



The Probus Club of Locks Heath

Volume 11: April 2021 "A return to normality?"

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Welcome

Our club (official title "Probus Club of Locks Heath") was formed in 1981 and has developed over the years. We now have a membership of fifty which is the maximum we can accommodate at our venue. As such, we do have a short waiting list, but encourage those on it to attend meetings periodically when space permits!

We normally meet at 12.00pm. on the first Thursday of every month at [Sarisbury Green Community Centre](#) when we have a short business meeting and a Ploughman's Lunch followed by a Speaker and finish around 2.00pm. A pay bar is available.

We arrange group holidays, recent examples include a cruise to the Norwegian Fjords from Southampton with Fred Olsen Cruises, a visit to Lake Como in Italy and two river cruises in Europe, one travelling part way by Eurostar, as well as a cruise around Britain.

We organise outings, for example a visit to Greenwich and visits to the Chichester Festival Theatre as well as local events such as an annual Summer Event for members, wives and guests. A *Ladies Day* formal dinner is held in November. Photos from recent events and holidays can be seen in our [Photo Gallery](#).

This month's Newsletter features articles from two of our committee members both of which can also be seen in the new sections of our website [Memories](#), [Our Members](#) and [Blast from the Past](#) as well as articles on our first journey into the world of Zoom!

A new section, [I Rember](#), has just been added containing links to items, hopefully of interest, which may bring back memories of the past as well as provide local interest.

Note that for easier navigation you can also [link directly to all sections of our web site from here](#)

An introduction to our new President



Tim was vice chairman of Godwins, a company of [actuaries](#) and consultants. He joined them at the age of twenty when he was the most junior of about a dozen employees. By the time he was thirty the company had expanded considerably and he was appointed to the board.

When he retired early in 1995 there were more than 600 employees, including many actuaries, lawyers and experts in all the other areas needed by pension funds. It has subsequently been amalgamated with other similar consultants and become [part of Aon](#).

His main role was helping employers [design and set up pension schemes](#) for their employees. He had to deal with top management, unions and consultative committees. His clients included many household names and involved [savings and investment](#) of many

millions of pounds.

He became President of [The Society Of Pension Professionals](#), was Chairman of the west London group of The National Association of Pension Funds and was elected to the full council of the NAPF. He was a member of the editorial board of Pensions World, and a fellow of the [Pensions Management Institute](#), for whom he was also an examiner.

On a personal note he married Liz in 1963 and they had two sons and two daughters in ten years. All are now married and have given them eleven grandchildren, six boys and five girls. Only five of them are not within half an hour and even they are only two and a half hours awash (probably an autocorrect but very appropriate given the family's ties with the sea)

The family hobby was sailing which Tim and Liz did every weekend on [Frensham Pond](#) or at Open meetings in an [Enterprise or Lark](#). Three of the four children were picked to represent the country in Cadets and Tim and Liz took them to World Championships in Belgium, Australia, Spain, Wales and Holland.

Tim and Liz then moved into [keelboats](#) and had much success racing before sailing their 41ft [Jeaneau](#) from Warsash, by easy stages round France, Spain and Portugal finishing up in Palma Mallorca. They joined the [Royal Yacht Club](#) and kept the boat there for over twenty years.

Editors Note: *And here's Tim at a banquet for several hundred guests at the Savoy, replying to the Minister for Pensions at that time, Tony Newton. Doesn't he look smart!*



And here's Tim's Welcolme Message



Tim with his wife Liz. They were married 57 years ago. Good fellowship is the Probus toast. But Covid made that hard to nigh impossible for the last year. So our President, Lionel Jacobs has had to endure a stressful and frustrating year. Our thanks and sympathy go to him from all of us. Throughout our committee has been amazing and it seems invidious to single out anyone.

However I would like to say a special thank you to Colin Smith, our

Secretary, and Derek Treagus, our webmaster for doing so much for us all. And to Chris Collier for arranging Zoom talks and discussions.

