



# THE CIVIL ENGINEERS' CLUB



of the Institution of  
Civil Engineers

**Social & Sporting Events**



*Picture Courtesy of the Falkirk Wheel / British Waterways Scotland*

WINTER 2002 NEWSLETTER

## Club Secretary

We welcome Jeff Burgess who has this year taken over the role of Club Secretary from Keith Williams. Jeff trained as a Civil Engineer under the City Engineer at Bath. He has worked for Banbury District Council, South Warwickshire Water Board and Severn Trent Water Company, mainly in the field of water supply projects. At one time he was Chairman of the Midlands Section of CIWEM and served briefly on the National Council. Seven years ago, at the tender age of fifty-six, he took early retirement. Since then he has kept his hand in by working as a consultant on odd assignments for his old employer and helping to run a couple of charities.



### Newsletter

The next Newsletter will be circulated in early March 2003 and it will be in the now usual brief format without images. This letter is mainly intended to inform members of forthcoming events rather than previous activities.

Will those members organising activities please let me have details no later than mid February.

*John Gibbs*

## WALKING

On a lovely warm and sunny Spring morning a total of 18 walkers met at Horsham Station in West Sussex for a part-historic, part-rural walk, led by Tony Faulkner, recently retired from Skanska Construction.

Horsham town is known to have existed for more than 1,000 years and from the station we walked through the historic Carfax, originally called 'Scarfolkes', which has been used for markets and fairs since 1300. Today was no exception, with the locals enjoying the hustle and bustle of the market stalls, and with a school brass band providing the musical accompaniment.

Continuing on through the town we saw buildings dating back centuries, including a coaching inn built in 1401 which housed the Inland Revenue offices at the end of the 19th century, the old town hall which was completely rebuilt by the Duke of Norfolk in 1812, a house dating back to 1545 which is now home to the museum, and the parish church, built originally by the Normans, replaced in 1247 and restored in the 19th century.

Leaving the town behind us we passed the cricket ground where Sussex play an annual county match, we climbed Denne Hill,



crossed a golf course and then after negotiating innumerable stiles and walking through a 'bluebell wood' we came to the Bax Castle Inn at Two Mile Ash where we were able to enjoy our lunch in the sunshine in the pub garden.

The return walk started out along the Downs Link, the route of the old railway line, and then we turned off to cross the grounds of Christ's Hospital School, originally founded in the City of London in 1553 and which moved to its present location in 1902. We followed the river Arun back into the town and said our farewells at the Shelley Fountain, which commemorates Percy Bysshe Shelley (1792-1822) who was born near Horsham. Those of the party who did not want to stay and look round the town and revisit the market stalls made their way back to the station across the green expanse of Horsham Park.

Walks are planned for 2003 as follows:

Jan 25th: London, April 12th, June 7th and September 13th

## MOTORING

### KARTING

Having had a quiet year in 2002, plans are afoot for events in 2003. I had an evening with a colleague at Red Lodge Karting at Bury St Edmunds; unfortunately there are no photographs to record the event, only the report that I need to lose some weight so that I get faster, hopefully. I managed as usual to get heavily bruised insides of knees and elbows from where I was holding onto the kart or just banging about in the corners.

### MOTORING EVENT DAYS

Having considered driving a racing car for a day, there are two developments over the last year that are being considered. There are companies now offering the possibility of driving old Formula 1 vehicles and others offering being driven in either modern two or three seater vehicles.

### ARMCHAIR RACING

The draft instructions are being refined and will be ready to circulate during the year.

### BEAUJOLAIS RUN

Work has been steadily progressing on putting a car on the Beaujolais run. Sponsorship is being sought to make it happen in 2003. So book your place at Great George Street in the middle of November 2003 for your tasting of freshly arrived Beaujolais and it will be delivered personally. Or if a Local Association wants to steal a march on others then a navigational error (no batteries in the GPS again) can be made to divert around the M25 to your local haunt!!

### FORMULA ONE

Maybe you could tell me what you think of possible new regulations for Formula One??

Some of those that seem to be being considered are:-

#### FORMULA ONE IDEAS

The sport has been ruined by technology, which has caused the demise of overtaking, once one of the most exciting aspects of racing.

On aerodynamics, reduce the size of the front and rear wings to reduce drastically the car's grip and downforce; the brakes should be metal and not carbon fibre, so increasing braking distances and reintroducing passing under braking; ban all onboard electronics except for the ignition system, fuel injection and "ship to shore" radio. This will cause howls of outrage from the ranks of laptop-prodders in the pits as they will be redundant: good, I say, this

is supposed to be motor racing, not a glorified computer game.

