

THE OXHILL NEWS

December 2025 No. 613



A welcoming sight on a wintry night. Photo by Carol Taylor

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CLUB & GROUP CONTACT DETAILS

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Oxhill Village Hall:	Derek Harbour - Chair Ali Sayer - Hall Hire - 07970 922352 email: oxhillvh@gmail.com
Oxhill Pickleball	Peter Rivers Fletcher 07730 800729 rfn364@btinternet.com
The Peacock Pub	01295 675019
Tysoe Tennis Club:	Club Secretary: Carol Spencer email: carol.spencer234@hotmail.co.uk
Warwickshire Mobile Library:	01926 851031
WOT2Grow Community Orchard:	Miranda Forrester (680265); Paul Sayer (680451); Sue and Mike Sanderson (688080)

HEDGE LAYING

Really great to see a real traditional craftsman at work! Hedge laying is a skill that is largely dying out. It produces a neat hedge that is stock proof and has “bottom” to it.

Colin Sharp, who is in his 70s, has been laying a hedge at the top of Whatcote Road. If anyone is interested his number is 07711102172.

Barbara & Mick Shepherd





VILLAGE CHRISTMAS TREE

Thanks to the generosity of Suzy, Mike and Ollie at Warwickshire Christmas Tree Farm, we have a tall, beautiful tree, which we will put up outside the village hall at the beginning of December. Not only have they donated the tree to the village but have offered to deliver it to our door! It's quite a lot larger than last year, so we will need to buy more decorations and lights – if you have any going spare, please send them our way! Tricia, Fiona and I had a lovely time walking around the farm and trying to choose from the many beautiful trees that are there.

"The magic at Warwickshire Christmas Tree Farm is to walk and choose your own tree straight from the field where it's grown!"

This is your place to build a tradition: choosing your tree together and making memories with your family and friends for years to come.

That's the magic at Warwickshire Christmas Tree Farm. See you soon there!
warwickshirechristmastrees.co.uk

Ali Sayer and the Village Hall Committee



DONATIONS IN LIEU OF CHRISTMAS CARDS

Heather and Mike Bridgman would like to wish all Oxhill residents a wonderful Christmas and a very Happy New Year. Once again, we won't be sending Christmas cards but instead will be making a donation to **The Migraine Trust**.

Happy Christmas Fellow Oxhillians!

Brian and I will be donating to our local charity '**Talk Dementia**' this Christmas in lieu of Christmas cards. They are an invaluable local resource, always there when you most need them!

Liz Finlyson/ Brian Emmerson x

Ed and I will not be sending Christmas cards to our lovely friends and neighbours in Oxhill this year. We will be giving a donation to **Ovarian Cancer Action**, a charity very close to our hearts. We would like to wish you all a very Healthy and Happy Christmas and New Year.

Love and hugs, Ed and Elaine. XXXX

This year, we will be making a donation to **Great Ormond Street Hospital** instead of sending Christmas cards. We wish all our friends in the village a merry Christmas and happy new year.

Anne, Jo, Milo & Felix.





OXHILL'S CHRISTMAS DECORATIONS AND LIGHTS

After several years of fantastic Christmas Advent windows, this year we are trying a different format. Rather than a window event every day, we are proposing a village walkabout at 5.30pm on four evenings to see the Christmas lights, decorations and windows, with special events as below:

Decorated Windows, gardens and houses alongside:

6th December - Made in Oxhill in the Chapel

13th December - Christmas Carol singing at the
Peacock Pub 6pm

20th December - a grand tour of the village by Father Christmas and
his sleigh, finishing on Leys Field.

Christmas Eve - nibbles and drinks at Oak View, Green Lane from
7pm.

It would be brilliant if you could join in by decorating a window, your garden or putting up lights for 1 of the 4 dates. If you could let me know if you would like to take part and which date you would like to join in, I will compile a list for each date so that people walking around don't miss any.

Looking forward to seeing another bright and cheerful Christmas decorated village and all your ideas.

Lis
07538865789
Lis.stuart@outlook.com



ST LAWRENCE CHURCH FOR DECEMBER

Much of December is spent waiting: waiting for Christmas, waiting for the decorations to go up, the Christmas parties, the carol singing, the Christmas fairs. Above all, though, we are waiting for the light in the darkness that the birth of Jesus represents. Into our world of, often, darkness and despair, God sent his Son to live among us and bring us life, light and hope. It was his greatest of gift to us. So, this next month we journey together, from the darkness to the light: to accepting the gift He gives us.

When the world was dark
and the city was quiet,
you came.

You crept in beside us.

And no one knew.
Only the few who dared to believe
that God might do something different.

Will you do the same this Christmas, Lord?

Will you come into our world's darkness?

You crept in beside us.

Do the same this Christmas, Lord. *Cloth for the Cradle.*

December in St Lawrence Church, and also St. Mary's, Tysoe, and Sutton over Christmas

Sunday, 7th December 2nd Sunday of Advent
Christingle Service 3.30 pm Jill Tucker

Sunday 14th December 3rd Sunday of Advent
Morning Worship 9.30 am Jennie Rake

Sunday, 21st December 4th Sunday of Advent
Holy Communion 9.30 am George Heighton



**Tuesday, 23rd December Carol Service
6.30 pm**



Wednesday 24th December – Christmas Eve
Christingle Service at St. Mary's Church, Tysoe at 3pm
Midnight Holy Communion at 11:30pm at St. Mary's Tysoe

Thursday, 25th December Christmas Day
Holy Communion of Christmas Day 9.30 am
George Heighton
This is a United Service, when we will be joined by our other churches.