But what of the future? Our priority must be to get things up and running again, as soon as the virus and lockdowns allow.

I hope we shall be able to resume our monthly meetings from 5th July when hopefully we shall all be able to meet face to face again

We are already giving thought to organising some day trips to interesting places, accompanied by our wives/partners.

It may be too early to consider our longer holiday trips, such as the cruises organised by John Robertson and before him by Chris Collier. But they must be resumed as soon as possible.

Our summer party is ready to go thanks to Graham Adams and provisionally set for 14th August

and last but not least we are already planning to hold the Ladies Dinner again, probably in November.

Meanwhile we are slightly below our full complement of members and it would be good if we could recruit new blood. Suggestions would be most welcome.

I look forward to seeing you all in the not too distant future. Meanwhile here's to Probus and Good Fellowship.

Tim

A Probus Meeting with a difference



Yes I know that all of our recent meetings have been different in that they've been held remotely, but this was different yet again..... no speaker was present, attendees were asked to review a short online documentary about the [Team GB entry](#) in the [America's Cup](#) (aka The [Prada Cup](#) after its new sponsors).

You didn't have to watch the video, but seeing that many of our members are yachtsmen, why wouldn't you, after all you might [get a few tips!](#)

Exciting right through to the finish, the winner of the previous [Americas Cup in 2017](#) (New Zealand) got to choose the yacht design and location for this challenge. Boats are almost identical [built to meet a set of rules](#). The current holders qualify automatically, all other contenders race each other to determine who should get to race against [New Zealand in the final](#).

So, what did we see? Starting with a [crash involving the US team](#), we were given a good insight into not only the minute changes that can make all the difference between one team and another, but also the dangers involved in this sport. It's definitely a game for professionals like [Ben Ainslie](#) who leads the GB team.

As to the race that we saw, after multiple circuits of the course the difference between the teams involved came down to a matter of seconds. [The winners and hence qualifiers](#) for the pre-final playoff? Well you'll have to either look on the internet or watch the video yourself if you haven't already done so.

Anyone who hasn't seen the video and would like to see it may still be able to view it on the BBC TV app or on BBC TV catch-up or possibly may be able to [link directly to it here](#).

"The Pain and Pleasure of Vintage car Touring" on March 4th



An excellent presentation today, but what is a Classic Car, perhaps we should start with a definition from Wikipedia: A **classic car** is an older car, typically 20 years or older, though definitions vary. The common theme is of an older car of sufficient historical interest to be collectible and worth preserving or [restoring](#) rather than [scrapping](#).

Wikipedia goes on to say that organisations such as the [Classic Car Club of America](#) (CCCA) maintain lists of eligible unmodified cars that are called "classic". These are described as "fine" or "distinctive" automobile, either American or foreign built, produced between 1915 and 1948.

There is no fixed definition of a classic car in the UK either, however two taxation issues do impact cars, leading to some people using them as cutoff dates. All cars built over 40 years ago are exempted from paying the annual road tax [vehicle excise duty](#), and also exempt from the annual UK safety test known as the [MOT test](#), however the vehicle can still be presented for test on a voluntary basis.

HM Revenue and Customs define a classic car for company taxation purposes as being over fifteen years old and having a value in excess of £15,000. Additionally, popular acclaim through classic car magazines can play an important role in whether a car comes to be regarded as a classic but the definition remains subjective and a matter of opinion.

So, with thanks to our presenter, we now are a little more familiar with the fun and challenges of owning such a beast. When will you be buying yours?

Attached is a photo of a vintage Riley passing an old Flourmill in the French countryside.

A mixture of Eccentrics and Rogues on January 7th



So how do we define [eccentricity](#)? And who do we apply it too? The definition of eccentricity and who is an eccentric can cover a range of well known people from the [Beatles](#) to [Spike Milligan](#) (more on him later) and [Screaming Lord Sutch](#).

