

THE OXHILL NEWS

October 2025 No. 611



Bees, bees and more bees on a roof in Oxhill. See more on page 3

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TABLE OF CONTENTS

ARTICLE	PAGE
A Call to Action	3
BeeGone	3
Pantomime Time is Nearly Here - Oh No It Isn't	5
Oxhill Village Hall	7
St Lawrence Church for October	10
Friends of Oxhill Church, Quiz Night	11
Made in Oxhill Pop-Up Arts & Crafts Shop	12
Oxhill CC September News	14
Limerick	16
Tysoe Tennis Club	17
Oxhill Cooks: Apple and Blackberry Crumble	18
Peter Taylor, A Life Among Cars	20
Tysoe C of E Primary School	28
Oxhill's Christmas Decorations and Lights	31

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talkdementia.uk Carer Support Service	Paul & Heather Dowler Tysoe 688376 email: talkdementia@mail.com Website: talkdementia.uk Tysoe Village Hall every Friday from 10am

**If you would like to list your club or group in the Oxhill News
please send details to oxhill.news.editor@gmail.com**

A CALL TO ACTION



We are in danger of losing our Oxhill News, it is not just for village dates and dustbin days, it's a parish magazine and lately we seem to have run out of contributors. Over the years we have had some fabulous articles and stories and we need more of these in order to keep the magazine going.

In this village we have lots of wonderful people with interesting stories, anecdotes, views, opinions and occupations, so this is an appeal, please let's have some stories, ideas, even letters to the editor. Perhaps you would like to become a regular contributor with your own column.

Don't worry if you think you're not very good at writing just send us some scribbles....we'll sort it out.

BEEGONE

Many of you will have probably noticed the scaffolding at Paynes House down Beech Road. I was passing the other day and saw what looked liked a couple of spacemen up on the scaffolding,; fascinated I hung around until they came down. They were carrying several massive pieces of honeycomb, two and a half metres in length ! It literally had totally blocked the chimney which will have to be replaced because of the sheer weight and erosive effect of the honey. The house owner's only benefit is that they get to keep the honey. I asked Emily (from BeeGone!) to give me some more information, this is what she told me:

I estimated around 10,000 bees in the chimney, I would say they have been there around 2/3 years. The bees have to be relocated more than 5 miles away as they forage up to 5 miles from their hive, so we have to move them further a field so they don't try and fly back.





The queen can lay around 2,000 eggs a day. This time of year the females (workers) will kick out the drones (male bees) because the males' only real purpose is to breed. They live around 30/40 days in the spring and summer and live 200 days during the colder months. Bees will swarm when they run out of room or there is more than one queen in the hive, sometimes they queens can co-exist if the space is big enough, but usually the old queen remains in the hive and the new queen will swarm off to find a new home with half of the bees. If a new queen emerges in the hive, the old queen could kill the new queen and vice versa. The queen can live up to 5 years,

The honey comb has many purposes. It's used for storing nectar, pollen and honey and also allows the queen to lay her eggs in and rear her young. Their life cycle is very structured, they communicate to each other by doing a

“waggle dance” and they do this to show other bees where food is in relation to their hive. Only the female bees can sting. Bees are master pollinators. They have 5 eyes, 2 large compound eyes and 3 simple eyes on top of their head to detect light. Honey never spoils; archaeologists found 3,000 year old honey in Egyptian tombs that's still edible. Bees can recognise human faces. They make honey to survive the winter- a single hive can produce 20-60 pounds of honey in a good season and one bee can visit between 50 and 100 flowers a day. The buzzing sound made by bees comes from their wings which can beat over 200 times a second. The honey that bees produce is an antioxidant that helps improve the function of the brain. Bees have 4 wings and the queen is the largest bee in the colony.

Grenville Moore

If you would like to know more about bees and beekeeping, have a look at the Oxhill News November and December 2024 issues online at our village website: oxhillcommunity.co.uk. We published a highly informative 2 part interview with Douglas Nethercleft who has had bee hives in Oxhill for many years. He teaches beekeeping at Shipston Beekeepers (sbka.org.uk)

~ ed.

Pantomime time is nearly here - oh no it isn't!

One of the highlights of the winter is a trip from Oxhill to the last night of the pantomime at the Belgrade Theatre in Coventry. The panto is written and directed by Oxhill resident Iain Macpherson (also known as Iain Lauchlan), who stars as the pantomime dame!

Iain has reserved 100 tickets for the performance of **Sleeping Beauty** at 7pm on **Saturday 3rd January, 2026**. As in previous years, I have organised a coach to leave the village 5.15- 5.30pm and arrive in time for a drink at the theatre before the performance. You would get back to Oxhill 10.30-10.45pm. The cost of the panto tickets is £38.00 for adults and £36.50 for children. The cost of the coach depends on how many people use it (last year the coach was £8.50 a seat & £5 for children).

Please contact Ali Sayer on 07970 922352 or ali.sayer@btinternet.com if you would like tickets for the panto and if you would use the coach. **I will need a definite commitment and payment by 25th November.**







OXHILL VILLAGE HALL

PROGRESSIVE SUPPER

I say it every time, and mean it not one iota less this year: this was such a fun event! A massive thanks to our hosts for their stunning efforts and to everyone who helped make it such a memorable evening. Suggestions for next year's theme are already welcome because I'm pretty sure it'll feature in next year's calendar too.

