



Remembering Stirling

On 12th April 2020, the great Racing Driver Stirling Moss (left) died at the age of 90 – he passed away in Mayfair, where else! Sir Stirling had a long association with Shell-Mex and B.P. and with BP and in this issue his friend and SMBP/BP contact Les Thacker (right) remembers him.



Stirling Moss at Monaco in 1959

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Please advise the Club Office (Email as under Colin Hill above) of your email address. You can also do this by visiting the Club website: <http://www.44club.co.uk>



Welcome

A couple of letters in 'Birthday Thanks' remind us of the importance of our pensions, especially in times of stress – this is a feeling I am sure that we all share. I bore for Britain on the subject of workplace pensions having been a Trustee of the Shell Fund for four years and having written a book which was substantially about the subject. The invention of the 'Defined Benefit' pension based on final salary was one of the great innovations of the post-war years and Shell-Mex and B.P. and our parent companies were very much in the forefront of this. To retire with financial certainty was an enormous benefit, as was being able to plan a future in the years running up to retirement. For the private sector to have abandoned this (though it mostly remains in the public sector) was very sad and the generations that follow ours cannot look to the future with anything like the certainties that we had.

The term the 'Lucky Generation' is often used to describe we baby boomers (by which I mean those of us born in the five to ten years after the War) and there is justice in the description. The immediate pre-war babies and the war babies have in the main been similarly advantaged. These years covers most of the 44 Club membership though we have a goodly number of centenarians as well! Over the years priorities change, and I cannot say that pensions were top of my mind through most of my 37-year SMBP/Shell career. But I was being looked after and am now reaping the benefit. Another lucky generation benefit is Healthcare. As I mentioned in the last Club News I was under the weather for a while earlier in the year and the diagnosis of epilepsy was a bit of a shock. However, my treatment was swift, caring and effective. I can't drive until April next year at the earliest but cannot say that has been a great burden in these lockdown times! I have friends and family working in the NHS who, though proud of what they do, are rather cynical about the adoption of the Health Service as a sort of pseudo-religion. There has, in their views, been a lot of hypocrisy around in some quarters!

These are challenging times and I suppose the best message when all around you appears to be in a state of collapse, is to just keep going. Even seemingly overwhelming events have a way of working themselves out. As Churchill famously put it, 'Keep buggering on' (KBO). I am not sure that there is anything peculiarly British about this - though the rich slang is very much our own! Millions of us are doing exactly what Churchill advised us to do as we deal with COVID-19 and its devastating effects across the country and the world. And sometimes very close to home in our own families. Some of us oldies might say that today's 'Youth' does not have the KBO spirit, but I do not see this. It is probably what our parents used to say about us!

Come the dawn lets look forward to 44 Club Branches meeting again and to normality returning. In the meantime, lets welcome that monthly pension landing reliably in our bank accounts!

Paddy Briggs

Noticeboard



The **Shell Pensioner Programme (SPP)** is a Shell-sponsored and funded service that is free of charge to Shell Pensioner Association (spa) members who are in receipt of a SCPF or SOCPF Pension

The support to Pensioners includes:

- Information and guidance to find solutions to problems they are facing.
- Reassurance and help to put pensioners' minds at ease.
- Facilitating access to benevolence assistance from the Shell Pensioners Benevolent Association.
- Signposting and referring to community support such as Citizens Advice, Age UK, Dementia UK.

The **Shell Pensioners Benevolent Association (SPBA)** aims to help Shell pensioners who need assistance because of poverty and/or distress. SCPF and SOCPF pensioners, who are members of SPA, and live in the U.K., are eligible to receive benevolence from the SPBA.

SPA members in need of assistance are often identified by a Shell Pensioner Programme Officer during a call or home visit.

Shell Pensioners in need of support can call us on **0345 850 8944** or contact Ken Sleat Treasury/Secretary on **0207 934 5131** Email: ken.k.sleat@shell.com

GIVE SPP OR THE SPBA A CALL - 0345 850 8944

Members' Reunion and Annual General Meeting

Due to COVID-19 restrictions on gatherings the Executive Committee of the SMBP 44 Association has decided not to hold an AGM this year. The current members of the committee have all kindly agreed to remain until we can hold a meeting in 2021.

Several members had already paid to attend the now cancelled meeting. Any cheques that have not been paid into the bank will be destroyed or returned. However, several payments have been made electronically or have been paid into the bank. Should you wish to have a refund, we can do this only by electronic payment as we have no access to the cheque book. Please get in touch with Colin Hill (44-club@shell.com) giving your bank details (account number, sort code and account title). Otherwise we will keep the monies paid for your attendance at the 2021 AGM/Reunion.

Website – www.44club.co.uk

Elaine Ellen in Scotland maintains our web presence and the website content changes regularly. We realise that not all members have the technology to access the website, but we do hope those of you who are tech savvy will visit it from time-to-time. If, for example, you want to view the current or back copies of the magazine these are available on the website. The only difference between the online version compared with the paper editions is that address details are all removed (for data protection purposes).

Recently we were told of a news item relating to Norman & Enid Waterfall and how Princess Eugenie and Princess Beatrice became emotional after hearing about their fundraising for a cancer charity (see page 8). This item was quickly uploaded for all to see!

Each branch has its own page on the website with up-to-date content where this has been provided. We rely on our members and branches to send us up to date information, news snippets etc. The Memories section is gradually building as members send in articles, photographs etc.

The website complements the 44 Club magazine but has more space and can be updated on a day-to-day basis. Elaine is always happy to receive news items and photos and usually these will be put on the website the same day they are received. Elaine's contact details are on the inside cover and also on the website.

RIP Stirling Moss – he drove the BP brand faster than anyone!

Les Thacker remembers him

Rather than write an article on Stirling's remarkable career, which has already been documented many times over, I thought a few memories and anecdotes from my happy days spent with him and Susie his wife would be a little more entertaining.

My father who had been a bit of a racer before the war and who announced in his late seventies that he would compete again in the sport (he was fortunately dissuaded by an influential friend) had taken me as a teenager to Goodwood to witness at first hand my boyhood heroes - Stirling Moss, Mike Hawthorn and Peter Collins - in action.

As with many boys of my generation I had been caught by the classics master at school surreptitiously reading of Stirling's exploits in Motor Sport magazine rather than studying my Kennedy's Latin Primer !



The classics master a certain Mr Heymans (I seem to remember his nickname was 'Flash') was the ultimate petrolhead, who drove a fabulous Railton drop head coupe or sometimes, if the weather was kind, arrive on a Triumph Speed Twin motorcycle. He invariably cast a blind eye to my love affair with motorsport rather than his efforts at persuading me to appreciate the classic works of Cicero. I oversaw the Tuck Shop at school (a very influential appointment!) and Mr Heymans suffered from a chronic addiction

to Wagon Wheels consumed with his morning coffee. Wagon Wheels were still on ration in those days, but I made sure that he enjoyed an uninterrupted supply hoping that this less than subtle bribe would influence him to overlook my misdemeanours! So, in no particular order, here are a few of my memories.

Martin Spankie, who was BP's advertising manager, had arranged for Lippa Newton a small creative workshop advertising agency in Covent Garden to handle the BP



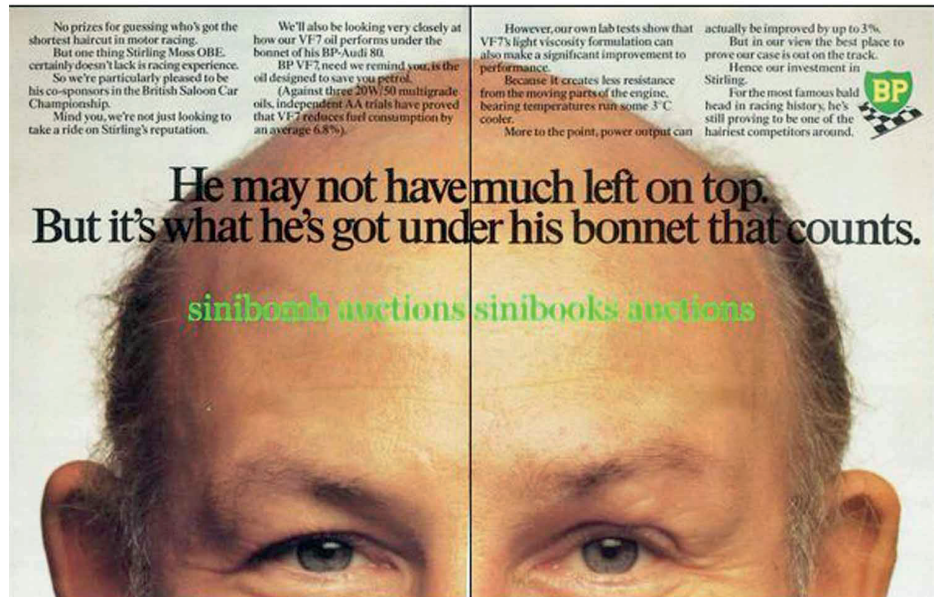
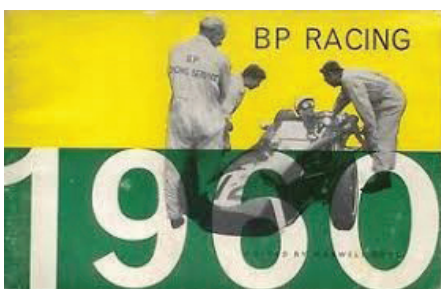
"Stirling Moss did not invent endorsements, but he brought to them more of himself than anyone else did, by selling not only himself but his services too. Let BP gasoline (one of his sponsors) announce a sales push, and Moss would start moving about the nation, gas station by gas station, sometimes using a helicopter so that he could crowd more and more appearances into a day. At each stop he would talk to customers (and delighted owners, of course) about BP gasoline and about Stirling Moss. He is an extremely articulate man. Nearly every man (and many women) in the British Isles cares something about cars, and mobs of people would overflow the gas station for a chance to chat with Stirling Moss. Around motor racing, it was said that Moss collected £10,000 a year for lending his name to BP, a figure Moss neither confirmed nor denied."