Sunday, 28th December Sunday after Christmas
Holy Communion 11.00 am Sutton Glyn Evans

Jill Tucker
revjill.tucker@btinternet.com

BIG CHURCH CLEAN 22nd November

A very big thank you to Tricia, Kate and Dave, Sue Robbins and Linda for their help to give the church an extra special clean. We didn't get it all done so are proposing to set time aside for a spring clean in the New Year when the weather is warmer!! Thank you ,trusty band, for turning out on a cold miserable day and making a difference to our beautiful village church!

Carol Fox



FRIENDS OF OXHILL CHURCH

MADE IN OXHILL POP-UP ARTS AND CRAFTS SHOP DECEMBER 6TH – 7TH

Don't forget to visit our Pop-up Arts and Crafts Shop in the Old Chapel. Our village makers, bakers and artists really appreciate your support each year. It's your chance to see the creativity of the villagers and to purchase unique Christmas food and gifts produced locally. The homemade refreshments are always very popular including soup and cake: what's not to love! On **Saturday 6th December**, the Pop-Up Arts and Crafts Shop will be open from **11 a.m. to 8 p.m.** We are staying open until 8 p.m. so that people walking around the village to see the first week of Advent windows and Christmas decorations can come to the Old Chapel afterwards for mulled wine and mince pies. On **Sunday 7th December**, the shop will be open from **10.30 a.m. to 12.30 p.m.** During both days, refreshments of drinks, soup and cakes will be available. Entrance is free!

Free small cake for all accompanied children under 12 who visit after seeing the Advent windows and Christmas decorations on Saturday 6th December (after 5.45pm)!

All donations of cakes and offers of help with serving refreshments will be gratefully received.

Please check on the Oxhill Community and the Made in Oxhill Facebook pages for updates.

Ruth Mercer
ruthc.mercer@btinternet.com
07400 615999





WOT2 GROW COMMUNITY ORCHARD

Wassail 2026

Wassailing refers to the custom of visiting orchards in cider-producing regions of England and singing to the trees to promote a good harvest for the coming year. Our community orchard continues this tradition every year and will take place in the evening on Saturday 10th January 2026.

This will be a fun evening with a big bonfire and hopefully some warm mulled cider and apple juice from our own apples. Everyone is welcome so please put the date in your diaries now!

The orchard is next to the allotments on the Shenington Road in Tysoe. For more information about membership please email: mirandawot2grow@gmail.com.

Allie Aves





OXHILL VILLAGE HALL DECEMBER ENTRY

CURRY NIGHT

Curry Night at Oxhill Village Hall – Saturday, 22nd November

Another great community event - Curries from all corners of the village, flavours from Vegetarian to exotic Prawns, spicy hot Madras and aromatic Chicken – assorted drinks from the bar and people from all walks of life!



Three courses for £20 was a bargain and the launch of the OVH Premium wine list proved to be popular with wines from fresh Pinot Noir to sumptuous Valpolicella Ripasso.

The Trustees would like to thank all those who made the brilliant Curries and everyone who came and helped in a myriad of ways, from setting up tables to clearing up at the end of the evening – Thank you!

100 CLUB

November's winners were drawn on Friday 21st, Taking home £60, £30 and £10 respectively were Ali Sayer, Roger Goodman & Karen Barker.

Have you forgotten to subscribe? Would you like to join? Since there are 9 draws left in this 100 Club year, your subscription would be £45. You can email Sally at oxhillvh@gmail.com or give her a call on 07769 348844 if you'd like to know more.

SENIORS CHRISTMAS LUNCH

Tuesday 9th December, 12.30pm – Last chance to book!!

Jo Griffiths and Kim Fowler have graciously agreed to cook the main course for us again this year so you are in for a treat! Spaces at the lunch are open to anyone in Oxhill who is over the age of 65 and their partner, regardless of age. Please email us at oxhillvh@gmail.com if you would like to come.

BEER & BUBBLES

Friday 19th December, 7.00pm

The party to bring in the festive season and celebrate another successful year at the village hall. For those of you who haven't been before, it's all about mingling with friends new and old while sipping on your favourite drinks and nibbling excellent canapes. There's no need to dress up, but it's the perfect excuse to look fabulous. Tickets are £15 from Ali on 07970 922352 or oxhillvh@gmail.com, and the price includes the cost of the first 2 drinks and the canapes!



CHRISTMAS LETTER FROM THE CHAIR OF OXHILL VILLAGE HALL, 2025

It has been my privilege to continue to Chair the OVH Committee for another year. I was, and continue to be, impressed by the talent and camaraderie of the team and so, as we approach the end of the second year of events in the renovated village hall, I thought that I would take the opportunity say ‘thank you’ to that team and to share our year with you.

One of the committee’s key roles is to provide opportunities for Oxhill to come together socially. To this end, we delivered a number of new events in 2025 on top of the usual favourites, starting with three very interesting talks from Peter Taylor, Colin Hales (the built his own Plane talk) and Belinda Marklew (sailing across the Ocean from Australia to South Africa). These were all well attended and we have planned a further three for early 2026.