The reintroduction of manual gearboxes would be the final step in turning Formula One into a sport for talented racing people and glorious machines.

*Nick Marsh, Dartford, Kent*

All cars should complete the race on one tank of fuel and one set of tyres. And ban pit to car radios. Then races would be won and lost by drivers on the track.

*Brian Ward, London W4*

End driver contracts. The manufacturers should provide cars for each race and the driver for each car could be selected either on a race rota or by ballot at each meeting.

The drivers would be paid by results and personal endorsements. They would have two days to familiarise themselves with the car and the circuit, and to qualify for the race. Now that I would pay to watch.

*Chris Simmonds, Wootton, Lincolnshire*

But Formula One is all about excellence, but is being stifled by a lack of overtaking and driven by a vast differential in team budgets

So instead of one car, how about 3-4 cars per season but with reduced technology.

Or reduction in electronics ie no launch control, no pit wall to car radios, no changing of the car configuration by the pit crew etc

Maybe come back to me with your thoughts.

## LE MANS

I am thinking of organising a trip to Le Mans to support the effort by Morgan racing one of their Aero 8's. I had a wonderful Saturday with my daughter and



eventually got my hands on one of these fabulous vehicles for an all too short test drive on the roads in and out of Malvern.

## BOSNIA



I spent ten days in Sarajevo working on a restructuring project.

## RUSSIA

During the early autumn of 2002, I was working somewhere between UK, Ireland, Belgium and Russia, as the Irish company has offices in all those countries and I was asked to do flying visits to them all. Some of the employees seemed to live out of a suitcase, but I tried to cut down the amount of travelling as I can do without seeing airport terminals every day - thank you! Before getting the position, I had to visit Dublin twice and because it was a stated condition of the Irish company that you use the cheapest airline possible, I had between 6-8 hour waits in Dublin for a RyanAir flight home on both occasions.

Russia was certainly an experience. There was a desperate shortage of paper and I could have done with a 50 tonne lorry of A4 paper and toilet paper. If travelling in Russia, remember to bring a bath plug!

The room that I was first put into at the Hotel had to be seen to be believed - it was a normal one - so I was moved to a deluxe/superior/fabulous room. The toilet and basin were in different rooms to the bath and shower, but there was little or no hot water in the basin, so I carried hot water across the hall to the basin, so that I could shave each morning.

Travelling - well all routes end up in Moscow and there are no flights to the city that I was in. So it was an overnight train journey of stopping and starting, the only good bit about it being that it started in Moscow and finished in the city

that I was going to so that you just could not go wrong! But there was a lot of stopping and starting and what with the normal movement in a train, sleep was heavily interrupted. Also remember to bring on your train journey, a cork from a wine bottle, to jam the lock in the sliding door, to stop anyone entering the compartment during the night - oh! And try to get two berths in the same compartment - on my first trip I did have two berths but in different compartments - useful eh!

### CONTACTING BY EMAIL

For those members who are e-mailable; it would be useful to have your e-mail addresses, so if you would like to send me an e-mail I will be able to contact you in the future by this method.

## GOLF

### THOMAS TELFORD TROPHY 2002

*Preface to the following report by Allan Shaw*

*Allan Shaw (Captain) and his organising committee from the East of Scotland Local Association are to be congratulated on the excellence of this years Thomas Telford Trophy Golf Tournament. They ensured that it lived up to the very high standards of quality and organisation that have become the norm for this event.*

*This started with the choice of venue, the Blairgowrie Golf Club. Established in 1889 this club has the justifiable reputation as having one of Scotland's finest inland course, "The Rosemount", designed by Dr Alister Mackenzie of Augusta National fame. This, together with the more recent but equally excellent Lansdown course (designed by Dave Thomas and Peter Allis), were used for the competition,*

*The whole event ran like clockwork, and was an occasion that will live long in the memories of all who took part.*

*Dr Barry Staynes - Civil Engineers Club President of Golf.*

The 17th Thomas Telford Trophy national golf tournament was hosted by the East of Scotland Association at the Blairgowrie Golf Club, Perthshire on the 5th September 2002.

Teams of four players from 15 out of the 16 local associations of the Institution gathered at the clubhouse on the eve of the tournament for a reception. Not only were we well fed and 'watered' but we were mesmerised by the skills of



Louis Barlow, the current Scottish 'Close Up' Magician of the Year.