Robert Daley: "The Cruel Sport" 1965

motorsport account in support of BP's lubricants marketing rather than Saatchi and Saatchi the main BP agency. I believe Lipa Newton had been recommended to Martin by Don Phillips who had used them for his Pink Paraffin advertising and was suitably impressed with their creative approach.

In those pre Adobe Photoshop and Powerpoint days, ad presentations were normally a series of cartoon type sketches, making up a story board to illustrate an agency's creative ideas. Lipa Newton had prepared about five or six of these sketches using Stirling as the theme. I was asked if I would show them to Stirling to get his approval. Arriving at his famous Mayfair house with these story boards I was a bit worried by one of the Lipa Newton creative ideas so decided to present that particular ad idea to Stirling and Susie whose opinion Stirling always appreciated. The ad in question depicted just Stirling's bald head and I was worried that Stirling and Susie might take offence at this rather different approach, remember male bald heads were not in vogue in those days. I mumbled something to the effect that I was a little embarrassed at presenting this use of his image etc. etc. but to my surprise both Stirling and Susie said "That's great, we love it" The ad turned out to be a big success.

I was often at Stirling's and one particular morning I was in his office when he was signing some cheques which took my eye. These were the large commercial cheques of the type which were about 8" long by 4". What intrigued me was that they had as the background to the cheque a classic photograph of Stirling in the Vanwall Grand Prix car. I had never seen a



cheque before with an image printed on it and said to Stirling:

"Wow Stirling, those cheques are fantastic"

"Yes old boy" (he always addressed you as old boy) "I've just changed my Bank to the Chartered and they rather like the idea."

"Well I think they are brilliant Stirling."

"Would you like one, old boy?"

"I would love one Stirling."

"OK what's your favourite number?"

"Well, same as you Stirling, number seven"

So he had just started to use this new cheque book and flicked through a few until he got to 000007.

He signed it and passed it over to me saying "Don't cash that in."

The cheque said – pay Les Thacker 1p – I still have it somewhere and must get round to framing it!

I went around one morning by taxi from the office in Victoria to Shepherd Street to pick up Stirling to go to Liverpool Street Station - we were on our way to Norwich to open a Motor Show in which BP was involved. Arriving at Stirling's house Susie came to the door and said "Stirling's running a little late" so I paid off the taxi and went inside. About 30 minutes later Stirling was ready so I

said I'd order a taxi. Stirling said "No old boy we'll take the scooter" Now this scooter had featured in many of Stirling's escapades so I wasn't too happy and apart from which I was dressed in a pin stripe suit and so protested to Stirling that I wasn't in the right kit to ride on a scooter. "Not a problem, old boy" and handed me a Flashers' Mac and Susie's deer stalker



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helmet. Now running very late for the train, we started off at a million miles an hour and had not gone more than a half mile when Stirling turned round and said "I think we are running out of fuel, old Boy." He pulled alongside a taxi and said to the driver "Do you know a garage that is open that stocks two-stroke fuel?" On our way again after the pit stop we managed to get to the far end of Regent Street without any more incidents when he turned round to me and said "Get off" – I said "What?" he said to me again "GET OFF THE SCOOTER." We then proceeded to push the scooter across a zebra crossing. I felt rather out of place in my rather fetching outfit in amongst the rush hour crowd pushing a scooter across a pedestrian crossing. This happened on two more occasions en route until I realised Stirling's clever tactics - he was eliminating all the one way streets en route. We caught the train by minutes!

On another occasion we were driving to Mike Hailwood's funeral, an incredibly sad time. We were running late (again) and I was driving my company car, a black Ford Capri, with Stirling alongside me giving me a running commentary, as he often did on the road ahead. Now the Capri, although pretty quick (we were nudging three figures), was not famous for its road holding characteristics - added to which it was drizzling with rain. We came to the

top of a hill and the road about 500 yards ahead had a left-hand bend – Stirling told me "Its flat old boy." Now it might have been flat for Stirling Moss but he wasn't driving - I didn't really want to brake so I decided to lift off just a fraction hoping he wouldn't notice. Exiting the corner, he turned to me and said "Why did you lift off old boy? I told you it was flat - just like the Masta Kink." In those years the Masta Kink at Spa in Belgium was one of the most fearsome sections on any race track in the world, requiring skill and bravery in equal measure to get it right. "But I haven't driven at Spa, Stirling" I said. "Oh, haven't you. old Boy?" I was impressed by his confidence in my limited skills!

Geoffrey Shepherd our charismatic boss in BP Retail had asked me to organise an event to entertain some VIPs and if possible, to include Stirling in the line-up. Stirling was always willing to co-operate - unlike some other personalities. So I arranged for a two-seater sports racing car to be at Thruxton Circuit for Stirling to drive these VIPs around the circuit at high speed. It was a big hit and I remember Geoffrey Kent, who at the time was Chairman of Imperial Tobacco and one of the guests, saying to me over lunch "My friends in the pub on Sunday are never going to



believe my tale of high speed laps of Thruxton with Stirling Moss". Such was the impact that Stirling had on everyone.

One final anecdote: "Who do you think you are Stirling Moss?" is a well-known question still used sometimes even today if you are caught infringing the speed limit by a member of Her Majesty's Constabulary. Stirling and I were driving back from a race meeting and his helmet and overalls were on the back seat and it crossed my mind what would happen if a policeman stopped us for one reason or another bearing in mind the famous "Who do you think you are" question. So I asked Stirling if he ever got stopped what happened when questioned by the policeman. "Well old boy, I did get pulled up a few months ago and the usual questions followed that we all get asked:"

Success from the start!

STIRLING MOSS WINS AT SILVERSTONE USING BP Super Plus

Now Stirling Moss answers motorists' questions:-

ICEMERA

100-OCTANE—WHAT DOES THAT MEAN?
Moss: 1 Octane number is a measure of the anti-knock quality of a petrol. At the top end of the octane scale is a substance called iso-octane; at the bottom end, a substance called normal heptane. 100-octane petrol has the same resistance to knock as 100% pure iso-octane.

CAN BP SUPER PLUS BE USED IN ANY CAR?
Moss: 1 Yes — quite safely. BP Super Plus cannot possibly harm any engine. Of course, you would not get the full benefits from it unless you have an engine which really requires the extra octanes — for example if it has a high-compression ratio. But try it by all means — especially if you run a sports car.

HAS BP SUPER BEEN CHANGED AT ALL?
Moss: 1 No. It's just the same quality and just the same price. And it's still your best choice unless your engine is of a type able to take full advantage of the 100-octane fuel.

WHAT PETROL DO YOU USE YOURSELF?
Moss: 1 For my touring cars I shall go on using BP Super. It gives the best performance out of the engine without being extravagant on fuel consumption. What more can you want for everyday motoring? Of course in sports car races I go for the new 100-octane petrol now, BP Super Plus, though before this higher octane petrol was on the market BP Super itself did me pretty well in big races.

Now — a full range of BP petrols to cover every motoring need

THE BRITISH PETROLEUM COMPANY LIMITED



"Good morning sir. Do you realise you were driving a bit fast there?"

"Oh I didn't realise that, officer."

"Yes sir, you were."

"What is your name?"

"Well it's Moss."

"First name?"

"Er it's Stirling"

"How do you spell that, sir?"

Stirling confessed he wasn't amused!!

So many happy memories are still with me of the time I spent with Stirling. I still count myself so very lucky to have enjoyed that period of my life with him and Susie.

