



THE PAVIOR

The magazine of the Worshipful Company of Paviers



DEAR ALL,

It is usual for the Master to outline his aims and ambitions shortly after the installation but with the timings of our magazine rather changing this message, it has already been rather well communicated at livery dinners and the like.

However following on from Past Master Lasts year of fellowship and communication it is a pleasure to see the website in its new and vibrant form now up and running and I have, although initially with some doubts, continued the Masters blogs so successfully started by Terry, and having already written four, see the power of his vision of communication from the reaction of many of the Paviers.

I wanted in my year to continue and move forward with the excellent work that has taken place with our main charity the London Highways Academy of Excellence and plans are moving forward on this. I also wanted to engage the experience and abilities of our Past Masters in the years following the Mastership and there are discussions moving forward on this issue now.

My theme for the year which in many ways is complementary to Past Master Last's fellowship, is Family, maybe not surprising with five children ranging in age from ten to twenty seven, I believe as the average age of our livery reduces we need to widen our appeal to ensure that it properly includes the family of our members and brings them in to a closer understanding of what a Pavior is and does.

I am very pleased with the first few months and with the Liveryman's Committee in particular who have really picked up the baton on this one and have already put on some events to include family members, and I know that others are being planned. Like Terry, I am a working Master and will have to balance both sides of the claims on my diary, but so far it has worked well, and I have attended a good number of events as most of you will have read in the blogs. The Lady Mistress has also embraced the opportunity with gusto and on a couple of weeks has had even more functions than myself!

I have been looking forward to being your Master and thank you all for the wonderfully large attendance at all our events; so far it has been even better than I imagined. I hope to meet up with you all at some time in the year, please do contact me if you wish to discuss any livery issue, and thank you for the immense trust you have placed in me by electing me as your Master.

Best wishes
The Master, Ian Lumsden

2

Industry Round Up

3

Paviors' Charity
Golf Day
Horners' Challenge
Inter-Livery Golf

4

A Towering Visit

5

London Underground
Lecture

6

Sue Illman
Interview

7

Sue Illman
Interview

8

The Mansion
House Banquet

9

Jolly Piracy
in Dartmouth

10

Family Day
at The Globe
A Little Bit Of History

11

Welcoming New
Members
On Your Marks,
Get Set...Go!

12

Events Calendar



INDUSTRY ROUND UP



THIS AUTUMN IS PROVING TO BE A FAIRLY MOMENTOUS ONE FOR THE BRITISH CONSTRUCTION INDUSTRY. TWO MAJOR GOVERNMENT ANNOUNCEMENTS AROUND MAJOR INFRASTRUCTURE PROJECTS HAVE ALREADY GIVEN A BIG BOOST AND IT'S HOPED THAT THE AUTUMN STATEMENT WILL OFFER FURTHER ENCOURAGEMENT.

The two big decisions were of course around Hinkley Point C and Heathrow. While sceptics can argue that both projects have many hurdles to overcome yet before we see the sharp end of shovels in the ground, both project teams are talking very assertively about cracking on. That's great news for the industry.

And that's not the end of it. There is much noise that government will look to invest in infrastructure as a means to boost the economy in November's Autumn Statement; if that is the case then road schemes, and particularly smaller upgrade schemes that stand ready would seem the most likely beneficiary. That too would be a hugely welcome boost to the industry and in particular the highways industry, and would surely also be welcomed by the public at large, given their clear preference (when asked) for government to tackle potholes not Grand Projects High Speed 2.

And what of the long-term for highways? Highways England continues to plan for its next Route Investment Strategy and how it will spend its ring-fenced road fund from 2020, and others will continue to try and claim a piece of it.

They may well be successful. The recent Rees Jeffreys Road Fund Study makes a very good case for some of that cash to go to those

responsible for the de-trunked road network. These early grabs for that road tax cash really serve to illustrate the point that there is never going to be enough money available to keep building (and rebuilding) our way out of trouble. The National Needs Assessment, the recently published ICE-led, 15-month study into the UK's infrastructure needs to 2050 made that very clear. Technology-led capacity boosts or demand-management restraints are where the ICE sees the real wins. "Technology, enabled by the right policies, provides the opportunity to use new and existing infrastructure capabilities much more efficiently," it adds.

