimbledon Park Station, details will be circulated shortly.

For further details, nearer the time contact:-

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## HOWARD BARRETT

During the course of the year Howard Barrett stepped down from leading the Walking Section from its inception in 1996 and handed over to Tony Barber. We would like to thank Howard for all his support and leadership and hope that he will be able to keep in touch in the future. A presentation was made to Howard at the September walk.

Tony Barber  
22/2/10

## Apr 2009 NCE GO-KART TEAM PIPPED AT THE POST

The team led by NCE editor Antony Oliver (number 26) was in front for much of the 90 minute Raymond Brown Construction (RBC) Go Karting event at Buckmore Park in Kent, where Lewis Hamilton honed his skills.

But even with RBC Managing Director Andrew Woodward in the team they lost out by 60 seconds when in the last 20 minutes their close rival staged a stunning fight back. As the saying goes, there's only one winner, and that team included Tony Sheach of Peter Brett Associates, Tim Hawkins of Biogenie, Fraser Whyte of Strand Harbour Developments and David le Lohe of RBC.

Well done to them and thank you to Raymond Brown for being the host for a great day out.



# 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 class in the ISC Round the Island Race.

The 2009 winner was Roller Coaster sailed by Denis Bates' second was Genie sailed by Philip Kingston.

## Smeaton Trophy

Awarded to the yacht sailed by a member of The Institution of Civil Engineers or its staff in the ISC Round the Island Race having the lowest quotient determined by dividing the yacht's finishing position in its class, group or division by its finishing position in that class, group or division.

The 2009 winner was Fulmar sailed by David West and Nick Hounsell. Mailys sailed by David Hardcastle was again second and Arvika sailed by Mike Gorvett third.

## Elvera Trophy

Awarded for the most interesting and informative log submitted by a member of the Institution of Civil Engineers or its staff covering a cruise/voyage/race carried out in the past year.

Regrettably there were no entries for the 2009 Elvera Trophy.

# SAILING SECTION

## Start of Season Supper

The Start of Season Supper 25th April was in the newly refurbished Mary Mouse Lightship at Haslar Marina, where the restaurant is now called The Lightship. It was a good choice for a noisy discursive evening, and the food was pretty good too. Mike Broughton and Jill Gill, Roger and Alyson Hyde arrived by sea, George and Wendy Lyons, John & Tricia Witchell, and Alec Leggatt came by land. Tony Pei got lost somewhere on route, but we think everyone got safely home.

## Shake Down Cruise to Beaulieu and Newtown Rivers 2nd to 4th May

On Saturday, Royal Southampton Yacht Club let us moor on their jetty, at Ginns Farm on the Beaulieu River. "Us", on this occasion was Mike Broughton, Fiona and David Topley in Moonshadow, Roger and Alyson Hyde in Cohort, Matt Woolacott, Ana Ramos and Alec Leggatt in Dreamer, Colin Smith, Gerald and Diana Davies in Osprey, up from Christchurch. This was a good turn out considering the tides were adverse for most of those attending. But by recompense, the weather was kind.

It was a fine evening and we had a delightful meal at Ginns Farm made perhaps even more relaxed by the fact that none of us had to clamber into dinghies and set off to find their boat in the dark.

The next day, Moonshadow left for Portsmouth, Osprey for Lymington and Christchurch, Dreamer and Cohort for Newtown to meet David West and Ray in Fulmar. There was a big tide running, so getting out from the jetty put our skills at boat handling to the test and we all came away smiling. A great sail to Newtown in good winds and sunshine.

Newtown Creek was full but not crowded and Cohort and Dreamer rafted up at anchor in Clamerkin Lake and enjoyed lunch in the sun. Dreamer then caught the tide back to Portsmouth leaving Roger & Alyson to walk up on to Hamstead in sunshine with fantastic views over the east and west Solent.

Meanwhile Fulmar had been battling tides from Langstone Harbour had arrived and anchored above Lower Hamstead where she can take the ground. It was too cold for a beach barbeque, so we met on board Fulmar for dinner; David and Ray did the honours and we ate well. By the time we went back to Cohort, it was freezing.

The following morning, Cohort sailed slowly back to Portsmouth, while Fulmar went on to Yarmouth before returning home.

An excellent shakedown, the company was fun, the eating excellent, Beaulieu River and Newtown Creek are among the most beautiful places on the south coast, the weather was fine, all the sails were given an airing and nothing broke.

## Bank Holiday Cruise to St Vaast la Hougue. Friday 22nd May to Monday 25th May

This year, by way of a change, the weather forecast was reasonable for the planned channel crossing on Friday night, and looked reasonably set fair for the following days and return and there were no plans by the local fishermen for blockades.

Three boats set out, Dreamer sailed by Matt Woolacott, Ana Ramos, Ben Woolacott and Emily Hancock, Cohort with Roger, Sam and Will Hyde, Moon Shadow with Mike Broughton, Ian Saxil-Nielsen and Andrew Smith.

Dreamer found they were without battery power, so no navigation lights or engine, and delayed until the Saturday morning hoping to find a quick fix to the fault. Luck wasn't with them and late on Saturday they took the hard decision to stay this side of the Channel and discover the power of a Solent Spring tide and the benefits of sailing with it.

Cohort and Moon Shadow both had good passages and aided by judicious use of engines arrived in St Vaast in time to lock in on Saturday morning.

St Vaast has a Saturday morning Market, where we all enjoyed the pleasures of a local French food market.

Later we all met up for an excellent joint supper in the marina café. Such is the pressure of a sailor's life!!

On Sunday, we visited Ile de Tatihou on an amphibious vehicle which took us to Tatihou on the high tide, and 5 hours later back to the mainland on its wheels through the mussel and oyster beds. It was a perfect sunny day for lazy picnics, paddling and a little exploring of the local Fort.

Both boats left St Vaast at about midnight on Sunday on a very dark night, and learnt the value of sector lights to keep on course. The weather on the return was variable with some wild squalls and periods of relative calm, but both boats were back in Portsmouth early afternoon and able to meet on the Hardway Sailing Club jetty with Dreamer and its crew who had also had an enjoyable weekend.

## East Solent Treasure Hunt 6-7 June

This had to be cancelled because of bad weather

## Channel Islands Cruise 3-12 July

This was a very successful cruise, after a gap of three years, 2008 having been cancelled due to bad weather. We have made new contacts in the Channel Islands CIGPE and we have restarted the pattern of the engineering visits which give a particular focus to the CEC cruise. The Channel Islands provide a unique sailing environment of great beauty. The big tides, tide races, rocky coasts, big swells coupled with the Channel crossing make them a rewarding cruising ground. I hope more will take up the challenge.

The plan was to meet in Alderney on Sunday 5th July have Monday there, then sail to St Peter Port on Tuesday and to St Helier on Friday. Engineering visits had been arranged in both Guernsey and Jersey, and social events in all ports.

Moon Shadow sailed by Mike Broughton, David Topley and Andrew Smith arrived in Braye Harbour first and when Roger and Alyson Hyde in Cohort joined them on Sunday evening some very strong G & T's were drunk in celebration.

