

Miss Winifred Pink

Amateur Racing Motorist of the 1920s

The years following the First World War saw a great increase in car ownership among the reasonably affluent in England. Many different models of sporting small or 'light' cars became available, and many owners were keen to test the performance of their machines, and themselves, in competition. Up to the mid-1920s it was possible to hold speed events on public roads, and numerous hillclimbs were staged, so competitions were not just restricted to the race track at Brooklands – and track racing was still expensive and more the preserve of the trade and the very wealthy. These amateur enthusiasts were not all men, an increasing number of ladies also began competing successfully, some, such as Ivy Cummings becoming quite well known. Less well known was Winifred Pink, of Taunton, Somerset, who competed in many speed events throughout the 1920s in Horstman, Aston Martin and Alvis cars and, although entirely amateur, achieved considerable success.

Winifred Martha Pink was born on 10th September 1895 in Bromley, Kent, to Edward and Ellen Pink. Edward was a partner in the family firm E & T Pink, a jam and preserves manufacturer based in Bermondsey, South London. His father, Edward senior, had begun the business around 1860 and by the end of the 19th Century the firm was the largest manufacturer of jam and marmalade in the world.

Following the turn of the century, in retirement, Edward and Ellen, with daughter Winifred and son Edward Sidney, moved to a large house on Beach Road in Weston-super-Mare, Somerset. Edward was in poor health however and after his death in 1916 the Pink family moved to Taunton.

From an early age Winifred had been interested in mechanical things - she later related that she *"infinitely preferred a vertical engine to dolls"*, and Charles Jarrott's book *"Ten Years of Motors and Motor Racing"* to other more usual children's literature. She began driving when about 15 years of age, most probably in her elder brother's cars - Sidney, thirteen years her senior, was a keen motoring enthusiast. For around twenty years he was the Secretary of the Somerset Automobile Club, taking a very active interest in all motoring matters in the pioneer years of the 20th century, and in 1913 and 1914 competed in the Speed Trials run on the sandy beach at Weston-super-Mare in a 15hp Talbot.

Very early on, to gain some mechanical knowledge, Winifred had worked one winter in the repair shop of a local garage, and following the start of the first World War she joined the local (Somerset) division of the Red Cross's Voluntary Aid Detachment (VAD). Becoming a Motor School driving instructor, she trained girls to drive ambulances, her record card noting: *"Very capable driver mechanic. Most reliable."* In February 1918 she enlisted in the newly created Women's Royal Naval Service (WRNS), working at the Admiralty Motor Testing School until being demobilised the following January.

When Winifred's grandfather, Edward senior, died in 1910 he had bequeathed her £1,500 (£150,000 in current terms) on trust, so in the 1920s she was in a position to be able to buy her own cars, and take part in motoring competitions. With her mechanical knowledge she was able, as far as possible, to do most of the basic preparation work on her cars herself – helpful in keeping down the cost of competing.

Winifred in 1922

Her first car was a 10.5 hp Eric Campbell, a small sporting open two-seater, with polished aluminium body and a tuned 1498cc