Its good thinking. There's a very sound argument for using driverless cars to boost capacity and road pricing manage demand in highways. There are also very sound arguments around how both could be crucial in tackling air quality issues – an issue that this month has become ever more pressing with the news that the High Court has told government it must rethink and beef up its plans to tackle air pollution. Adding capacity – even through Smart Motorways – has just got a lot harder.

It will certainly be interesting to see what the National Infrastructure Commission makes of it all in next summer's National Infrastructure Assessment. The ICE-led Needs Assessment is designed to feed into this but a broader

consultation will also be held and the industry needs to make its voice heard.

Because so much of this is so important, just one example: the South Devon Highway, winner of the Community Engagement Award at the recent British Construction Industry Awards.

Yes, it's a bypass. And a very good bypass. But it's so much more. This exceptional project was about more than just building a road. It has been about joining communities and creating jobs – 8,000 of them in fact – and so it is was no surprise that it demonstrated extraordinary community engagement throughout.

Training and skills was at the heart of the project which is why it created a market-leading National Skills Academy on site, providing training and increasing the skills of local workers.

Underpinning the project was the aim of keeping disruption to a minimum as far as possible and the project team worked tirelessly to engage with the community throughout the construction process.

It was – is – a brilliant project and we need many more like it. Let's make the case!

By Mark Hansford



PAVIORS' CHARITY GOLF DAY

THIS YEAR'S ANNUAL PAVIORS' CHARITY GOLF DAY WAS HELD ON TUESDAY 19 JULY 2016 AT MOOR PARK GOLF CLUB.



Master of the Paviors, Ian Lumsden, with John Davis and Ken Schofield. John is Secretary of Surrey Golf and Ken is an analyst for an American TV station where he provides specialist knowledge about European golfers.

This year's annual Paviors' Charity Golf Day was held on Tuesday 19 July 2016 at Moor Park Golf Club.

The Harry Colt-designed course is listed in the top 100 golf courses in England and, on the day, proved to be in immaculate condition with lightning-fast greens. The competition attracted 19 teams of four who, after some light refreshments, teed-off in blazing-hot conditions with temperatures during the day exceeding 35 degrees. The competition was based on stableford-scoring off three-quarters handicap, with the best three scores counting for each hole. The winning team amassed a very creditable 107 points.

The golf was followed by a three-course meal, entertainment, and the prize-giving. An auction was then held, which raised £9,000. Altogether, the event raised over £20,000 for the Paviors' and Master's charities. The Company relies heavily on money raised from this event to enable the continued funding of the London Highways Academy of Excellence.

By John White

HORNERS' CHALLENGE INTER-LIVERY GOLF

THE PAVIORS ENTERED A TEAM IN THE ANNUAL HORNERS' CHALLENGE INTER-LIVERY GOLF MATCH ON WEDNESDAY 15TH JUNE. THE MATCH WAS HELD AT THE ASHRIDGE GOLF CLUB IN HERTFORDSHIRE, WHICH IS ONE OF THE TOP 100 COURSES IN THE UK.



The club has had two celebrity professionals. Henry Cotton was the club professional in the late 1930s and, more recently, the well-known TV-commentator Alex Hay held the position. The course measures 6,678 yards and with a par of 72.