Unlike many sensible fellow diners, I went to bed late and rather more tipsy than I know is good for me. I mentally cancelled going to the gym then resigned myself to an apocalyptic hangover, but actually managed to drag myself out of bed the next morning feeling considerably better than expected. The fact that this was at ten minutes to midday is evidence enough that I have zero tolerance for alcohol and should know better.

I blame the taste testing as that's when my resistance first faltered, but what's a girl to do when her team mates need someone to try the free cocktails? And, of course, I was only joining in when I decided against a rum mocktail for my free drink. And only being polite by saying yes to a flute of bubbles at Sarah and Neil's. And the refill. And the enormous glass of white wine at Lis and Adrian's...

All I can say is thank heavens for the fantastic food! And boy did my hosts do a grand job with a starter of jerk chicken kebabs and sweetcorn fritters, mango salsa, and piquant barbecue sauce and a main course of spicy chickpea stew, jerk chicken stew, rice, pineapple salsa, mango salsa and rotis. I was so stuffed that I only managed a tiny piece of delicious tropical fruit pavlova back at the hall.





And a lot of water. And I mean **a lot**.

Maybe next year I'll do better, drink less and get into bed before one in the morning? I know, I'll set myself a goal...

Eleven thirty?

100 CLUB

The first draw of our second year was made on Friday 19th September with Graham Mannerings, Jeremy Franklin and someone who has asked to remain anonymous taking home the prizes. Did you forget to subscribe? The simplest way is to use BACS to pay the annual subscription directly into the village hall bank account. Since there are now eleven draws left this year, your subscription would be £55. You can email Sally at oxhillvh@gmail.com or give her a call on 07769 348844 if you'd like to know more. Don't forget that every penny not paid out in prizes goes to support the village hall.

PIES & PUDS, Saturday 11th October, 7pm

A regular event in the village hall calendar, this evening will feature a free drink on arrival followed by your choice of an array of exceptional pies and puddings. Sally is taking bookings for this one so give her a call on 07769 348844 or email her at oxhillvh@gmail.com to reserve your tickets. It's £20 per person.

OTHER DATES FOR YOUR DIARY

Saturday **22nd November** at 7pm: Curry Night

Tuesday **9th December** at 12.30pm: Seniors' Christmas Lunch

Friday **19th December** at 7pm: Beer & Bubbles

Karen MacRae

FIRST DRINK FREE
£20

Saturday
11th October
7pm

PIES &

PUDS

OXHILL VILLAGE HALL
for our community

Sally 07769 348844 or oxhillvh@gmail.com

ST LAWRENCE CHURCH FOR OCTOBER

Incredibly, as I write this, we are almost into October; we are halfway through the Harvest season, apples, plums and pears everywhere, a colour change from green to golden red, and a mass of leaves, acorns and chestnuts on the ground. All around there is food for the taking – by animals and birds, by humans, and by the insects and shoots that will thrive on the decaying vegetation. God's provision is everywhere, and nothing is wasted in His kingdom; all these glories are in preparation for the new life of spring.

If we take time to stop and look, we might echo the words of the 12th century abbess and writer, Hildegard of Bingen, when she wrote:

In October we sense the light through the butter yellow of delicate mulberry leaves, still hanging on and fluttering like perpetual candles, and bronze oaks whose leaves are saturated with royal garnet.

Hope

Hope is a golden leaf
falling to the ground.

It knows that one day
it will become the soil;
it knows that one day a seed
will settle into its dark arms;
the roots, blind
but seeking still,
will spread into the deep.

Gideon Heugh, Rumours of Light.



St Lawrence Services in October:

Sunday 5 th	9.30 am	Holy Communion	Susan Bowden-Pickstock
Sunday 12 th	9.30 am	Morning Worship	George Heighton
Sunday 19 th	6.30 pm	Evening Worship	Jill Tucker
Sunday 26 th	9.30 am	Holy Communion	Jill Tucker

Note that in October the church is also holding its Quiz Night on Saturday October 25th, in The Old Chapel. We look forward to seeing you there.

Every blessing, Jill

Friends of Oxhill Church

Quiz Night

Saturday 25th October at 7 p.m.

The promise of good food and an entertaining evening at our annual Quiz Night at The Old Chapel is such that I have already received bookings for this year's and I haven't even put any posters up yet! If you haven't joined in before, you need to know that the question writer aims to produce a quiz that is enjoyable for all ages of adult with no impossible questions. Whatever you think about the questions, our inimitable Quizmaster will certainly keep you entertained! We anticipate teams to be made

up of 4 members but will be happy to see teams with anything from 1-6 members. Don't worry if you want to come but don't have a team: let me know and the Oxhill quiz team matchmaker will work their magic. Included in the ticket price is a two-course meal (vegetarian and gluten-free options will be available if requested at time of booking). There will also be a donations bars, well stocked with beer, wine and soft drinks. Tickets are £12 per person.



Our Quiz Night is usually fully booked quite quickly so don't delay, book your places today by email or phone.

Ruth Mercer
ruthc.mercer@btinternet.com
07400 615999

Made in Oxhill Pop-Up Arts and Crafts Shop

December 6th – 7th

Back for its seventh year, Made in Oxhill will be returning to the Old Chapel in December. Each year, it's a chance for you to see the creativity of the villagers and to purchase unique Christmas food and gifts produced locally. And then there's homemade refreshments including soup and cake: what's not to love! This year, our opening hours are slightly different. 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 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!