Meanwhile Shaker Too, with Don and Anne Wade, was beset by electrical faults and had diverted to Weymouth to sort out the problems.

The fourth boat, Brock (David Whiting) sailing from Granville en route for Brittany, had taken the weather window and sailed west so was also unable to meet up with us in the CI.

On Monday, Braye and St Mary's were explored. We took the train from Braye to Quenard Point where we visited the Smeaton designed lighthouse. We were all struck with the brilliance of the original design and that a low energy sustainable design had now been replaced with an "improved" unmanned but high energy system. How profligate we have become with the use of fuel.

By Tuesday, the weather window which gave us a good Channel crossing, had been replaced by strong south west winds and our planned sail to St Helier was delayed until Wednesday. Bicycles were hired and the island circumnavigated by land. Viewed from the safety of the land, the tide races in the Swinge looked particularly daunting in the strong winds.

"Events" continued to upset the smooth passage of the cruise, and Moon Shadow had to return home. So on Wednesday in west F4-5 winds,

Cohort sailed alone for St Peter Port, having a good passage slowed by the remains of the big seas generated by the previous two days heavy winds.

In St Peter Port, we were met by Mervyn Atkinson and a revised programme agreed for our "reduced" numbers. The planned engineering visit to the Bellegreve Pumping Station and lunch at the Guernsey Yacht Club on Wednesday had already been cancelled.

On Thursday, we went to Hern by ferry for a gentle walk and lunch returning to find that Don and Anne had arrived in Shaker Too after a very fast sail from Weymouth to Alderney on Wednesday and to Guernsey on Thursday, and were able to join a very enjoyable dinner in Le Petit Bistro with Mervyn and Pam Atkinson and Alan Powell of the Channel Islands Group of Professional Engineers.

On Friday, Cohort left early for St Helier stopping to anchor in the sun for lunch in Dixcart Bay, Sark. Shaker Too more sensibly took a direct route to St Helier because by afternoon the rain had set in and it was decidedly gloomy when Peter Robinson met us in his boat outside St Helier and led us in.

The visit to La Collette Reclamation & Waste to Energy Plant on Saturday morning led by David Grave, Peter Robinson, Dominic and Alan of CIGPE and was a great success. We were given a helpful introduction to the scheme in the site offices before being taken round the site by the team who the night before had received an award for its design and construction.

Saturday evening, we all met in the St Helier Yacht Club for dinner.

Sunday morning had Cohort leaving early to catch the first of the tide around the east of Jersey. It was a dull start, enlivened by porpoises just outside St Helier, but became a sparkling sail up past Les Ecrehous, and north out through the Alderney Race and across the Channel to Studland, where we anchored overnight and then onto Portsmouth. Shaker Too had a more leisurely return planned via Granville, and Cherbourg.

## Beaulieu River - August 29th & 30th

The weather turned foul on Saturday, and the passage between Cowes and the Beaulieu River was very testing as a F6 wind over a big tide set up a really steep sea. Attending were Roger Hyde in Cohort, Mike Broughton in Moon Shadow, Peter and Gill Hunter in their new boat Jay. We all anchored in the river close to the Beaulieu River Sailing Club, and given the typical August Bank Holiday weather were not surprised to find that

there was only one other boat in the anchorage. But it costs £5 to anchor in a beautiful uncrowded river against £30 in a crowded marina.

I had failed to confirm numbers with the RSYC at Ginns Farm and had lost our dinner booking, so we each brought a food and drink contribution to Jay, where Peter and Gill Hunter entertained us in great style to a superb dinner.

As often happens, the wind dropped and we had a quiet night. But in a somewhat depressing morning, Jay, setting off for a few days cruise, headed to Newtown Creek, while Moon Shadow and Cohort sailed up Southampton Water to visit Marchwood Sailing Club for lunch on their way back to Portsmouth. Marchwood made us very welcome, and we had the added pleasure of seeing four cruise liners including the Queen Victoria, the Oriana, alongside in Southampton docks.

Some quite tough sailing, some single handing practice, and good company made it a memorable weekend.

## Engineering Visit to I o W Steam Railway 19-20 September

One Helluva Train Set!

Our late season engineering visit last September was designed to provide a fun day for engineers and non-engineers alike as most crews tend to be mixed. With only light winds on the Saturday morning we needed the assistance of the mechanical sail (engine) to get us to Cowes by midday. Three boats, Marylou, Fulmar and Shaker Too, were already moored at Cowes Yacht Haven when I arrived in Moon Shadow, closely followed by Cohort, and we berthed our boats alongside the pontoon with no more than a foot to spare between us all.

The splendid weather allowed us to have lunch in the cockpit soaking up the rays before gathering at the High Street to meet the mini-bus for the half-hour drive to Havenstreet, which is the base for the Isle of Wight Steam Railway. It's run by a very professional team of enthusiasts, three of whom were on hand to give us a presentation on how the railway was created, how it's operated and the many challenges that the team face. They also gave us coffee and cakes which were delicious!

The railway was started by group of enthusiasts who initially secured a locomotive and a length of track between Ryde and Wootton. Being a resourceful lot they were very successful in persuading several organisations to donate or sell them engines and rolling stock for restoration at peppercorn prices. They discovered a famous engine named the Hayling Billy that, at one time, had transported visitors across



Hayling Island. Although the track is mostly gone now some of the route is still recognisable and the locomotive was being used as a rather large pub sign at the pub of the same name. The guys at the Steam Railway persuaded the owners to let them take it away and restore it.

In addition to the beautifully restored carriages standing at the station the engine sheds at Havenstreet are crammed with locos that have been restored, are in the process of being restored or are waiting their turn. As can be imagined, the costs of such an undertaking are enormous, especially when a new boiler is needed. It is a real achievement that they have done so much restoration, continue to carry out all the maintenance themselves, and still find time to run a railway service for the public to enjoy. Time and logistics didn't allow us to take a ride but we've been invited back in 2010 to get out along the track and see how it all works. I'll be there!

Mike Broughton - 'Moon Shadow'

## VOYAGE VACHES 5 - 6 December

The final rally for 2009 was less well attended than in the past, but there were a lot of new faces. Weather, as usual, played its part and although four boats were initially planning to come, frightening (and as it turned out, inaccurate) weather forecasts, led to the cancellation of the informal race and two retirements so only Weoghi with Geoff Mills, Suzie Mills, Miriam Harris and Alan Musker, and Cohort with Roger and Alyson Hyde made the trip, both from Portsmouth harbour. The weather in fact was almost sunny in the afternoon, with a chilly SW F4-5 blowing. The others, John and Tricia Witchell, Sepha Woods, David Whitiing, Biljana Miljkovic, Mike Broughton, David Topley came by ferry, and all met at the Island Sailing Club for an excellent dinner on the Saturday evening.

The predicted heavy weather (W F8/9) arrived in the evening and largely blew itself out by the Sunday morning leaving a downwind F6 to carry us back to Portsmouth on a nearly empty Solent in bright sunshine and with big smiles on our faces. Wonderful.

