



OXFORDMOTORCLUB.CO.UK



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August 2021



A perfect Autosolo Car



The Threlfall brothers triumph in race debut



Lucy Wigley 'Getting it Sideways'



Oxford Motor Club Akeman Regularity Rally

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Haydn Marks

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Harry & Alfie Threlfall



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Lucy Wigley



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Akeman Regularity Rally—August 22nd 2021

With a nearly full entry of 20 the 2021 running of the Akeman Regularity Rally is eagerly anticipated and looks to improve on the success of last's event.

The event will start at the new Motorsport UK Headquarters at Bicester Motion and will cover 100 competitive miles.

With new venues and an intention to run up to eight special tests we hope to keep all the competitors entertained.

HOWEVER—to run the event successfully we need your help with marshalling and timekeeping the tests and controls.

The event will use the Sapphire Solutions Timing system which utilizes smart phones to record times and transmit them back to a central results control. Competitors are also able to see their live times as the day progresses.

IF YOU CAN HELP please contact **Simon Marks the Chief Marshal** by registering your interest on [this link](#) by holding ctrl then click . [Registration \(sapphire-solutions.co.uk\)](#)



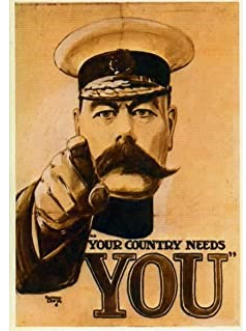
News from your Committee

This article was written about six weeks ago and though certain aspects have moved forwards or sideways most of the sentiment still applies. Most of my free time is being spent on the Akeman which could also do with your help as a Marshal if you are not already involved. Many thanks, Brian.

We've been quite busy since I last set my fingers dancing across the keyboard for you but before I get to that I have a request as more than ever **your club needs you**.

The backbone of the OMC committee was already stretched but is currently even more so. John, our secretary is currently unwell and as I write is undergoing tests. We wish him well and a speedy recovery but in the short term we cannot expect his usual tireless work rate.

[Since writing news is that John is well on the road to full health and thanks everyone for their kind comments and good wishes]



Long serving committee member **David Smith** has also stood down from the committee which leaves a hole bigger than one person should be asked to fill. I would like to thank David who has helped me personally with the Akeman and who has served the club for many years. I hope that we will see him in some capacity in the future.

Looking forward and on a more positive note, several non-committee, club members have come forward to assist in a number of ways on recent events for which we **Thank You**. The point being, that even though you may not wish to stand on the committee you may be able to assist on an event or two and without a little help the committee simply cannot manage.

Along with our major events we have also been well supported at the recent Club Nights which we have attempted to run monthly.

Kieron Brown and Phil Garrett did an excellent job when they ran their first ever 12 Car Rally for us in May; that was followed by a visit to "thisisyourgarage" earlier in June. We may go back and take advantage of their facilities in the future.



For July we returned to Caffeine and Machine which I was unable to attend but I hope that a few of you enjoyed.

We had hoped to run a Table Top Rally in August to give you navigators a little practice before we return to the lanes in the autumn but our organiser has been unable to complete the task; sorry.

Here are the plans for the next couple of months.

Forthcoming Club Events.

Akeman Regularity Rally Sunday 22nd August

Club Night Wednesday 8th September 12 Car Rally Simon Lytton

Boanerges Autosolo & PCA Sunday 3rd October

Further details will be forthcoming or available on the club web site and Facebook page.

Regulations for the September 12 Car should be available soon and if you hurry there is one entry still available for the Akeman.

Until next time,

Brian Cammack.

A Perfect Autosolo Car

Last year obviously saw a lack of motorsport in all of our lives but as I sat at home stacking away my income from the Government's furlough scheme, I found myself actually not really missing the pressure of competition. So much so that I ended up selling my MG ZS in order to buy something faster for the occasional non competitive track day. I ended up with a substantially tuned mk1 Audi TT, which was certainly fast for the brief periods it was working but in the six months I had it, I spent more time fixing it than driving it so in the end I got that annoyed with the thing that I ended up stripping it for parts in order to get my money back out of it before it absorbed my entire bank account.