If you are a local craftsperson or producer and would like a space, please contact me as soon as possible. From experience of previous years, all the tables will be reserved very quickly: I already have bookings for half of them. 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

QUIZ NIGHT

THE OLD CHAPEL, OXHILL

**SATURDAY 25TH
OCTOBER 7PM**

£12 PER PERSON
TWO COURSE
SUPPER INCLUDED
DONATIONS BAR

TEAMS OF 1-6

TO RESERVE YOUR TEAM'S PLACE,
CONTACT RUTH MERCER: 07400615999

IN AID OF THE CHURCH OF ST LAWRENCE, OXHILL





Oxhill CC

Sept News

Completed Fixture Match Reports:

**Sun 24th Aug: Oxhill CC vs Long Compton
CC-30 overs: Oxhill won by 12 runs.**

Team: Will Gowers, Harry Startin, Mike Salmon, Andy Teasedale, Neil Chick, Dave Whittaker, Trevor Parkinson, Rob Startin, Jack Teasedale, Ethan McCulloch

Oxhill played their final home game of the season against Long Compton. Oxhill won the toss and chose to bat on a used wicket. It quickly became apparent that the pitch would greatly help the bowlers. Some balls were staying low, others were getting up and there was lateral movement too. Poor Trev Parkinson, in his first game for the side, left one a foot and a half outside off-stump that somehow came back in and hit the bail; even the bowler apologised. Harry Startin top scored, working hard for his 17. Oxhill were all out for a disappointing 85. However, both teams have to bat on the same wicket, of course, and Long Compton also struggled with the conditions. After a decent stand by the opening pair, the away side collapsed to a total of 73 all out. Harry Startin, Ethan McCulloch, Mike Salmon and Dave Whittaker shared the wickets.



Sat 6th Sept: Bishop's Hull CC vs Oxhill CC-30 overs: Bishop's Hull won by 6 overs.

Tour Team: Ed Frape, Dave Whittaker, Mike Salmon, Adam Jordan, Matt Walker, Neil Chick, Jon Simpson, Will Gowers, Ryan Orgill, Matt Chick, Craig Walker, Adrian Duke

On the morning of Saturday 6th September, the Oxhill boys made their annual pilgrimage down to the Southwest to play two tour matches. The first was against, Bishop's Hull, near Taunton. Oxhill won the toss and chose to bat. Matt Walker and Ed Frape opened the batting. Walker batted well again, scoring 52 before retiring. Frape was out for 4. Unfortunately, the rest of the top and middle order failed to get going. Salmon and Gowers added to the total, however. Salmon scored a useful 15 before being caught off a bouncer and Gowers hit 14 off very few deliveries before hitting a dolly to long on. Adam Jordan (batting 11) saved Oxhill blushes to some extent with a handy 36. A series of fortunate no-balls helped him out. Oxhill's bowling attack was not able to restrict the Bishop's Hull batting line-up sufficiently well to bring about victory. Although Oxhill took 7 wickets, the home side were able to knock off the 152 required with 6 overs to spare. Matt Chick was the pick of the Oxhill bowlers taking 2 for 18 off 5 overs.



Sun 7th Sept: Lynton and Lynmouth CC-30 overs: Rain Stopped Play.

Tour Team: Ed Frape, Dave Whittaker, Mike Salmon, Adam Jordan, Matt Walker, Neil Chick, Jon Simpson, Will Gowers, Ryan Orgill, Matt Chick, Craig Walker, Adrian Duke

The second day of the tour took Oxhill CC to Lynton and Lynmouth for a match at the famous Valley of the Rocks ground. A prolonged shower delayed the start of play giving one or two of the Oxhill lads time to recover from the night before. Oxhill batted first. The away side got off to a good start. Opener Frape hit 31, Salmon scored 33 and Matt Walker continued his excellent batting form; retiring after scoring a swift 53. Oxhill finished their innings on a total of 169-5. Oxhill were well into

the Lynton and Lynmouth batting line-up before rain stopped play after 17 overs. At that point the home side were 63-6. Craig Walker and Ryan Orgill were bowling particularly well; each taking 2 for 12 off 4 and 5 overs respectively.

That brought an end to a fun and successful season for Oxhill Cricket Club. Nineteen matches, thirteen wins, lots of different players and many beers. The team would like to thank Adam Jordan for organising the fixtures and the team and Dave Whittaker for his captaincy.

See you next season!

Will Gowers.



Limerick

A few topical lines from the village master of the limerick;

The water executives think
We're all stupid whilst they're in the pink
Like most of the bankers
They're all total w—ers
And they and the rivers both stink



Tysoe Tennis Club
www.tysoetennisclub.co.uk

REVIEW OF SUMMER 25 SEASON

We have enjoyed both a terrific summer of tennis, across three different leagues, and a number of new initiatives which are clearly having a very positive impact on the club.

We introduced, for the first time, a “pay and play scheme” which has been very positively received. Bookings and payment can be made online, and it's wonderful to see many new faces enjoying their tennis. Some have now joined the club fully as a result of trying their game out first!

We are also seeing great results from our partnership with Rosie Clark coaching, which covers both adult and junior coaching, along with cardio tennis” and ‘rusty racquets’.

Both initiatives have helped our teams performances in the Summer leagues, with new members joining our team squads in the summer.

The Men's Team were promoted last year, and always faced a bigger challenge in Division 4, in the South Warwickshire and Stratford league, with the likes of Leamington included. With a pool of just 9 players to pick from, the team improved throughout the season and nearly caught Claverdon which would have avoided relegation, but the team will return to Division 5 a stronger team having played at a higher level.