A truly characteristic and lucky outcome from Voyage Vache. Winter sailing at its very best.

# ANNUAL BRUNEL TROPHY CONTRACT BRIDGE COMPETITION 2009

The Bridge Section of The Civil Engineers' 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.

The twentieth competition was held on 9 October 2009 at the Young Chelsea Bridge Club in Earls Court, London. Eight teams entered and the competition was, as always, fierce.

The winning team was Jam Jars - a scratch team consisting of Jan Deterding, Robert Balchin, John Stimson and Martin Baker. Congratulations are due to them all and well played to all the other players.

After the bridge the evening dinner was again 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 8 October 2010. 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  
The Civil Engineers' Club

# Brunel Trophy 2009: Results

## Overall RANKINGS

Rank	Team Names	VPs
1	7 JAM JARS Robert Balchin, Jan Deterding, Martin Baker, John Stimson	119
2	2 TEAM 2 Sampat Sethia, Manju Sethia, Abhoy Agarwal, Indra Sethia	86
3	HOLLYWOOD Peter Richardson, Audrey Hartley, Maxine Etkin, John Levy	78
4	6 THE LATE TEAM Roy Cooper, Elsa Nelson, Nick Surface, Andrew Clery	69
5	3 LIVESEY Elise Young, Elaine Cochrane, Michael Galgut, Judith Griffiths	59
6	4 TEAM 4 Anil Bhandari, Frank Kirkbride, Mike Skelly, Trevor Wilkinson	57
7	8 MUSHROOMS Roland Gronau, Bill Linton, Tim Pelling, Naomi Cohen	51
8	1 TEAM 1 Mark Hutton, Chris Watkinson, Chantal Girardin, Carol Regulski	41

# NORTHERN IRELAND

## 15 May 2009 STRULE ARTS CENTRE

Strule Arts Centre, situated in the heart of Omagh Town, County Tyrone. This £10.5million purpose-built facility proudly presents an array of first-class arts and entertainment events throughout the year and is Omagh District Council's hub for arts, culture and creativity.

A visually impressive building and a creative landmark to the people of Omagh District Council, Strule Arts Centre houses, nurtures and presents a hive of vibrant artistic flair, offering creative outlets and opportunities for indigenous, national and international talent.

Our state-of-the-art building is a nucleus for music, theatre, comedy and dance performances, lectures, symposia, workshops, education events, films and exhibitions.

Strule Arts Centre has everything you need for arts, culture and creativity under one roof; boasting a 384 seat auditorium, 125 seat studio theatre, film and conference room, dance studio, recording studio, music rehearsal rooms, print workshop, ceramics workshop, exhibition space and Tourist Information Centre alongside The Weir Café Bar and outdoor amphitheatre.

# GOLF SECTION

The Thomas Telford Trophy 2009

## THOMAS TELFORD TROPHY 2009 CELTIC MANOR COURSE AT NEWPORT

After a gap of sixteen years, the TTT Tournament returned to Wales and to the course that in early October 2010 will resonate to the sound of 40,000 cheers if Europe can beat the US and win back the Ryder Cup - the Twenty Ten Course at Celtic Manor.

The course itself only opened in May 2008 after the Ryder Cup Committee had insisted that the former Wentwood Hills course had to be changed for the event.

Sir Terry Matthews, the Welsh IT entrepreneur and owner of the Celtic Manor complex agreed and poured £20m into the course redevelopment including a totally new £6m clubhouse.

Our initial approaches to Celtic Manor to host the event were favourable but in accepting the event we had to sign a contract – a rather substantial contract which required a 10% deposit and stage payments, but we didn't have any money or even sponsors at the time. So it was a great leap of faith when we signed up. Would we have signed if the recession had hit three months earlier – I wonder.

Our saviour turned up in the form of Alun Griffiths (Contractors) Ltd.- the firm that had been a major player in the redevelopment of the Twenty Ten Course. Their commitment to our event was incredible not only in financial terms but also in wanting to ensure that the event became a showcase for the Civil Engineering profession in Wales.

The organisation involved virtually monthly meetings from October 2007 when ICE Wales Cymru were first invited (or rather had their arm twisted in Royal Portrush) to be the 2009 hosts. It was only in early 2009 that we began to realise that this was not just any old golf day we were organising, it was the Thomas Telford Trophy involving two rounds for 64 players from 16 Regional Teams – “sorry” said Celtic Manor “no organisation with that number of golfers has ever played two rounds in one day on this course – you just won't fit it in”.

The problems were compounded by the fact that to make financial ends meet we had to fit in up to ten corporate teams playing one round and of course the TTT Veterans, the number of which we had no idea of at that stage.

Various permutations were drawn up and rejected as either being impracticable or not in the spirit of the TTT eg morning 9 or 12 hole foursomes. Course utilisation diagrams were prepared which were discussed, modified and finally accepted by Celtic Manor management. This meant utilising two tee starts at the 1st and 6th for the regional teams morning and afternoon with 6th tee starts for the Veterans and Corporates between 11am and 1pm. Buggies would have to be used by everyone as the first tee is nearly as far from the clubhouse as the 6th.

Only one thing was left to organise and this was totally beyond our control – the weather. After the wettest August for many years the auguries for September were not initially good until at last a high over the Azores finally brought good weather to Wales during the second week – our prayers had been answered.

So to the tournament itself. The reception was held in the Chairman's marquee and on the terrace of the Lodge Clubhouse overlooking the Roman Road Course where we were splendidly entertained by Cor Caerdydd (Cardiff Choir) and enjoyed a superb buffet supper.

The tournament day dawned bright and clear if a little chilly with an easterly breeze as the Regional Team members started arriving at the clubhouse from 7:00am to be relieved of their cars and clubs, the latter then turning up as if by magic on the correct buggy, each marked up informing players which tee they would be starting from, their starting time and which other Region they were playing with. The military precision with which the 60 or so buggies were loaded, directed and timed out etc by the Twenty Ten staff was a sight to behold in itself.

The timings for the morning St Andrews foursomes worked incredibly well and enabled the Veteran groupings and Corporate Teams to slot in as planned. Lunch followed in the Spike Bar before the afternoon session when morning regional pairings were retained but played with a different region and from the alternate tee for the singles round.

Daylight was drawing rapidly to a close when the last of the golfers returned to the clubhouse, unfortunately Sir Terry hadn't installed flood lights for the last two holes – perhaps by the next time!

The event ended with the presentation dinner in the Augusta Suite of the Lodge Clubhouse with prizes being presented by our major sponsor and incoming Chairman of ICE Wales Cymru, Alun Griffiths OBE.

The morning foursomes was won by the North East pairing of Paul Musgrave and Andy Jackson with 36 points beating their fellow regional team members Clive Oliphant and Derek Smith (35 points). Allan Campbell and Stewart Evans of East Anglia were third with 34 points.