A revival of our joint Auction of Promises event with the ‘Friends of St Lawrence Church’ took place in February which was also well attended and raised much needed funds for both charities. Next came a St Patrick’s Day Supper in March and an excellent Quiz night in April. In May we had the ever popular Paella Night and a very well-attended Annual General Meeting at which we were sorry to say Au Revoir to Sarah Bracher but delighted to welcome new ‘Friends of the Village Hall’ and, a little later in the year, Celena Mulhern to our team.

We supported the very popular village ‘Big Weekend’ in June as well as holding a fabulous Summer Soiree a little later in June. The Family BBQ in July attracted younger members of our community and it was wonderful to see children playing inside and outside the hall. We took August off because so many villagers were away or had family commitments. The next big event was the ever popular Progressive Supper. The programme continued in October with a Pies & Puds night followed in November with a very busy Curry Night.

In December, we will be pleased to see the annual return of the Senior’s Christmas Lunch, this year with the support of our Friends and, once again, the wonderful chefs Joanna Griffiths and Kim Fowler who wowed us all last year with their exceptional food.

Last but not least in 2025 will be the effervescent Beer & Bubbles party on 19th December at which we will be celebrating Christmas and the way in which the committee and all of our ‘Friends’ and supporters pulled together to deliver a first-rate events programme this year.

Another key role for the committee is to ensure the hall is properly maintained for the use of the community. This means that we need a regular income and so fundraising is an ongoing necessity. I am pleased to report that this year has seen more lettings, improved income from the events programme, and the continuation of our ‘100 Club’. Work for our ‘Building Team of volunteers this year included several improvements throughout the building and the appointment of a Contractor to update the car park and this was completed in the spring.



In summary, it has been an interesting and successful year and I am optimistic about 2026 as we will once again have an excellent team in place, and a full schedule of events. The challenge for the New Year is to find a new person to join us in making sure that the hall continues to thrive so please get in touch if you would like to join the team.

With my thanks to the Oxhill Village Hall Trustees committee: Sue Philpott, Karen MacRae, John McKail, Sally Mannerings, Celena Mulhern and Ali Sayer and we wish you all a Happy Christmas.

Derek Harbour

EVENTS IN 2026

JANUARY	24	Burns' Night but not as you know it!
FEBUARY	10	'The Rolling Stones & Me' A chat with Glenn Crouch
	24	'Build your own plane & fly to Oz' Q&A with Colin Hales
MARCH	21	Quiz Night
APRIL	14	An evening with landscape artist Giosue Larucci
MAY	16	Spring Event (TBC)
	26	Annual General Meeting
JUNE	20	Summer Soirée
JULY	11	BBQ & Boules
SEPTEMBER	19	Progressive Supper
OCTOBER	17	Oktoberfest!
NOVEMBER	21	Curry Night
DECEMBER	8	Seniors' Christmas Lunch
	19	Beer & Bubbles

Email oxhillvh@gmail.com
to reserve your tickets





Autumn rainbow. Photo by Jane Smith

CANCER AFFECTS 1 IN EVERY 3 PEOPLE

When I heard that chemotherapy targets "not only cancer cells but also healthy cells in the bone marrow, digestive tract, and hair follicles (which is why people undergoing chemotherapy lose their hair)" personal experience with a family member prompted me to search for an alternative cancer treatment. During my search I came across the following article 'Breast Milk: Research Shows it can Destroy Cancer Cells' by Donna Walls RN, BSN, IBCLC, ANLC. Here is an excerpt from Donna's article:

... 8 out of the 9 patients in the study were found to be **passing tumor cells in their urine just two hours after being given alpha-lactalbumin** resulting in decreased tumor size.

BREAST MILK: RESEARCH SHOWS IT CAN DESTROY CANCER CELLS!

by Donna Walls, RN, BSN, IBCLC, ANLC

Years ago, maybe 20 or so, I went to a conference session entitled "Breast milk Apoptosis." I had no idea what that meant, but a Swedish researcher explained how his team was applying breast milk to cancer cells in a petri dish and found the milk was actually destroying malignant cells. I was astounded - this breast milk is really great stuff! But years went by and I didn't hear about "apoptosis" again, until just recently.

Through the years, I have talked with some patients who were using breast milk during cancer treatments and even heard a bit about milk banks having cancer therapy on their list of uses, but you would have thought if breast milk was really killing cancer cells it would have been the lead story on the evening news.

Fast forward to 2019 and there are some research articles surfacing touting the ability of breast milk to actually destroy cancer cells. Substances found only in breast milk, **alpha-lactalbumin**, combined with fatty acids (most commonly oleic acid) have the capability of destroying malignant tumor cells. (Hakansson et al., 1995; Reed, 2003)



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Health | **Science**

Breast Milk Compound Found To Dissolve Tumors In Human Trials

by Andrea D. Steffen | August 12, 2019

This early breast milk research began looking at the mechanisms of breast milk in killing pathogenic germs. They were using cancer cells, as they commonly do with experiments, and were surprised to find the cancer cells being destroyed. They then applied the breast milk to healthy cells and found no negative effects to healthy cells.

In 1995, Professor Catharina Svanborg of the Lund University in Sweden was working on the application of breast milk components to cancer cells stated, “We have very strong data in mice showing dose-dependent reduction of the tumor, to the point of disappearance. And we have laboratory evidence for effects against many different types of cancer cells and it is therapeutic use in animal models of brain tumors and colon cancer as well as bladder cancer.”