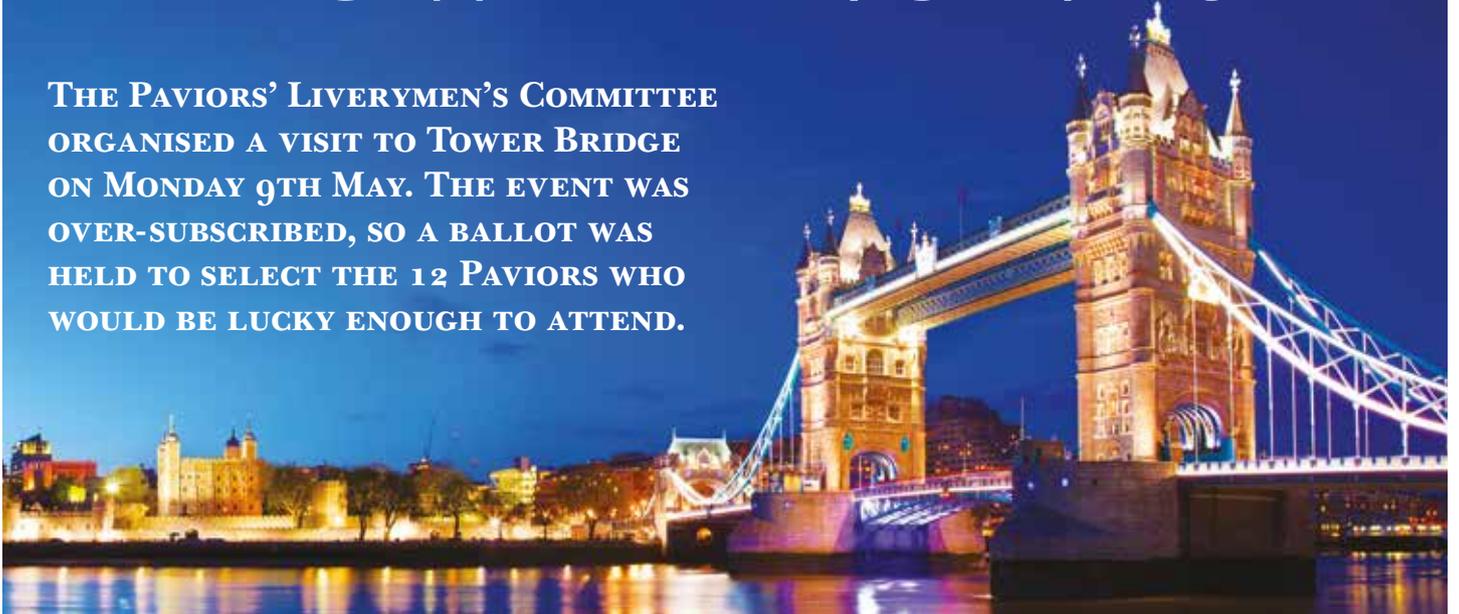
The annual competition is organised by the Worshipful Company of Horners' and the Paviors' team, together with teams from 12 other livery companies, teed off at 9am with a shotgun start. The course was in fine condition, with greens running true, but the long grass in the rough created real challenges for those wandering off the fairway. The Paviors golf team comprised Jim Cook (Paviors' Golf Society Captain), Simon Clubb, Doug Weston and Frank Loughlin, who collectively amassed 78 points (best two stableford scores per hole) by the end of the round.

Following an excellent lunch in the clubhouse, the results were announced and the Paviors' team were runners-up and received prizes of vintage wine and golf balls! The winners of the Horners' Trophy this year were the team from the Worshipful Company of Fruiterers with 82 points.

Next year, we will be looking forward again to the challenge

A TOWERING VISIT

THE PAVIORS' LIVERYMEN'S COMMITTEE ORGANISED A VISIT TO TOWER BRIDGE ON MONDAY 9TH MAY. THE EVENT WAS OVER-SUBSCRIBED, SO A BALLOT WAS HELD TO SELECT THE 12 PAVIORS WHO WOULD BE LUCKY ENOUGH TO ATTEND.



This exclusive tour started at 10.30 in the morning, and was led by one of Tower Bridge's experienced tour guides. Those Paviors attending undertook an in-depth exploration of the Bridge. This included the panoramic walkways suspended 42 metres above the River Thames, which gave far-reaching views across London. Also visited were the atmospheric Victorian engine rooms, which house the magnificently restored steam engines, accumulators and boilers. However, the highlight of the tour was being shown areas that are normally off-limits to the public by one of the Bridge's senior technical officers. The Paviors visited the modern-day machinery rooms, the control cabin for the bridge lifts and the bascule chambers hidden underneath the Bridge.