However, an eccentric to you may seem normal to me or even your other half or best friend, but going back in time and even to this day it seems to [often involve Royalty](#) and the "Well to Do"

We start here with [Henry de la Poer Beresford](#) from Melton Mowbray, the originator of the saying "[paint the town red](#)". Fortunately he had nothing to do with [pork pies](#) or they would be red too!

[Lord Clancarty](#), publisher of [Flying Saucer Review](#) (still available online if you are interested) featured in an [interview with Terry Wogan](#) was also a proponent of the [Hollow Earth Theory](#). Believe it or not, he was also an ex-Government minister!

Next in our list, [Baron Walter de Rothschild](#), another MP. Apparently destined for greater things, his carriage was pulled by Zebras rather than horses and he [maintained his own zoo](#). His rise to fame was apparently brought to a sudden end when he invited senior colleagues to a “special” banquet”. Guests arrived to be seated only to find empty seats next to them. It got even worse when their occupants arrived..... a [troupe of monkeys!](#) As you will see from the previous link (if you followed it) they formed a small part of his collection of animals.

We move on to [John Mad Jack Mytton](#), strangely also a Member of Parliament (There seems to be a theme here). He apparently offered friends £10 to vote for him. He ended up broke (and drunk) in a [Debtors Prison](#).

Many more followed:



A recluse with “water on the brain”, who built and floated in a large water tank in his mansion. Could it have been the first indoor swimming pool?

The [Sitwell Family](#) consisting of Sir George and his two sisters. A mad inventor, [Lord Rokeby](#). (and yet another member of parliament) his inventions, amongst other things, included a gun for shooting wasps. The only reference to [Wasp Gun](#) I can find refers to modern day electronic game play!

[Edward Hyde](#), 3rd Earl of Clarendon, who was said to be a transvestite. He often dressed in women’s clothes and took on many positions of authority including a period as [Governor of New York](#).



We then went slightly off track moving on to more modern times, reminiscing about the very famous [Brian Johnson and Jonathan Agnew](#) cricketing clip, it’s all in the bails! This was followed by [Cynthia Payne](#) who apparently offered a £3 discount to older visitors to her premises as well as accepting [Luncheon Vouchers](#), who remembers them?

More from our era we started with [Spike Milligan](#) (this link provides a rare insight to Spike’s private life) Moving on, and the [Goons](#) both of which were inspirational for the Monty Python team. Following that we were introduced to “[Bob the Tray](#)” [Blackman](#) and his [rendition of Mule Train](#).



To celebrate fifty years of Python in 2019 the BBC History dug deep inside BBC Archives and lifted the lid on how the series was commissioned. [For Python fans it should be an interesting read which](#)

[you can see via this link](#)

Moving on, we discovered [Donald Sinclair](#), a hotel owner in Torquay, the inspiration for [Basil Fawlty](#). Apparently his wife used to have to lock him in the broom cupboard for his own safety. It would certainly have been an interesting place to stay!

So where does it all end? How about the [Eccentric Club](#) in London, President..... [Prince Philip!](#) Their motto could equally apply to PROBUS, although not since 1781 (at least as far as I know):

NIL NISI BONUM – Celebrating Eccentricity since 1781

Oh God our help in ages past on 3rd December



Andy Skinner started our presentation the familiar chant of [Southampton City Centres](#) civic bells which feature the original [Issac Watts](#) composition from over 300 years ago. The tune will also be very familiar to many others, but more on that later.

At that time, Southampton was a small port focused on wine and trading which became partly famous around the time when the [Mayflower](#) set sail from the port for the [New World](#) only to have pull in at Plymouth on the way. Plymouth took all the glory, but Southampton does have the [Mayflower Theatre](#) as a mark of its involvement!

The population increased over the years with many Huguenots choosing to live in the port following the [St. Bartholomew's massacre](#) of Huguenots in France. The [French Chapel](#) established at that time still exists today and holds an annual service in its mother language.

Son of a local vicar, [Issac Watts](#) went to [King Edwards School](#) was well educated and could speak both Hebrew and Greek. He went on to become the Father of English Hymns writing a total of over 750, mainly focused on the Psalms and this is where today’s link still exists.