In another trial study carried out in 2007 by Motol University Hospital in Prague and overseen by scientists from Lund University in Sweden, 8 out of the 9 patients in the study were found to be passing tumor cells in their urine just two hours after being given an alpha-lactalbumin complex synthesized drug resulting in decreased tumor size.

In another early trial involving 40 patients with hard-to-treat bladder cancer it was found that all 20 who were given a drug based on the alpha-lactalbumin complex had whole tumor fragments in their urine.

This complex of alpha-lactalbumin and fatty acids is referred to as HAMLET (human alpha-lactalbumin made lethal to tumor cells). This complex induces apoptosis which is defined as cell death, cell suicide or programmed cell death.

HAMLET has been shown to induce anti-tumor effects on more than 40 different lymphomas and carcinomas. Also, these cells were able to distinguish between malignant cells and normally functioning cells and does not exert their anti-tumor effects on healthy cells. (Delgado Y. 2015)

So, what are the practical aspects of using breast milk as a treatment for cancer? Synthesis of the HAMLET cell complex is being used in research studies and the development of anti-cancer medications by the pharmaceutical industry “looks promising”. FDA approval of clinical trials included the statement “the unique characteristic of the protein could potentially help battle cancer in adults, some doctors say”. (Delgado Y.)

Dr. Lori Feldman-Winter at Cooper University Hospital in New Jersey stated, “There’s promising research that would indicate that in the future the solution for not only preventing cancer, but even treating and curing cancer might be in human milk.”

ICEA 30 September 2019

The whey content of cow milk contains almost the same amount of alpha lactalbumin as breast milk. Cow whey has been shown to have the same tumour killing properties. Google scholarly articles regarding cow whey in the treatment of cancer.

Vanessa Plain

USE OF THE DEFIBRILLATOR

I have checked with West Midlands Ambulance Service and this is how they say you should act if you needed to access the defibrillator.

“When a 999 call is made and a defibrillator is needed, it will flag up on our system where the nearest defib is and the call taker will give out the access code. The caller should then go and bring it to the incident. If this is registered on the Circuit the guardian will automatically get a notification to say that the Defibrillator may have been activated, this does not necessarily mean it has been deployed and taken to the scene”.

Our defib is on the Circuit and the guardian is a first responder from Shipston. Once they get the notification they need to check that the defib is not missing and is back in the cabinet. They then need to log back on to the Circuit and make it available again for emergency use.

*Many thanks
Barbara*



CHRISTMAS SPIRIT WITH MULLED WINE & NIBBLES

On **Monday 1st December at 7 pm**, as usual, we will be getting into the Christmas Spirit by offering mulled wine and nibbles at 3 The Leys.

*Many thanks
Barbara*

join us!



LITTER PICK

A big thank you to the two children who spent their Sunday morning picking up litter around the village.

We do appreciate it!

Barbara Shepard

Babysitting available

I am available on Friday and Saturday evenings and more during the school holidays for babysitting in Oxhill village. I've got lots of experience looking after little ones. Please contact if interested at jasminefawcus@gmail.com
Jasmine Fawcus-Age 14-Year 10





Peter Taylor's first race in the V12 E-Type Jaguar

PETER TAYLOR

MY LIFE AMONG CARS

PART 2: RACING

Last month we published Part 1 of our interview with Peter Taylor about his work life at Jaguar Cars. This month we delve into his exciting year of racing. ~ed.

How did you get into racing?

Well - I'd always wanted to race but never had the opportunity - until 1974. I was working at Jaguar on the development of the XJ6 and XJ12 saloons, and the V12 E-Type. In 1973 the British Racing and Sports Car Club had introduced a new category for road-going sports cars called Prodsports. They'd had great success with Group 1 saloons which had been running for two or three years, and these were basically cars in showroom specification that you could modify. They wanted the cars to be fairly competitive but still affordable, so you were only allowed a limited range of changes. It had been very popular with drivers and spectators, so they decided to do the same thing for sports cars.

One of the cars we still had in the Engineering department was the first Series 3 V12 E-Type ever built. It was built for the development of the model, and I'd done a lot of testing with it.

After we'd finished the development programme the car was parked outside on the engineering car park and just ignored - the paint had started to fade and the tyres were going flat, and it was taking on an air of gradual decay. But I realized that it would be eligible for

the Prodsports series and I also thought I might have a chance of buying it. Back in those days they would leave ex-development cars languishing in the car park until one day somebody would say, it's in the way, we'll never use that again, let's get rid of it. Very often it would go to the local scrap yard, but occasionally, if you timed it right you could buy one.

My request went up to Lofty England, the highly regarded and respected MD – and not a man to be trifled with. He then instructed the Home Sales Manager, Pat Smart (who was an ex-apprentice I knew very well) to work out a price. Pat sent me a memo saying, can you give me a list of what needs doing to put the car in good order? So I gave him an enormously long list of very expensive items, and that went back to Lofty. And between them they decided that I could buy it for £410 - which was something of a bargain, even in 1973.

I ran it on the road for a few months and tidied it up a bit, but my objective was to race it the following year. So in view of its somewhat sub-optimal state, I needed to prepare it properly.