Taking a drive down memory lane (in an HGV)

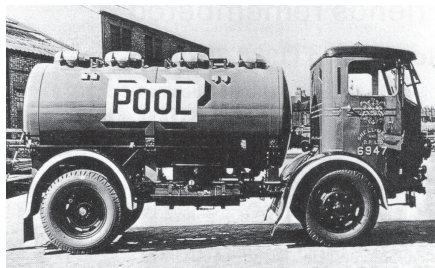
In May, your editor had the pleasure of speaking to a wonderful gentleman, Idwal Baines, 93, from Bristol. Idwal, a proud Welshman, was the youngest tanker driver employed by Shell-Mex BP in 1948 at just 21 years of age. By that time, however, he had already managed to cram in a wealth of experience into his young life.

Born in Talwrn, Coedpoeth, near Wrexham in North Wales in December 1926, Idwal was the son of a coal miner. On leaving school, he became a welder and, following the outbreak of war in 1939, although too young to join the Army, he joined the Home Guard before his 17th birthday. He had achieved promotion to corporal before he was called up at the end of 1944. He was in the British Army in January 1945 for the last months of the war in Europe.

Idwal enlisted in the Royal Engineers and it was there that he gained his Army driving license. From then until leaving the Army in 1948, he drove a huge variety of vehicles, from armoured cars to petrol tankers, belonging to the British, Americans and Canadians, prior to them being shipped overseas.

During and after the war Idwal drove tankers for the Petroleum Board – the combined distribution operation for all the UK oil companies. The usual features of competition, such as brand names and advertising, had been suspended and all plant and equipment, such as depots and

storage tankers, railway wagons and lorries, were "pooled".



Shell-Mex and BP Limited tanker with BP branding still partly visible under the "Pool" petroleum sign.

The end of the Petroleum Board coincided with Idwal leaving the Army in 1948. He was then faced with an array of oil companies who were looking for drivers. He applied for and was accepted by Shell-Mex and B.P. Ltd. However, despite his wealth of driving experience, he was still required to take the Heavy Goods Vehicle (HGV) test which he did in 1948 at Stanlow.

Idwal recalls that during the test he had to stop the vehicle without being instructed to do so by the tester. Asked why he had stopped, he replied that his left foot was stuck in a hole in the cab floor and he couldn't free it in order to de-clutch. As a result, he had to stop the vehicle and use his right foot to lift the pedal, get out of gear and so resume driving. Not surprisingly, Idwal passed the test and received his HGV certificate. He started to drive tankers for SMBP in 1948 aged just 21.

Idwal remained with SMBP until Brand Separation in 1975 and subsequently

worked for BP Oil until 1980 by which time he was an Operations Procedures Inspector. After 32 years, he left BP in 1980. He then did some contract work before setting up his own business building distributor depots where he provided services to BP and Shell, among others. He finally retired aged 65 following a knee operation when the doctor advised that he should not carry anything heavy.

When I spoke to him at the end of May, Idwal was isolating at home but valued the support provided by his friends and neighbours. He told me that in return for their help with shopping etc. he baked bread for them. He is still as sharp as a pin and happily talked about different tankers from how they handled to the size of their brake discs.

As our conversation drew to a close, Idwal mused how things could have turned out so differently. In 1944, he had the option of working for Cammell Laird, the shipbuilders. Had he done so, he would have been in a 'reserved occupation' and exempted from military service. As it was, he joined the Royal Engineers, learned to drive and the rest, as they say, is history.

**Peter Lay,
Editor BP
Society
newsletter,
where this
article
originally
appeared.**



Idwal Baines with his late wife Elsie

Were you there?

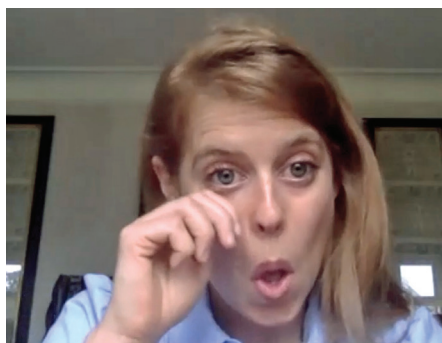


John Palin (front row second from left) sent us this Node course photo from July 1970 – were you there or can you help identify some of the other names? I recognise quite a few faces, but I can't put a name to them except for my old boss Brian Lakin who is in the top row, second from left. Over to you! **PSB**

44 Club member Enid Waterfall's award from a Cancer charity

Enid Waterfall (85), the wife of North West Branch Secretary Norman (89), has been recently given an award from the Teenage Cancer Trust on a Zoom meeting with Princess Eugenie and Princess Beatrice (right). It was widely covered by over two hundred media outlets - newspapers, radio and television and the two Princesses showed their emotions when hearing Enid's story.

Enid (right) has raised over £28,000 for the trust in the past five years by doing so many things including car boot sales, large bonfire events, Christmas Fayres, running a virtual marathon in 28 days, raffles, carol singing, bag packing in supermarkets - often standing with a bucket wearing her Owl hat!



Enid accepted the award on behalf of the Waterfall family and all of those who had helped her including the raffles held at 44 Club lunches. She has done this to repay the Trust in some small way for everything they did to for Norman and Enid's grandson Richard. Richard himself, before he died, raised hundreds of

pounds by doing the Great North Run, a Zip wire over the River Tyne, and by going out to give talks with his Dad (a comedy pair!) to make people aware of Teenage Cancer Trust. After four operations and numerous rounds of chemotherapy and radiotherapy, Richard died at the age of 26 in January 2018.



Birthday Thanks/Your Letters

75th I enjoy receiving the 44 Club News, if only to check I'm not in the obituaries! I started in Shell-Mex House in Economy and Energy Estimates, MEGP in Sept 1969. These days I try and see the old building whenever I go to London, usually to visit my daughter or to meet up with old BP Oil Lubricant Services colleagues for lunch.

I was sorry to see that Bruce Clench has died. We were contemporaries, working in H&A in the early 70s. I was sent to Dublin in 1972 to help Irish Shell and BP with Brand Separation and Bruce came over to speak to the Irish H&A Marketing Manager. The manager took us out for a drink in the evening to a pub called The White Shieling, to listen to a live folk band. The first song they sang was 'Stand behind the man behind the wire', a song in support of IRA members in Long Kesh. As this was a week after the British Embassy in Dublin had been attacked by IRA supporters, we were a little nervous of the cheering crowd in the bar. We both remained quiet with our obviously English accents for the rest of the evening! I am still convinced this was a deliberate ploy to embarrass the upstarts from London Office.

Chris Pine

(Ed: My first ever 'Business trip' was to Dublin in (I think) 1965. What I was supposed to do there I've no idea – I'm not sure that I had much of an idea at the time actually. Anyway, I was met at the airport by a very nice man who assumed that because of my first name I was Irish and immediately took me to a rather elegant Club of which he was a member. The hospitality was generous – mostly very dark beer in pint glasses - and we had a very

good time. He even arranged a car to take me to the airport the following morning. Back in Shell-Mex House John Burke-Gaffney asked me what I thought of the Dublin office. I had to admit that I hadn't quite made it there. John (himself of Irish Catholic heritage) smiled indulgently. I think that it was all an initiation ritual.

79th The card made my day! I enjoy coffee mornings in good company with fellow 44 Club members and other outings and a perfect Christmas lunch. My late husband always sent me postcards when he attended courses at Lensbury. Happy memories. Keep up the good work.

Pat Fraser

80th When joining SMBP in 1962 as a Commercial Market Superintendent, how could I ever expect that I would receive a birthday card some 57 years later from my fellow colleagues within the company! With the experience of working within the Commercial Market, a stint abroad in Zambia with Shell International from 1967 until the early 1970s, and then back to SMBP for Brand Separation, now working in the Retail Market- it was a hectic but great time. On early retirement in 1992, I enjoyed the next eleven years as a PLR in the Kent and Sussex area, and then topped it off with eight years serving as a Trustee of the SPBA. I could not have enjoyed a job more and had wonderful employers! Thank you SMBP and latterly Shell.

Charles Richards

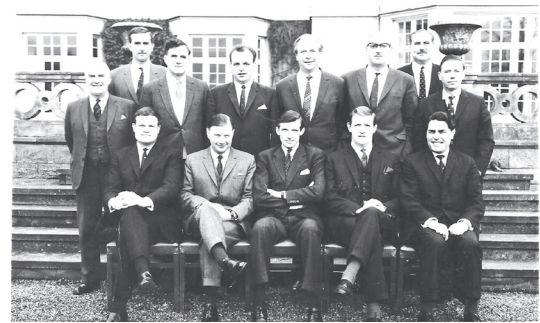
80th As a newly fledged octogenarian I very much welcome the club's greetings. The friendship of fellow 44 Club members is all

the more valuable in these difficult times. We all look forward to Branch meetings flourishing once again.

Colin Peachey

80th The picture of Shell-Mex House, reminded me of time spent there on the 9th floor in one of the small Offices overlooking the Thames!