I had entered the TT into the Bocardo Autosolo at Finmere and of course with it being down the scrapyard, I would need to use an alternative vehicle to still do the event. As it happens, shortly before the TT's demise, I had been impulsive on Ebay and managed to buy a MOT failure Volvo V50 1.8SE Estate for all of £390 with the intention of breaking it for parts. It hadn't failed on

anything too serious, just a noisy wheel bearing, low rear brake pads and a tyre so as it was fully running I decided it would be a laugh to give it a blast around some cones before pulling it to pieces. I changed our entries to the PCA class, so no MOT or tax required, dug a spare set of tyres out of the garage and put it on the trailer. I didn't even need to put fuel in as it already came with $\frac{3}{4}$ of a tank.

So the day of the event came around and off we went to Finmere to have a day of fun. We dropped the car off the trailer and programmed the heated, electrically adjusting memory seat for our two very different driving positions and we were ready for playtime. Helen was the first to drive and we weren't expecting it to be a fast car but even so, it didn't feel like there wasn't any of the quoted 123bhp at all below 3000rpm. As long as you kept it stoked up though it seemed enough to drag itself around. It did appear to handle very well though so Helen seemed to enjoy her first go. Onto my turn and we really got to see what it could do as I'm that bit braver, or more than likely less bothered about breaking things. I was genuinely surprised at how well the car handled, it took everything I could throw at it without drama and the way it turned in and changed direction was quite phenomenal for a most unlikely Autosolo car. The more I drove it, the faster I got and it was genuinely the most fun I've had throwing a car around for a long time.



The car survived it's baptism of fire and I'd enjoyed driving that much that I decided, rather than breaking it for parts as I'd originally intended, it'd be worth keeping as my new Autosolo plaything so I set about getting it MOT ready. Didn't take much to sort it out, a new wheel bearing on the back, a full set of new brake discs and pads and a cheap set of wheels and tyres I found locally on Facebook Marketplace took care of the previous failure and advisory sheet. I also noticed that a front shock absorber had started leaking so put a fresh pair on to make sure it didn't fail again. I managed to sort the lack of power at low rpm issue with a new set of solenoids that control the flaps in the inlet manifold. They even came with a free hat so that made my day when I opened the oversized delivery box.



A fresh expansion tank also went in to replace the original which had gone brittle and developed a small split.

With everything sorted on it I was confident it would now pass an MOT so I put in a late entry for the 60&Worcestershire MC's Autosolo at Cheltenham Racecourse. It needed to pass as the earliest opportunity I could book it for a test was the day before the event! Fortunately it went straight through this time with no advi-



sories so I put some road tax on it and it was fully road legal and ready to go. Just needed loading up with my usual event kit which of course wasn't a problem in such a vehicle.

I wasn't quite sure how I'd do at Cheltenham as the tests are a bit tighter than those at Finmere, due to the smaller venue, but after a good battle with a couple of decent drivers in smaller and lighter Ford Pumas a tidy drive saw me end the day with a class win and 8th overall, the unconventional Autosolo car only being beaten by the ever popular Mazda MX5s.

So, is the Volvo the perfect Autosolo car?

Whilst, I don't think it's going to bag me an FTD anytime soon I think as an overall package I can't really fault it for what I want. It was cheap to buy, has plenty of room in the back for tyres and tools, handles very well and is great fun to drive, easy to work on, has good spare parts availability and is very well equipped for driving to and from events in comfort. It's also reignited my desire to compete again and it really goes to show that you don't need a special car to enjoy a bit of good fun competition.

Haydn Marks

The Threlfall brother's triumph in debut!

Recent Oxford MC members Harry and Alfie Threlfall participated in their first race event at Cadwell Park on the May Bank Holiday, supported by the MJ motorsport race team.

With the wet weather looming, it was looking like a good grid position was critical. Harry managed to secure pole place at the start of the qualifying session, only for it to be taken away on the very last lap of the qualifying session, pipped to the pole by Alfie and Mervin Beckett. An exciting race was on the cards, with the MJ Motorsport team locking out the first 3 grid positions!

An eventful afternoon race saw the 1st race red-flagged after 6 laps due to the heavy rain, and the later race cancelled with torrential rain. A steady drive was needed to get the cars back in one piece; with some successful slides by Alfie, he managed to only drop 1 place and finish his debut race in 2nd place. Harry was a little more cautious but still got the car back in a commendable 5th place, Harry taking the fastest lap out of the two brothers during the race.

Both brothers are now looking forward to the next race, which takes places at Brands Hatch 19th-20th June. Thanks go out to the MJ team for their support.

Harry and Alfie Threlfall

Our First Foray into Stage Rallying

A couple of middle-aged female stage rally novices versus the Get It Sideways Stages Rally 2021? What could possibly go wrong? Well, how long have you got?