The Ladies had two teams in the Evesham Ladies League; the A team being in the dizzy heights of Division 2, with the B team in Division 6. Despite their best efforts both teams will drop down to Divisions below for next summer.

The stars of the show were the Mixed Team, which played in the Banbury Tennis League Division 4. Again, with some new faces to strengthen the squad, a great run of form in the last few games saw the team sit joint top with Harbury and secure promotion to Division 3 next year.

We have enjoyed a scorching summer and some great tennis, culminating in our Annual Club Tournament and Foodfest, the tournament this year won by Adrian and Jasmine Fawcus, keeping it in the family!!

A wonderful summer and thank you to our three team captains, Sylvia, Philip, and Ali for keeping the ship sailing in the summer leagues !!



by Ruth Mercer

Last week, a number of people asked me for recipes to make use of the abundance of apples, plums, blackberries and pears that we all seem to have this Autumn. In the past few years, I have included quite a few recipes using Autumn fruit at this time of year, so, if you are inundated with fruit, here is an index so you can find them on the excellent online archive of the Oxhill News!

2020

September - Pear, walnut and ginger traybake

October – Old Dowerhouse Chutney (plums, tomatoes, apples)

2021

September – Pickled plums

September – Plum and Blackberry slump

October – Pear, pecan and chocolate crumble

November – Apple and Apricot crumble cake

2022

September – Plum and almond tart

October – Pear and Apple crumble pie

2024

July – Lumberjack cake (apple)

APPLE AND BLACKBERRY CRUMBLE

I'm sure every family has their own crumble recipe, which is why I haven't put it in Oxhill Cooks before, but this one was baked some years ago by our eldest daughter, Charlotte, and is now the Mercer go-to crumble recipe. To us, it's the ideal crumble – crunchy topping and fruit that retains texture rather than ending up like baby food. Sorry, no photos this month!

For the crumble topping

175 g plain flour

140 g soft brown sugar

35 g porridge oats

1 tsp cinnamon

180 g cold butter, cut into cubes

For the filling

3 eating apples
2 Bramley cooking apples (or whatever you have)
2 tsp cinnamon
100 g soft brown sugar
300 g blackberries

Serves 4-6

1. Preheat the oven to 190 C or 170 C fan.
2. Start by making the crumble topping. Stir the flour, sugar, oats and cinnamon together until well mixed. Add the butter and rub it into the dry ingredients with your fingertips until the mixture resembles fine breadcrumbs (or use a stand mixer. If you use a food processor, you risk chopping up the oats a bit. No one will judge you.)
3. Now prepare the filling. Peel, core and thickly slice the apples. Put in a large bowl and stir them to jumble them up a bit.
4. Mix the filling sugar and cinnamon together in a small bowl.
5. Put half the apples into an oven dish (about 9" square or equivalent) and sprinkle with 1/3 of the cinnamon-sugar mix. Add the blackberries followed by another 1/3 of the cinnamon-sugar. Cover with the remaining apples and sprinkle the last 1/3 of cinnamon-sugar over the apples.
6. Tip the crumble mixture on top of the fruit and spread it evenly.
7. Place in the oven for about 40 minutes or until golden brown on top.
8. Serve with custard, ice cream, cream or all three of them!





Peter Taylor (second from right) in Tuscon Arizona for the North American press launch of the all-new Jaguar XJ6 saloon in 1986

PETER TAYLOR

A LIFE AMONG CARS

Part 1

Peter Taylor sat down with me for a fascinating discussion on his career in the car industry. He shares insights into the manufacture, testing and racing of some the finest cars ever produced. This month in Part 1 of our interview, Peter speaks about his time at Jaguar and what led him there. ~ ed.

When did you start at Jaguar. And how did your interest in cars begin?

I joined Jaguar in 1962 straight from school. I'd always been fascinated by cars - even as a young child whenever anybody asked me what I wanted for Christmas or my birthday, I always said something with wheels. I didn't mind if it was a car or a lorry or a tractor or whatever, as long as it had wheels!

I may have got that from my father, because although he was a vet, he was always interested in cars. Much later in his life he had a business restoring Rolls-Royce engines. By then I'd lost contact with him almost completely, because my parents split up when I was six years old; he went his separate way and we only had very spasmodic contact after that. But he had something in his makeup that made him interested in cars, and I think that's where I got it from.

How did you transfer a childhood interest in cars into working at one of the most famous British car companies, Jaguar?

As the time came to leave school I hadn't really thought of university but I did become aware of apprenticeships. I realised I wanted to do something with my life that involved cars, so I wrote to Jaguar, Lotus and Aston Martin to see if they had apprenticeship programmes. Aston Martin didn't, Lotus didn't, but Jaguar did. And they invited me for an interview.

So, off I went to the Jaguar factory in Coventry from my boarding school in Newbury on the train, having never been north of Berkshire where I lived! The interview seemed to go all right, and much excitement was added to my day as I watched brand-new E types going out of the factory gates on road test. And then, not very long after that, they invited me back for another interview. Apparently, I must have done all right because they offered me an apprenticeship. It was a five-year term and they only took about 15 apprentices every year, so I was lucky to get in. I was absolutely delighted - I couldn't think of anything more exciting! The E-Type had just been launched, which was one of the most exciting cars in the world and I couldn't believe that I was going to go and work at the factory as a technical apprentice where they made them.

So, in September of 1962, at the age of 17, I left school and moved to Coventry. I'd had a fairly sheltered upbringing; I was a soft southerner if you like. And suddenly I'm in the industrial grime of Coventry, working in a factory. The first placement I had was in the machine shops, in Radford in Coventry, where they made all the engines. And they really were the last survivors of the dark satanic mills.