The North Western team of John Hughes, Paul Kiernan, Arthur Howarth and Steve Tart, won the trophy by a clear 8 stableford points from Chilterns closely followed by West of Scotland. This

was the 5th win by North Western whose record in this event is exceptional. This was however the most 'open' tournament in memory with 10 Associations featuring on the prize list. Arthur Howarth took the best individual prize with

an excellent 41 points and the foursomes winners were James Dalton and Richard Fuller from Yorkshire. The Scott Quach for the best individual scratch score (calculated using 'Charlie's Equation') was won by Ian Horseman of Northern Counties. To commemorate the recent sad loss of TTT stalwart Harry O'Hanlon, the host association presented the 'Past Captain's Balls' to Colin Fenby of Northern Counties who fought off a strong challenge from 9 other competitors.

The presentation dinner was held at the nearby Angus Hotel where most of the players were staying. We were fortunate that a Concrete Association Conference was being held in Dundee that week which allowed local ICE Chairman Ken Laing to invite Vice President Adrian Long and Acting Chief Executive Amar Bhogal to join our main sponsors and Blairgowrie officials at the top table.

The event was kept within a reasonable budget thanks to the generous sponsorship of the MJ Gleeson Group, Hays Montrose and Thomas Telford. There were also individual team sponsors and valuable contributions from Scott Wilson, Raynsway Construction, Morrison Construction, The Angus Hotel, The Civil Engineer's Club and Carl Bro, Edinburgh.

The 18th Thomas Telford Trophy is being hosted by the South East Association and captain Russell Calderwood extended a warm invitation for all areas to join him at Royal St Georges, two months after the 2003 Open Championship, on the 4th September. The Chilterns have agreed to organise the 2004 event.

Allan Shaw and his organising committee would like to thank all the team captains and players for their warm support and encouragement both during and after the event.



*Allan G Shaw*

TEAM	PLAYER	SCORES			
		HCAP.	INDIV.	4SOME	TOTAL
North Western	John Hughes*	10	32		
	Paul Kiernan	10	31	32	
	Arthur Howarth	17	41		
	Steve Tart	12	33	31	200
Chilterns	John Walker*	10	35		
	Tim Lohmann	16	32	33	
	David Swan	15	32		
	Steve Cardno	7	29	31	192
West of Scotland	Iain Murray*	6	28		
	John Fleck	12	33	33	
	Charles Scott	14	33		
	Roger Minto	11	33	31	191
South Western	Brian Daniel	12	32		
	Peter Rogers	8	27	32	
	Mike Bridgeman	12	36		
	Bob Giles*	8	31	31	189
Midlands	Gerald Smith*	8	29		
	Chris Bulman	13	31	32	
	Steve Brookbanks	10	25		
	Iain Dick	13	29	31	187
South East	Russell Calderwood*	15	28		
	Peter Leach	9	35	31	
	Mark Sewell	9	34		
	Frank Kennedy	18	38	20	186
Yorkshire	James Dalton*	9	32		
	Richard Fuller	13	35	35	
	Peter Clay	13	30		
	Peter Scally	16	28	23	183
Northern Counties	Barry Tate*	13	23		
	Paul Musgrave	7	35	32	
	Ian Horseman	5	35		
	Colin Fenby	14	22	33	180

**TEAM CHAMPIONSHIP**

**SCORES**

**PRIZE LIST**

TEAM CHAMPIONSHIP INDIV. 4 SOME TOTAL

TEAM	PLAYER	HCAP	INDIV.	4 SOME	TOTAL
Wales	Richard Allen	3	24		
	Michael Boutcher	11	29	25	
	Anthony Parker*	5	31		
	Simon Howell	9	34	33	176
East Midlands	Neil Dixon*	9	32		
	Paul Hills	11	23	35	
	Dick Fruin	8	31		
	John Goad	17	26	29	176
London	Martyn Taylor	9	28		
	Richard Thomas	7	26	33	
	Chris Pyatt	13	31		
	Ken Duguid	16	35	23	176
Southern	A. Salmon	9	26		
	Barry Staynes*	9	30	26	
	D. Street	9	27		
	D. Jones	12	32	34	175
East of Scotland	Iain Scott	6	26		
	Paul Johnston	17	33	33	
	Denis Wheelhouse	10	25		
	Allan Shaw*	11	30	22	169
Northern Ireland	Ernest McClure	11	29		
	Tom Bill	17	32	29	
	Jack McFarland	12	26		
	Grahame Fraser	13	23	24	163
Thames Valley	Roger Harman*	14	26		
	Adrian Glenn	13	28	34	
	John Ward	13	30		
		0	0	29	147