From an outsider's perspective, stage rallying is a complex and rather opaque motorsport discipline; a tangle of timecards, ever-changing routes, challenging conditions, and seventy or so teams and countless dozens of staff engaged in a day-long four-wheeled ballet, trying to make sure that everything runs like clockwork.

As such, we (driver Lucy Wigley and co-driver Emma Cooper, who combined form Team Unicorn) arrived at Down Ampney at 6:30am on Saturday morning tired, stressed, and – despite having prepared as diligently as possible and done all our homework – still rather unsure what the day would hold. For the prior fortnight, Lucy had spent almost every waking hour working her hardest to get Nicole (Team Unicorn's 2007 Renault Clio Cup) in tiptop shape, ferrying her back and forth to Rentune Motorsport in Hinckley for engine work and general rally preparation, and getting her hands filthy in her garage sorting out the hundreds of mechanical details that needed attention. Emma, on the other hand, spent that time sitting on her sofa reading every word of the mountain of paperwork involved in entering a stage rally, not really getting her hands dirty at all. Co-drivers, eh?

The division of labour seemed to work though. After spending the Friday loading up the truck and putting Nicole in the trailer, we were sure we had everything we needed to meet our goal for the event – simply finishing. Wiser, rally-hardened folk had sagely advised us that getting through the first event with Nicole and ourselves in one piece would be challenging enough, and after a rather sleepless night and an early start, with great relief we pulled into the trailer park at Down Ampney. We'd arrived on time and in the right place; the first hurdle successfully overcome. Not for the first time that day, Lucy uttered the words, "Emma, what on earth are we doing?", because it had suddenly all become very real indeed. What started a couple of years ago as a casual conversation at Caffeine & Machine about how we'd both like to go rallying – a lifelong motorsport goal for each of us, although one we individually hadn't been able to undertake until recently – had escalated to actually doing what we'd set out to do. There was no backing out now.

We soon found out how much we had underestimated our needs. Our service area consisted of the truck, Nicole (finally looking like a "proper" rally car in her stunning new livery thanks to our lead sponsor, Redware), a tarpaulin being held down by our four spare wheels, a couple of toolboxes and containers of jacks, pumps, and so forth – and a tea kettle. We thought we had it covered, give or take. Looking around, we saw vans that were essentially mobile workshops and bedrooms, service crews busily preparing the vehicles, and tables and chairs, portable grills covered in nourishing sausages, and levels of dedication to rallying that we never knew existed outside the WRC. Most teams looked very relaxed indeed, quite at odds with our worried selves. After a soothing cup of tea and a wander down to see where the morning time control was located plus a short visit from the most helpful scrutineer imaginable (Martin Ford), it was time for the first stage.

When it comes to rallying, it seems that nothing really becomes clear until you actually experience it for yourself. Although knowing the time control procedures in theory, going through it without incurring a penalty that first time was a huge weight off Emma's mind. The cheery waves and smiles from the marshals manning the controls were greatly appreciated and went a long way to reassuring us that we were indeed in the right place at the right time. The twenty or so seconds at the start line were both the longest twenty seconds of the day and the shortest. A quick word of encouragement to driver Lucy, a reminder of the first two corners, and we were off.

Lucy took the stage in her stride. A confident yet cautious first drive of the day, and Nicole responded extremely well indeed to her command, a credit to the work Rentune had performed. The track itself was a surface we'd never experienced before; semi-broken concrete covered in thick dust is the best way to describe what we found. The straights were long and the obstacles were far too close – a far cry from the test days and shakedown we'd done previously on comparatively manicured and short circuits – and the lack of traction was challenging, but Lucy handled Nicole carefully and with precision. The relief inside the car was palpable when we reached the end of the stage, and once back in the service

we finally realized that we'd done one tenth of the event without incident or penalty. Repeat that nine more times and we'd complete what we set out to do. Easier said than done!

Stage three brought the biggest drama of the day. Nicole's rather light back end contributed to a spin under heavy braking in a bumpy area, and we ended up worryingly close to some rather thick pine trees. We know it's called Get It Sideways, but there's a time and a place for doing so, and this certainly wasn't it. The car was fine, although the confidence of the crew took a hit, as did our stage time due to the thirty or so seconds lost. Back on track, the stage was successfully completed, and after branches and twigs were picked out of the undercarriage and the car inspected for any signs of damage, we were back for stage four.