The afternoon singles was won by Julian McFarland (London North) with 34 points also winning him the Scott Quaich. Second was David Dickson (Glasgow & West of Scotland) also with 34 points and third was Andy Jackson (North East) with 32 points. Andy also won the Longest Drive Competition.

The morning performances of the North East players (total 71 points) gave them a 12 point cushion for the afternoon round over both East Anglia and Northern Ireland (=59 points). Another 107 points from the North East team in the afternoon saw them retain the Thomas Telford Trophy with 178 points for another year. East Anglia with Allan Campbell, Stewart Evans, James Glover and Stephen Foster managed to half their morning deficit with a strong 113 points performance in the singles to score a total of 172 points securing second place. London North with Julian McFarland, Colin Leather, Ken Duguid and Dino Nicola were third with 154 points.

The Veteran's Competition was won by John Walker of the Chilterns with Jack McFarland of Northern Ireland second who also won the Nearest the Pin Competition for the Regions and Veterans.

The Corporate Team Competition was won by the team from W.M. Clarke Ltd of Cardiff pipping ENCON on count back with C.D. Gray Associates third. Players from our main sponsors team, (Alun Griffiths Ltd.) Brian Kemp and Andrew Morris picked up the prizes for the Corporate Nearest the Pin and Longest Drive Competitions respectively.

To round off the event Paul Musgrave Golf Captain ICE North East Region invited the other regions to participate in the 25th Thomas Telford Trophy to be held at de Vere Slaley Hall, near Newcastle on 5th & 6th September 2010.

The ICE Wales Golf Committee are indebted to our main sponsor Alun Griffiths (Contractors) Ltd, Thomas Telford Ltd. (prize sponsors), The Civil Engineers Club (commemorative glassware), ICE Wales Cymru Office (logistical support), other co-sponsors and organisations who supported the event, and Howard Barrett (TTT Captain 1993), for overseeing the Nearest the Pin Competition throughout the day. Also a special thanks is due to the 16 Regional Golf Captains/Organisers who distributed information to their team members and responded on time to deadlines for entries etc in the run-up to the event.

A selection of photographs of the event is included elsewhere in this newsletter.

Thomas Telford Trophy 2009 Organising Committee.

Chairman.	Chris Gray.
Secretary.	David Thomas.
Committee.	Idris Thomas.
	(TTT Captain 1992 Royal Porthcawl).
	Ian Davies
	Barry Jones.
	John Coles (Main sponsor's representative)

November 2009.

David Thomas.

## CONTRACT BRIDGE



Brunel Trophy winners 2009: Jam Jars team comprising from the left Martin Baker, Robert Balchin, John Stimson and Jan Deterding

## GOLF



North East Region receiving the Northern Regions Trophy

## COLEHAM PUMPING STATION



One of the two beams

## DUBLIN GRAND PRIX



The soon to be converted Main Straight of the Park and the Circuit





Some of the group who attended the visit

#### SAILING IN THE GULF



Sailing activity in the Gulf  
(and we didn't get hijacked by the Iranians!)  
Jonathan Hammond and Tim Askew off Dubai

#### SHREWSBURY ABBEY ROOF



Some of the graffiti



A few of the attendees



## THE OLD MUSIC HALL, SHREWSBURY



The Project Board



On the stage of The Old Music Hall soon to be a Museum

## ABU DHABI F1 GP, YAS ISLAND



Pre visit to Yas Island Circuit



Abu Dhabi F1 GP, Yas Island

## THOMAS TELFORD TROPHY 2009



TTT at Celtic Manor 2009



Driving at the 6<sup>th</sup> – TwentyTen Course, Celtic Manor



TT Trophy presentation to the North East  
Left to right Prof Bob Lark, Derek Smith, Paul Musgrave  
Andy Jackson, Clive Oliphant, Alun Griffiths, Chris Gray

## KARTING



Antony Oliver out front (for the time being!)



## SAILING



Returning from the Channel Islands



Dinner in Jersey



Sailors cycling round Alderney Fort Clonque in distance



Moon Shadow alongside in St Vaast



TCEC Boats in Braye, Alderney



IoW Steam Railway visit



Maintenance up the mast in St Vaast





"why did you stop?" or "this used to be a National Park" (photo credit: Jeff Deung)



" never had so much fun sitting down!"



Horstman at Brooklands



Sunbeams can take you to grand places – Wilton House for National Rally



Motorhead Turpin and Reggie 1968



30<sup>th</sup> Birthday Celebration group on  
the balcony of The London Rowing Club



The Horstman Factory in Bath



Ken Burton and BXY9





Hannah Perry (Paul's daughter) driving him up  
Prescott Hill Climb - 20<sup>th</sup> July 2009



Paul Jowitt driving his wife up Prescott Hill Climb  
in the ICE Presidents limousine 20<sup>th</sup> July 2009



Paul Jowitt's other Morgan



London to Brighton 1971  
and yes it is Paul Jowitt in the back!!

# THOMAS TELFORD TROPHY 2009 CELTIC MANOR RESORT PRIZE WINNERS LIST

## **Regional Team Competition.**

1st.Place. Paul Musgrave.  
Andy Jackson.  
2nd.Place. Clive Oliphant.  
Derek Smith  
3rd.Place. Allan Campbell.  
Stewart Evans.

## **Morning Foursomes.**

36 North East Region.  
35 North East Region.  
34 East Anglia Region.

## **Afternoon Singles.**

1st.Place. Julian McFarland.  
back  
2nd.Place. David Dickson.  
34  
West of Scotland Region.  
3rd.Place. Andy Jackson.  
32  
North East Region.

Nearest the Pin. Jack Mc Farland.(Vet).

(13th hole). 2.08m

Longest Drive.

(11th.hole). North East Region.

Northern Ireland Region.  
Andy Jackson.

## **Scratch Prize. Scott Quaich.**

Winner Julian Mc Farland.

28  
London North Region.

## **Past Captains Balls.**

Winner Ken Clowes.

Chilterns Region.

## **Overall Competition.**

1st.Place. Pal Musgrave, Andy Jackson,  
Clive Oliphant, Derek Smith. 178 North East Region.  
2nd.Place. Allan Campbell, Stewart Evans,  
James Glover, Stephen Foster. 172 East Anglia Region.  
3rd.Place. Julian McFarland, Colin Leather,  
Ken Duguid, Dino Nicola. 154 London North Region.

## **Thomas Telford Trophy.**

## **Veterans Competition.**

1st.Place. John Walker. 25  
Chilterns Region.  
2nd.Place. Jack McFarland. 22  
back 9 Northern Ireland Region.

## **Corporate Competition.**

1st.Place. W.M.Clarke Ltd. 68  
back 9  
2nd.Place. ENCON. 68  
3rd.Place. C.D.Gray Associate. 65

Nearest the Pin. Brian Kemp Alun Griffiths Ltd.Team  
(10th hole).

Longest Drive. Andrew Morris Alun Griffiths Ltd.Team  
(4th.hole).

THOMAS TELFORD TROPHY 2009.  
CELTIC MANOR.  
REGIONAL RESULTS TABLE.