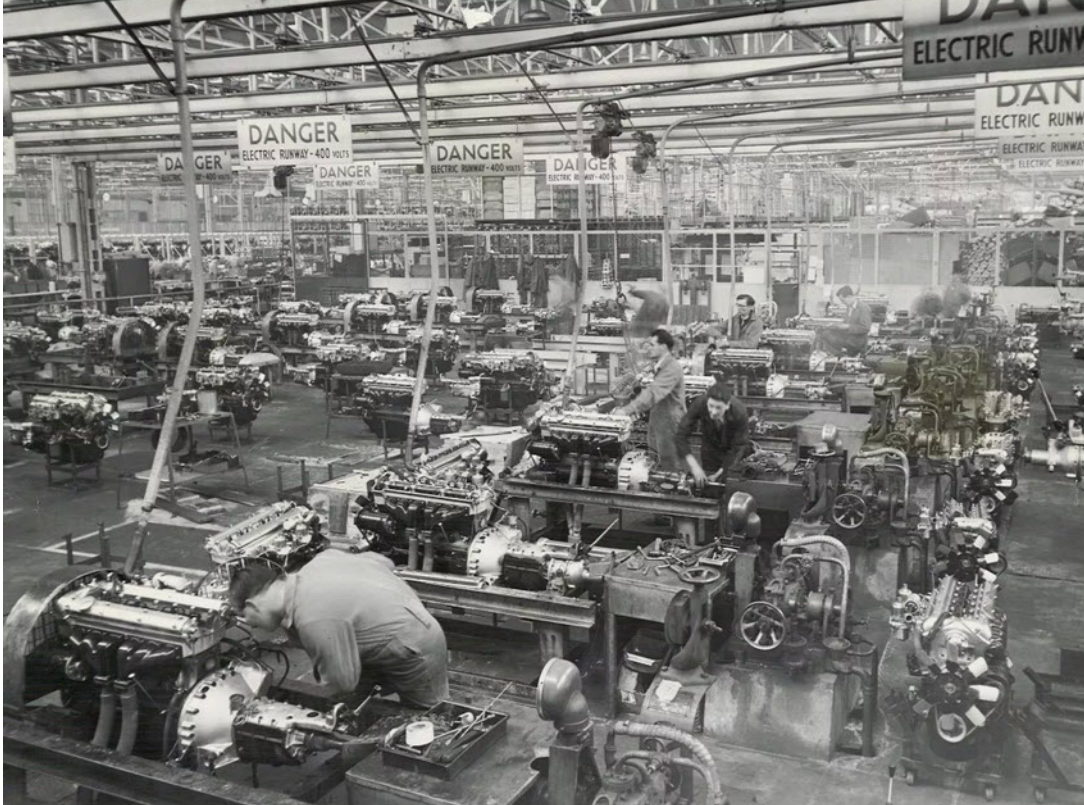
You'd go into a machine shop and the whole place was full of a haze of oil smoke, because all the machines used oil as a cutting lubricant. There was no extraction or anything like that, so you were breathing in all the fumes and you couldn't really see from one end to the other. It was a culture shock, but it was a very good grounding, because it showed you how cars were made from virtually raw materials.

So, castings would come in from outside suppliers, just raw castings. The cylinder blocks of the engines, for instance, were made of cast iron. So that starts by pouring molten iron into a big mould that gives it the shape and the body, but all the surfaces are rough and not very dimensionally accurate, because they were cast in sand.

The next stage in the process is you bolt it down on a big machine that will then shave off the top surface and grind it so it's shiny and absolutely flat. Then you turn it over and it'll shave off the bottom, and then the bores are machined to take the pistons. So eventually all the surfaces are machined to make other components, with dimensional tolerance measured in thousandths of an inch. It's a very long-winded process with its roots in the Industrial Revolution. This was the start of the process of building an engine.

As an apprentice you worked for three months on the assembly line, helping a fitter put an engine together, so you learnt exactly what went into an engine and the order in which it was manufactured. Gearboxes were done in the same way. They built their own gearboxes at Radford, and some of the suspension assemblies.

I started working in late September at 7.30 in the morning and finishing at 4 in the afternoon. So Monday to Friday I didn't see daylight, because it was dark when I started and dark when I finished. It was a culture shock, but it was fascinating.



The Radford Coventry machine shop 1956

The next placement was in the 'Apprentice School'. It was a workshop where you were taught the basics of making things. You were taught how to file, how to cut, how to mill, how to weld, how to operate a lathe. So given a drawing of a component, you had the ability to make it, using a micrometre to measure up. Absolutely first principles engineering.

You'd do three or six months in there with another dozen apprentices and then you would go into various departments within the company. So, if you were a commercial apprentice, you'd work in the sales department, probably work in the PR department and in the various admin departments.

If you're an engineering apprentice, as I was, you would work in different parts of engineering or vehicle assembly. Over the period of five years, you'd learn everything about the business, as well as going to technical one day a week, learn technical drawing.

Sounds thorough, but how do you go from apprentice to employee?

When you got towards the end of your time, you would begin to see where you wanted to finish up, because if you were lucky, the company would give you a job. It was in the company's interest to some extent, because the company was growing in those days and of course, they were taking on people that they trained, so they could tell if they had an aptitude

for posts they wanted to fill. Probably 75% of the apprentices would be offered a job within the company when they finished their apprenticeship.