I remember Colleagues in the attached photo, with whom I attended the first 'Training the



Trainers' Course for the newly created Training Officers, at The Node, and spending a month there in 1967, and wonder how many others were as surprised as myself to have attained the age of 80! Something I recall I never really considered doing, on my 21st birthday, when 'three score and ten' seemed a distant challenge! That's me sitting on the front row alongside David Porter, on one side, and in the middle, Gerard Varley, who I recall taught us all how to measure a client as Apprentice Tailors, with its little trade secrets, in one of the mock Training sessions we had to do! I wonder who else is still around that remembers?

Bryan Goodwin,

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80th Thank you for remembering my big birthday in February – it was a month full of birthday wishes as my daughter was 50. Then in March all the lockdown and social distancing started...I must consider myself very fortunate that that my Pension has not been affected by all the turmoil – I cannot complain too much! The 'Club News' is always good to read and I especially enjoyed the piece on the Lensbury Club. I was sent to live there for a six month stay in 1961 in the summer. As a cricket lover it was paradise and I made lots of really good friends. I count my blessings!

Paddy Taylor

91st Thank you for the card with its reminder of Lensbury. We spent many happy days there with our grandchildren during the school holidays. Boating on the Thames was a fantastic treat for them, and we have lots of photographs reminding us of those outings. Both now live abroad (in France and New Zealand) and are married with babies of their own! Our daughter Susan was due to fly to New Zealand in March but sadly the virus stopped that.

I continue to have good health though a few problems with hearing and eyesight – I am very fortunate to have many friends in our village. The Care Group organizes many events normally, but these are suspended at the moment – hopefully, life will return to normal soon. That we can rely on Shell for our pension is so important.

Shiela Dunn

77th Thank you very much for the card, even more welcome than ever in this year of lockdown and no 44 Club meetings!



Reading Vince Timmins' letter in the Spring/Summer 44 Club News, the picture of the A40 brought back memories of my own SMBP A40. I wonder if fellow drivers of this exciting machine enjoyed the same fun and games as I did with mine (which incidentally was a sort of turquoise colour with black roof).

Fortunately for me my GCR sales patch was mainly rural and the roads in the late sixties were relatively quiet, but nevertheless I always drove with a certain degree of trepidation. The problem was that the throttle was held closed by a spring, and every so often the spring would pop off. When this happened, the car leapt forward immediately on full throttle, I was pinned back in the driver's seat by an amazing G-force and struggled to reach the ignition key to turn the engine off. Once this had been achieved, I would stop the car, get out and open the bonnet, and then re-connect the offending spring back. Life was never dull!

Paul Heseltine

George Lush adds: The Company A40 had an optional extra. When I took over my patch from that professional Welshman Russell Williams in Carmarthen, he opened the boot and said, "Don't lose this". It was the only extra for the A40 that SMBP allowed. A piece of marine hardboard with a steel clip at the top to grip your triplicate SMBP memo pad - two hooks at the back of the 'board' that gripped the steering wheel. Oh, it was fun in those days!

81st I am now in lockdown and have come through this very well so far. I have managed to get out from time to time taking my authorisation to do so with me – they have been quite strict here in France. Fortunately, there is a small épicerie in our village in the Loire Valley where I can get essentials – baguettes, wine, beer – a veritable survival kit! I have had no family visits but keep in contact by phone several times a week.

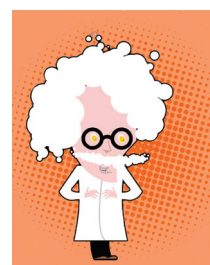


It seems a long time since my 80th birthday in Stockport when my daughter took over a restaurant for the evening and 50 people turned up. This year only the cat was present to keep an eye on me! I do keep active, though, and get out of the house as I am fortunate to have a large garden.

Well in a longish life you realise that these things happen – though hopefully not again. I look forward to when businesses get back to normal – I haven't been to the barbers since before the new year.

Maybe I can get a job in Hollywood playing the mad scientist!

Brian Schofield



82nd Guess I am incredibly lucky to be around to receive your greetings and it is only thanks to the brilliance of the NHS and the skills of the Derriford Hospital cardiac team that I can. I went in for an invasive cardiogram investigation, on completion of which I was popped into a wheelchair and taken straight to the cardiac ward. I was advised that I was not to be sent home as there was a good chance I might have a heart attack before I got there!

Two days later I had a five-hour operation for a triple bypass and a replacement aorta valve. I could not have asked for a better or more prompt service even if I had paid for the whole thing out of my own pocket at a top London hospital. Some months later I am pretty well recovered and can once again sink a celebratory pint or two. So, with a bit of luck and a fair wind you should have to send me a card for at least another ten years. Can the Pension Fund stand the strain? I noted Paddy's encouragement to members to contact other members who might be feeling rather alone at this unfortunate time. Sadly, nearly all of those friends and colleagues whom I might well have phoned have predeceased me - four in the last few years. I am truly fortunate to not be amongst them!

Tony Wilson

83rd Not only do I much appreciate the kind thought of the card, but the picture of Shell-Mex House on it triggered so many memories. Particularly of colleagues I worked with on the next to top floor - to name but a few, Geoff Sheppard, Jeff Street, Roland Latimer, Tony Blackburn, Harry Aske-Haley...

I remember at one time some colleagues were planning the withdrawal from a particular business strategy, and in the very next room another team was planning the enhancement of it!! Communications could have been better at times, but not the camaraderie.

Stuart Howell

85th I remember the dark November day in 1959 when I arrived in Wine Street in Bristol to begin my 33-year career. I found myself sitting in front of David Yorke who is now a member

of my golf club in Princes Risborough (together with Alan Fowler and David Holmes). Those were the days of martinet Divisional Managers such as John Willie Martin and Trevor Richardson my boss when I moved to Ipswich. From there a stint on the road followed as a Commercial Rep in Spalding, a patch formerly occupied by David Burchell and Roy McDougall. Then to the Strand in the early days of Domestic and Mrs. 1970. On to Leeds, marriage and a couple of daughters and having advised my new wife to keep her Yorkshire roots shallow as we were likely to move every two years, we stayed there for sixteen years.

We had some great times until BP decided it did not want to be in the North East anymore so a move to Hemel and a happy decade looking after a bunch of ADs including Hartwells and Hydlemans. In the end thanks to various reorganisations I had a wonderful time with all the Distributors from the Shetlands to the Channel Islands including Hurst Fuels in Northern Ireland dodging the bombs!

I have had twenty-eight years of happy retirement travelling the world with my wife and watching the family thrive. BP is a fine company but if there was ever a better one than Shell Mex & BP I have never heard of it!

Keith Mitchell

86th My birthday also marked the date of my joining SMBP 60 years ago as a Domestic Fuels Superintendent in the early days of the Oil Fired domestic central heating market.

Whilst looking through some old papers, I came across the attached photograph of an SMBP Development Course (N65?) held at the Node in the early sixties.



The front row, left to right, shows Geoffrey Baines (Manager of the Node); Mel Howell; Ann Marriott; Johnathan Keane and myself.

The second row, left to right, shows Nick Preece; Douglas Black; Archie Johnston; Tony Seales; Ian Wright and Bob Davies.

The back row, left to right, shows George Miller; John Eaton and Tony Benton. I wonder how their careers in the Company and later, after Brand Separation, progressed.

Paul Halstead

96th Many thanks for the greetings - I could say "don't time fly", but with this extended lock down in Leicester, it does not!

Referring to the Editor's and Viv Thomas's defence of the oil industry, SMBP and its successors were a dominant force in reducing industrial and domestic use of coal, from 200million tons p.a. in the late 1950s to c.20 million now. I'm sure that the readers are able to remember "peasoupers", blackened buildings, and prevalence of associated poor health, in the early 50s and 60s. As for the automotive use of oil products, much effort was made by the oil industry to develop fuels and lubricants that improved mpg, and reduced emissions.

So, whilst there is much to do, let our critics understand that without a proactive oil industry over the last seventy years, society worldwide would not be enjoying current standards of living and good health.

continued on page 12

BIRTHDAY THANKS/YOUR LETTERS

Certainly, the base from which to reach the zero-carbon ideal, would be so much higher.

Paul Woods (previously Industrial SMBP and Technical Development Services, BP Oil)

88th Like all of us of mature years! I am tied to the house whilst the Virus scare is with us – so the garden is getting all the benefits of my company! Nature carries on despite mankind's problems! I am pretty fit for my age, but I am missing the meetings of the Clubs that I belong to. The last meeting of the Folk Club, where I play the accordion, was on my birthday and they gave me a large cake!