The following facts emerged about the Bridge:

- Work on the Bridge was started in 1894 and 14 million rivets were used in its construction
- The Bridge's internal metal frame is clad with Portland stone from Scotland, which gives the Bridge its well-known external appearance
- The caissons supporting the bridge each contain 70,000 tonnes of concrete
- The bascule chambers under the moving parts are surrounded by walls below water level that are between 6 and 12 metres thick
- The counter-weights weigh 420 tonnes
- There were 6,100 bridge lifts in first year
- There are now around 1,000 bridge-lifts each year (approximately three times a day)
- During 121 years of operation, there have been approximately 500,000 bridge lifts
- Passing through the bridge is free to anyone with a yacht between 9 metres and 42 metres high, and bookings must be made 24 hours in advance
- The power for the hydraulics was changed from steam to electric in 1976

Paviors also heard that the Bridge was used as a landmark by the Luftwaffe during the war, and that President Clinton was delayed during a visit when the bridge opened unexpectedly at short notice, and upset his security team – but river traffic always takes priority!

This most interesting visit concluded with a pub-lunch at The Vault, close to the southern end of the Bridge. The tour raised money for the Paviors' charity funds.

By Peter Rix and James Atkins



RECORD ATTENDANCE AS PAVIORS' LECTURE GOES 'UNDERGROUND'

NEARLY 250 PEOPLE PACKED INTO TWO LECTURE THEATRES AT IMPERIAL COLLEGE ON 9TH FEBRUARY TO HEAR OUR OWN RENTER WARDEN, MILES ASHLEY, DELIVER THE 41ST PAVIORS' LECTURE ON THE PAST, PRESENT AND FUTURE OF THE LONDON UNDERGROUND. HE POSED THE CHALLENGING QUESTION, "CAN LONDON SURVIVE?" AND AFTER AN HOUR OF FASCINATING AND ENTERTAINING DISCUSSION CONCLUDED THAT IT CAN.



Miles' lecture was marvellously illustrated with photographs, digital images and video clips. It included the historical background brought to life by old prints and using critical data he demonstrated the clear financial and societal benefits of investment in transport infrastructure. A consistent feature of life in London has been congestion and the constant battle to cope with it. The sheer statistics of travel in London illustrate the size of the problem being tackled by Miles and his team in keeping London moving. 1.3 billion people per year travel on the system in the 583 trains over 249 miles of track through 270 stations. The number of travellers doubles every 35 years. He paid tribute to the inventors and pioneers of the underground and showed how its expansion out of the city allowed development of the suburbs illustrated by Morden's evolution from a rural duck farm to a busy urban centre.

In addition to the 'new build' associated with the arrival of Crossrail and its interaction with the Underground, Miles showed how the efficiency of the system is being improved by increasing the frequency of trains and the capacity of stations to cope with the faster movement of passengers.

Miles paid tribute to the close collaboration between his organisation and the contractors and showed how improved value for money can be achieved using new methods of design and procurement. The availability of money to sustain expansion of the system has been and continues to be a problem. Transport for London have made available valuable sites adjacent to their stations to allow commercial development to benefit from these prime sites.

A lively question and answer session, chaired by the Master, followed the lecture and Richard Anderson from Imperial College proposed the vote of thanks. Professor Nick Buenfeld, Head of the Civil and Environmental Engineering Department hosted the evening. The audience included a large number of students and young engineers as well as people from associated disciplines all of whom joined with members of the Livery and their guests for an enjoyable and informative evening. It was rounded off by the usual excellent dinner in honour of the lecturer in the splendid environment of the President's dining room.

By Stephen Brown

A video of Miles' 'Past, present and future of the London Underground' lecture can be found on the Imperial College London YouTube channel.





Photography by Robert Taylor

Q. Can you explain a bit more about yourself and your roles in Illman Young and for the Construction Industry Council?

I originally trained as an accountant, but after 3 years working in London, I felt I wanted something more creative. I freelanced for a while, and came across Landscape Architecture as a career completely by chance. However, in offering not only design, but a practical approach to construction, involving art, craft, science and engineering, it seemed to cover everything I was interested in at the time – and still does.

THE BIG INTERVIEW SUE ILLMAN

Q. What inspired you to start your own landscape design consultancy?

Having worked as a freelancer, both before and whilst a landscape architect, alongside having a good financial background, I always knew that I wanted to start my own practice. I met my business partner, Yvonne Young whilst at University. She was in the year above me, and had been an architect all her life, but retrained as a Landscape Architect when she took early retirement. It became a very happy and productive friendship and business.