Put simply, [Psalm 90](#) which forms the basis of the hymn “[Oh God our help in ages past](#)” is in turn the basis of Southampton’s Civic Centre chime. The Psalm itself was also used at the [State Funeral of Winston Churchill](#).

The Clock Tower was, in fact, never originally intended to be installed but ended up being completed with the famous chime which [residents of Southampton](#) are familiar with to this present day.

So that’s, in a very quick pass with no little more than a quick overview of what was covered. As always, use the highlighted links to find more information on various parts of the talk and this final link to [listen to the chime](#).

Hang on a minute, listen carefully to the Civic Centre bells..... I’m sure that’s [Play Up Pompey](#) I can hear..... in Southampton?, really?

Editors Note: If you wish to find out more about bell ringing in Southampton (or even fancy trying it yourself, contact [Southampton City Ringers](#) via the highlighted web page.

Titanic on 19th November



Our talk started with our speaker providing an overview of the [Sea City Museum](#) and the “interesting” fact that the toilets for for the centre are located in the old prison cells. If you do need to use them, don't get locked in!

Back to Titanic.... [Captain Smith](#) who had captained a range of [White Star liners](#) prior to taking on this role was highly regarded within the industry and by his peers having captained a number of White Star Line vessels during his career. He led an experienced team including second officer [Charles Lightoller](#), the only officer to survive and who later sailed to help the [Dunkirk evacuation](#).

The boat was well covered with [lookouts](#), six in total working in pairs, so what went wrong resulting in over 1,500 deaths, many from the City of Southampton. The [Crew Wall](#) in the museum shows locals that are known to have died with many people drawn to work on the boat during a period of high unemployment and poverty.



Some interesting and perhaps irrelevant facts:

Titanic consumed one ton of coal every two minutes. There are claims that it was actually an [uncontrolled coal fire](#) onboard that sank the ship!

There were twenty three [women stewardesses](#) on board (of which 20 were saved). One, [Violet Jessop](#), went on to serve on [Britannic](#), a British [Red Cross hospital ship](#), during the First World War. They were paid half the wages of men doing the same job.

There were fourteen Bakers. One of the Many heroes on board, [Charles Laughlin](#) the head chef, threw deckchairs for people to hold as well as preparing bread and food parcels for use on the [lifeboats](#). He survived in the sea for two hours before being rescued possibly as a result of being off duty and just having consumed a “reasonable” amount of alcohol that evening!

There wer [Dog Kennels](#), three of the twelve dogs on Titanic actually survived being given places on lifeboats, although men were denied boarding when spaces in boats were available. Rumours that at least [one man dressed as a woman](#) to escape the boat are thought to be untrue.

The ill fated voyage almost didn't happen as [a collision with SS New York](#) in the harbour which would have prevented Titanic sailing was narrowly avoided.

[Originally planned to have 48 lifeboats](#), the number was reduced to 20 to make a [promenade area](#) for first class passengers.

The most [expensive first class cabin](#) on board cost the equivalent of 60,000 dollars today. [Second class](#) was equally luxurious comparable in most ways to the first. You can find more details of the [different classes and cabins](#) online.

On August 14th several [ice warnings](#) were received from the Californian and other nearby ships. Wireless operator [Jack Philips](#) apparently chose to ignore the warnings sent from other ships and eventually turned off contact contact with them. The rest is, as they say, history.

Two messages were sent, the familiar [SOS plus CQD](#) (Come Quickly in Distress were sent with [nearby vessels](#) responding to save lives.

Back to [Charles Laughlin](#), Head Chef, who threw deckchairs for people to hold as well as preparing bread and food parcels for lifeboats. Having survived he subsequently moved to America where he crewed on several ships usually in a catering capacity.

You can see his statement to the [British Enquiry](#) here.