Place.	Region.	Foursome points total.	Singles points total.	Aggregate points.
1st	North East	71	107	178
2nd	East Anglia	59	113	172
3rd	London North	50	104	154
4th	East Midlands	58	93	151
5th	North West	47	103	150
6th	Glasgow & W.Scotland	52	96	148
7th	N Ireland	59	87	146
8th	S Eastern	50	94	144
9th	Wales	52	91	143
10th	London S	54	89	143
11th	Southern	52	89	141
12th	Yorkshire	52	87	139
13th	Edinburgh & E.Scotland	46	90	136
14th	W Midlands	41	88	129
15th	South West	49	74	123
16th	Chilterns	29	68	97
Average		51	92	143
points. 26 per pair. 23 per player.				

04 Jun 2009 NORTHERN REGION – 5 WAY  
GOLF COMPETITION

The North East Region won the Northern Regions 5 way event at Penrith on 4th June 2009

North East are now the proud holders of the Thomas Telford Trophy and the Northern Regions trophy.

That is until the Thomas Telford Trophy 2009 at Celtic Manor near Newport

RESULTS

5 Northern Associations Team Score		Team Total
First	North East	309
Second	West of Scotland	300
Third	North West	294
Fourth	Yorkshire	287
Fifth	East of Scotland	282

5 Northern Associations Individual Result		Total
First	Stewart Dunmore	43
Second	Paul Johnston	43
Third	Trevor Haigh	41

Longest Drive  
Mike Briggs

Nearest the Pin on the 4th  
Nigel Wilknison

# MOTORING SECTION

## STEVE CROPLEY'S AUTOCAR MORGAN CENTENNIAL

### SATURDAY/SUNDAY

Driving rain. But set out from home to enjoy Morgan's centenary bash, held at what turned out to be the perfect venue, Cheltenham racecourse (plenty of space for cars, plenty of protection from Gloucestershire's liquid sunshine).

The two-day event was peppered with concerts, lectures, exhibitions and lots of chances to survey the 3200 Mogs that turned up (the equivalent of 10years' production). The whole thing was crowned by a centenary ball at which Charles Morgan played a blinder by interviewing lots of celebs and Morgan insiders, including the Daily Telegraph hack who kyboshed the Aero 8's styling at its launch in Geneva in 2000. Charles enjoyed pointing out that Aero production has since passed 1000 units...

While wandering about, my eye fell on a familiar pre-war Ford-engined three-wheeler, labelled 'the Gerald Carr Morgan F4'. Gerry Carr, now deceased, was a venerable motoring hack I knew when learning this trade. He used this very Mog as daily transport into the 1980s; I remember him arriving at the launch of the Ford Escort in it. Didn't manage to meet the F4's present owner to enquire whether it's still in Carr's family. Many of the Mogs at Cheltenham hadn't changed hands for decades.

### 08-09 AUGUST 2009 DUBLIN GRAND PRIX

On 6<sup>th</sup> August 2009, ten members made a visit to Phoenix Park to see the preparations for the Dublin Grand Prix.

We assembled in the Phoenix Park Visitors Centre, where Ann Stevens, the Clerk of Course, gave us an insight into what has to happen to make the event happen.

What a fantastic project manager Ann Stevens is, handling all those different parameters, logistics, people, equipment, authorities, utilities

We travelled out to the chicane, which had yet to be built and on to Fairy Glen corner, where some concrete barriers had been placed. Anne explained that putting out concrete barriers, instead of hay bales, had reduced the build time by two days.

We continued around the track and stopped at the Start/Finish Line on Chesterfield Avenue - the Main Straight of the Park.

Over the next two days, we helped the organisers build the Chicane, using photographs of last years event.

We moved on to fix the Timing loop at Start/Finish line, this entailed manning a set of temporary traffic lights in Chesterfield Avenue

On the Saturday, I had volunteered to marshal so signed on in the Paddock at Farmleigh and then walked around the paddock, before going out to my post. But the location was changed and I eventually ended up manning the gate from the paddock that allowed the cars onto and back from the circuit

When I arrived on Sunday morning, Ann Stevens commented that she has exceeded her CEO role by having to go out and buy fresh supplies for the paddock loos

I walked to the start/finish line to collect and back to my post at the paddock gate. I was soon joined by Anna, which proved to be exceptionally helpful

I stayed on on Monday to help deconstruct the track, which was as simple as litter picking in the Paddock

The Phoenix Park Motor Races, featuring the Dublin Grand Prix for Formula Racing cars, took place in Europe's largest public park.

This year's race meeting celebrated the 80th Anniversary of the first Irish Grand Prix, and attracted more than 120 entries for the 13 races as well as pursuit sprints and demonstrations for different classes of cars and motor cycles.

The action started at 11.45 am on Saturday with the first of the sprint events, with the feature race, the Dublin Grand Prix, scheduled for 3.00 pm on Sunday.

Ann Stevens, the Clerk of the Course, said before the weekend: "We are hoping for good weather at the weekend so that the public may enjoy what is a free show, which would not be possible without the assistance of the Office of Public Works and the management of Farmleigh."

## MOTORING 2009

Members have attended a wide variety of events throughout the world this year ranging from Formula 1 to Victor Meldrew Trophy at Brands Hatch

### FORMULA 1

Force India, Singapore GP, Abu Dhabi GP, Silverstone Visitor Centre

### A1GP

Brands Hatch

### HILL CLIMBING

Loton Park, Shelsley Walsh, Prescott, Bouley Bay, Val des Terres

### TRACK DAYS

BaT Oulton Park, Caterham Drifting, Silverstone, VW Fun Cup, Silverstone

### WTCC

WTCC Pau France

### RALLYING

Rally Ireland, Wales Rally GB, Rally of Scotland

Exeter Trial, Sleightford Driving Experience, Cholmondley Pageant of Power, Morgan Centennial, Dublin Grand Prix, Bavarian City Racing, Rotterdam, Smart Festival, Cannonball Ireland, Race of Champions, Beijing, Victor Meldrew Trophy, Brands Hatch

## THE STORY OF DOL 658

ICE PRESIDENTIAL LIMOUSINE!

By Paul Jowitt

It was 1966 and I'd done quite well in my O'Levels. A few of my school pals had scooters – L1150s and the like together with the obligatory Parka jacket and rabbit fir trimmed hood. I was coming up to 16 and asked my parents if I could get one (a scooter, not the Parka!). My question was met with a resounding no from my father, a decision rooted in the fact that he used to be a policeman and had scraped too many 16 year olds off the road after accidents involving scooters and motor bikes. But he was obviously upset at having to say no. He used to visit my grandmother in Wakefield and one evening he stopped on the way home at the New Miller Dam pub and got into conversation with the landlord about his dilemma. "Why don't you get him a Morgan 3-wheeler?" he suggested. As luck would have it, a few weeks later on his way to Wakefield, he saw one – a Matchless MX4 powered Beetle Back Super Sports - BYX 9 - parked by a row of terraced houses. He called out and the owner appeared. "No, it wasn't for sale" the owner said. His name was Ken Burton and he was an electrician working on one of the houses. He lived at the Jockey Hotel in Northgate in Wakefield (his mother-in-law was the landlady).