Q. What have been the big challenges you have faced over the years?

From a business point of view the financial impact of the recessions! From a personal point of view, my role as President of the Landscape Institute from 2012-14 was extremely challenging at times. I became President as we were emerging from a difficult financial period, the profession was divided, demoralised and needing clear leadership. Having been concerned with our internal woes, the profession had also ceased to be outward facing to the other professions and government. I therefore had an extremely busy 2 years, working closely with the LI's CEO and senior management to stabilise the Institute, galvanise the membership with a series of initiatives, look to the future, and work much more closely with other Institutes on a range of joint initiatives, whilst developing contacts with government. All of which involved much travelling and frequent public speaking.

Q. How have you seen the industry's understanding of environmental issues change over the past decade?

It's interesting to look back and see exactly how far we have come environmentally in the last 10 years. Things that are now common practice throughout the industry were then the exception. Management and sourcing of materials, recycling and dealing with waste are a high priority, through both legislation and sheer economics. Managing water for its maximum and multi-functional benefit, understanding how to deal with the arboricultural and ecological resources of development sites are all things that are now automatically on the agenda. And finally, there is a broader understanding that placemaking, creating places and spaces for people that provide for their social and physical needs, can also assist in providing health and environmental benefits.

Q. Who first introduced you to the Pavors?

John Price kindly introduced me to the Pavors. John and I first met on a project in North London in the mid 1990's; after which we have worked with Hunter Price on a wide range of projects both here and abroad, many of which have been large scale challenging sites, but very interesting to work on.

Q. What have been the highlights of your involvement with the Pavors?

A wide range of things: I've always loved the historic buildings in the City, so an ongoing pleasure is visiting the hidden gems that are the Livery Halls – particularly some of the smaller ones that are delightfully quirky and full of wonderful artefacts, although Waterman's Hall will always be a favourite, as it was where I joined the Company. The first Lord Mayor's Show where we had our flying pig – it just made me laugh! However, I will always remember having lunch with the Old Bailey judges when invited by Sir Michael Bear when he was an Alderman – the cut and thrust of the conversation was immensely interesting, enjoyable, and challenging. And lastly, the Post Horn Gallop at every Mansion House dinner – its still as spine-tingling as the first time I heard it.

Q. You will be Master of the Pavors in just over two years – what part of the role are you most looking forward to?

Externally, I am looking forward to representing and promoting the company as a modern forward-looking organisation, that is still very relevant in today's world; we have great depth and breadth in our membership, whilst remaining true to our roots. The range of City events that the Master can both attend and participate in sounds fascinating, so I am looking forward to that with great anticipation.

Q. What do you think the Pavors need to do to remain a modern livery company?

I have been really pleased to see the number of younger members who have joined over the last few years, whether as Freemen or as full Liverymen and women. This is essential for us to thrive in the modern world, and we need to ensure that we make it a Company that they wish to support for the long term, so we need to listen to their views and consider them carefully. I think the programme of gradual change that has happened over recent years has delivered an effective and responsive Livery, and look forward to continuing that process.



THE MANSION HOUSE BANQUET

22 SEPTEMBER 2016

THE PAVIORS' ANNUAL BANQUET TOOK PLACE AT THE MANSION HOUSE ON 22 SEPTEMBER IN THE PRESENCE OF THE RT HON THE LORD MAYOR, ALDERMAN THE LORD MOUNTEVANS, AND THE LADY MAYORESS. THE EGYPTIAN ROOM AT THE MANSION HOUSE WAS PACKED WITH OVER 300 IN ATTENDANCE, INCLUDING OVER 90 PAVIORS.

In addition to the Lord Mayor, there were a number of official guests, including the City of London Sheriffs, Alderman Charles Bowman and Dr Christine Rigden with their partners, Masters of the Plaisterers, Cutlers, Apothecaries and Builders' Merchants and their wives. We were also pleased to have representatives of our armed-forces affiliates from HMS Argyll, the Third Battalion The Princess of Wales's Royal Regiment and 29(R) Squadron.