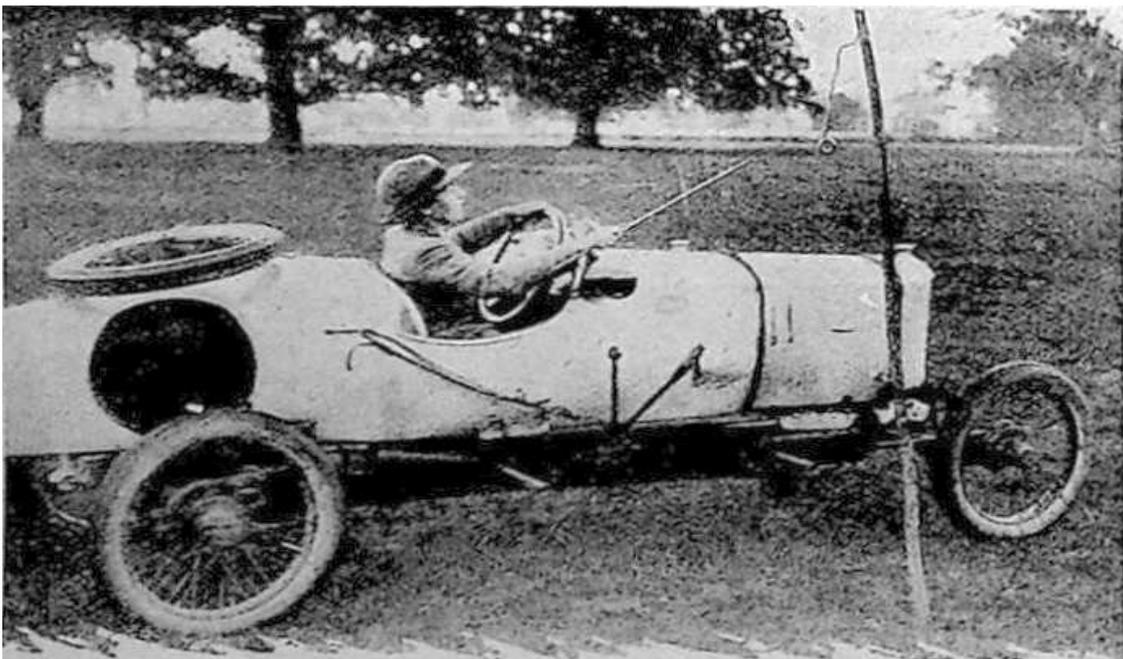
Coventry-Simplex engine. Her first event, on 21st May 1921, was the Yeovil to Lands End reliability trial for light cars and motor-cycles, organised by the Taunton and District Motor-cycle & Light Car Club, to which she belonged. Successfully completing the 192 mile route, which included three observed hills, and crossing Dartmoor in a heavy mist, Winifred won the premier award in the Light car class, albeit only after two entrants placed ahead of her were ruled ineligible for awards. The Taunton club's next big trial, that October, was from Taunton to Lands End, however on this occasion rather than taking part, Winifred and her brother were official observers at Adcombe Hill, not far from Taunton.

1922-23: Horstman

Seemingly Winifred was more interested in speed events than reliability trials, for in 1922 she obtained a 1921 Horstman Super Sports (registration YA 1861), with which she began competing in hillclimbs and speed trials in southern England and Wales. Produced by Sidney Horstmann at his factory in Bath, the Super Sports also used the 1498cc Coventry-Simplex 4-cylinder engine, and was virtually a racing car, with two-seater body and sketchy road equipment.

Winifred gained an early success with the Horstman at Brooklands in April 1922, winning the three-mile Ladies handicap at the Junior Car Club's (JCC) Spring meeting. Then, at the end of June, she was in South Wales for two major events, the hillclimb at Caerphilly and the Porthcawl speed trials, competing alongside stars of the time such as Raymond Mays and 'Bertie' Kensington-Moir. Rain throughout the Caerphilly hillclimb made the road treacherous, and Winifred placed third in the Ladies class. The following day's speed trials, over a one mile course on the Porthcawl sands, were also made tricky by the weather, with the slow to retreat tide leaving patches of sand still soggy. However, Winifred easily won the Ladies class, and was also second in the 1200cc to 1500cc class.

During 1922 Winifred also attempted to create a new club for women motorists, encompassing both competition and social activities and aimed mainly at the owner-driver. The inaugural event of the new "Women's Motor Club" was a rally and gymkhana on the weekend of 14th and 15th October at the Lambert Arms, Aston Rowant, between Oxford and High Wycombe. Participating in the gymkhana herself, Winifred won the 'skilful driving' test, however the attendance was "rather disappointing". A further meeting was arranged for November 8th at the Women's United Services Club in London. The following year planned events included two trials and a hillclimb, however the new club doesn't appear to have prospered or survive the year.



Winifred in her Horstman Supersports at the Women's Motor Club gymkhana, 'Tilting the Ring' test.

Winifred began 1923 with the JCC General Efficiency Trial in March in a four-seater Horstman Tourer (registration FB 3248). Aimed at testing the overall performance of standard production cars this event began with a 25 mile road test, followed by other tests for speed, acceleration, braking, etc., at Brooklands. The Horstman placed second in the 1500cc class, and 13th overall of the 33 starters, and was fourth fastest of all the touring cars on the speed test.