For my final 12 months, I moved into the experimental test department. That was where everybody wanted to go to, because that's where all the new models were tested. All the cars Jaguar made were high-performance cars, and each new model was faster than the last, so the test department was a sort of the holy grail.

The guy who ran the department was the company's chief tester, Norman Dewis - very famous in the industry. And I was working directly for him. He offered me a job at the end of my apprenticeship, and I stayed with him in total for seven years. I learned all about how to develop a car, from building the first prototype, into something that is hopefully world-beating. That was always a very long, iterative process with Jaguar. You'd build the first prototype; you'd test it and find all kinds of things wrong with it. Some of those things would break because they weren't strong enough, and there would have to be a redesign or a modification followed by re-testing.

But other things were completely subjective, where you would ask, is it comfortable? Does it handle nicely? Is the steering nice? Is the transmission smooth and quiet? All those were a matter of judgment and there was a lot of skill in it. And Jaguar had those skills probably more than almost any other luxury car manufacturer. There weren't many people in Jaguar engineering, but Sir William Lyons, the MD and founder, had a very good feel for choosing good people. So a small number of people, all of them at the top of their game. And if you were lucky, you'd be in a position to learn from them. That went down all the way through the company.

When you're working in the experimental workshops, you might be working with a fitter on a bench or somebody who was making something out of an aluminium panel. All sorts of metal bashing or hand-working techniques. They were chosen well, and they were the best in their field. Wherever you were, you could learn from the best. I stayed in that department for seven years.

That time covered development of the later E-Type models and the XJ6 saloon. When that came out, it set world standards for ride handling, refinement and value for money. We always used Mercedes-Benz as a yardstick, but our engineering department was probably no more than 15 or 20% of Mercedes-Benz. We didn't always build cars that were as reliable as theirs, but ours were always more refined and more comfortable, as well as better value for money. After seven years I moved into another department working for the quality director, who was another outstanding engineer and a great mentor of mine. I worked for him on and off for probably six or seven years.

Did you work at any other departments at Jaguar?

At that stage, I was in charge of a small department, preparing the press demonstrators: the cars that we would loan out to magazines, VIPs and the like. We had a complete department looking after the cars and preparing them. When we brought out a new model, we would tend to announce it too early, before we'd actually built more than a handful, so if we wanted cars



John Egan (centre)

to give to the press to support a launch, we would almost hand-build the early ones, because they would just be partly built on the assembly track. We would then have to take them into the press car department, finish building them, finish refining them, and then we could support the launch. That also taught me a lot.

I worked there for another four or five years. Then there were some internal changes and my department was incorporated into the customer service department. There was still a service workshop at the factory at Browns Lane, as well as having dealers all around the world. I was then running the service workshop, along with the press cars.

Then there was a further change within the service department as a whole and I became UK service manager. I was looking after service engineers and we had field- and factory-based engineers in those days. So I was looking after them and liaising with all the UK dealerships. That was during a period where the cars we were turning out were not very reliable. That's no secret, and we went through terrible quality problems over a number of years. I was dealing with irate customers, and my department was dealing with irate customers. The dealers were trying to deal with them, not knowing what to do to get the cars right. It was a nightmare for all, including the poor customers themselves!

Must have been a terrible time for Jaguar.

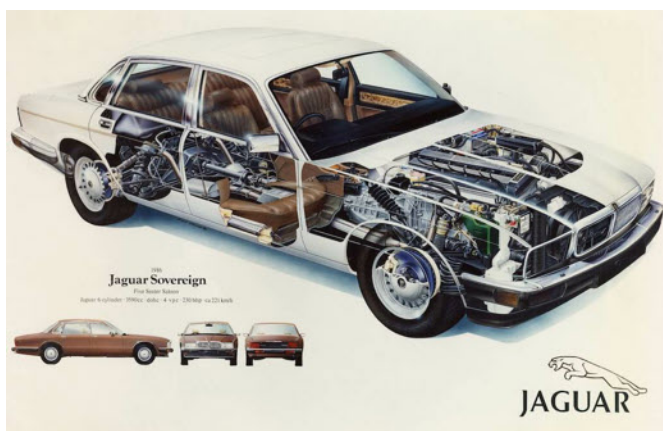
It came about over a long period of time, because we got complacent as a company. The view was, if it had wood, leather and chrome, it was a quality car. But the European and the Japanese manufacturers started turning out their own products, with their quality improving all the time. And their view was, the car mustn't break down! We really hadn't got a grip on that problem, so we had to learn quickly, and we didn't learn quickly enough.

But then, crucially, John Egan (now Sir John) was appointed as Chairman by Sir Michael Edwardes, Chairman of the holding company British Leyland. Jaguar had merged with BL in 1968 and they made a mess of pretty much everything, including all their other companies. When John Egan was appointed, his brief from Edwardes was: you've got two options, you fix it or you close it down.

Interestingly, pretty much everybody in the company knew all the problems, but didn't really have the focus to tackle them. John Egan was the guy who had the energy and the vision to get everybody to understand that we were on a course to failure and we had to change. And that included the unions. When John Egan joined the company on his first day, the factory was on strike. There was nothing going on at all. He had to talk his way through the pickets to get to his office – not an encouraging start! But over a relatively short period of time, he got everybody focused, including the unions, it must be said, on addressing the problems.

