



HRH REGGIE



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KING'S COLLEGE LONDON ENGINEERS' ASSOCIATION

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HRH REGGIE'S ORGAN RISES FROM THE ASHES!

Just when you thought it was safe to go to your letter box in the morning, we're back! Welcome to the first edition of HRH Reggie, the new look newsletter of the King's College London Engineers Association.

The end of 1992 marked a watershed for KCLEA. The Annual General Meeting of the Association saw the election of some much needed new blood to try to invigorate the Committee with new ideas, energy and enthusiasm. Reports at the time of a 'press-ganging' of anyone who was foolish enough to turn up are, of course, totally without foundation.

Needless to say, these 'young bloods' (the adjective is purely relative) started off with the sort of gung-ho exuberance which, if a little optimistic and (dare I say?) shortsighted, is the hallmark of the younger generation.

Promises of Rome being built in a day this time round proved to be impossible to fulfil, and the older, wiser sages on the committee almost certainly sat back with mildly amused, if slightly disappointed, expressions.

Nevertheless, and despite initial hiccups, you are now reading the first fruits of this most recent harvest. No doubt you will be generous enough to trust that this is very much a case of "from small acorns...etc."

Indeed, if the correct compost can be found, this organ will be bringing you regular news of the College, the activities of KCLEA members, social activities, satire, humour and much, much more!

The aforementioned compost is made up, in part at least, of you, dear reader and member. After all, an organ is only as good as those who play it (although Stradivari might disagree - but there's always one isn't there?)

To return to the plot, however, in order to thrive and flourish we need **YOU** to send us lots of information, feedback, requests and even articles so that we can be sure we are providing what you want, and KCLEA can respond to your ideas and suggestions!

Elsewhere on this page you can read about the second step in the rejuvenation of your Association, to whit the annual dinner. Slightly grander this year than previously, we hope that you will all come and partake of an event which is certain to provide sensory overload of one kind or another! Success or failure is in your hands.

Much remains to be decided in the smoke filled rooms in which your Committee likes to meet, in particular the frequency of this new look epistle - although the Editor feels he can only leave his padded cell biannually! - but rest assured that, with or without you, we will be around to haunt you for a long time to come!

Reggie's Ball!

To celebrate the rebirth of KCLEA's social activities, your committee has organised a grand ball at King's. We've booked the recently refurbished Great Hall and a band and disco to provide dancing into the night!

The date is 29th October, and the evening kicks off at 7.30pm for 8.00pm. There will be a three course meal, followed by a bar and dancing until 12 midnight. Tickets are priced at an incredibly reasonable £30.00 per person for this fun filled evening of entertainment.

The dinner is open to all alumni, staff and friends of the College, so why not get together with those you are still in contact with and book a whole table! (Tables are for ten people).

Numbers are limited so fill in the ticket application on the enclosed flyer and send it off as soon as possible to ensure your place.

We look forward to seeing you on the 29th October!

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Editorial

The long awaited 'all new' newsletter has at last hit the press. Copy has been somewhat slow arriving to say the least. My thanks are extended to those who put pen to paper, or finger to keyboard, to boost copy.

It is hoped that this newsletter will become a regular (quarterly?) mailing with several key objectives. The first, and possibly the most important, being to allow ex students of King's a forum by which they can keep in touch with past friends and colleagues. In addition, it is hoped that it will allow a continued link with current College activities, to the mutual benefit of both members and current students. In a nutshell, to assist KCLEA in its objectives.

This issue is necessarily rather thin, with contributions in the main from the Committee, but it is essential that the next issue has content from all member. Why not put pen to paper now, whilst it is in your mind? It would be ideal to have too much to fill the next issue (in fact, it would be close to a miracle). Anything that you think would interest other members could be included. In particular, current occupation of individual members and any interesting projects being undertaken (some are included in this issue). Recollections of events from your days at King's would be especially useful. This will form the basis for a revised history (hopefully). Any memories of H.R.H. Reggie's travels and missions, especially in the last 30 years would be especially welcome. Any copies of old articles relating to King's Engineers would be most welcome, as would any suitable photographs (all of which could be copied and returned to the sender if required).

One last point, if you know any ex-King's Engineers that are currently not members, please urge them to join. The membership intake over the past few years has not been as good as would be liked, a situation that the Committee would like to see redressed.

Please send any prospective material to the Editor at the address given later in this newsletter. With thanks in advance.

Graeme J Ware (Hon. Editor)
pp. H.R.H. Reggie

Your Committee

In each issue we will profile a selection of members of the KCLEA Committee, so you know who to blame, who to contact and you can get to know your elected representatives!

Graeme J Ware (1984-90) (Hon. Editor)

Graeme has been working for the UK subsidiary of a large German company, involved with rotary UPS systems and protection equipment for power generation and distribution. He has spent some time at the production facility near Dusseldorf, in order to gain the necessary familiarity with the equipment. Recent projects include a diesel based system for the new East Brae oil platform and several 'classified' jobs in London. He is currently uncertain who he works for!