The goal was to finish the rally. Delays meant that stage eight was the penultimate stage, and stage nine would be the



last of the day. Halfway through stage eight, disaster struck. After hitting a pothole, the car's steering lost all feel and accuracy. Backing off a little, Lucy calmly wrestled Nicole to the end and we hit the service area disheartened that we may have to retire from the rally after getting within touching distance of completing all the stages semi-successfully. Up on a jack, wheel off, and driver-cum-mechanic Lucy started to investigate what the damage was, whether it could be fixed, and whether we should withdraw for safety reasons.

And at this darkest point of the day, the rallying community shone through. Three teams opposite Team Unicorn in the service area – guys from Lampeter & District Motor Club and their service crews – noticed that something was amiss. Without us even asking, they came over, asked us if we needed help and they had the car's front end up, wheels off, and diagnosed the problem as nothing more serious than an alignment issue. Within ten minutes, it was fixed and we were back in the game, within a cat's whisker of our "service out" time.

And for us on that day, that's what it was all about. It's a bunch of people stuck in a field or a forest somewhere miles away from help, with a mutual love of cars and racing and a common goal of getting to the finish safely. Without cooperation between teams, rallying could become nothing more than seventy cars breaking down in the middle of nowhere.

You have no idea how exhilarating the final stage of your first rally is unless you've done it yourself! A mess of adrenaline, extreme concentration, emotions, nerves, total exhaustion, and dust and sweat and Emma shouting "Careful!" at even the slightest hint of a corner, and even more dust and Lucy calmly handling Nicole like an absolute pro, making Emma feeling absolutely privileged to be sharing a car with somebody so talented. Reaching that final stage finish line was like nothing else we've ever experienced on four wheels.

From arrival at Down Ampney to departure, we had a solid twelve hours or so on site in the company of the nicest people in motorsport, bar none. It was stressful, confusing, and unfamiliar at first, but we left feeling like we'd found our niche. I think it's fair to say we're starting to understand why you lot are happy to drag yourselves out of bed in the early hours of the morning when it's cold and wet and muddy to go rallying. I doubt anything else compares.

To all those who stopped by to say hello and offer their support and encouragement – thank you! Apologies for not remembering all of your names (the day was an absolute blur), but we'll see you again at the next event, and the next, and the one after that, and we'll introduce ourselves properly; you've gained another two extremely loyal followers who owe you a huge debt of gratitude. Despite being immensely hard work to get to this point, and a day that was a unique and heady cocktail of huge highs and deep lows, it's addictive. Nothing else we've ever done compares to this – not even close – and there will most certainly be many more next times ahead.

Newcomers to the British rally scene, Team Unicorn – consisting of driver Lucy Wigley and co-driver Emma Cooper – are entering their first season of stage rallying. Call it a midlife crisis, or call it finally fulfilling a long-standing dream; both are equally applicable. Do stop by and say hello if you see their pink and blue helmets in the service area!

You can find out more about the team via @teamlunicorn on Instagram and Twitter, or by visiting <https://lunicorn.racing> for in-car footage YouTube and links to social media.

<https://www.lunicorn.racing/racereports/2021/reddragonit/article.html>

Lucy Wigley

A Warm Blow and Plenty of Go

Saturday 29 June saw Perranporth Raceway get things 'up-and-running' following the latest lockdown with a Track Day, incorporating one of the airfield's many wide runways.

With light aircraft utilizing the main drag, and a motorcycle-rider training school using another, the place had a busy feel to it.

As usual, a twittering of skylarks overhead kept us company. Airfields, as we all know from our years of marshalling and competing, tend to be one of two things: baking hot or (more often) pretty chilly. As it was, the sun had got his hat on for the Track Day, so it was time for t-shirts and lotion.

There was good turnout of cars, ranging from single-seaters to standard saloons. Also, a variance of drivers: from local boy-racers in their Beemers to the more serious chaps in rally cars and sprint wagons, looking to shake-down their chargers before the more serious stuff of coming weeks. Amongst these was the Braefel Garage Peugeot 205, seen frequently on the old (and much missed) 'Tour of Cornwall' Rally.

Paul was on site with his sister Lindsey to provide food and drink for competitors, and in the former's case, to take the MG for a spin (!) around the course to blow away the ZR's cobwebs. I was on-hand to sample the burgers! Cornwall Hog Roast Co. provided hot food and cold drinks

The circuit (the usual fare of long straights, chicanes and hairpins) was marked out by bulky tyre-walls - not traffic cones - which threatened the bodywork of anyone getting a little too carried-away. Fortunately, there were no mishaps, just a few close-shaves with door mirrors!