He introduced, or we introduced, a whole raft of quality initiatives. Quality circles, total quality management, treating everybody else as part of a process. Whatever you did, the next person in that process was your customer. And you had to be sure you did it right so your customer didn't get a problem, and he had to do it right for his customer further down the line. That went all the way through the process, so the problems weren't passed on to the paying customer. The situation was so severe that that took two years before there was any real benefit. But once the benefits worked their way through, the company regained its reputation and introduced a new model, which was the XJ40 saloon. That was done under John Egan.

The XJ40 was a completely new car from stem to stern. I don't think Jaguar had done that for probably 20 years. Every new model tended to carry over a lot from the previous model. The XJ40 was absolutely new in concept, design, manufacturing techniques, materials, everything. And it had a very difficult birth because we'd really bitten off more than we could chew. But over time it became a very good car.



Great, John Egan turned Jaguar around.

Cutaway of the Jaguar XJ40 Sovereign

Then, of course, the company was bought by Ford. That was resisted initially by John Egan and the board. Because of the privatisation after British Leyland, the government issued a golden share to Jaguar, so that nobody could buy it without the government releasing it.

But one day the chairman of the Ford Motor Company – one Alex Trotman - was over in the UK visiting his mother in Scotland and he decided he would call on John Egan on his way.

He arrived at John Egan's office and said John, I think Ford Motor Company would like to buy Jaguar. John Egan said, "I'm sorry to disappoint you, but Jaguar is not for sale."

His reply was, "The Ford Motor Company has \$7.5 billion in the bank. Everything is for sale."

The short version of the story is, the golden share was surrendered by the government and Ford took over Jaguar. They paid \$5 billion for a company with an asset value of about half a billion.

Initially they couldn't believe what they'd bought, because it was so second rate compared with their own techniques, particularly manufacturing. Anyway, that's the end of that story. So, Ford took over Jaguar and John Egan moved on.

Ford did a lot of good for Jaguar, in terms of improving the manufacturing capability. When one of the first senior Ford men, Bill Hayden, started looking around the Jaguar plants, he went to the engine plant at Radford, where I'd started my apprenticeship 20 or 30 years before, and he said publicly, he'd never seen a worse factory outside Russia.

And that's how good Ford were at manufacturing. They didn't make very nice cars, but they made them very well indeed. They were doing what Jaguar was doing, in the sense of taking the raw materials and building from scratch, but doing it properly, with tightly controlled manufacturing processes and building in quality from the start.

The old Jaguar philosophy was, we can't make things very accurately so we'll make everything adjustable, and particularly that applied to the bodies. And the problem with that is, if they're adjustable, people will adjust them incorrectly. The Ford philosophy was, we will invest in our manufacturing capability to ensure that everything is made accurately. Then you don't need adjustment, you don't allow anything to be adjusted, it merely bolts on and it's right. Ford learnt that from the Japanese, and Jaguar learnt it from Ford. It was a complete change of approach.

One of the early problems with Jaguar that led to this inaccuracy of manufacture, was that Sir William Lyons never liked buying anything that was expensive or new. So, he'd buy most of the manufacturing machinery second-hand and of course some of the machinery really wasn't up to the job.

Body manufacturing is a very complex process; you press out enormous panels and then weld them all together to make a whole. It's very difficult to do accurately, unless you've got very expensive jigging and very expensive press tools, and Jaguar just didn't invest. So that bridge was finally crossed with the Ford takeover of Jaguar.

Ford invested massively and initially started doing all the right things, but then they started applying their own big company strategies to what was still a small company. The Ford way was everything has to be measured, what are the metrics? Doesn't matter how nice or how beautiful the car is, what are the metrics? And if the metrics don't add up, it doesn't go. And that sort of stultified the creativity that still lived within Jaguar.

Everything was done through meetings and written procedures, and I got to the stage of getting bogged down with all that. There would be a high-level, multi-department meeting. I was in engineering, so there'd be a pre-meeting in engineering, and there'd be a pre-meeting in sales, and a pre-meeting in finance, because everybody wanted to go to the meeting, so nobody stepped out of line.

You'd have the pre-meeting, then you'd go to the main meeting. Not much would get decided and you'd all go back to your departments after the main meeting and have a wash-up meeting to work out what went on. I thought, I can't be doing this. You had to write a procedure for everything, and I remember a discussion about what is the procedure for writing procedures?

So, there came a voluntary redundancy programme in about 1989, and I volunteered. There were quite good severance terms, so I took the money and ran, if you like. Took quite a bit of thought, but I'd been there 29 years including my apprenticeship, and I'd enjoyed almost all of it – for many years I'd looked forward to Mondays more than Fridays. So, I left and decided I would then start work as a consultant doing engineering development for whoever wanted to pay me.



Next month we take to the race track with Peter. In the photo below he is racing in a V12 E-type Jaguar, the first one ever built.





TYSOE C.E. SCHOOL

Tysoe C of E Primary School

OPEN DAYS

Join us to learn more about our school

Monday 6th October 1:30pm

Saturday 18th October 9:30am

Thursday 23rd October 9:30am

What you can expect at Tysoe...

Outdoor Play and Learning

OPAL Platinum Award

Excellent behaviour

A happy and inclusive school

Dedicated and supportive staff

Contact Information

01295 680244

admin3068@welearn365.com



CONSULTATION ON THE PROPOSAL TO ESTABLISH SPECIALIST RESOURCED PROVISION AT TYSOE CHURCH OF ENGLAND PRIMARY SCHOOL



INTRODUCTION

This consultation is being undertaken to advise you of proposals concerning Tysoe C of E Primary School and to invite you to tell us what you think of the proposals. This is part of a statutory consultation process that Fosse Multi Academy Trust is managing in partnership with the Local Governing Committee. The proposal is:

To establish a Specialist Resourced Provision (SRP) at Tysoe Church of England Primary School for children with communication and interaction (C&I) needs.