Longest drive at 14th sponsor Angus Hotel

242.5m Richard Allen Wales

Nearest the pin at 17th sponsor Angus Hotel

1.06m Ian Horseman Northern Counties

Foursomes Prizes

First 35-BIH James Dalton & Richard Fuller Yorkshire

Second 35 Neil Dixon & Paul Hills E Midlands

Third 34 BIH Roger Harman & Adrian Glen Thames Valley

Individual Prizes

First 41 Arthur Howarth North Western

Second 38 Frank Kennedy South Eastern

Third 36 Mike Bridgeman South Western

Scratch Scott Quach\*

Ian Horseman Northern Counties

The Past Captain's Balls

Colin Fenby Northern Counties

Team Prizes

First

Winners of the Thomas Telford Trophy for 2002

John Hughes Paul Kiernan Arthur Howard Steve Tart North Western

Second John Walker Tim Lohmann Steve Cardno David Swan Chilterns

Third Iain Murray John Fleck Charlie Scott Roger Minto West of Scotland

## VISITS

**Visit to the ALL ENGLAND TENNIS CLUB at Wimbledon**

On Friday, November 1st 2002 some 16 members enjoyed an excellent (albeit wet) tour of this famous Club. After a short walk through some of the outer courts we entered the new No.1 Court which opened in 1997 with a parade of past champions. The new court was designed to complement the Centre Court, giving spectators and players the ultimate tennis experience. This Court, like the Centre Court, is only used during the Championships in June.

We then proceeded to the Water Gardens - also known as Henman Hill. Here, during the Championships, spectators can enjoy a picnic whilst watching the matches on a large television screen. There are excellent views (weather permitting) across London.

Our next stop was at the Millennium Building designed for the media to set up their 'rooms' for interviews and, of course, commentaries on the matches. The BBC has a separate room for Sue Barker and her team. This is also where players register for the Tournament.

We then moved on to the 'Holy Grail' of tennis - the Centre Court. Here is the hallowed turf that has seen some of the greatest matches ever played. Although grass is not a favourite with many players, no-one would miss an opportunity to win the coveted trophy.

Our last stop was the museum with its rich and fascinating collection of tennis memorabilia, equipment, trophies, costumes and pictures. Here we could see how, in its 125 years existence things have changed. We were provided with a marvellous insight into how tennis, which was once just a popular pastime, has become the multi-million pound industry it is to-day.

Finally, players on entering the Centre Court are given a reminder of the occasion by the famous quote taken from Kipling's "If" :-

*If you can meet with triumph and disaster and  
Treat those two impostors just the same ....*

*David Comber*

## CONTRACT BRIDGE

**Brunel Trophy Contract Bridge Competition, 2002**

The annual Brunel Trophy was held at ICE on the 4th of October. Seven teams took part and the event was won by a team from BT. The photo shows three of the winners - from the left are Brian Pinto, Doris Percic and Chris Watkinson.

In the evening there was a dinner at a nearby restaurant where the day's events were forgotten by most.

Colin Clinton was on holiday so could not attend to present the trophy to the winners, but nevertheless a good day was had by all.



*Peter Richardson  
CEC Bridge Secretary 4th November 2002*



## WINE TASTING

### CEC Wine Tasting Section

The Wine Tasting Section is due to hold its inaugural tasting at One Great George Street in the early part of 2003. Backed by the experience of the organisers from the successful University College London Wine Society, this promises to be a fantastic opportunity for wine enthusiasts at all levels to sample the finest wines from producers around the world.

Guests can improve their tasting knowledge under the expert tuition of visiting wine connoisseurs or simply enjoy a splendid evening sipping vintage wines complemented by a careful selection from the cheese board.

The most prominent wines previously featured include:

Château Palmer 1942, 3ème Cru, Margaux

Château Calon Segur 1937, 3ème Cru, St Estèphe

Champagne Pol Roger 1921

Meursault (Bouchard) 1947, Côte d'Or

Château Giscours 1982, 3ème Cru, Margaux

The Section aims to provide an experience of rare wines of exceptional vintages and growths, which one would not normally be able to find.