The evening provided the opportunity for the Master of Paviers, Ian Lumsden, to present cheques on behalf of the Company to the Lord Mayor for this year's Lord Mayor's Appeal and for the Mansion House Scholarship scheme. This year's Appeal is supporting two charities: JDRF (which is leading the global fight to cure and treat Type 1 Diabetes) and the Sea Cadets. Mansion House Scholarships are given to overseas students taking Masters-level degree courses at British Universities, or for training and work experience in the United Kingdom's financial services industry.

During the evening, the Paviers' Medal for Excellence was presented to Ms Dana Skelley of Transport for London who, in addition to her work overseeing major programmes of work to improve London's roads, save money and improve co-operation, has championed the cause of women in the industry and been instrumental in sponsoring a major programme of apprenticeships.



The Civic Toast was proposed by the Master, with the Lord Mayor responding. Upper Warden Miles Ashley proposed a toast to the guests, and the response to this was given by Sir Michael Willcocks KCB CVO, who spoke very amusingly about his time in the army and as Black Rod. The Master thanked everyone for coming before, finally, Junior Liveryman James Harding proposed a toast to the Paviers Company: 'may it flourish root and branch for ever'.

The evening was kindly and generously sponsored by Mace.

By John Freestone

JOLLY PIRACY IN DARTMOUTH

IT WAS IN THE 1300S THAT A PIRATE NAMED HAWLEY, A MAN INCLUDED IN CHAUCER'S CANTERBURY TALES, HELD CONTROL OF DARTMOUTH. SEVEN HUNDRED YEARS LATER THE TOWN WAS ONCE AGAIN SUBJECTED TO INVASION AS 2 SCORE PAVIORS, LED BY MASTER AND MISTRESS LUMSDEN DESCENDED UPON THE TOWN IN THE SECOND WEEKEND OF MAY.



The group, guided by comprehensive instructions from the master's daughter immediately seized the best hotel in town and proceeded to "make merry" quaffing Prosecco like Hamptons. Every canapé was Bartoned in the onslaught, which later descended into feasting like practiced Lasts, and eventual slumber... but wait, where was shipmate Hugh MacDougald?

On Friday morning, at first light (or thereabouts) the troops were Freestoned into a tight crew to push inland. Crossing the river by ferry the group took to the observation coach of a steam train which puffed and Pantered its way to Paignton. On arrival the crew were getting a bit Edgington and Illman, and also rather thirsty so immediate conveyance was secured to the Sharpham's vineyard – after touring the estate, drinking as we went, we managed to drag Past Master Whitehead away from admiring the Lamborghini tractor, and stayed on for lunch, drinking more of the delicious English wine until we were nicely Webstered. In high spirits, we made way to Totnes, commandeering a vessel in Kingly fashion bound down the beautiful river to Dartmouth. The evening was spent singing pirate songs (no really...) in the excellent Rockfish restaurant. Freestone and Ashley knew many songs, luckily for the crew none of them were the same.

On Saturday, at first light, the team re-boarded the vessel and made way to Greenaway, the home of Agatha Christie this wonderful house was preserved as if Agatha has simply disappeared yesterday and the fascinating garden tour revealed some beautiful and rare plants (and a couple of pretty good Edwards). After the tour we retired to the Anchorstone pub, reputedly next door to David Attenborough's house. Several of the crew, replete from previous feasting ordered a light crab salad, only to receive creatures the size of an average Galapagos tortoise... the rest of the afternoon was spent in more copious lunching.

The evening saw us ascend to the Royal Naval College where we were made welcome by both the retiring and succeeding commanders of HMS Argyle. We were given a fascinating tour of the college and then sat down for a wonderful formal dinner. The announcement was made that the next Master's Jolly would be on the emerald Isle of Wight. As the copious quantities of port took effect, the crew were entertained by a rather good band. With almost nowhere to Hyde everyone was forced to dance like Nutts.

Sunday morning found the crew in subdued mood and a gentle walk and tour had been arranged of Dartmouth followed by a visit to the lifeboat. The Master instructed the Upper Warden to be cast adrift in the lifeboat, but sadly he was saved. A good laugh was had by all and everything thoroughly McCoubreyed for posterity.