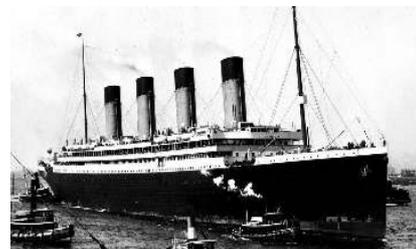


Did the band play on until she sunk or is it a myth, either way [you can hear some of the music that they played](#) via this link.

The unwritten “rule” [women and children first](#) was perhaps obeyed too strictly with lifeboats sometimes leaving the boat partly empty. More could have been saved. 21 of the 23 [female crew](#) survived with Violet Jessop later sailing on the Olympic. It was claimed that at least one man dressed as a woman to board a lifeboat.

With no internet and limited contact with the outside world it was difficult for families to get information about relatives onboard but eventually [reports began to come out across the world](#).

The Southampton museum has several recorded Titanic survivor accounts which can be directly accessed from their website. You can also see both [survivor accounts](#) and several other videos on the [British Pathe website](#).



To finish, [Olympic](#), Titanic's sister ship, had a very successful career as a Cruise Liner. There are however very many conspiracy theories as to whether it was the [Olympic rather than the Titanic that sank](#) .

Download the [Titanic Trail](#) and the [Old Town Walk](#) should you visit Southampton and want to explore further.

To finish, the [Sea City Museum](#) referred to at the beginning of this article opened on 10th April 2012, exactly 100 years after the Titanic sunk.

Editor's Note: The Museum is well worth a visit, one key exhibit on show, amongst many others, is detailed below:

CAPTAIN SMITH'S SWORD



Captain Smith perished with the Titanic. His Royal Naval Reserve sword, donated by his family in 1912 now features in SeaCity Museum in the Southampton's Titanic story exhibition.

Andy Skinner presented The History of Southampton Docks on August 18th at our first ever Zoom meeting



An historic day was made today as twenty four members of the Probus Club of Locks Heath gathered together online using [Zoom](#) to experienced their very first online group presentation.

The presentation on the history of Southampton docks was given by [Andy Skinner](#) who started by referring to the term [POSH](#) which Andy said was not really relevant in real terms and that it's current interpretation had been manufactured over the years.

Andy began by referring to the history of Southampton starting in [Roman times when it was known as Clausentum](#). This area, known as Bitterene today, was mainly involved in the production of Fish Sauce. The next area occupied was St Mary's where a Norman mediaeval town was established. It was primarily involved in the wool trade and in handling wine which was imported from [Gascony](#).

Moving forward, the seventeenth century saw the start of boat building in Southampton and rounding area, in fact it is [400 years ago this year since the Mayflower left Southampton](#) on its voyage to the new world being forced to stop off at Plymouth due to a leak in it's hull. As such it is Plymouth rather than Southampton that gets credit for this voyage of discovery. Later came the development of steam powered liners including the

[Great Western](#) and [Britannia](#) which crossed the Atlantic in just twelve days (the Mayflower took sixty six).

An [Act of Parliament](#) was needed in 1803 to establish Southampton Docks, the SS Targus being the first ship to set sail from there, immigrants to America were the main traffic at that time. Passenger traffic started in the 1860s.

When that occurred, expansion of the towns shipping capacity was required to help trade enabling new businesses such as nurseries to be established providing grapes fruit and similar items for the ships was required. The next phase saw more companies moving to the south coast in the 1890s including the [start of luxury liners](#), but more on that later....



The [City of Paris](#) was the first luxury liner to move to Southampton in 1888 with work on the new docks completed in 1890 despite

[regular strikes](#) including movement of the railway station due to flooding. Further development completed in 1910 including huge warehouses

The first occupant of the new docks was the [White Star Line](#) which could host huge four funnel ships including [Mauritania](#) which became holder of the [Blue Riband](#) for transatlantic crossings.

1912 saw the departure of the [Titanic](#) on it's fateful journey, three quarters of the crew being locals to the Southampton area. Soon after came the First World War, the sinking of the Southampton based [Lusitania](#) with Americans on board leading to the US joining the war.