So when he came back from Wakefield that evening Dad asked if I fancied a Morgan 3-wheeler instead. Well, yes, but the last time I'd seen one was in Walsall in 1957! And so the Morgan 3W hunt started in the company of Ken and my Dad, attending various Morgan Three Club Meetings in and around Yorkshire, various wild goose chases to places in Wath upon Dearne, Wombwell and Barnsley. We pitched up at a meeting outside York, chatted to various folk, including a guy called Cec Wilson. A couple of weeks later we got a letter – I still have it – from a student called Ian Hankinson of Grimsby. He had a Matchless MX4 Barrel Back Super Sports, 1937, DOL 658. He'd sell it for £90. The next weekend the three of us were up to Grimsby like a shot. It was red. It was a Morgan 3 wheeler. It wasn't in great nick.... It had a foot throttle not the standard hand throttle. But it was a Morgan. Ken was a bit of a perfectionist, so in his opinion, there wasn't much right with it... Anyway, after exchanging £80, it was mine and we set off back to Thurcroft. 67 miles. Ken drove. All went well till we got to Doncaster, when the passenger side windscreen flew off. But the car spluttered home. I learned later that Ken said to my father to let me have a go in it and then get it into the garage and rebuilt!

And that's more or less what happened. The next day we set off – after finally getting it to start - from Thurcroft on a short run of about 5 miles or so involving left hand turns only (canny devil, my father). But the problem

came about a mile from home driving up Royds Moor. Halfway up the hill I managed to stall it. It wasn't hard – the engine was misfiring from the beginning. The handbrake was hardly capable of holding it on the hill, and certainly not when it came off in my hand. Problem. 3 pedals, 2 feet. Dad had to get out and hold it on the hill while I found the biting point, crawled forward as slowly as possible to give Dad the chance the run after the car and jump into a very cramped cockpit. Pretty impressive for a 6ft ex-policeman! "That's it, then" he said when we got home. Just over a year later it was rebuilt, now in green (Tekaloid Deep Bronze Green, aka British Racing Green!).

Of course by now, I was 17 and had passed the normal driving test. The Morgan ran pretty flawlessly for the next few years. I used it occasionally to go to school at Maltby 3 miles away. Once, in early 1969 I drove down to Nottingham to meet my girlfriend Jane who was visiting a friend at Nottingham University. It was Baltic. Ice formed on the carburettor manifold.

In October 1969 I started my civil engineering degree at Imperial. In the summer of 1970 I got a vacation job at Harlow Development Corporation and would be staying at Jane's parents' house in Romford, 20 miles away. But first, there was the surveying field course at Silwood Park near Ascot. So the Morgan and I set off down the A1. Caught up with my pals in South Kensington in time to watch the World Cup Final (Brazil 4 Italy 1) in the now-demolished Southside Halls of Residence and then set off in convoy in the dark (with 6 volt electrics and very dim headlights!) to Silwood Park Surveying over, back through London to Romford and a daily 2 x 20 miles commute. Jane's mother could hear me about a mile away and a cup of tea would be on the table by the time I arrived back in the evening. All went well till one of the front suspension kingpins sheared ... Back home on the train from Romford to Liverpool Street, then Kings Cross to Doncaster, to pick up a spare and then back to Romford. After that, no further problems.

The Morgan then stayed in Yorkshire, with only the occasional spin, until about 1980 when I was able to get it down to our house in High Easter in Essex. All went well – until I managed to roll it over with both of us in it. A scary moment. We landed upside down and I had to push down on the road surface to flip it back upright... Jane had to go to hospital. I followed in the Morgan – it started straight away but was looking very sorry for itself. But thankfully, both Jane and the car recovered. In 1987 I moved from Imperial College to Heriot Watt University in Edinburgh. The Morgan finally followed in the early 90s. It hasn't been running though since 1997. But it will become the focus of attention later this year when I might have some spare time...!!! Did I ever regret not getting the Parka and the scooter? You must be joking!

## PAUL JOWITT

This is taken from the 29th October 2009 edition of New Civil Engineer when Paul Jowitt was the subject of the Cover Feature

Paul Jowitt takes up office as the 145th President of The Institution of Civil Engineers on 3 November 2009. Antony Oliver finds out about his passion for engineering, sustainability, teaching and restoring Morgan motor cars.

### EXTRACT

But Hannah does share Jowitt's love of art – many of her work's hang alongside his at home – and his enthusiasm for the classic Morgan cars parked in the garage.

For the record he runs a modern 2002 Morgan 4/4 with a 1.8l Ford Zetec engine and a 1937 Morgan Matchless MX4 990cc V-Twin powered Barrel Black Super Sports Motor Tricycle.

He has owned the three-wheeler since 1966 and the story goes that, aged 16, he actually wanted a scooter. His dad was less enthusiastic about this decision so found the barely-working Morgan instead for £80. He now has another in pieces in the garage awaiting reassembly.

Jane, he says, merely tolerates the cars. But in and out of the Morgan, she will be supporting him as he travels around the UK, and then further abroad.



## PAUL JOWITT: THREE THEMES, TWO CARS, ONE MAN

### THREE THEMES,

Critical infrastructure: Society depends on infrastructure, investment is critical

International development: Sustainable development, climate change and reducing poverty are all interlinked

Encouraging the young: Young engineers are very enthusiastic. You have got to oxygenate it

### TWO CARS,

2002 Morgan 4/4 with 1.8l Ford Zetec engine and a 1937 Morgan Matchless MX4 990cc V-Twin powered Barrel Black Super Sports Motor Tricycle

### ONE MAN

Now – Professor of civil engineering systems Herriot-Watt University and executive director Scottish Institute of Sustainable Technologies (SIST)

2002-2008 Scottish Water board member

1999 Launches Herriot-Watt spin out consultancy firm SIST

1989-1999 Head of civil and offshore engineering, Herriot-Watt

1987 Joins Herriot-Watt University to launch Systems course

1974-1987 Lecturer at Imperial

1972-1974 PhD at Imperial College, London

1972 Graduates from Imperial College London

## TREVOR TURPIN

### CONFESSIONS OF A MOTORHEAD

To lay my cards on the table, I am an enthusiast of motoring and motor cars. I am also an environmentalist. Is this a contradiction? It was this question which was suggested by the profile of Paul Jowitt, President 2010-11, in NCE and subsequent correspondence which prompted an invitation to contribute to this year's newsletter.

I have worked in the environmental field since the early 1970s, first for the water and river authorities and then consultancy. In common with Chartered Engineers I am a Chartered Environmentalist – “we are all environmentalists now!”

And yet I would see the motor car as one of the causes of social liberation of the 20th century (if you'll permit me to ignore the assassinations of John Kennedy and Franz Ferdinand which happened in motorcades).