BACKGROUND

In order to meet forecast demand and build on the local offer, the local authority is continuing to support the development of Specialist Resourced Provision (SRP) across the county. In an SRP, pupils with communication and interaction (C&I) needs, who are able to access elements of the mainstream curriculum, can benefit from specialist provision within a mainstream school environment. The demand for this type of provision is expected to continue to rise.

Warwickshire currently has approximately twenty-four SRPs connected to mainstream primary schools across the county, including in North Warwickshire (Atherstone, Nuneaton and Bedworth), East Warwickshire (Rugby), and South Warwickshire (Warwick, Leamington, Stratford upon Avon and Shipston).

THE PROPOSAL

Why are the Local Governing Committee and Fosse MAT proposing this?

Warwickshire County Council have identified a need to expand SRPs across the county, that offer a bridge between mainstream and specialist provision. The Local Governing Committee and Trust Board recognise the need for the Trust schools to contribute toward this provision. SRPs are based in local schools and support children who are not coping with mainstream classes.

The SRP at Tysoe C of E Primary School will support pupils with an Education, Health and Care Plan (EHCP) whose primary needs are **communication & interaction**. These pupils will benefit from accessing education at a mainstream primary school through a flexible approach, tailored to meet their needs.

What impact will this provision have on the education of the children currently at the school?

There will be no impact on the children of the school, their learning and lessons will continue in the same structure and with the same expectations. Additional staff will be employed, and the staff of the SRP will be skilled and trained practitioners in supporting children with C&I needs.

How will the SRP be accommodated in the school?

The proposal is to reorganise the, currently underutilised, classroom spaces and remodel one of these classroom spaces to house the specialist resourced provision. The new SRP space and surrounding area will allow for the provision to be located in the main school building and provide a safe and secure learning space for this cohort of learners.

How will the SRP work?

The proposed SRP would cater for primary aged pupils who have significant additional needs requiring specialist support, but who have the ability to benefit from a mainstream curriculum.

The intention is that children would initially be supported full-time in the SRP before accessing increasing amounts of time in the main school where appropriate. It is hoped that many will progress into mainstream school places though some may move on to specialist provision when they reach the end of year 6.

ADMISSION AND PUPIL NUMBERS

The SRP will be a 10-place provision.

Admissions to the SRP follow a different procedure from that operating for the rest of the school. Admissions will be authorised via the Warwickshire County Council High Needs Provision Panel.

The establishment of the SRP will not impact on the school's current total mainstream capacity of 140 across Reception to Year 6.

PROPOSED TIMETABLE

- 12th June 2025: The County Council's Portfolio Holder for Education & Learning gave approval for the proposal to go out for consultation
- 10th September – 8th October 2025: A 4-week consultation with parents and other interested stakeholders to take into account the views expressed regarding the proposals.
- 24th September: Consultation meeting held at school for parents/carers and other interested stakeholders; 6pm.
- 15th October 2025: Consultation outcomes will be published.

The aim is to have the SRP ready to open in April 2026.

HAVE YOUR SAY

As an integral part of this process, we are inviting you to take part in this consultation. We welcome your views on the proposed changes raised and all viewpoints will be taken into account as part of the decision-making process.

Feedback can be given in the following ways:

- Online: by completing the consultation survey [here](#)
- By email: admin3068@welearn365.com
- In writing: Tysoe C of E Primary School LGC, School Lane, Tysoe, Warwick, CV35 0SD
- In person: by attending the consultation meeting on 24th September at 6pm in the school hall.

You can request a paper copy of the survey by telephone (01295 680244) or email (admin3068@welearn365.com) and return it to the postal address above. You can also request an alternative format this way.

Deadline for comments is 8th October 2025.

Following the end of the consultation we shall publish the results and this may include quotes of comments which will be anonymous. If you reply to an anonymous survey then no personal details will be captured. If you would like further information, visit our website:

www.tysoe.warwickshire.sch.uk

OXHILL'S CHRISTMAS DECORATIONS AND LIGHTS



After several years of fantastic Christmas advent windows, this year it has been agreed to change the format. Focusing on 4 dates in December with a village walk about at 5.30pm to see the lights and decorations and then a focus as follows:

6th December - Made in Oxhill in the Chapel from 5.30pm

13th December - Christmas Carol's opposite the Peacock Pub 5.30pm.

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.
(More details to follow)

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



WHAT'S ON IN & AROUND OXHILL

OCTOBER

Fri 10th	19:00	CCOTS Choir & Gospel Bell Concert, Holy Trinity Church, Shenington
Sat 11th	19:00	Pies & Puds, Village Hall
Wed 15th	14:30-14:50	Mobile Library outside Village Hall
Sat 25th	19:00	Quiz Night, The Old Chapel
Every Thursday	12:00	Coffee Morning, Peacock Pub

PC MEETINGS

The date of the Annual Parish Meeting at **Tuesday, 11th November 2025 at 7.30pm.** This meeting will be held in the Village Hall. The minutes and agendas will be posted on the Parish Council part of the Welcome to Oxhill Notice board, not the one by the pub.

If you want any request to be included for consideration at the above meeting please send details to the Clerk (oxhillpc@btinternet.com) at least 10 days prior to the meeting to ensure that it is included on the publicly visible Agenda.

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

OCTOBER 2025

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			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