We returned to the hotel for a sober but tasty lunch. By then Hugh had arrived to say he had to go early... but you can have too much of a good thing, and it was time to return home. Wherever we lived, we were all heading North... in a sense, it was time for us all to do a Clugston... and so we did.

By Miles Ashley





FAMILY DAY AT THE GLOBE

THE 400TH ANNIVERSARY OF WILLIAM SHAKESPEARE'S DEATH WAS ON 23RD JULY OF THIS YEAR, AND OUR CURRENT MASTER, IAN LUMSDEN, IS SEEKING THIS YEAR TO EMPHASISE THE ROLE PLAYED BY OUR FAMILIES WITHIN THE COMPANY'S LIFE.

To draw both of these significant strands together, the Liveryman's Committee arranged for members and their families to attend a morning of live demonstrations and tours at Shakespeare's Globe on the morning of Saturday 23rd July.

The Company's first family day was held in glorious sunshine. A crowd of 25 made up of both liverymen and their families spent the morning enjoying a fascinating visit to the Globe Theatre on London's Southbank.

The day commenced with a guided tour of the theatre itself. Our guide was obviously himself a trained actor and kept the group on the edge of its seats as he interspersed his account of the theatre's long history with dramatic excerpts from Hamlet, Romeo and Juliet et al. After the tour, the group was treated to a display of

Elizabethan sword-fighting. Whilst no blood was shed, the display was highly realistic and expertly executed. The opportunity to handle some of the swords was enjoyed by the younger members of the group, as well as some of the older ones too.

The morning concluded with an Elizabethan dressing demonstration, which left some of the lady members of the party grateful for the comfort and convenience of 21st century fashions, especially on a baking hot summer's day. One of the Master's daughters was an excellent sport in volunteering (or being volunteered) to be the clothes model.

Good fun was had by all. It is hoped that our first Family Day has set a pattern for future events to come.

By Paul Lowe

A LITTLE BIT OF HISTORY

Paviors' formal dinners provide the opportunity for everyone to enjoy some of the traditional Livery ceremonies. Whilst the Loving Cup is a much-loved tradition (although it invariably causes consternation with new guests), the use of Rose water has become a less frequent occurrence in recent years, and using the Snuff box an even more infrequent event. However, not everyone is aware of how these ceremonies originated.

ROSEWATER

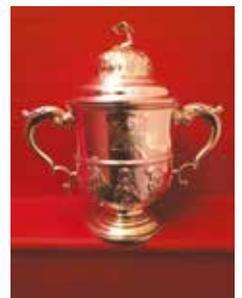
Water impregnated with essence of roses, have been used as a symbolic and fragrant conclusion to feasts since the 14th century. One, no doubt apocryphal, story relates how a flustered guest awed by the Royal Presence, drank the rosewater in his confusion. Immediately the Monarch did likewise to cover the guest's embarrassment: and the whole company was obliged to follow suit.

Rosewater is used to freshen up and to clean fingers after the sweetmeat course. Scented waters were also known to have been passed around the tables at a time when diners would only have had a knife to eat with. The water was therefore provided to enable diners to clean their fingers.

The best roses were from Turkey; also from Syria and Hungary. Other waters were used such as lavender, thyme, musk, ambergris.

THE LOVING CUP

The Loving Cup is a feature of feasting in the City of London. The drinker is guarded on either side by two trusty friends and as the cup passes one to the other, a hearty welcome is given to everyone present. This protective ceremony is said to date back to the 10th century following the murder of King Edward at Corfe Castle, who was stabbed in the back whilst drinking.



Loving Cup presented to the Company by Captain J M Knight, Master 1891

THE SNUFF BOX

Powdered tobacco, which is to be sniffed, held against the lip or chewed. It was originally popular on the Continent between the 16th and 18th centuries and was believed to have therapeutic properties. In England, its special vogue among women as well as men was in the period 1820-30.