First, in the 1920s, Herbert Austin's Baby Austin, initially aimed at the family man who could hitherto only afford a motorcycle combination but once that market was captured, then targeted at women. The worn out Austin 7 became the vehicle of choice for the impecunious young for conversion to 'specials' prior to and then after the Second World War. Indeed the 750MC spawned affordable motor sport and innovative engineers such as Colin Chapman and lead to UK domination of motor racing into the 21st century (all Formula One teams bar Ferrari are based in UK).

Secondly, the affordability of the motor car especially after the Second World War gave the working man freedom to explore the UK which had previously been the prerogative of the wealthy. Day trips to Brighton and Hastings in my uncle's Standard 8 are a particular happy memory of the 1950s (my father a blue-collar skilled instrument maker, built himself a bicycle and, other than a short-lived flirtation with a Cyclomaster, that was the height of his ambition). Of course the motoring for the millions did bring its disadvantages in terms of congestion of hitherto unspoilt towns and villages, especially on holiday routes: our family past-time on Sunday afternoons was to walk to the A2 to have a picnic whilst watching the traffic jam – ah, simple pleasures!

And I suppose this is where my role as a professional environmentalist became required some 30-40 years later as environmental impact assessments were undertaken for much needed bypasses and later, motorway widening.

My early acquaintance with motorcars however stemmed from the day my schoolfriend's father came to collect me in his Sunbeam Talbot – I was about 5 and was immediately smitten: "I'll have one of these when I grow up!" However my first vehicles were more modest – first a Lambretta scooter for which the insurance when it was stolen (£15? Blimey, the mirrors were worth more than that!) bought me a non-runner Heinkel 3 wheel bubblecar which I rebuilt (it was the only bubblecar in south London with reclining seats!) and sold for £35. I thought I'd done well - now they change hands for more than £5000.

And then I passed my driving test. That was a Tuesday, and on Thursday Exchange & Mart came out and there was a two seat Austin 7 just down the road. I went to see it during my lunch break and Reggie (the name given to him by the actors I bought it from) was mine. We're still together and have travelled to Spain, France and Ireland as well as the UK and he and myself have made a lot of friends along the way. It was whilst we were at university together that I was given the moniker of Motorhead since I was one of the few students to have a motor car.

There was time during the 1970s/80s when Reggie was undergoing his major nuts and bolts restoration that was to win him many cups at Beaulieu, when I had to have a car for work and went through a series of moderns from a VW Beetle to.... an Allegro! That was it! I thought "I like motoring so what am I doing driving an Allegro? I know, get a Sunbeam Talbot!" and so a new marque and many new friends and, after several Sunbeam Talbot 80s and 90s, for the last 15 years I've had a 1954 Sunbeam Alpine (which was successful in the 1950s driven by the likes of Stirling Moss, Peter Collins and Sheila Van Damm – ("Her arms are a bit thick but what do you expect driving a Sunbeam all day? to paraphrase Tony Hancock). They can be a handful – just look at Stirling Moss' forearms even today at 80! But motoring in them is great fun although I have to admit France is where I enjoy motoring – Britain's roads are not for enjoyment unless you get off the beaten track. Talking of tracks, a friend invited me to a vintage trial's event some years ago and I'd never had so much fun sitting down and had to try it myself. You may well ask what an environmentalist is doing churning up green lanes as far and as fast as 4 wheels (mostly) will go? Well, the sport is highly regulated with not only noise limits, careful scrutiny of the cars and watchful eyes on the public road bits to make sure we behave. Oh, and the bluebell woods are still there every year!

My latest acquisition is a 1923 Horstman tourer of which there are thought to be less than 10 left in the world. Built in Bath in an old ice-rink next to the Midland railway station (the ice-rink's now a solicitor's and the station is a Sainsbury's), they were an example of the 1920s boom in motor

manufacturing when a plethora of small manufacturers sprang up all over the country only to fade away again as quickly as they appeared. The last Horstman was built in 1928 but not before they had considerable success at Brooklands. They were advertised as The Beauty of Bath. The engine in mine had pretty much disintegrated so is currently having a complete engine rebuild and amazingly there are still people who can do this: a survey carried out by the Federation of British Historic Vehicle Clubs in 2006, found that there are over 25,000 people employed in the classic car movement which contributes over £3bn pa to the UK economy – if only we had nice empty roads still to enjoy them – and amuse our fellow travellers.

I still haven't grown up – but as I said in my letter to NCE, I'm comfortable as an environmentalist with my old cars since when I'm driving one I'm keeping (currently) 3 off the road!

Dr Trevor Turpin  
[www.trevorturpin.co.uk](http://www.trevorturpin.co.uk)

Trevor is a director at environmental consultancy Nicholas Pearson Associates and is an environmentalist and writer, engaged in environmental management for over 35 years. He is the author of *Dam* (Reaktion Books 2008) and the *EIA Handbook* (Thomas Telford 2009), with Barbara Carroll. He is chairman of the Bath Industrial Heritage Trust and would love readers to visit the Museum of Bath at Work! [www.npaconsult.co.uk](http://www.npaconsult.co.uk)

# ABU DHABI F1 GP, YAS ISLAND

Six members made a weekend foray to Yas Island.

The event took place over the weekend of 30<sup>th</sup> October-1<sup>st</sup> November 2010, the programme included

Friday was a practice day

Saturday was for qualifying

Sunday's programme included  
Aston Martin Asia Cup Race (10 Laps)  
Formula BMW Pacific Race Two (10 Laps)  
Porsche Carrera Cup Asia Race (12 Laps)  
Formula One Drivers Parade  
Starting Grid presentation  
National Anthem  
Formula 1 Abu Dhabi Grand Prix

We tried in vain to get into the Paddock by using our contacts with the ex Circuit Manager from Silverstone

Sebastian Vettel won the race with Mark Webber in second and Jenson Button in third confirming his championship winning season

# VISITS SECTION

## 29<sup>th</sup> June 2009 Coleham Pumping Station, Shrewsbury

29no members turned up for the visit to Coleham Pumping Station in Shrewsbury

We were split into four groups and taken around the Pumping Station. The group I was in, first of all walked up onto the gallery adjacent to the beams, where we were told that the Station extends as far from the roof to the ground, as from the ground into the basement.

We walked down the stairs to the ground floor and were shown one of the pumps. The parallel action to connect the beam to the pump was explained.

Ron and Joe then showed us the one remaining working boiler that had been fired up.

Shrewsbury Steam Trust was originally founded in 1992 under the 'umbrella' of The County of Salop Steam Engine Society Ltd. to restore the steam engines at Coleham Pumping Station, Shrewsbury. It is now an independent charitable trust with the same aim and has applied for Charitable Trust status with the Charity Commission.

The Coleham area of Shrewsbury has an industrial past that is, perhaps, second only to Ironbridge as far as Shropshire is concerned. Coleham Pumping Station is the last remnant of that past and the only industrial museum in Shrewsbury.