With motorsport firmly back on the agenda, credit must go to the proprietors of the raceway who have big plans for the site, something badly needed with the general lack of motor sports facilities down yer in the Duchy.

Til next time, all the best, me dearios.

Richard Sumner

Oxford Motor Club Cornwall Correspondent

Forthcoming Club Events **Dates for your Diary**

⇒ **Sunday, 22nd August—Akeman Regularity Rally**

⇒ **Wednesday, 8th September—12 Car Rally**

Following on from the last 12 Car Rally that broke with tradition and ran mid-week and was very well supported and enjoyable we have for your entertainment arranged a second event.

Full details will be circulated to you all soon but put the date in your diary.

⇒ **Boanerges Autosolo & PCA—Sunday, 3rd October.**

The second of our championship level Autosolos will run at Finmere market area. Our event is a round of four Association / Group championships and contenders will be anxious to score those late points so with an entry set at just 50 we expect the event to fill rapidly so don't delay in getting your entry in.

With personnel changes to the organising team we will need **YOUR** help in running this event with our usual efficiency.

If you can get involved please contact the Secretary as soon as possible.

Regulations etc will be circulated to you all roughly 6 weeks before the event.

New Autosolo Venue Wanted

Our current venue — Finmere Market area— is degrading rapidly and is currently being developed into what we understand will be a large service station. How much of the venue will be affected and when this will happen is unknown but a planning application had been submitted when we were there in June so we have to make contingency plans for losing the venue.

We have made enquiries at possible replacements with no firm success [and what success we have had comes at a price we cannot afford] so if anyone has any suggestions they will be very welcome.

If possible can you provide a contact name and number with your suggestions.

The area needs to be a sealed surface. The competition area needs to be a maximum of 200 m² with sufficient extra space for a pits area.

Smaller areas would be considered providing we can create a substantial test.

Please send your ideas to me.

John Blackwell —secretary@oxfordmotorclub.co.uk.

Twisted Arms Grass Autotest

The weather forecast for the weekend wasn't good—high winds, heavy rain and thunderstorms. Just what we needed when standing in the middle of a field.

Using the airstrip at Lodge Farm, with the very kind permission of Matthew and Tim Green, Simon Phillips, ably assisted by Ben Rogers and Lewis Bicker decided the Friday evening would be the best bet to set up the tests, hoping to avoid the potential problems.

As it turned out, for Pusey at least, all we saw was a small shower on the Sunday morning and sunshine the rest of the day.

An entry of 25 made for a good day, a mix of experienced drivers, young drivers and several newcomers provided plenty of entertainment and a big welcome to the Club to all those drivers that joined just to take part.

On the first tests the shower had made the top grass very slippery and even the experienced drivers were having to have a very light accelerator foot to get a good time so you can imagine how the inexperienced ones managed.

As the day progressed the surface became easier with the tests becoming more defined but surprisingly the individual times didn't come down as much as expected.

Mark Bradley [Witney] in the Micra eventually won class A by 3.6 seconds following a close battle with Andrew Lees [Dolphin]

Haydn's big Volvo wasn't troubled by the MX 5's as he slid its way round the tests winning his class B by 15 seconds.

You will have read how the car came about earlier in this issue.

Richard Austen in the Subaru Estate won class C from club member Michael Hunt in another Subaru saloon.

Bill Anderson and Alan Hockham [Dolphin] had a difficult day in the Dutton [see picture]. The very light car proved a little difficult to handle with no grip on the damp grass.

Bob Milligan was the fastest on the day on his way to winning class F [the Production Car Autotest with passengers] showing that the 1986 Mini is still a car to be reckoned with as he regularly shows on our Autosolos.

His partner Jo-Lisa, also driving Bob's Mini, put up an excellent show as a beginner to come second in class F.

Also in class F Ian Kent improves all the time and beat his Dad Chris by 2.5 seconds finishing third and fourth respectively.

Congratulations to all the class winners:

Class A	Mark Bradley [Witney]	Nissan Micra	205 secs
Class B & Best Oxford	Haydn Marks [Oxford]	Volvo V50	211.4
Class C	Richard Austen [Oxford]	Subaru Legacy GTB	218.5
Class F & FTD	Bob Milligan [Oxford]	Austin Mini	198.1

A big thank you to all the marshals and helpers who made the day a success and without whom we couldn't have run.