For speed events she now had a 1922 model Horstman Super Sports (registration YA5414), with a more rounded and streamlined body, and repeated her previous year's victory in the Ladies' handicap race at the JCC's Brooklands Spring meeting. In June she just missed out on a win in the JCC Dean hillclimb in Hampshire, while at Porthcawl, although this year the sands were dry and firm and much faster, she was slow away from the start and unable to repeat her previous year's successes.

Winifred at the 1923 Brooklands Spring meeting



1923 – 26 : Aston Martin

Mid-way through 1923 Winifred replaced the Horstman with a car which would bring her considerable success, the 1486cc Aston Martin sports tourer 'AM270', only the second Aston Martin to have been built, in 1921. The open three-seater car had already gained many race, hillclimb and trials successes in the hands of its designer Lionel Martin, and when acquired by Winifred was in its final form, with wire wheels and front-wheel-brakes.

In speed events in those days, in addition to straightforward competition against the clock, cars could also compete on "formula", where the formula took into account the weight and engine capacity of the car. In a rainy August hillclimb at South Harting, Sussex, Winifred had great success with her new car, collecting three first in class awards (one on time and two on formula), plus a pair of third in class awards.

Further successes followed at the Southsea speed trials on 25th August, on a mile-long course along the Esplanade, with cars running in pairs. Winifred featured prominently in the pre-event publicity, alongside Lionel Martin, SF Edge and Ivy Cummings. The event was part of Southsea Carnival week, in aid of the Mayor of Portsmouth's hospital fund, and Pink was a prominent name in the city, Winifred's distant cousin Sir Harold Pink being a former mayor. Winifred's haul of awards at Southsea (two firsts, two seconds and a third in class), was continued two weeks later at Shelsley Walsh with two more class wins and a third place on formula.

This trend continued through the remainder of the year, and throughout the next, with multiple class wins, on both time and formula, in hillclimbs at Aston Clinton, Dean, Angel Bank (Shropshire), Spread Eagle (Dorset), Shelsley Walsh, Caerphilly, and South Harting. While most



of those events were in her own 'AM 270' she was also pictured at Shelsley Walsh (probably July 1924) in a different Aston (registration XT 4101). In those days carrying of a passenger was compulsory in many of the events, and on at least some occasions Winifred was accompanied by the car's designer, Lionel Martin.

Winifred in Aston Martin 'AM270' at Caerphilly hillclimb in 1924, with Lionel Martin a passenger.

On 28 March 1925 two accidents occurred at the Kop hillclimb in Buckinghamshire and a spectator was injured. Concerns over spectator behaviour at events on public roads had been growing for some time, and this was the last straw. As a result, the RAC forthwith banned all speed events on public roads, a move which had a devastating effect on motorsport in England. Rather than the multiplicity of hillclimb and sprint venues that enthusiasts had enjoyed they were now restricted to a few tracks on private land, such as Shelsley Walsh hillclimb, or, for a while, speed trials on sandy beaches, until they too were curtailed. For the next two years Winifred's appearances in speed events were reduced, and confined to regular Aston Martin outings at Shelsley, while in May 1926 she appeared in a 2-litre AC 'Montlhery' at the Skegness beach races. Here, where they raced in pairs, she was knocked out in the first heats of her races on the Monday and Tuesday programs.

1927 – 29 : Alvis

For 1927 Winifred appeared with an Alvis 12/50 open four-seater tourer (registration WK 1151). This was a Super Sports version, with short stroke 1496cc engine, which would easily exceed 70 mph, and she regained her winning ways. In June she won a gold medal in the JCC Reliability Trial at Brooklands. This year, cars had to cover 35 laps of the 'Trial' circuit, stopping after 10 laps to change one wheel and to furl and secure the hood; bettering the scheduled speed by 15% resulted in a gold medal. As the only female gold medal winner, Winifred very briefly featured in a short Empire News newsreel of this event.

Returning to Shelsley Walsh, in July Winifred achieved a 2nd in class, then at the September meeting, running in the formula class she carried off all three trophies, including the Midland Automobile Club's coveted President's Cup.

Continuing with the Alvis the following year, there was a class win at Shelsley in May, and a Silver medal at the Brooklands Reliability Trial in June. In July, with Prime Minister Stanley Baldwin among the 5000 Shelsley crowd, she won one cup, but was unable to retain the President's Cup, placing third. Still using the Alvis, 1929 was a less successful year, and at the September Shelsley Walsh event, with no Touring car classes and therefore having to run in the Formula Sports Car event, Winifred could only place 9th in class behind eight Riley 9s.