Luckily, I knew the Managing Director of George Kidd Motors, at the time the Leamington Spa Jaguar dealership. His name was Brian Morris, and he was a great fan of E-types and racing in general. He offered a corner of their workshop to prepare the car. So over the winter of 1973-74, myself and several ex-apprentice pals re-furbished the car, incorporating all the relevant mods allowed by the regulations. And we finally had it ready for the start of the 1974 season.

Nobody else was racing a V12 E type, because nobody thought it would be competitive. Most of the people racing in the series in 1973 were in cars like Lotus Europas, TVRs and Morgans, but nobody thought the E-type would make a decent racing car.

Why was that?

Well, it had an image as a sort of soft touring car, compared with the original E-type, and it was quite big and heavy – much more so than the front-runners from '73. But because of my involvement in its development programme, I knew that you could make it into a pretty effective sports car.

So, during the rebuild we changed dampers, tyres, brake pads, steering gear and a whole lot of other stuff, and fitted a roll cage, racing seat, a full harness and fire extinguisher.

This was the first Jaguar to use the V12 engine, and next door to where I worked, there was the engine experimental department where it had been developed. During that period they tried all kinds of things, some of which never made it to production but nevertheless gave more power.

Once people started to know I was preparing it for racing, every so often an engine tester would come up to me and say something like "if you fit this exhaust pipe, you'll get another 10 horsepower", or "if you fit this inlet flare, you'll get another five horsepower". And they were generally within the regulations - or at least invisible to the race scrutineers!

Although we didn't get any financial support, I wrote to Michelin for the tyres, Duckhams for the oil, Ferodo for the brake pads, and one or two others. And they all gave me stuff to use FOC. I got a huge amount of oil from Duckhams and three or four sets of tyres from Michelin, so I was able to go racing on a budget.

Once we'd got the car finished, we did a test day at Silverstone to make sure everything worked properly, and tried the different tyres from Dunlop and Michelin. I have to say the car ran very well, and we looked forward to our first race.

When did the racing season start?

The 31st of March 1974, at Brands Hatch. We were a bit naive and we borrowed a 4-wheel trailer to get the car there, but it wasn't strong enough. By the time we got to Banbury, one tyre had already burst and we put on a spare.

We were staying in Reigate overnight, and by the time we got there all the spare tyres had been used up, bursting one after another as the journey went on. So from Reigate I drove the E type to the circuit, and we towed the trailer on its two remaining wheels. It was an inauspicious start!

How did you place?

Not as well as I expected! You know what you're like when you're young, you think you can do anything, and I thought, oh, this will be a breeze, I'll win - no problem!

Well of course, I didn't. I came fourth in my class, out of about eight others. There were three or four classes within the race, so there were probably 20 cars in total. But regardless, I'd had a fantastic time and learnt a lot!

Why is that? Was it your driving?

Well the others more experienced, having raced previously, and I'd never driven around the circuit before - other than the practice session in the morning. I didn't know the lines on the corners and all that sort of stuff. But these guys had done the previous season, and knew the circuit. So I was on a steep learning curve!

Anyway, it was a very exciting day and we all thoroughly enjoyed ourselves. I got photographed for the Coventry Evening Telegraph and various other publications, so already we were generating some publicity.



A Leamington engineer

Mr Peter Taylor, has taken a production Jaguar V-12 E-type to its first race win at only his second attempt.

In his first race at Brands Hatch, the 28 year-old development engineer from Jaguar's experimental department in Gaydon, Warwickshire, and Cobham circuit in Surrey, Peter made sure of success.

He was 11 seconds ahead of his nearest rival, Jaguar believe that the victory was the result of a production V-12 which is virtually in standard trim.

Only a few changes are allowed to protect the driver in the event of a crash.

Peter, who lives at 2 Jephson Place, Willes Road,

wanted to try his hand at racing: "I've always been interested," he said, "but until now I have not had a car available for racing."

Together with his father and Peter make a Leamington team.

Mr SWK581H

3 E-types of the British

team were the first to be

taken over by the experimental department for racing, with Peter at the

wheel for many of the

development miles.

"When I bought the car

I kept the engine and

major components," he ex-

plained. Peter had non-

financial support from his

local Jaguar garage in

Leamington: "They let me

use their workshops to

maintain the car and I use

their equipment."

PILOTS built up confidence

in the air at St. Nicholas

Church, Redditch, Co. Wor-

cester. The Vicer, curate and

organists have all been

invited to witness the

past three years.

The vicar, the

Rev. W. W. Simpson, a

widower, was first, then his

wife, the Rev. E. G. Dennis

Motoring with Mark Steeds



E-lation! Peter's got a winning streak

It goes without saying - the V12 E-type Jaguar is a quick car. Once in the correct gear you're likely to come across on the open road.

But, surprising as it may seem, there has not been one.

Peter bought the car a year ago, in a slightly disappointed state and, initially, it's a waste of early ex-development V-12 explaining the incongruous H registration, and he bought it off.

A new name is joining the winners' circle in the production sports car class - that of Peter Taylor, 28-year-old deputy chief tester at Jaguar experimental who lives at 2 Jephson Place.

He used the car on the road for four months before doing it up for racing.

The sports class is run by the racing regulations as

Group One saloons, with

modifications allowed only to

the exhaust, dampers, and

Moving

The annual British Motorcyclists Federation Rally, the largest in the annual calendar, moves from Woburn Park, Leicestershire, for its fourteenth event on Sunday, May 12. One of the most famous racing circuits of pre-war days, Donington Park is due to be resurrected as a racing track and already houses a special collection of single-seater racing cars.