Len Boyns

89th Shell and BP got together in 1931 – this was the year of my birth! The picture of Shell-Mex House taken from the riverfront brought back many memories. It was there that in 1957 I was interviewed for the job of Lubricants Representative. After working in Portslade, Southern Division I was posted to Shell-Mex



House in 1969 to work in Lubricants Department. I left in 1985 when the department moved to Manchester. Four years later I was asked to become Secretary of the 44 Club under Tom King's Chairmanship and later under Brian Bowden.

I stayed in this job for eleven years with many happy memories.

Ken Froy

89th It is nice of the Club to remember us this way. And the card of Shell-Mex House brought back so many memories. Nearly all good! I started there, spent my last year reporting there and 15 months in the middle.

That was an interesting period. Senior of equals, Forward Planning, AD and AG. Dealing with McKinsey, getting Engineering to come up with Radio Link, thinking about computers for our ADs, next year's plans, etc. I got landed with organising the annual Sales dinner dance (with much help from PR). John Davies was MD and guest of honour. He arrived late having just resigned. 'The ship is leaving the sinking rat'. He was not happy with McKinsey. I am sure Paddy will remember that occasion. And I was fortunate to report to 'Dickie' Mott for that period of time.

(Ed: I do Maurice. For a seventeen-year-old fresh from school it was an education every day. Had I ever been to a 'Dinner Dance' before was only one of the questions. Will Rosemary Richards dance with me was another. Quite where I got my clobber from, I can't remember. On £42 a month there wasn't much cash available for a Moss Bros hire!)

Maurice Husbands

90th I don't think that there are many people left now who will remember me but it's so nice to know that I am still remembered by the SMBP 44 Association. Thank you.

Marie Shadbolt

90th My first day in SMBP I had to report to Oxford Road, Manchester reception. I approached the entrance at the same time as a chauffeur opened the door for a man, I later learned was CS Martin who went in and waited for the lift. "Prospective new entrant, are you?" he said. "Yes Sir". "Hope to have a career with the Company, do you?" he said as he looked down from his eight-foot height (or so it seemed) at my five foot two. "They do say you have to be tall to get on the shortlist!"

Well Napoleon did OK and so did I – those happy days and long career were only possible because of all my friends and colleagues. Maybe they took pity on a Little One!

Bryan Mayor



91st I cannot believe that I am now 91 and that Anne and I have been married for 66 years this July. I worked as a Shell Group Commercial Representative (GCR) in the Oxfordshire and Berkshire areas in 1963. Up to then I had not given lubricants and lubrication much thought - who does? I had overlooked one point - that if something moves it probably needs to be lubricated.

I became aware of the need for different types of lubricant for my car, there were many around. As a GCR when my customers asked me questions about lubricants, I had to keep referring to a Technical Lubricants Engineer for advice. As an engineer myself I became increasingly drawn to the wonderful world of lubricants so much so that I asked my Area Manager if I could apply for a Lubs Rep job.

In August 1966, my dream came true and I was appointed as a Sales



Engineer in South West Wales. Then came the shocks as I was given a Shell Lubricants Manual to study covering some 700 different grades with all sorts of unusual names. The different ranges of lubricants had been given names of Seashells, such as Myrina and Tellus. There was no way could one take in the complexities of the differing lubrication situations from a book, so I needed rapidly to climb the learning curve on the job. Fortunately, I had back up and tuition from long term skilled engineers for the different Lubricant families such as hydraulics, engines greases etc. All my technical colleagues helped me.

Over the years I became more and more fascinated by the world of Lubricants. I had always been interested in how things are made, and the machines that make them. So my job as a Lubricants Sales Engineer was a joy and a hobby combined. My South West Wales territory, based around Swansea, contained an amazing variety of industries and transport and the job took me into so many kinds of manufacturing works from butter and cheese production,

to oil refining and sticky tapes. There was nickel refining, water treatment works, sewage plants, quarries, road haulage, buses and steel and aluminum. One amazing requirement was lubricants for the outflow control system and the movement sensor system for the Llyn Brianne dam in mid Wales (bottom left).

I began to notice that my customers were changing oils frequently because they thought they were worn out. Thornton Research developed oil analysis enabling us to check on oil ageing and system wear. It was a wonderful tool to help customers save wastage. One example was a gear oil system of 1500 gallons previously changed yearly which now lasted seven years. We may have sold a bit less lubricant, but we built up very good customer relations with this! The next Shell innovation was a computerised lubrication management system that scheduled the tasks needed. Up until then we had had cumbersome printed manual lubrication surveys.

The happiest and most fulfilling days of my working life were those I spent with Shell. When I am asked what my job had been, I tell people that I was a 'Lubrication Engineer' - that is a guaranteed conversation stopper! It was a great job - mind you I am paying the price for going regularly into noisy works, as I now have to wear hearing aids. But it is a small price to pay for all the pleasure I gained from my work.

Neil Norman



92nd Lovely to see the photograph of Shell-Mex House in which I enjoyed over 30 years' service. I joined Shell-Mex and BP but immediately worked for the Petroleum Board. I was in 'Hope's Box', then did two years National Service before returning to Motor Department. I had a spell at Angerstein Installation in Greenwich in the early 1950s before being

transferred to Staff Department Training section (later Personnel Development). At Brand Separation I went to BP. I worked with BP in Victoria Street until my retirement in 1985.

My wife Doris and I celebrated 60 years of marriage last year.

Bernard Smith

83rd I really appreciated receiving a card from the 44 Club at a time of restricted activity! Inevitably there is more time and space for reflection. The picture on the card of Shell Mex House has been placed in one of my most treasured childhood books 'The Wonderful Story of London' first published shortly before World War 2. The final chapter of that book is titled "The Old Gives Place to New" and includes a picture of Shell-Mex House with the following description:

"This giant ten storey building, which contains the office of the Shell-Mex Company, is the most prominent feature of the Victoria Embankment. Seen from a distance it has massive dignity, though at close quarters it is rather overpowering. Within, it is a miracle of modernity and refinement, with electric lifts, air conditioners and fans, central heating and concealed lighting. In addition to the ten storeys above ground, there are four in the basement. The clock is the largest in the whole of London."

The building was one of the influences in my choice of SMBP as a place to work and my heart beat a little faster when I first walked through the door in October 1956.

Jerry Barr

83rd The picture of Teddington Lock on my card brought back many happy memories of the times I had cruising up the Thames on my brother in law's boat. We would book

a mooring at Lensbury by the weir, (A bit awkward to tie up especially if the wind was blowing!) We would then treat ourselves to a delicious meal in the Club. I had my family retirement party at Lensbury. It was a beautiful day, and everyone enjoyed the occasion.

Jennifer Ramsay



Thanks also from Ken Palmer (88), Jack Scandrett (98), Jean Langley (94), Kenneth Mills (85), Joyce Mills (81), Ernest Lakey (79), Terry Bowen (82), Peter Franklin (92), Philip Quantock (83),

Roy Mortimore (84), Joan Jarrett (82), David Carter (85), Marguerite Micklin (92), Peter Philipps (90), Stan Unwin (98), Roger Smith (79), Norman Monahan (97), Graham Firth (80), Christine Cowie (77), Alan McChealy (81), Fred Batty (86), Jack Kennedy (90), James Panayides (76), Raymond Coates (84), Ann Powell (82), Walter Brookland (90), John Robinson (83), Joe Sanders (80), Trevor Harvey (85), Donald Shields (86), Alan Hall (90), Dennis Heath (89), Rex Hutchinson (92), Ron Durling (86), Bill Bell (86), Tony Clifton (80).

In Memoriam

Clifford Grinsted

Clifford, who died on 28th June at the age of 98, was one of the last links with the top Management of Shell-Mex and B.P. He was the Company Secretary up to 31st December 1975 and part of the team of three who signed the document which brought the 44 years of SMBP to an end.



He had become company Secretary in 1963 and managed this key role in times of extraordinary change culminating in Brand Separation. He retired from Shell UK Ltd in 1979.