WELCOMING NEW MEMBERS



Nicholas BOSWELL
Data Planner at M&C Saatchi
Proposed by Laurie Boswell



Mark HANSFORD
Editor of NCE (New Civil Engineer)
Proposed by Malcolm Stephen



James BALL
Director at Daniel Cobb, Land Surveyors
Proposed by Alan Scriven



George McINULTY
Programme Director Infrastructure,
London Underground Ltd
Proposed by Miles Ashley



Finbarr KELLEHER
Owner, F Kelleher Plant Hire Ltd
Proposed by Prof Lawrie Boswell



Joseph DUFFY
Retiring having worked in Banking specialising in property
Proposed by Prof Lawrie Boswell



James HARDING
Property Developer, Rural Community Housing Ltd
Proposed by Andrew Harding



Richard HARDING
Property Developer
Rural Community Housing Ltd
Proposed by Andrew Harding



Alexander ROWE
Student, University of Brighton
Proposed by Daniel Rowe



Susan ANCKORN
BSc(Hons) CEng MICE
Business Development, BAM Nuttall Ltd
Proposed by Malcolm Stephen



Ian ANDREWS BEng(Hons)
Consultant Project Manager, IBA Associates Ltd
Proposed by Ian Lumsden



Gregory LUMSDEN
Project Manager, Mace Ltd
Proposed by Ian Lumsden



Wayne MANNERS
Managing Director,
Climate Engineering Solutions Ltd
Proposed by Francine Vella



Leslie MARUZIVA BA(Hons)
Regional Manager,
Regeneration Investment Organisation
Proposed by Sir Michael Bear

ON YOUR MARKS, GET SET...GO!!!

Two Pavior teams entered the annual City Go Kart Grand Prix held at the Daytona Motorsport track in Sandown Park racecourse. Sixteen teams, a dry track and a sunny day conducive to fast lap times greeted the BAM team of Alasdair Henderson and Peter Bishop augmented with the Clerk and the Laing team, Charlie, his daughter Rebecca, Ben and a guest, Louis Sansome who works with Charlie. A safety briefing video presented on screen by Martin Brundle also giving tips on how to

drive, hands at a quarter to three, brake before a corner (if you want to brake at all) and then foot flat on the floor the rest of the time seemed to be the order of the day!

All team members had an opportunity for practice sessions prior to qualifying however it was a little disconcerting to see that some teams had drivers in their own overalls and helmets!!The event itself would be a two hour endurance race with the winners being the team that had completed the most laps within the allotted time. A minimum of 3 driver changes and a refuelling stop for each kart was also built in. Both Pavior teams fared well in the qualifying with Alasdair finishing

sixth on the grid and Louis for the Laing team achieving eighth. Each of the teams developed their strategy for the actual race but it became clear that there were much more experienced drivers on the track. That said Alasdair's quickest lap on the track was in the top ten of fastest laps on the day. Other factors are also involved when it comes to speed – the lighter you are the quicker the kart goes, especially in a straight line. Everybody had terrific fun, the time flies by and at the end of two hours the Laing team had finished a very creditable sixth whilst the BAM team finished thirteenth of the sixteen teams.

We Made it!

THE PAVIOR

The magazine of the Worshipful Company of Paviers

EVENTS CALENDAR

NOVEMBER			
2nd	Autumn Golf Day	Golfing Society Members and guests	Tandridge GC
9th	Luncheon Club Lunch	Luncheon Club Members only	Guildhall
12th	Lord Mayor's Show	All Liverymen, families and guests	In Show & MV Erasmus
30th	Autumn Livery Dinner	All Liverymen & Guests	Drapers' Hall
DECEMBER			
12th	Luncheon Club Christmas Dinner	Members, partners and guests	Stationers' Hall
JANUARY			
12th	Common Hall	All Liverymen	Vintners' Hall
TBC	Luncheon Club Lunch	Luncheon Club Members & Guests	TBC
FEBRUARY			
7th	Paviers' Lecture & Dinner	All Liverymen & Guests	Imperial College
23rd	Master's Summer Party	House of Magic	Kennington
MARCH			
8th	Installation Service	All Liverymen, partners & Guests	St Martin within Ludgate
8th	Installation Dinner	All Liverymen, partners & Guests	Stationers' Hall

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