Small Ads... Big Results

ROBERTS - THE - TOOTH. Dentures and special frames required. Tel. 2768.

TELEVISION REPAIRS - A

black and white/coloured

repairs. Tel. 2768.

RACEFITTERS. Race Wool, Iron,

Black and White. Tel. 2768.

TRINITY STREET, Tel. Leamington 3810.

HOOPER/ELECTROLUX. Authorised Sales/Service Centre.

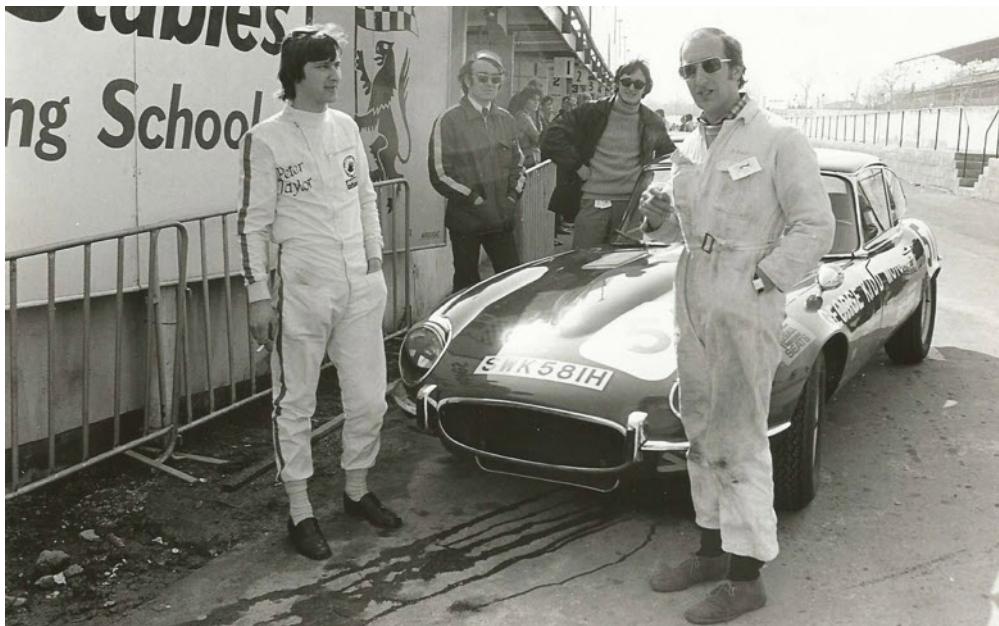
Repairs to all types of domestic

appliances. Tel. 2768.

COACH & HORSES. Tel. (0532) 222222.

Press clipping off from Peter's races.
Top the Coventry Evening Telegraph,
22 April 1974. Below the Morning

News 26 April 1974



This was taken after practice at Brands Hatch. From l to r: Alan Hopkins, Neil Townsend, Yves Cozon. We were all Jaguar apprentices except Neil, who was at Rootes.

Was this your first day ever racing on a track?

Not quite, because I'd done a lot of testing at MIRA [the Motor Industry Research Association] through work, so I knew a bit about car control and I was happy at high speeds. Also, a few years before this I'd done some sprints, where you do one standing lap of a circuit against the clock. I'd done one or two in an E-type, which had been lent to me by a friend who worked at Jaguar. So I had a bit of experience of circuit driving, but had never actually raced.

How long would the race last?

They tended to be 10 or 12 laps, so probably 30 to 40 minutes at a circuit like Brands Hatch.

Before the race, everybody had a practice session. You were timed on your practice laps, and the best time would decide where you started on the grid, like you see in Formula One. After a practice session we'd have a debrief to discuss what went right or wrong, and check the car over again.

Do the race participants talk to one another about the cars or the racing?

Yes, all the time. This was club-level racing, so made up mostly of amateurs. Everybody was having a great time and everyone was friendly. Although once you were on the circuit, it was every man for himself.

But there was a great camaraderie between the drivers and their support teams throughout the whole season. We had races up at Rufforth in Yorkshire, Oulton Park, and places like that, where you'd have to stay overnight. So we'd find a cheap hotel and quite often your



This is Brands again – I'm leading a Ferrari Dino, Lotus Europa 'Twin cam' and a Morgan V8. The national weekly magazine Autosport always mentioned us in their race reports, because nobody else was racing a V12 and you could drive it in a very spectacular way. It tended to be going sideways with its tyres smoking most of the time, so that made it popular with the spectators!

competitors were staying in the same place. We'd all have a great evening beforehand and then race each other the next day - there was a fabulous social dimension to it.

Your car stood out right?

Yes - nobody else was racing a V12 E-Type, so it began to attract attention. And, of course, I was always after that because if you got attention you got publicity, and that could help with sponsorship.