In parallel with his successful career in SMBP/Shell Cliff was also very active in the Salvation Army as a Bandmaster, as a Liveryman with the 'Chartered Secretaries and Administrators', as for a time the Company Secretary of the health insurance company PPP and as a Magistrate. He was an active member of the SMBP 'Grandfathers' Club' whose convenor he became. **PSB**

John Burke-Gaffney

John, who died in February at the age of 87, joined Shell-Mex and B.P. in 1956 having qualified as a Barrister at Gray's Inn the same year. He would have been a good QC I

On 31st December 1975 John Greenborough, Cliff Grinsted and their wives dined together in the Savoy Grill. As midnight drew near, they walked along the Strand to Shell-Mex House and went up to the ninth floor flat. Ted Harris joined them. It was important, for obscure legal reasons, that a Board meeting should take place precisely on the hour. Two Directors, with the Company Secretary, were a quorum. They opened the sitting room window, so that they could both see and hear Big Ben, and they turned on the television. Overhead, the biggest clock in London also silently reorded the dying moments of the year, and of Shell-Mex and B.P. The chimes from Westminster came a fraction of a second earlier on the box than from their source along the Thames. Three men sat at the little round coffee table and signed papers. A great British enterprise ceased to trade.

think – he had a faintly Rumpolish air about him! I first met him in 1964 by which time at the age of 32 he had risen in the hierarchy and was a middle manager in Agricultural Department. He was extremely popular with no airs and graces despite his obvious cleverness and style. His suits were broadly pin-striped, and he wore a colourful buttonhole. His career flourished



further when he moved to Shell UK on Brand Separation and then to Shell International which included a four-year posting as Managing

Director of Shell and BP Zambia Ltd. He spent four years as a senior executive in Group Public Affairs before retiring from Shell in 1985. He then became the Director-General of the British Red Cross Society for five years. **PSB**

George Warner

George arrived in Bristol from Ipswich in 1965 as a Methods and Audit Adviser in Consumer dealing with our ADs. He offered them help and advice with their administration and with the introduction and updating of computers. George was knowledgeable, hardworking, reliable, trustworthy and an excellent auditor when needs must. He was a good team player and was quickly appreciated by our AD's. Roy Weedon, chairman of Mitchell and Webber has said "George was always welcome to visit us and I appreciated his guidance and advice. He was a gentleman in every way and Mike Treasure, ex. SMBP, Devon Fuels and Tincknell Fuels says, "George was a lovely, unassuming, trustworthy, hard working person, a friend to so many of us within the AD markets". In retirement, George served on the committee of the Bristol



Branch of the 44 Club for some years, as treasurer. Later he acted as Auditor. **Maurice Husbands**

David Richens

David, who has died at the age of 89 started his employment with SMBP in Retail in Leicester. He was then transferred to the Domestic Market in 1960. I first met him in January 1961 when he was appointed as a Domestic District Manager and we sat facing each other in the Birmingham Regional office most Fridays. We met up again in 1965 in Oxford where he was Domestic Area Manager. He then moved to Shell-Mex House as the Domestic Markets New House Manager and later he became Domestic Regional Manager, Bristol. He rose in Shell after Brand Separation, becoming the Head of Consumer Markets Division from which job, he retired in 1986. **(Ed:** I was the CSD Manager in Scotland and David was my boss. Once we had worked each other out it was a happy relationship!)



David was active away from work as a rose grower, sailor, golfer and ballroom dancer. He bought his own yacht and sailed the Bristol and English Channels. He

and Joanne (left) enjoyed holidays in Spain where he learned his Spanish - he also mastered French and even became a French tutor for a while. Cruising became a part

of his life which he continued after the loss of Joanne. He was proud of their daughter Claire Perry who became a Member of Parliament and Government Minister.

After retirement David organised annual reunions of the old Bristol team and for many years these took place at a small private hotel on Exmoor. He and Joanne also enjoyed the annual Distributor Reunions. At both events he was normally the first on his feet after the meal when he would regale his friends with stories of his incidents and activities. His height, his smile and his ability to talk helped him no end. When the Gt. Bristol branch of the 44 Club restarted in Bristol he was our first Chair and remained on the committee for many years. He was no saint and he could and did rub some people up the wrong way. But he was a character and will be missed.

Maurice Husbands

Desmond Armstrong

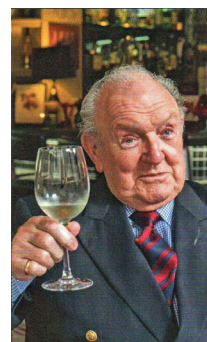
His daughter writes: My father was Mr Desmond Armstrong, who sadly passed on 30th June 2020, aged 92. His wife Vivienne, our mother survives him. She is also 92. My father had commenced his career initially with Shell-Mex and BP and continued to work for BP when the two companies separated. He had a long and successful marketing career with BP until he retired from his final position at Knightsbridge Head Office as a Senior Marketing Executive.

(Ed: Des was my Area Manager back in 1973 at London North Industrial Area in Highgate. He had a Fuel Oil background and was well liked and respected by me and all of my fellow Reps.)



Lew Webber

Lew, who has died at the age of 93, had at his memorial service a eulogy entitled 'Memories of a life well lived' – few who knew him would challenge that description. Lew was an Industrial Lubricants Engineer in SMBP who became an Industrial Training Officer – a job for which his charismatic personality was especially suited. Lew specialised in the dark arts of 'Communications' and his confidence in the subject was no doubt boosted by his success as a thespian, from the 'Garrison Theatre' when in the Forces in the Middle East. He was especially popular in musicals including Brigadoon, The Sound of Music and South Pacific. He played it straight as well in Chekhov and Rattigan, among others. In the early 70s Lew ran A.S.A.M.I and Presenting & Negotiating Skills courses as well as graduate induction training for Industrial. After retirement Lew played a full part in the Greater Bristol Branch of the 44 Club. **PSB**



Obituaries

We apologise for the brevity of some of these announcements. The missing information is in the office to which we have no access at present.

ADAIR (81). Mr William Adair of Livingston died on 22nd June 2020. He was a Driver at Grangemouth when he left group service in 1999.

ANDREWS (81). Mr Brian Andrews of Southampton died on 11th August 2020. He was First Mate aboard 'Shell Distributor' when he left group service in 1990 after 24 years.

ARMSTRONG (92). Mr Desmond Armstrong of Welwyn died on 30th

June 2020. He was Sales Manager, Commercial Division, BP, Hemel Hempstead when he left group service in 1984 after 30 years.

BARNARD (73). Mr Martin Barnard of Banbury died on 28th April 2020. He was Retail Trade Relations Manager, Shell-Mex House when he left group service in 1989 after 27 years.

BIRKETT (87). Mrs Joyce Birkett of Preston died on 1st May 2020. She was the wife

of Mr George Birkett once a Driver at Haydock.

BURKE-GAFFNEY (87). Mr John Burke-Gaffney of London died on 17th February 2020. He worked in Public Affairs, Shell Centre when he left group service in 1985.

BYRNE (88). Mr John Byrne of Chester died on 21st May 2020. He was an Aviation Operator at Stanlow when he left group service in 1975 after 20 years.

CALTHORPE (81). Mr Michael Calthorpe of Ipswich has died. He was a Driver at Ipswich when he left group service in 1992 after 30 years.

CARTER (87). Mr Peter Carter of Plymouth has died. He was Pensions Administration Manager at BP Harlow when he left group service in 1993 after 36 years.

CARTER (85). Mr Raymond Carter of Horsham died on 6th June 2020. He was Manager, Barton Lubricants Plant when he left group service in 1988 after 36 years.

CONSTABLE (91). Mrs Letsey Constable of Hillingdon died on 4th August 2020. She was the wife of Mr Derek Constable who once worked in Accounts at No. 1 Kingsway.

CORRICK (94). Mr R Corrick of Taunton died on 2nd April 2020. He was an Operator at Bridgwater Terminal when he left group service in 1975 after 27 years.

CUTFIELD (86). Mr Edward Cutfield of Wells has died. He was a Personnel Adviser at Hemel Hempstead when he left group service in 1988 after 23 years.

DAVIES (85). Mr Colin Davies of Addlestone died on 10th June 2020. He was a Gas Technologist at Shell Centre when he left group service in 1990 after 29 years.

DEAN (87). Mr David Dean of Cheadle died on 11th July 2020. He was Assistant Section Head, Finance when he left group service in 1986 after 22 years.

FIELD (89). Mr David Field of Wallington has died. He worked in Oil & Economic Estimates, BP Britannia House when he left group service in 1983 after 35 years.

FINCH (91). Mr Stanley Finch of Little Chalfont died on 23rd April 2020. He was a Senior Internal Auditor, Shell-Mex House when he left group service in 1983 after 35 years.

FRAME (86). Mr James Frame of Glasgow died on 24th March 2020. He was a Marine Engineer when he left group service in 1982 after 26 years.

FRY (79). Mr Ian Fry of Bridgwater died on 31st May 2020. He was a Driver at Avonmouth when he left group service in 1991 after 26 years.

GOSS (93). Mrs Bridget (Maureen) Goss of Cork has died. She was a Secretary at BP Victoria when she left group service in 1985 after 23 years.

GRAY (79). Mr John Gray of Benfleet died on 8th July 2020. He was an Instrument Technician at Shell Haven when he left group service in 1993 after 28 years.

GRINSTED (98). Mr Clifford Grinsted of Eastbourne died on 28th June 2020.

HAINES (87). Mr John Haines of Eastbourne died on 17th July 2020. He was LPG Marketing Manager, BP, Hemel Hempstead when he left group service in 1993 after 34 years.

HASLAM (93). Mr Frank (Fred) Haslam of Sheffield has died. He was a Driver at Sheffield when he left group service in 1974 after 17 years.

HEATH (88). Mrs Joan Heath of Warrington died on 9th April 2020. She was the wife of Mr Sidney Heath once a Driver.