Coleham Pumping Station, resembling a Victorian Chapel in style, was built in 1900 to house two massive steam-driven beam engines. They were built in-situ by Renshaws of Stoke in 1897/1898. They were used to pump sewage as part of Shrewsbury's new sewerage system. These coal-fired pumps were used until 1970. Ownership of the building, pumps and grounds was transferred to Shrewsbury and Atcham Borough Council in 1974.

The Museum comprises the Pumping Station buildings, in-situ beam-engines, ancillary equipment and grounds (belonging to Shrewsbury and Atcham Borough Council) plus other items belonging to Shrewsbury Steam Trust.

The Pumping Station is one of three historic buildings operated as museums by Shrewsbury Museums Service (part of Shrewsbury and Atcham Borough Council). The building is currently opened to the public as a museum on pre-advertised weekends during the spring and summer. Since one of the cornish boilers was restored to steam by members of the Trust in 2002, one of the beam engines is normally operated under steam during these weekend openings.

We rounded off the visit with a cup of tea and biscuits in the Workshop. Then we were served with chips, just cooked in the boiler – very delicious and Moorish.

## 19<sup>th</sup> and 26<sup>th</sup> August 2009 SHREWSBURY ABBEY ROOF

We were allowed to visit the roof of Shrewsbury Abbey, where there is graffiti etched into the lead.

There had to be two visits because of demand.

The visit was not for the faint hearted as access is not safe. In the end a total of 20no members attended

We made the climb through a series of doors, timber steps and stone circular staircases, through the bell tower and onto The Tower Roof.

During the time of the Commonwealth the present lead capping was laid on the tower roof, the dates 1646 and 1647 being clearly visible. It is one of the oldest leaded roofs in the country. The graffiti is scratched into the lead illustrate shoes, hands and arms.

There are many, many separate patches which we examined with much interest

While on the roof, we took the opportunity to look over a fabulous view of Shrewsbury and the stunning views to the South and the East

On the way down from the Tower roof, we stopped off in the belltower to listen to the 1600hrs chime of bells and watched the clock mechanism whirl into action

## 9 Nov 2009 THE OLD MUSIC HALL - SHREWSBURY

Having had a visit to Theatre Severn, earlier this year, when The Old Music Hall closed and moved “across the road”, we left a little time for the enabling works at The Old Music Hall to commence.

Seventeen members made a visit in the early evening on Monday 9th November 2009

The HLF second-round pass\* for the Music Hall project, called ‘The Shropshire Portal’, will be music to the ears of many, who have been looking forward to the transformation of the site into a definitive and sustainable Museum and Visitor Information Centre for Shropshire. The site, which contains a unique collection of buildings including the Grade II\* 13th century Vaughan’s Mansion, the Grade II 1835 Music Hall and Assembly Rooms, a medieval shut, the town’s 18th century prison cells and a 20th century nuclear bunker, is currently used as a theatre and concert hall. The new museum complex is supported by joint funding from Shrewsbury & Atcham Borough Council.

Aiming to provide a seamless connection between visitor experience, historic collections, standing archaeology and the visual arts, this innovative redevelopment for the Music Hall will merge over 800 years of built fabric with modern contemporary design to deliver a complex that will greatly improve visitor experience and their understanding and exploration of the County town and Shropshire.

We met in the entrance and had an introduction from Sophie Teague of Austin Smith Lord, after donning the required PPE.

She explained about the Haycocks frontage which covers the Passageway – shut between the Fire station and Post office. For Health & Safety reasons, we would not be allowed anywhere else apart from the Ground Floor, Main Staircase and The Old Music Hall. So we would not see the Posh stables at rear, the Victorian mansion, the Norman mansion, the Basement, St Alkmunds House and the Nuclear Bunker.

After the Introduction in the Foyer, we walked up stairs to the Old Music Hall, hovering on the landing under the old sloping/raked seating which would have a New Balcony constructed

We walked into the Clive Suite, where Sophie explained about the falls to all floors – no wonder people felt tipsy after taking a drink in the bar at the interval! We looked through a back window to the Courtyard and Victorian Mansion, where wall stone had been robbed from many houses. There

was now a patch to be repaired and needed 29 tonnes of stone. The Project Team felt themselves very fortunate to have acquired the services from Acton Scott Working farm, of their stonemason.

We then walked through The Old Music Hall, being amazed to see the huge volume of space that was there.

We walked past the stage and on to the Medieval House, where chestnut had been used in the windows. The enabling works had uncovered evidence of a fire in 1917

We made our way back to the Foyer where a few questions were posed and answered

The Project is valued at some £8m and should take a further two years. The Main Contract should commence just after Christmas.

Attendees were recommended to read the Project Board outside and go around up Swan Hill to look into the Courtyard and onward into College Hill to look at the two windows behind the stage at The Old Music Hall

## MUSEUM OF SCIENCE AND INDUSTRY, MANCHESTER

We had a visit to the Museum of Science and Industry, Manchester

We were amazed at just how many model and full-size Garratts can be fitted onto the MOSI site as they celebrated 100 years since this famous locomotive was first produced at Beyer, Peacock's Gorton works in January 1909. We saw a variety of running and static exhibits in this enjoyable weekend which was launched by famous railway enthusiast Pete Waterman!

Pride of place was given to the K1, the world's first Garratt, which was kindly loaned to MOSI by the Ffestiniog & Welsh Highland Railways.

Also on show was a 7 1/4" gauge Beyer-Garratt from the National Railway Museum in York, the William Francis standard-gauge Beyer-Garratt, which is normally resident in Bressingham Steam Museum in Norfolk, plus MOSI's very own 1930 Beyer-Garratt, which ran on the South African Railways until 1972 and which is on permanent display in the Power Hall.

Visitors were invited to bring along their own Beyer-Garratts along and run them on one of two model railways specially installed for the weekend, including the 'O' Gauge Hassall Harbour Bridge.

We saw a fascinating selection of general arrangement drawings, order books, draughtsmen's notebooks and other items from the Beyer, Peacock archive\*\*

A unique guided tour of the remaining elements of the original Beyer, Peacock works in Gorton was available on Sat 15 and Sun 16 August. A vintage bus left the Museum site at regular intervals between 10.30am and 4.30pm.

If that's not all, there was also a wide selection of works plates and other Beyer-Garratt memorabilia on show, illustrated talks by a number of speakers (including MOSI director Steve Davies MBE), plus a special model train fair.

## SPORTS 2009

It has been a year of variety with members taking part in the following:-

Dragon Boat Racing  
British Pedal Car Championship  
Airkix Indoor Skydiving  
British Red Cross 24 peaks  
Folding Bike Challenge

## COFFEE SECTION

We have had a slowish start to the section this year and have considered a number of subjects

Immigrate to Innovate

Retirement Issues

Promoting 2012 Games

What is the use of Theatre?

What about heaven?

The same continued

To CPD or not to CPD

Carbon credits

We have also considered trying to get "Starbucks" to sponsor us

Then there is the proposed £5m refurbishment of building in Storeys Gate that has been bought by The Institution.

## The Civil Engineers' Club - Objectives

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.



NOTES