The second race was at Castle Combe in Wiltshire in April, and it rained. I was always worried about how the E-Type would fare in a wet race, but it turned out to be much better than all the other cars, and we won! That was really encouraging. And as time went on, we began to get consistently good results in our class. Out of 14 races, we finished 13 and won the championship. Although we treated it as a whole lot of fun, we prepared and ran the car very professionally, and we also had our share of good luck. At Rufforth on one occasion we couldn't get the car to start because there was no current getting to the fuel pump, and it looked as if we wouldn't make the race. I got the commentator to broadcast a message to see if anyone in the paddock had any electrical testing equipment, and amazingly about five minutes later a guy turned up who just happened to be a Lucas engineer! He had all his test

kit with him, he diagnosed and fixed the problem, and I just made it onto the track as the marshalls were about to close the access gates! We won our class....The one race we didn't finish was my fault – I locked a front brake and the tyre wore an enormous flatspot resulting in so much vibration that I couldn't continue.....

Wonderful. You raced only one year in 1974, why was that?

Well, several reasons really. We got to the end of the season and at that point, I thought I could get some sort of sponsorship for the following year. But I was also in the process of changing my job at Jaguar and I got engaged in early 1975. I didn't think I could do all three things properly, so I thought if I'm going to get sponsorship I need to be completely focused on racing, otherwise it's not fair to the sponsor.

In the end, I didn't get married (that was somebody else, not Carol) and I sold the car. Having bought it for £410 and sold it for £1,500 I thought I'd done pretty well!

Can you imagine if you had that car now?

I wish I had! About fifteen years ago it was on the market for £65,000. And it'd be worth more than that now.

So, my fledgling racing career came to an end. But the guy who bought it from me then lent it back to do a six-hour relay race at Silverstone in 1975. You had teams of three or four cars and you would each drive, I think, an hour and then hand over to the next driver in your team. The race was based on the aggregate results of all the four cars in each team of entrants.

Race day was unbelievably wet and a large proportion of the cars went off the track. Luckily I didn't, but it got so bad that the organisers stopped the race. I drove for about an hour, then they black-flagged the race and that was it. That was the last time I drove the car.

Eventually the car got sold again to another racing driver called Martin Birrane, who was chairman of Lola Cars, have you heard of Lola?

No.

Lola were very famous as a successful sports car and single-seater constructor. Martin raced the car a few times and then put it in his museum in Ireland, where it stayed for many years. Then he had it restored, but unfortunately very badly. He finally decided as recently about 2016 to have it done properly - by Lola this time - and to return it to exactly the condition it had been in when I raced it. He wanted all the details of its '74 specification, so we met up to discuss it. Up in our loft I have a large box full of every detail of our original preparation, with receipts and photos, which I lent him to help with authenticity. I've also still got all our lap charts recording the time of every lap – practice and race – for every event we did, along with spares lists, preparation notes, scrutineer's labels, programmes and a whole lot more! The restoration was completed in about 2018, but sadly he died very shortly afterwards, and I don't know its whereabouts anymore. So that's the story of the car, really, and my brief but exciting venture into the world of circuit racing.

How old were you in 1974?

I was born in 1945, so I was 29.

When you went back to work did your success in racing give you some prestige?

I think to some extent it did. I mentioned a guy called Loftus England earlier, Jaguar's MD. Very famous within the motor industry and highly respected – he'd been the Team Manager for the C and D types that won Le Mans five times in the 1950's, so he knew his stuff! Before the season started, he heard that I was planning to race the car, and he stopped me one day and said, "I don't think you should do it".

Why did he say that?

Probably because he didn't think it would be successful. However, I decided to ignore him, which was a bit of a risky strategy given how much influence he had over my career with the company! Luckily we began to win some races and attracted some good publicity in the motorsport press, so nothing further was said. In fact, the company ended up being quite helpful and they let me borrow a trailer to transport the car to the circuits.

Then on one occasion I crashed the car during a race at Brands Hatch. I went off the track and straight into a large fence post which did a lot of damage to the front end. Luckily the car was still drivable and I managed to finish the race.

When I got back to work on the Monday morning, I drove it to the factory service department and had a word with the guy who ran it. He just said "Leave it with me" and they repaired it free of charge. So I did get some help behind the scenes. We had lots of interesting experiences like that, and I suppose to an extent, yes, it helped in terms of proving that I knew what I was doing in a car.

And that helped with all the testing programmes, because we were often testing cars that were much faster than some of those that went into production. So I generated some trust, I suppose.

I see you won the Titan Properties Championship. What was that?

Titan Properties was a company owned by a guy called Chris Meek who was a property developer, and he sponsored the Northern Championship. He also drove in it but in a different class to me. He had an Italian supercar, a De Tomaso Pantera, which was very expensive and fast, and he obviously wanted to win his own championship! So as we started to draw out a points lead, he wrote to the organiser of the series, the British Racing and Sports Car Club, accusing me of cheating!

He listed a whole load of things that I'd done to my car that he claimed were illegal, including various modifications to the engine. Well I knew it was legal, so I wrote to the BRSCC as soon as I got wind of the letter. Jaguar's Chief Power Unit Engineer was a guy called Harry Mundy and I got him to write a letter confirming that the engine was completely standard to the original specification. Nobody could argue with that because Harry had actually designed the engine! So nothing further came of it.

Chris Meek was something of a poseur and would turn up to the paddock in a Rolls Royce Corniche accompanied by several lady friends. His support team would bring the Pantera,

polished, running and ready, so all he had to do was put his helmet and overalls on, buckle himself in and get ready to race. The Pantera was very fast, and I could just about stay with him in the wet, but in the dry he was off into the distance...

So that was one race, the Titan Properties Championship?