HOWELLS (72). Mrs Pauline Howells of Chesham died on 27th May 2020. She was the wife of Mr Tudor Howells once a Manager, National Buyers, Shell-Mex House.

JONES (74). Mrs Cherry Jones of Claygate died on 30th March 2020. She was a Secretary, Shell-Mex House when she left group service in 1972 after 10 years.

LEDAMUN (77). Mr Reginald Ledamun of Hemel Hempstead has died. He was Project Manager, European Systems Project, BP Retail, Hemel Hempstead when he left group service in 1995 after 28 years.

LUCAS (89). Mr Denis Lucas of Watford died on 18th August 2020. He was Sales Accounts Development & Planning Manager, BP Oil, Hemel Hempstead when he left group service in 1985 after 38 years.

LYDEN (77). Mrs Ann Lyden of Abergele died on 27th April 2020. She worked in Accounts Payable, Shell UK Downstream, Wythenshawe when she left group service in 1994 after 18 years.

MACLEOD (92). Mr Malcolm Macleod of Bridge of Allan died on 5th May 2020. He was a Department Head, Planning & Services, Distribution Division, Shell-Mex House when he left group service in 1985 after 28 years.

MANSON (96). Mr John Manson of Galashiels died on 30th April 2020. He was a Retail Representative at Glasgow when he left group service in 1968 after 14 years.

MARTIN (91). Mrs Anne Martin of Dunmow died on 1st April 2020. She was the widow of Mr Trevor Martin once Marketing Manager, BP Oil International.

MASON (94). Mrs Rose Mason of Middlesbrough died on 31st March 2020. She was the wife of Mr John Mason once an Operator at Teesport.

MATTHEWS (81). Mr Godfrey Matthews of Stockport died on 20th June 2020. He was a Plant Engineer, SUKO Distribution, Wythenshawe when he left group service in 1998 after 29 years.

MORNINGTON-WEST (92). Mrs Joan Mornington-West of Bonnybridge died on 5th May 2020. She was the wife of Mr Arthur Mornington-West, once a Chief Engineer, Shell UK Coastal Fleet.

MORTON (85). Mr Christopher (Kit) Morton of Solihull died in September 2019. He was Terminal Manager, Kingsbury when he left group service in 1991 after 34 years.

NIBLETT (84). Mr Barry Niblett of Bolton died on 21st July 2020. He was Retail Area Manager, Manchester when he left group service in 1995 after 37 years.

PASCOE (99). Mr Stuart Pascoe of Salisbury died on 4th June 2020. He was an Administration Assistant at Southampton when he left group service in 1977 after 40 years.

PETTIT (84). Mr Terence Pettit of Bury St Edmunds died on 14th May 2020. He was Engineering Inspector (LPG), Shell Gas Britannia (LPG) Ltd, Immingham when he left group service in 1990 after 26 years.

PINNER (89). Mr Peter Pinner of Ipswich died on 19th April 2020. He worked for BP Oil, Ipswich when he left group service in 1985 after 18 years.

PRESTEGE (81). Mr Michael Prestege of Hastings died in December 2019. He was a Senior Technician at the Distribution R&D Centre, Wandsworth when he left group service in 1990 after 22 years.

PRETTY (88). Mr Clifford Pretty of Bristol died on 29th May 2020. He was Head of Support Services at Avonmouth when he left group service in 1990 after 24 years.

ROBINSON (85). Mr Kenneth Robinson of Stanley died on 23rd May 2020.

ROGERSON (80). Mr Peter Rogerson of Ipswich died on 5th May 2020. He was Territory Sales Manager when he left group service in 1985 after 9 years.

ROSE (86). Mr Stuart Rose of Bushey Heath died on 4th March 2020. He was Planning & Personnel Manager, BPA, Hemel Hempstead when he left group service in 1989 after 31 years.

RUSSELL (94). Mrs Dorothy Russell of Belfast died on 17th March 2020. She once worked at the Belfast Office and she was also the wife of Mr Reginald Russell once a Terminal Operator at Belfast.

SCOTT (83). Mr Gordon Scott of Dundee died on 11th July 2020.

SCOTT (89). Miss Patricia Scott of Cheadle died on 19th April 2020. She worked at Wythenshawe when she left group service in 1985 after 18 years.

SENECAL (91). Mrs Margaret Senecal of Richmond died on 23rd March 2020. She was the wife of Mr R V Senecal once a National Trade Representative, London Region.

SHEEN (92). Mr Peter Sheen of Watford died on 5th May 2020. He was a Retail Lubricants Sales Adviser at Birmingham Regional Office.

SHERWOOD (86). Mr Terry Sherwood of Middlewich died on 4th March 2020. He was Accounts Receivable - Team Leader at Wythenshawe when he left group service.

SIMPSON (98). Mr A Simpson of Maidstone died on 10th March 2020.

TIWANA (88). Mr Karam Tiwana of Hounslow died on 5th January 2020. His last job was with Colas Products when he left group service in 1988.

WALL (99). Mrs Dorothy Wall of South Croydon died on 17th August 2020. She was the wife of Mr John Wall, once i/c Planning and Ops Analysis, Central Lubricants, Shell-Mex House.

WARNER (92). Mr George Warner of Bristol died on 24th November 2019. He was Financial and Remuneration Supervisor, Heating and Agricultural Division, Shell UK Oil when he left group service in 1983 after 33 years.

WARRISS (81). Mr Brian Warriss of York died on 26th March 2020. He was Group Planning Engineer at Buncefield Terminal when he left group service in 1997 after 27 years.

WESTRIP (88). Mrs Rita Westrip of Walton-on-Thames died on 4th April 2020. She was the wife of Mr Victor Westrip.

WHALLEY (84). Mrs Ida Whalley of Gweek died on 25th July 2020.

WOOD (86). Mr Peter Wood of Gillingham (Kent) died on 7th April 2020. He worked at BP Kent Refinery and latterly as a Pensioner Liaison Officer when he left group service in 2003 after 49 years.

WOODHOUSE (78). Mr Anthony Woodhouse of Frodsham died on 9th May 2020.

WOODS (86). Mr D Woods of Ballymena died on 22nd April 2020.

WYATT (87). Mr David Wyatt of Cardiff died on 5th May 2020.



Wedding Anniversaries

73 years and counting!

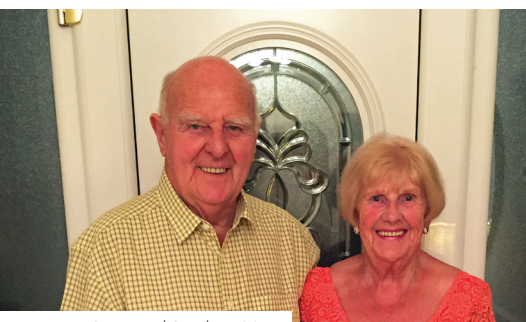
Jean and Tony Langley

12th July 2020

Blue Sapphire (65)

Roy and Pauline Hunt

4th June 2020



Roy and Pauline Hunt

Emerald

Derek and Judith Howcroft

11th September 2020

Diamond

Beryl and Keith McIndoe

2nd April 2020



Derek and Judith Howcroft



Beryl and Keith McIndoe

News from the Branches

Obviously Branch activities are still largely suspended but we know that Branches have been helping their members where they can and that the 44 Club community is doing its best it can to alleviate the distress that some may be suffering from – especially those on their own. If there is anything the officers of the Club (centrally and in the Branches) can do in individual situations, please let us know.

Some branches have advised planned events, and these are listed here all subject, of course, to whatever the lockdown rules may be at the time.

Inverness

Contact: Keith and Mary Pickering

We usually meet in Kingsmills hotel in Inverness for coffee on the last Thursday of the month, but these meetings have been suspended. The hotel has been in touch, but no opening date has been confirmed yet. We hope to have our Christmas lunch there but have no firm news of that either. We have phoned around our members and to date all seems well with them - we are all, of course, considered to be in a vulnerable age bracket! Sadly, it looks like it could be December or even 2021 before we all meet again.

Aberdeen

Contact: Graham Walker

Glasgow

Contact: Elaine Ellen

www.smbp44glasgow.weebly.com

In common with probably every other branch we have suspended branch activities for the foreseeable future. We hope that we can resume meetings again, maybe in the Spring, but this will be dependent on whether COVID-19 is still an issue (and perhaps whether a vaccine is available). In the meantime, we encourage our members to stay

safe and stay in touch and we look forward to when we can all meet up again.

Belfast

Contact: Norman Mavitty

It is our plan (fingers crossed) to hold the 2020 Christmas party again in Donaghadee Golf club, as they have rules that are very acceptable to us – we will have the pleasure of the balcony without being able to hear because of the sitting spaces! Nearer the date we will advise further but as for now we are looking forward to our usual enjoyable lunch.