The current West Docks were created just after the end of the war with the introduction of the new "[Tourist Class](#)" vastly increasing the number of travellers but this was all to change again with the outbreak of World War II. The docks had a [major part to play in D-Day](#).

Post war, there was a general move from liner based holidays due to the increasing availability of affordable air travel with the [QE2](#) the first ship to buck the trend and reestablish the idea of a holiday at sea.

Southampton is now a major sea port commonly seen as driven by the three C's – Cruises, Crude Oil and Cars. The [additional tides](#) available through the positioning of the Isle of Wight being one of the key factors.

COVID 19 -A TIME TO 'DO' OR A TIME TO 'SUFFER'

by Ian McDonald



The worst thing you can do during a spell of isolation is to do nothing! This can only result in [boredom, lethargy, and grumblin](#), all unpleasant aspects of having nothing to do. The day is too long, the shops are closed and all seems lost! (but not [Lost at Sea](#)).

A friend called to see me a few months ago to examine a model boat I had just completed. It was a model of a [Mirror Dinghy](#), built to remind me of the happy time some 50 years ago when I built a real dinghy for my two sons. He soon became aware of another issue – a substantial plan on the Dining Room table of a [Victorian Steam Launch](#).

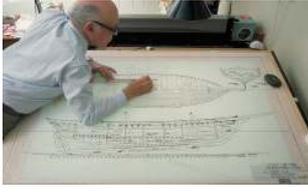
He looked it this with a professional eye, and asked me if I had intended to build the boat. I replied that it might well be my next project, and he then asked me if this could be a combined effort-he would do the metal work, and I would build the hull. He wanted a project to divert the gloom of [Lockdown](#). I agreed. What a wise decision on my part. We would consult jointly, consult easily and share our abilities.



Now, it so happens that Vic (Bird) is an excellent engineer who has created a fine workshop with tools to build a battleship! I exaggerate, but sufficient to say he builds model steam locomotives within these walls. Vic is skilled – he served as an [Engineering Officer](#) in the Royal Navy as a career, hence his ability with tools.

I have a spare bedroom for my workshop, which suits me fine. We agreed that we would work together to build a boat, a vessel to be proud of. The door bell rang some days later, and I was quite amazed to see Vic holding a [boiler](#) of no mean proportion!

Opening the brass fire door I can see amongst, other items, a [steam whistle](#) (yes, I know that's a link to a brewery) and pressure gauge, everything fully insulated. I was quite spellbound and I seized the intricate boiler for the not yet started hull. The [boiler](#) looked superb. Now I was really committed to our project.



The plan was slightly inaccurate in relation to our particular model. We wanted our boat to be twice the size of the original plan, and we needed help. Now it so happened that our elder son, Neal, was at home for a few days, and he is a [Naval Architect](#)..... a coincidence or fate. Either way, we were very soon back business, with a scaled plan to suit.

The hull was constructed on a [keel](#), with [ribs](#), [planking](#), [deck](#) and all the other details required. We then had a hollow hull to accommodate the boiler and engine, along with a [cabin](#), [seats](#) and [rudder](#). Gradually and all the other items were established as the model became masted, flagged and painted and ready for sea! Well perhaps not..... the model is designed to rest on a shelf!

The whole exercise was far better than either of us could have imagined. Neither of us could be called young, I am 90 and Vic is ten years my junior. We [worked together and shared the tasks](#). It was wonderful to have such a grand companion to work with. No grumbles, no arguments, no friction, just good will and friendship. (An echo of the Probus toast perhaps?)



None of this could have happened without the support of our two wonderful wives. They were pleased to see us happy and busy (and probably [out of their hair](#)) and we appreciated them for their willing cooperation. Thank you both.

And what now after the task is done? Why, another boat of course!!

P.S. I must tell you the name of the boat. It had to be called FRIENDSHIP.