If you would like further information on future events, please contact Sam Tan on [sam.tan@arup.com](mailto:sam.tan@arup.com)

## Sailing

The 2002 season started a little later than usual - there being little enthusiasm for March Hares or April Fools rallies. Our first Rally, therefore, was to Island Harbour on 18th May. There was a strong South West wind which meant a number of boats did not make it. Worthy of particular praise was Martin Hadley and his crew Jamie Fenton in *Mary Lou*, a 20ft Norfolk Gypsy. They left Chichester Harbour and after nearly 8 hours of hard pounding upwind made it to Bembridge, from whence they took a taxi to Island Harbour. We had dinner at the Harbour View, a convivial restaurant in the Marina. Consequently what had at one stage looked like being rather a wash-out turned out to be a great success. In "G Wiz" we missed the worst of the weather by arriving on the Friday and staying over to Monday. What it is to be retired!

Other rallies planned for the summer were a repeat of the previous year's inshore cruise along the Dorset coast which had been spoilt by thick fog, a visit to Chichester Harbour to inspect the new Hayling Island Yacht Club and another of Robin and Gillian's excellent Nautical Quests, this time to the upper reaches of Southampton Water. Unfortunately none of these took place, the first and last because of lack of interest [perhaps because they had been planned over a bank holiday week-end to give more time] and the second because the new Hayling Island clubhouse was not ready. In place of the Nautical Quest we visited Lymington and had our own little rally with John



*Presentation of the Elvera Cup to Gillie at Bembridge*

and Mary Crofts and Ken and Betty Scott.

Not all is bad news though; we had a very successful and enjoyable rally on 14th September to Bembridge with eight boats attending. The fleet [I think I can on this occasion call it a fleet] arrived in late afternoon- HW was about 5.00PM- and were berthed in the Marina where berths had been arranged. Dinner followed at the Bembridge Sailing Club in their new extension where we were made very welcome. At the dinner the Elvera Cup and Smeaton Trophies were presented, but as we were sharing the dining room with another larger group our members were spared my speech- a bonus I was informed. Prior to the dinner, we were again, all 25 of us, kindly entertained by Frank and Susan Harrison to drinks at their island home. Very many thanks to them for starting our evening so well.

There remains the Voyage Vache on 7th December, our final rally of the year. This rally is a joint rally with The Société des Ingénieurs et Scientifique de France - British Section - and has been held annually on the first Saturday in December for over 25 years. Both the CEC and French "Civils" claim to be the founder but as those responsible - at a bibulous evening I suspect - were members of both, the question is unsolvable. Certainly the name was decided by the French "Civils" - perhaps they can tell me whether it is Vache or Vaches. In earlier years, when we were a little younger we had over 50 for dinner, also on occasions, rather unkindly, the president of the French "Civils" was woken to report a successful evening. This year, although we won't reach 50, we will have a good turnout - hopefully over 30, including a contingent from the French "Civils". Dinner will be held at The Island Sailing Club.

It is disappointing that rallies have had to be cancelled for lack of support and the inference must be that we are not providing what you want. I appeal to all sailing or potential sailing members to write to me at the address below and let me know what you want, if indeed you want anything. Time was when 5 or 6 boats used to visit the Channel Islands and were entertained by the Channel Island Group of Professional Engineers.

### **Smeaton Trophy and Telford Goblet**

These trophies are awarded to the yachts sailed by a member of the Institution and its staff in the Round the Island race organised by the ISC as follows.

**SMEATON TROPHY.** Open to all ICE yachts. To the yacht having the lowest quotient determined by dividing the yacht's finishing position in its class or sub-class by the number of starters in that class.

Winner in 2002. David Tarrant sailing *Sun Sail No: 76*.

Runner up Martin Hirst sailing *Sun Sail No:29*.

**TELFORD GOBLET.** To the ICE yacht finishing highest in the IRC Class.

Winner in 2002. Mick Humphries sailing "*Chronology*".

Runner up Bob Barlow sailing "*Sagacious*"

### **Elvera Trophy.**

Skippers are reminded that the closing date for the submission of logs of cruises completed in 2002 is the end of December so please get writing. I know of several cruises, the logs of which I hope will be submitted. Among others these include a cruise in Sweden by Robin and Gillian Whittle in *Bumble Chugger* and passages to and toward the Mediterranean by Roy Peel in "*Idle Jack*" and Chris Bosker in "*Caledonia*"

The winner last year - as reported in the Spring News Letter, was submitted by Robin and Gill.

*John Witchell*



*CEC yachts at Brading Haven*