Londonderry

Contact: Mr. A.T. Hoy

Northumbria

Contact: Keith Taylor

Wednesday 9th December, Christmas Lunch 1200-1230, The Sea Hotel, Sea Road, South Shields, NE33 2LD

West Riding

Contact: Bram Allport

Date to be advised, Christmas Lunch 1200-1230, The Queens Arms, 201 Harrogate Road, Leeds, LS7 3PT

Teesside

Contact: Brammer Allport

Christmas Lunch Date, Time and Venue to be advised.

South Yorkshire & Lincolnshire

Contact: Jim & Audrey Broughton

Tuesday 8th December, Christmas Lunch 1200-1230, Holiday Inn, (A1M Junc. 36) High Road Warmsworth, Doncaster, South Yorks. DN4 9UX

Manchester

Contact: Pat Withers

North West - Western

Contact: Norman Waterfall

We hope everyone in our Branch is staying well and safe. We will let you all know as soon as we can meet again!

North Midlands

Contact: Frank or Carol Barnett

Here is hoping that after the months we have all been in lockdown that our members and their families have come through safely and are in good health and looking forward to getting back to something near normal. At the time of writing this, no functions have been arranged and in fact until such times that we can be surer of the situation and guidelines none will be. As soon as we have better news booking letters will be sent out to members giving more details. In the meantime, please take good care of yourselves - if you have any questions or we can help in any way please contact Frank or Carol.

South Midlands

Contact: Malcolm Bury

Under the long shadow cast by the Covid-19 pandemic the events planned in the 2020 South Midlands calendar have sadly been falling like dominoes. So far this year we have had to cancel three pub lunches and a visit to a local heritage museum. Inevitably, we have all missed the enjoyment of meeting up with old friends and colleagues and chatting over a meal and a drink or two. At the moment we have two remaining Branch events planned in 2020 and these are listed below. The first of these is a pub lunch on 8th October at The Three Horseshoes at Winkwell, Hemel Hempstead. Hopefully, we shall complete the year with our annual Christmas lunch and AGM on Friday 11th December which will be held, as usual, at Berkhamsted Golf Club. The Branch Committee will continue to keep our programme for the remainder of the year under regular review and will act in accordance with the latest Government advice. We all hope that circumstances will be more encouraging in the months ahead and that it will soon be safe to meet again as a larger group. In the meantime, we would like to send our best wishes to all our members for their continued wellbeing and good health as we look forward to better times.

Coming up (subject to revision in the light of the national pandemic situation):

8th October: 1200 noon onwards. Pub lunch at The Three Horseshoes, Winkwell, Bourne End, Hemel Hempstead, HP1 2RZ. Full details will be circulated beforehand if the event can go ahead. Contact Ken Longhurst (01296 660711).

11th December: from 11.30am onwards. Christmas lunch followed by our AGM at Berkhamsted Golf Club, The Common, Berkhamsted HP4 2QB. A separate circular and booking form will be sent to all active members. Contact Malcolm Bury as above.

Chelmsford

Contact: Tony Scott-Russell

This was probably the last 44 Club event before lockdown. Chelmsford Branch in March.



Chelmsford Branch

Ipswich

Contact: Tony Grayston

King's Lynn

Contact: Tom Cannon

South Wales

Contact: Viv Perry

Greater Bristol

Contact: Roger Gamlin

We should have enjoyed 2 events this year by now, but Coronavirus put a stop to them! And we should have been looking forward to our Autumn pub lunch. Alas, also cancelled. Our Christmas lunch and AGM is still a possibility.

Bournemouth and Southampton

Contact: Contact: Tony Reeve-Parker

Because of the restrictions, we are not going to be able to meet up for a while unfortunately. However, as soon as we can, be assured that we will. We have taken a bit of a flyer with our Christmas get-together. We have pencilled in our lunch for Wednesday, 9 December at The Amberwood Pub in Walkford at 12.15 pm. Stella and I wish you all the best and very much hope that you can enjoy the rest of the year and manage to keep safe and well. See you all (we hope) in December.

South East

Branch in abeyance

London West & Surrey

Branch in abeyance

Harrow

Contact: Greta Chandler,

Of course, we have had no branch lunches recently, but Greta has phoned members a couple of times and we will start meeting again as soon as we can. We hope that you all stay safe and look forward to getting back to seeing you all again soon.

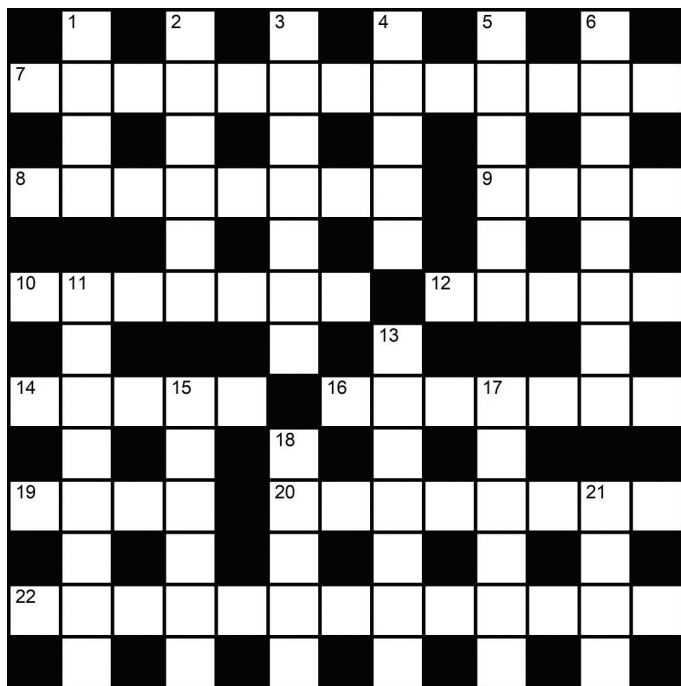
and Finally ...

Quotable Quote

"Why did you lift off old boy? I told you it was flat – just like the Masta Kink."

Stirling Moss

Prize Crossword

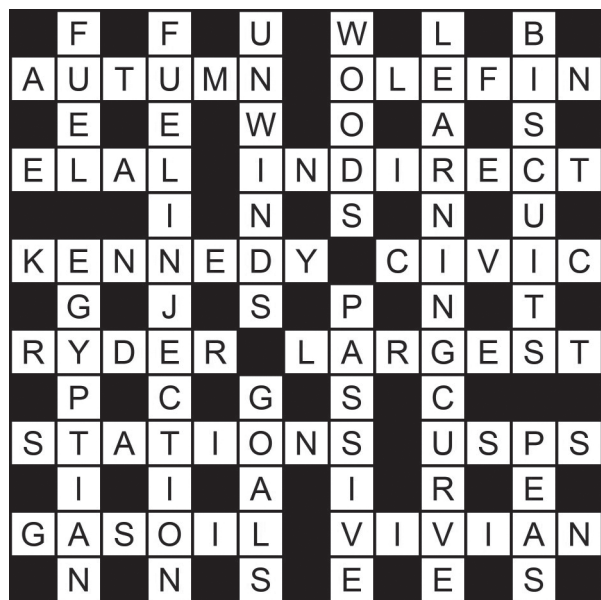


Across

- 7 New power method for aircraft post war (3,10)
- 8 From the Indian State of Gujarat (8)
- 9 Part of Brighton (4)
- 10 Colin - a newly fledged octogenarian (7)
- 12 Brian Schofield's French village (first part of name) (5)
- 14 He took me _____ to tell me (5)
- 16 SMBP Region based in Bristol (7)
- 19 Slightly wet (4)
- 20 Friend of BP - the quickest of Knights (8)
- 22 Highest military award for bravery (8,5)

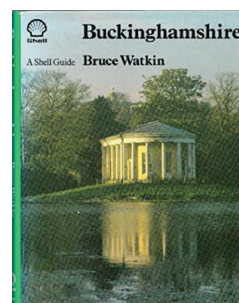
Down

- 1 Lists the choices at a restaurant (4)
- 2 Transient cessation of respiration (6)
- 3 Soups (French) (7)
- 4 Wife of Sir Stirling (5)
- 5 Narrow strips of land with sea on either side (plural) (6)
- 6 Clifford Grinstead was this for the "Grandfather's Club" (8)
- 11 Extremely pleased. (8)
- 13 The new currency in 1971 (7)
- 15 Where ADs stored their products (6)
- 17 Where Idwal Baines was born (6)
- 18 Russian rulers (5)
- 21 Food (slang) (4)



Last Issue's Crossword

A tricky crossword which gained twenty-one correct entries which was astonishing as we inadvertently sent out the wrong grid on the entry sheet! You innovated to get your submissions in. Thank you! The winner is Keith Mitchell of Aylesbury who wins the 1981 'Shell Guide to Buckinghamshire'.



Closing date for next issue
20th October 2020