Beyond motor sport

As no further information on Winifred in competitions after 1929 has been found, it appears she may then have stopped competitive motoring.

At the outbreak of World War 2 in 1939 she was now living in north-east Hampshire, and running a sports Alvis. As Transport Officer, London, of the recently formed Women's Voluntary Service (WVS), she was in charge of a service garage in south-west London supervising the maintenance and repair of WVS motor vehicles during the blitz. From 1941 she also oversaw training of voluntary women ambulance drivers in southern districts of Hampshire.

Winifred died on 18th December 1957, aged 62.

*Pete Stowe
March 2021*

Winifred Pink – known events

(Note – at many speed events entries could be made in more than one class, however competitors would still only have one run, with the time counting for all classes entered.)

1921

Saturday 21 May 1921	Taunton & District MC&LCC Yeovil to Lands End Inter-Club Reliability Trial.			
	192 miles			
Light cars	Eric Campbell 10.5 hp	300 penalty marks, 3m 30s error in time	1 st , Silver medal	
Winifred was the only lady driver in a car. Provisionally placed 3 rd Light Car, but promoted to 1 st when two competitors were disqualified following a protest, <i>“on the ground that the cars driven were not owned by a member of one of the competing clubs, and that they were merely demonstration cars”</i> . Heavy mist on Dartmoor, heavy rain from Truro to Lands End, & a dense sea fog at Lands End <i>“caused all competitors to arrive at their destination thoroughly soaked.”</i>				
Sources: Taunton Courier, Western Chronicle				

1922

Saturday 29 April 1922	Junior Car Club, Spring Meeting, Brooklands			
Ladies handicap race (3 miles)	Horstman Supersports 1498cc (YA1861)	58.5 mph	1st	
Four starters. Winifred won <i>“by the length of the finishing straight”</i> .				
Sources: Light Car & Cyclecar, Autocar, Taunton Courier, The Times, Tatler, LAT Photo.				

Wednesday 28 June 1922	South Wales AC, Caerphilly hillclimb			
	<i>Heavy rain</i>			
Cars 1201 to 1500cc	Horstman Supersports 10.5 (YA1861)		unplaced	
Closed Class 15. For Ladies - Unlimited	Horstman Supersports 10.5 1498cc (YA1861)	1m 46 4/5 s	3 rd on Formula. Fastest time in class.	
<i>“the heavy rain had made the road, which normally can only be described as having a fair surface, treacherous” “Although unplaced Miss W. Pink’s effort in her 10.5 Hortsmann (sic) was admirable”</i>				
Sources: Western Mail, Autocar, Motoring Picture Library				

Thursday 29 June 1922	South Wales AC, Speed Trials, Rest Bay Sands, Porthcawl. 1 mile course.			
	<i>“unfavourable weather conditions”</i>			
Closed Class 10. Cars with engine capacity from 1201cc to 1500cc	Horstman 10.5 hp (YA1861)	1m 13.4s	2nd	
Closed Class 15. For Ladies - Unlimited	Horstman 10.5 hp (YA1861)	1m 12.4s	1st	
Weather fine & bright, but <i>“a half gale of wind blew in from the direction of the sea”</i> , held up the tide & caused a 3 hour delay starting, the sands failing to dry completely.				
Source: Western Mail, Porthcawl News, Autocar				

Saturday 12 August 1922	Bath & West of England MC, Hillclimb, Bannerdown, Bath.			
Light Cars	Horstman			
The event, for motor-cycles & light cars, was moved from the usual venue of Kingsdown hill, Bath. Winifred Pink was among 3 light car entries; her placing is unknown, but she did not win the class.				
Source: Bath Chronicle				

?? August(?) 1922	Tiverton MC&LCC, Hillclimb, Hone Hill, Chevithorn, Tiverton.			
	Course approximately ½ mile			
Light Cars	Horstman	47.3s	2nd	
Interclub event, open to ACU South Western Centre affiliated clubs, for motor-cycles & light cars.				
Source: MotorCycle				