Simon Phillips; Shirley Blackwell; Harvey Warner; Malcolm Dunderdale; Brian Cammack; Nikki Cammack; Sam Snudden; Ben Rogers; Lewis Bicker; Nicola Phillips Ethan Phillips.

John Blackwell

Twisted Arms Grass Autotest

Full results and more pictures will be available on the Club web site shortly.



Bill Anderson



Angi Betts



Lewis Bicker



Ben Rogers



Steve Boyle

Will Brown & Kelsey Cook



Ian and Chris Kent

A new section—articles from previous magazines
In each edition we will endeavour to bring you articles
that you may find interesting, entertaining or that just
make you smile. This one is from 2018

When Poti-Training Goes Wrong

Accidents can happen!

It had been an enlightening day. In the company of three colleagues from the Production Department, I journeyed by company car from Oxford to Kearsley, near Bolton, to visit a paper mill. Employed by Pergamon Press, a publishing company in Oxford (Robert Maxwell, remember?) we were pleased to be afforded an opportunity to discover how paper is made.

After a fascinating tour round we departed Kearsley mid-afternoon and headed back south, encountering heavy traffic around Birmingham. So we were running late. Not that time should have been a factor, it's just that Adrian Baggett and I needed to be back for the start of a navigational exercise (Navex) run by Oxford Motor Club.

For this particular event the intention was that I would pilot my Ford Escort whilst Adrian tried his hand at navigation, a precursor to some 12-car events and full-blown road rallies.

Unfortunately, by running late there simply wasn't time to drop off the others of our party, collect my Escort and get to Islip for the start. So, having said goodbye to the ladies, we made the decision to use the company car – a nice, shiny Cortina Estate – for the Navex. This was a contingency plan, which is why we had maps and other navigational equipment with us. *Just in case...*

We arrived at the designated lay-by with minutes to spare yet OMC members were milling around, looking perplexed. There was no sign of the organiser, everyone wondering where he could be. Finally, one of the drivers got through on his CB radio. It transpired that the organiser had provided the wrong map reference! We needed to be five miles along the B4027, near Holton. A convoy of cars, resembling the Cannonball Run, thundered east...

The event was going to start late; the last of the autumn light had gone and I was thinking things will be tricky with Adrian new to the maps. After all, Navex championship points were at stake.

Therefore, we decided to swap seats: Adrian would drive the Cortina whilst I plotted the route on O.S. 164. We would have to push on as there was far less time available, and though the roads were familiar to me, they were less-so for my driver. Turning off the B480 by Charlgrove, headed towards Rofford and Little Milton. Three-quarters of a mile on from the junction there is a long right-hand bend – not sharp, but with a double-crown.

Just as we reached it we came against a vehicle on main beam. Adrian was dazzled, we lost the road and went off...

The car bounced over a ditch and towards a hedge. 'Let there be no tree', I prayed. There wasn't. The car barrelled through foliage and came to rest in a field of spuds. After a few silent seconds Adrian and I turned to each other with one word and a shared thought.

We spent the next shaky minutes devising a cunning plan; this is a company car, after all. Gathering evidence that could tie us in to a motoring event (route-cards, pencils, map and map-light), we had little choice but to hike to the nearest village – Stadhampton – and find a phonebox (no mobiles back in the 1980s).

After two miles in the pitch black (plotting like mad, but not a route) we arrived at The Crown PH, where nearby Adrian called his girlfriend to beg for a lift. Then, over beer and crisps, we rehearsed over our story...

And this is it:
Because we had departed Kearsley later than expected and got caught in rush-hour jams, we took a comfort break at a service station; then, having dropped off our colleagues (one in Oxford, the other in Charlgrove), we cut back across country towards my home in Wheatley. It was then the accident happened. *Tangled web?*

The following morning the Transport Manager listened in silence. He couldn't prove otherwise – so we were off the hook. Two mechanics were sent to recover the Cortina. Later, the battered vehicle arrived back at Pergamon, hitched to a pick-up truck. Employees rushed to the windows to gawp. Inspecting the damage (it was a 'write-off'), the mechanics looked from Adrian to me with a wry smile. They knew, didn't they? At the end of the week a memo was circulated to all Heads of Department stating that, until further notice, all travel on the company's behalf must be made by rail, taxi or coach.

This is a very long time ago but do take the utmost care when Poti-training. And children: never, ever, tell lies!

Richard Sumner

Oxford Motor Club Cornwall Correspondent

There is a codicil to this tale: one of the afore-mentioned mechanics bought the car back from the insurers, repaired it and ended up with a very nice motor.

Club Contacts

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