A Tale of Two Tigers



Whilst [Tony the Tiger](#) was "born" in 1952, the Esso tiger originated in Norway at the turn of the 20th Century. They're both **Grrrrreat** but who is your favourite???

[Tony the Tiger](#) began his trademark debut with Kellogg in 1952. The Tiger was used as a cartoon character featured on every box of Kellogg's Frosted Flakes. The feline was federally registered as Kellogg's Frosted Flakes trademark. Furthermore, the registration

and classification was under food products.

Twelve years later one of the top oil companies, [Esso](#) (now [Exxon Mobil](#)), began using a similar tiger as a promotional mascot for gasoline products. Exxon then followed through with protocol and federally registered its tiger under the petroleum products category. Unlike the Kellogg slogan behind the voice of [Thurl Ravenscroft](#), "They're gr-r-reat!", [Esso](#) also had a slogan, "Put a tiger in your tank".

As stated earlier that Exxon tiger originated much earlier and in fact first appeared as a mascot for the Esso brand in Norway around the turn of the 20th century. It surfaced again in the 1950's, when Esso started using it to represent quality and power. Thanks to the now famous advertising phrase, "[Put a tiger in your tank](#)", the Esso tiger became extremely popular in the 1960's and was featured in numerous ads, jingles, and TV commercials. After a 27-year hiatus, the Esso tiger once again earned his stripes in the 1990's.



The two major companies shared peaceful relations between the two iconic tigers. From 1952 to 1995, the companies combined spent over a billion and a half in advertising in the cereal and petroleum industries. Neither company faced any issues amongst each other – however, [in 1992 this all changed](#).

[ExxonMobil](#) opened a new business sector and product line through the promotion of the existing Exxon Tiger. The company failed to expand its federal trademark registration to its newest product line sector. Prior to [Exxon](#)'s newest business addition of opening convenience stores ("Tiger Marts") and selling foods and beverages, the company was cleared of all trademark litigations.

After the announcement of [ExxonMobil](#)'s new product line, Kellogg quickly filed a suit. The latest unnamed tiger [Exxon](#) was using to sell food and beverages crossed the trademark boundaries. The confusion of using very similar tigers as a mascot for food products did not sit well with Kellogg. The lawsuit consisted of trademark infringement and dilution, and sought an injunction prohibiting the further use of the [Exxon](#) tiger.

After [several court appearances](#), millions of dollars, different rulings, and years of waiting, the two parties finally settled the case with both continuing to use their tiger imagery which had become a key part of their branding.



So to end, a few memories of our favourite Tigers:

- [The Original US Esso Advert](#)
- [Tiger Superlub Oil 1979](#)
- [Esso and Britain's Energy with background music by Jeff Wayne](#)
- [1992 Frosted Flakes Tiger Advert](#)
- [1994 Frosties 40th Anniversary Advert](#)
- [The voice behind Tony the Tiger](#)

and finally an article about [Tango, the last Esso tiger](#), who died in 2016

Strawberry Fields Forever



What does the title of this article bring to mind? The Beatles or our once thriving local Strawberry picking industry. Either way it's an interesting story, let's find out more!

Strawberry Field as featured in the ordinal Beatles song does in fact exist in Liverpool it and the original Victorian house were gifted to [The Salvation Army](#) in 1934. In 1936 it was opened as a [children's home](#) for girls later accepting boys. From then on, for nearly 70 years, it gave some of Liverpool's most vulnerable children a refuge from turmoil and unhappiness – a safe, calm and spiritual home.

It was on these grounds that a young John Lennon, before Beatles fame, came to play, reflect and escape the post [Blitz](#) streets of Woolton. Those days spent playing in The Salvation Army grounds shaped him and inspired his work within the Beatles as an adult. [Strawberry Field](#) was later immortalised in the famous song, 'Strawberry Fields Forever,' where he explored those more innocent days of escape that could counter the later complexities of a life lived in the public gaze.



So that's, very briefly, the "Liverpool" connection, what about our local history? [Strawberry Fields](#), picnic site today, and a small number of [local strawberry growers](#), bears little resemblance to the historical importance of strawberries to this area, memories of which can be seen in various places.