Saturday 9 September 1922	Devizes Hospital Week, Red Horn hillclimb, Urchfont, Devizes.			
Class 18, 1500cc cars (amateurs)	Horstman	58.4s	1st	
Class 19, 1500cc cars (open)	Horstman	55s	1st	
Class 20, unlimited cars (amateur)	Horstman	56.4s	1st	
Class 21, unlimited cars (open)	Horstman	57s	1st	
Event was for motor-cycles & light cars; Winifred Pink won all four car classes.				
Sources: Bath Chronicle, Wiltshire Times, Western Daily Press				

Saturday/Sunday 14/15 October 1922	Women's Motor Club, Gymkhana, Lambert Arms, Aston Rowant, Oxfordshire.			
Skilful Driving Test	Horstman Supersports (YA1861)		1st	
Other tests were: Egg & Spoon race; Speed Judging; Threading the Needle; Tilting the Ring; Observation. <i>"The most interesting event was called an observation or fault-finding test, in which the competitors had to discover six derangements on Miss Pink's racing Horstman."</i> (photo, right)				
Other competitors included: Miss Lilian Roper (AC); Miss Leach (Oakland Six); Miss Woodhouse (Morris Cowley).				
Source: Light Car & Cyclecar				

Classified Advertisement, Light Car & Cyclecar, 10 November 1922.				
<i>"Horstman, 1921, super sports, fitted polished aluminium body, Palmer cord racing tyres and spares, dynamo, Hartford shock absorbers, 2 spare wheels, mileage 4,800; this car has taken 9 firsts, 2 seconds, and 1 third during the season, price £295. W.M. Pink, Sherford Lodge, Taunton."</i>				

1923

Saturday 17 March 1923	Junior Car Club, General Efficiency Trial, Surrey and Brooklands			
Overall	(#27) Horstman Tourer (FB3248)		13 th	
Class 4 – Touring four-seaters. Engine limit 1500cc		34 mpg* 51.66 mph*	2 nd 4 th in class 2 nd in class	
Objective of the trial was to test the general performance of standard production cars and included about a dozen different tests such as: reliability, hill climbing, petrol consumption, speed, easy starting from cold, slow-running on top gear, acceleration on top gear, braking, silence, springing, & manoeuvrability. The road test was over a 25 mile course starting at Kingston Vale, London, including tracks in Oxshott Woods, Surrey, and the speed and other tests were held at Brooklands. An official observer was carried in each car.				
*Results in class from fuel consumption and speed tests.				
Sources: Light Car & Cyclecar, Autocar, The Graphic, Tatler, The Scotsman, Yorkshire Post, LAT Photo.				

Saturday 28 April 1923	Junior Car Club, Spring Meeting, Brooklands			
Ladies handicap race for cars and cycle-cars up 1,500cc (3 miles)	(#3) Horstman Supersports 1498cc (YA5414)	64.25 mph	1st	
Winifred <i>"rapidly overhauled the limit car and won easily"</i>				
Note: YA5414, 1922 model Horstman Supersports with streamlined body.				
Sources: Autocar, Taunton Courier, LAT photo.				

Saturday 23 June 1923	Junior Car Club, Hillclimb, Dean, Romsey, Hampshire			
	Horstman			
Full Results not found. <i>"Mr. WG Hedges, in an Alvis, did the best time in classes four and five, and in addition did the fastest time of the day, Miss Pink only being defeated by one second."</i>				
Source: Hampshire Advertiser				

Friday 29 June 1923	South Wales AC, Speed Trials, Rest Bay Sands, Porthcawl. 1 mile course. Fine weather		
	Horstman		unplaced
Weather fine, sand dry & probably 25 mph faster than 1923. <i>"One could not help admiring the skilful manner in which Miss Pink handled her Horstman, and had she been fortunate enough to get quicker off the mark she might have surprised some of the male competitors."</i>			
Source: Western Mail			

Saturday 28 July 1923	Junior Car Club, Hillclimb, South Harting Rain		
Class 2 – Standard two-seater touring cars with engines not exceeding 1500cc; passenger to be carried	Aston Martin 11 hp		3 rd on time 3 rd on formula
Class 5 – Cars with engines not exceeding 1500cc, driven by lady members.	Aston Martin 11 hp		1 st on time 1 st on formula
Class 7 – Standard sporting cars with engines not exceeding 1500cc	Aston Martin 11 hp		1 st on formula
Rain <i>"made the bends increasingly difficult"</i> . Times not made public.			
Sources: Autocar, Chichester Advertiser			