Jason Tisdall (to 1992)

Jason Tisdall graduated from King's College in the summer of 1992 with a first class degree in Mech. Engineering. He won a number of academic prizes whilst at King's, perhaps the most notable being the Queens Silver Jubilee National Project Presentation Prize offered by the I.Mech.E. This was awarded for his final year project to design and implement a system to allow a four stroke motor go-kart to be controlled by disabled children using a single joy stick. Jason now works as a research assistant in the automatic control lab at University College, London. Prior to his degree at King's, Jason, a mature student, had originally trained and worked as an actor and had then moved into conference production. His intention is now to remain in the field of Automatic control.

Maurice Kenn (Trustee) (1944-47 & 1955-62)

Maurice Kenn says that he has gained much pleasure from his associations with KCLEA during the past 46 years (both on and off the Committee) and strongly advises current students to maintain their contact with the College after graduation. After serving for 30 years on the KCLA Council (as either Honorary Secretary or Vice-President) Maurice has decided that it is time to stand down. However, he is delighted to know that the Engineers' presence on this body will be maintained by Keith Newton. Having retired 10 years early from the academic life, Maurice also reckons that, through salary conservation, Imperial College has benefited from his benevolence by some £0.2M. Contrary to previously established misconceptions, Maurice has clearly proved that it is possible to be a 'friend' both of King's College and of Imperial College [as H.R.H. Reggie will testify, having spent more time at the latter establishment than at King's in the last few years, and currently sporting their colours I Believe! — Ed]. In October last, whilst en route to Australia to visit his younger son in Sydney, Maurice stayed briefly with Alan Staig (1945-1948) and overlapped by several hours with Derek Lee (1949-1952) who was also receiving generous hospitality from the Staigs in the environs of Toronto, in Canada.

Sue Doran (Hon. Secretary)

Sue works for Ove Arup and Partners as a Structural Engineer within a multidisciplinary Building Engineering Group. For the last two and a half years she has been involved with the design and con-





Mechanical Engineers Gain Outstanding Success in Shell Mileage Marathon Competition

Since 1978, the Mechanical Engineering Department at King's has entered the Shell Mileage Marathon Competition and, in this time, has proved to be the most successful entrant in terms of placings. Norman Borrett of the Department of Mechanical Engineering/Mechatronics takes up the story.

King's has won three times and been second on four occasions in competition not only with other universities and educational establishments, but also with highly financed research/development teams from Ford, Jaguar and Lotus as well as overseas entrants from Japan, Sweden, France, Holland and West Germany.

The Competition is run over seven laps of the Club Circuit at Silverstone with petrol being measured to indicate the equivalent mileage per gallon. The cars must maintain an average speed of at least 15mph.

In 1979, the car won with a consumption of 1684mpg. Development was rapid, with the Department's winning car in 1985 taking the British record with a consumption of 4010mpg. It won again in 1987 with a slightly reduced consumption of 3804mpg. The highest figure ever recorded by the car in competition was 4300mpg, although this had been bettered in testing.

Since its first entry, the car has featured on several television programmes, on both national and local radio, in the Model Engineering Exhibition at Wembley and in an exhibition at the Science Museum. In addition, it has been taken to Australia to promote the event in the Antipodes. Some of the associated research has been published in the Proceedings of the IMechE.

All work on the car was supervised by Dr Graham Paul, a lecturer in Mechanical Engineering/Mechatronics, and has relied much upon third year individual projects for design, development and construction. The current car

weighs only 20kg and is made from carbon fibre and fibre glass with its shape having been optimised from model studies by a third year student in the Department's wind tunnel (a legacy from the old Civil Engineering Department). It is powered by a 15cc engine which drives the car through a constantly variable transmission. This enables the engine speed to remain constant even though the road speed is varying. Running friction is so low that, even in maintaining an average speed of at least 15mph, the engine is only used in short bursts with the car coasting in between.

The current record, held by a French Engineering Institution, is 7100mpg and recent tests on the King's car have indicated that this figure can be exceeded. Unfortunately, with the phasing out of Mechanical Engineering in the College, it has been decided that the Department will no longer enter the Competition. However, Graham Paul is working on the car and intends to enter this year's event in a private capacity.

struction of a £500M research facility for Glaxo in Stevenage.

Al Steger-Lewis (Vice-President) (1982-89)

A 'second generation' King's student, and also one who stayed on at King's for longer than he should have, Al finally graduated in '89. He is working for a publishing systems integrator in London where he has risen from typesetting to running an engineering department of 14 people. He has always retained his links with King's, being an elected member of KCLA, and it's Social Committee, a founder member of the Younger Members branch, and sitting on various ad hoc committees, groups and working parties!

Obituaries

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took a keen interest in the activities of the professional institutions, especially the IHT of which he was South West Branch Chairman from 1959-61 and national President in 1968/69. He was a founder of the Institute of Highway Technicians (now the IHIE) and was always an active patron, with a particular interest in training. In his leisure he was a keen motorist and motor sport enthusiast. Building his first sailing dingy he was an accomplished sailor, and presented the Criswell Sailing Cup to be won annually at the Institution Conference in Torbay. Condolences are sent to his wife Joan.