[In years gone by](#), during the picking season, the stations of Bursledon and Swanwick were thronged with growers loading their fruit onto special trains which then took the produce all over the country. Remnants of the old tracks can still be seen

The combination of a mild, frost-free, climate and suitable soils meant that strawberries from [Titchfield and its local environs](#) were not only considered to be the best but were also the first to market.



Whilst much reduced in number of growers, that tradition still remains alive with local growers both offering ""[pick your own](#)"" and supplying national supermarkets. (Look carefully on the label next time you buy some during the main season for Warsash based [R&V Emery](#))

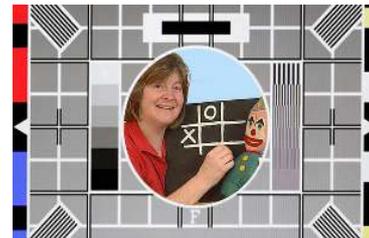
As anyone who has had children attend junior school locally there is plenty of evidence locally of the much larger industry that existed from place names to remnants of the original tram tracks near [Swanwick station](#) which was itself built in 1888 especially to export the high quality, flavourful strawberries grown here, having extra long platforms to speed up the loading process. During the harvest

between the end of May through to mid-July it was one of the busiest in the country.



So to finish, you can't buy local strawberries right now, [but you can listen to Strawberry Fields forever](#), enjoy!

Testcards



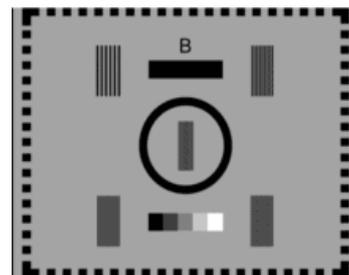
Known as "Testcard F" and used on BBC1 from 17th February 1991 to the 4th October 1997, [Testcard F](#) was created by the [BBC](#) and used on [television](#) both in the [United Kingdom](#) and in other countries around the world for more than four decades. Like other testcards, it was usually shown while no [programmes](#) were being [broadcast](#).

It was the first to Testcard to be transmitted in colour in the UK and the first to feature a person, and has become an iconic British image regularly subject to [parody](#).

The central image on the card shows [Carole Hersee](#) playing [noughts and crosses](#) with a clown doll, Bubbles the Clown, surrounded by various [greyscales](#) and colour test signals used to assess the quality of the transmitted picture.

It was first broadcast on 2 July 1967 (the day after the first colour pictures appeared to the public on television) on [BBC2](#).

[Testcards](#), of course were not a new thing, having been used since the early days of the BBC, you can see a complete list of them on Wikipedia.



Testcard F was frequently broadcast during "downtime" on BBC Television until [29 April 1983](#) and was still seen before the start of programmes until BBC1 began to broadcast 24 hours a day in November 1997, and on BBC2 until its downtime was replaced entirely by Pages from [Ceefax](#) in 1998.

In the days of 24 hour TV and multiple Digital stations, testcards are no longer used, but hopefully you will remember this one and what you were doing around the time [BBC 2 launched](#). If you're really keen you can, apparently, create your own testcard on Digital TV, but I'm not going to try it, heaven knows what would happen if my wife can't access her favourite channels as a result of my investigations.

Something wrong with that picture at the top of this article? Well that's a remake of the original picture with [Carole Hersee](#) taken in 2016. Here's the original as used on BBC2 from its first broadcast, she certainly looks a lot younger in this!



Editor's Note: The author acknowledges that the some content in these articles is based on material sourced from Wikipedia and confirms that it is not being used for commercial purposes

And a final reminder of our new section, [I Remember](#), from which the last three articles in this Newsletter have been extracted. It has just been added containing links to items, hopefully of interest, which may bring back memories of the past as well as provide local insight.

Please send your input for future Newsletters (which will be now be produced approximately quarterly) or the website to

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