No, it comprised about eight races, all on the northern circuits like Rufforth and Snetterton. You scored points for every race within your class and the points were aggregated over the whole season. Whoever accrued the most points won the championship.

Next month we have the last part of our interview with Peter in which we delve into his years testing high performance vehicles.

AUTOCAR w/e 5 April 1975



ProdSports champion

Andrew Shanks tries the Jaguar E-type V12 that won the Production Sports Car Championship

RACING production sports cars is by no means new, but it is surprising to consider how long it has been since they last had recognition of their own. When *Autosport* Sports Car Championship was introduced in the early 1960s it split the death of Marque Sports Car racing which had been popular throughout the previous decade. Most of the racing cars were driven to the circuit on road tyres and were readied for racing by having numbers painted on them. But when money came into their championship, everybody began to take notice, which things much more seriously and Modified Sports Car racing was born. To be competitive in this new era, you had to trial your car to the circuits more because everyone had to use the same used racing tyres, but also because the degree of tuning that was allowed meant that the cars were no longer suitable for the road.

Top: On a streaming wet track Andrew Shanks tests the Jaguar E-type which won the 1974 Prod Sport Championship



Above: Owner-driver Peter Taylor chats to Andrew Shanks before setting off on the test run

By the start of the 1974 Modified Sports Cars had most of their affinity with road cars from which they were derived. Using spoked wheels, racing tyres, spats, they became more racing cars than sports cars. But worse than the loss of identity was the steady erosion in cost which eventually reached such a demand for return to the unmodified sports car racing that had started it all. This came with the inauguration in 1973 of Production Sports Cars in parallel with the RAC formula. In with Production Saloon regulations, the new sports rules attempted to get equal of racing throughout the available cars by introducing classes.

In 1974, the price classes were: up to £1,200, £1,200, £1,750, £1,750 to £4,500 over £4,500, and it was possible that the Production Sports Car Champion could driving a car from other

DEAD TREE FOR FREE

Although this has been reported to the relevant district bodies , we do not expect and action to remove it and therefore, as a parish council, we are happy to offer this to anyone who wants it for firewood if they remove it. This almost certainly needs someone who has a suitable license to remove such an item , or who can arrange this aspect. Please contact me if you want to do this.

Peter Rivers Fletcher
Oxhill Parish Council
07730800729



BE SAFE IN THE DARK !

Some Cyclists and Walkers are NOT wearing Hi-Vis clothing. On these dark days it is difficult to see them, especially if another car is coming to-wards you.

Safety is better than sorrow.



TYSOE CHILDREN'S GROUP REFURBISHED PLAYGROUND

This year has been remarkable, highlighted by the refurbishment of our new playground area. We are very grateful for all the help with fundraising and donations over the years which has allowed us to make these positive changes a reality for the children and our staff. Thank you.

The last stage of the reurbishment is currently taking place with the perimeter fance being replaced.

The entire team at TCG wishes everyone a very Merry Christmas and a happy, healthy 2026. We are sincerely grateful for your ongoing support.





Wednesday, December 10th

7:00 PM – 7:30 PM

Outside Oxhill Village Hall

Gather your friends and neighbours!

The Community Choir of Oxhill, Tysoe and Shenington (CCOTS) invites you to a joyful half-hour of Christmas Carols. Please come to listen and join us in singing some traditional carols!

Please give generously – we'll be rattling the buckets for Shipston Home Nursing and Parkinson's UK.



Come and
hear us!



Charity Christmas Fair

Shenington Village Hall.

Saturday 6th December 10:30 am - 12:30 pm

Carols, tombola, stalls, refreshments. Free entry. All welcome.

Carol Singing

Outside Oxhill Village Hall.

Wednesday 10th December 7:00 - 7:30 pm

Holly Tree Fair in Tysoe Church.

Saturday 13th December 10:00 am - 1:00 pm

Sun Rising Natural Burial Ground.

Sunday 21st December 11:00 am - 3:00 pm



WHAT'S ON IN & AROUND OXHILL

DECEMBER

Mon 1st	19:00	Christmas Nibbles & Mulled Wine, 3 The Leys
Sat 6th	11:00-20:00	Made in Oxhill Arts & Crafts Shop, the Old Chapel
Sun 7th	10:30-12:30	Made in Oxhill Arts & Crafts Shop, the Old Chapel
Tues 9th	12:30	Senior's Christmas Lunch, Village Hall
Wed 10th	14:30-14:50	Mobile Library outside Village Hall
Wed 10th	19:00-19:30	CCOTS Carol Singing Outside Village Hall
Sat 13th	18:00	Christmas Carol singing at the Peacock Pub
Fri 19th	19:00	Beer & Bubbles, Village Hall
Sat 20th		Grand Tour of village by Father Christmas and Sleigh Finishing on Leys Field
Wed 24th	19:00	Nibbles & Drinks, Oak View, Green Lane
Every Thursday	12:00	Coffee Morning, Peacock Pub

CONTRIBUTIONS TO THE OXHILL NEWS

The editors welcome any pictures, photographs, drawings, poems, puzzles, recipes, announcements or items of local news for possible inclusion in The Oxhill News. Submissions must be received by the 18th of each month for publication in the following month. Please email: oxhill.news.editor@gmail.com



SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

BIN COLLECTION CALENDAR

Check the date on the calendar to identify which bins go out for collection.

Food waste Recycling

General refuse Garden waste