Reprinted from Highway and Transportation, IHT Journal, January 1993

Herbert William Moys

(Born May 25 1907, Died April 11 1992)

Educated at Mercers School London and King's College London, he obtained a B.Sc(Hons) Degree in Mechanical Engineering and was an Associate of King's College London. He joined the staff of the Gas Light and Coke Company as an articled pupil on the gas manufacture side and held various appointments on the engineering side, progressing to Divisional Director in charge of three large works. Moving to the personnel side, he became Staff Controller of the North Thames Gas Board and later Head of Industrial Relations for the Gas Council from which he retired in 1971 as Personnel Director. He was a Fellow of the Institution of Gas Engineers and a Member of the Institution of Civil Engineers.



Obituaries

Harold Dunkley

Harold Dunkley died on 17th March 1992 at the West Park Hospital Epsom after a short illness, aged 98 years 10 months.

“Dunk” as he was known to the hundreds of engineering students that passed through the Department between 1921 and 1958, was born at Rothwell in Northamptonshire on 22nd May 1893, the son of a railway engineer. He was the eldest of four children, having one sister and two brothers. He outlived them all, the youngest brother being killed in the last days of the 1914-18 war, and the sister dying in her early 40’s. The other brother survived until some 5 years ago.

Dunk was a bright lad who gained a scholarship to the Grammar School, but was not able to take it up because his parents could not afford the cost. He left school at 13, and started work in a shoe factory. His parents moved to Kettering about this time, and he then took a job with the Maypole Dairies.

At the outbreak of the 1914-18 war, when he

was 21, he joined the Northamptonshire Regiment and was soon in France. He was promoted to the rank on Lance Corporal, and his son still has a notebook of his, recording a briefing on an attack on a German trench, with the rather chilling order “nobody to lie down”. He was wounded by a bullet through his chest and so fortunately missed the Battle of the Somme where so many of his regiment were killed. After he recovered he rejoined his unit only to receive a large piece of Shrapnel in one of his legs which led to him being invalided out of further action. He was transferred to the Army Pay Corps and stationed at Billericay. It was there that he met his wife, May, and also one of the two Bush brothers who both worked at King’s College. He kept in touch with them and one of them suggested that he applied for the job of laboratory assistant at the College which was being advertised. Initially he assisted with the setting up of materials using strain gauges etc. Later Professor Davies needed a clerical assistant and this led to “Dunk’s niche” as storeman and attendance records clerk.

When the College moved to Bristol in the 1939-45 war, Dunk went with them, returning to his home in Surbiton at the end of term and at other times.

After many happy years working at King’s, Dunk retired in 1958 to his home at Hillside Road, to enjoy retirement with May until she died in 1978, aged 84. He continued to live on his own, devoted to his allotment, until he was 93 when he moved into a self-contained annex to his son’s house at Bookham. His last years were spent in a residential home for the elderly until the end of 1991 when he was moved to hospital.

When he retired, the King’s Engineers subscribed more for Dunk’s retirement present than the whole of the College did for the Head Porter, to the amazement of the College secretary. To his great pleasure, he was also elected an Honorary Member of KCLEA and KCES.

His son Allan became a Chartered Quantity

Surveyor, an achievement which must have been a source of great pride and satisfaction to Dunk. In addition to his son, and a daughter, Elsie, he leaves five grandchildren and six great grandchildren.

All King’s Engineers who knew Dunk will be sad at his passing, but also at the same time glad that he had such a long, happy, varied and interesting life with good health almost to the end.

Ray Horner

Henry Criswell DFC BSc(Hons) FICE FIStructE FIMunE FIHT

Henry Criswell (Cris) retired County Surveyor of Devon, died peacefully at his home in Exton, Devon, at the age of 79. Educated at King’s, he obtained an honours degree in Civil Engineering. He took up the profession of his father, who was a civil engineer and designer of the Criswell transition curve and tables for highway design which are still in extensive use. In distinguished service in World War Two as a bomber pilot in the Royal Air Force he won the DFC and was mentioned in despatches. He returned to civil engineering in Bedfordshire, specialising in bridges, and then took up an appointment as Assistant County Surveyor in Norfolk. He was appointed Deputy County Surveyor of Devon to Mr R B Carnegie in 1952. In 1961, with the unanimous approval of Devon CC, he was appointed County Surveyor until taking early retirement in 1973 on Local Government Reorganisation. Among the highlights during his term of office he was the head of the South West Road Construction Unit at the time of the completion of the last stages of the M5 to Exeter and, in particular, the problems associated with the Cullompton Bypass. He was responsible for a comprehensive bridge building programme in Devon which included a Civic Trust Award for the unique granite arch bridge at Jacobstowe. Both during his professional life and his retirement he

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