Saturday 25 August 1923	Southsea Carnival Week, on behalf of the Mayor of Portsmouth's Hospital Fund, promoted by the Junior Car Club. Speed Trials, The Esplanade, Southsea. One mile course		
Class 5. Touring cars not exceeding 1500cc	Aston Martin	46.39s	3 rd on time
Class 6. Sporting cars not exceeding 1500cc	Aston Martin	51.14s	2 nd on time 3 rd on formula
Class 7. Touring cars, not exceeding 1500cc, (privately owned & the property of the entrant & driver)	Aston Martin	50.99s	1 st on time 1 st on formula
Event for cars up to 1500cc. In all events two cars started together.			
Sources: Autocar, Portsmouth Evening News, Hampshire Telegraph			

Saturday 8 September 1923	Midland AC, Hillclimb, Shelsley Walsh		
Open events	(#3) Aston Martin 11 hp (AM270)		3 rd on formula
Closed events	(#3) Aston Martin 11 hp (AM270)		1 st on formula
Ladies event (Auster Cup) – on Formula	(#3) Aston Martin 11 hp (AM270)	26½ mph	1 st – Auster Cup
<i>Carried two passengers. "The ladies' cup, presented by Mr. Lesley Auster, was well won by Miss W. M. Pink, driving an 11 h.p. Aston Martin. The car was very fast, and it skidded at the first bad bend, but its lady pilot corrected and held it to the course."</i>			
Sources: Autocar, Birmingham Daily Gazette, The Sportsman, Motor Owner, Motoring Picture Library photo.			

1924

Saturday 29 March 1924	Essex MC, Hillclimb, Kop hill, Princes Risborough		
	Aston Martin		unplaced
<i>".... and Miss W Pink, all brought their Aston-Martins up."</i>			
Source: Autocar			

Saturday 10 May 1924	Sutton Coldfield & North Birmingham AC, Hillclimb, Angel Bank, Shropshire <i>"unpleasant weather"</i>		
Cars under 1500cc	Aston Martin 1496cc		1 st on handicap
Cars under 2000cc	Aston Martin 1496cc		1 st on handicap
Cars unlimited cc (handicap)	Aston Martin 1496cc		1 st on handicap
Event was for motorcycles & cars. <i>"At 1 pm, the official starting time, the hill was more like a river than a road, and it was 2.20 pm before the event started."</i>			
Sources: Autocar, Litchfield Mercury			

Saturday 17 May 1924	Herts County Automobile & Aero Club, Hillclimb, Aston Clinton, Tring.		
Class II - Touring cars up to 1600cc	(#1) Aston Martin (AM270)		2 nd formula
Class III - Touring cars up to 3000cc	(#1) Aston Martin (AM270)	1m 2.8s	1 st on time 1 st on formula
The "surface of the hill was loose and bumpy in places"			
Sources: Autocar, Light Car & Cyclecar, The Sportsman			

Saturday 14 June 1924	Junior Car Club (SW Centre), Hillclimb, Dean, Romsey, Hampshire		
Team event (Aston Martin, Bugatti, Alvis, Austin 7)	Aston Martin		Retired*
Touring two-seaters 1000 to 1500cc	Aston Martin		2 nd on time 1 st on formula
"... stopped in an attempt to change up. it was found that a piece of metal, apparently chipped from the teeth of one of the gears, had jammed the sliding pinions, practically locking the gear lever in neutral."			
Sources: Light Car & Cyclecar, Autocar.			

Saturday 28 June 1924	Hampshire Automobile Club, Hillclimb, Spread Eagle hill, Melbury, Nr. Shaftesbury, Dorset		
Class 4 Closed event, touring cars, for members and hon. Members of the HAC and JCC (SW Centre) only. Cars with engine capacity of 1600cc or less	Aston Martin	66.4s	1 st on time * 1 st on formula *
Class 7 Closed event, touring cars for members and hon. Members of the HAC and JCC (SW Centre) only. Cars with engine capacity of 3000cc or less	Aston Martin	63.8s	1 st on time 1 st on formula
*CM Harvey (Alvis 12hp) was disqualified from prizes due to a technical error in his entry form, & awarded to Winifred, who made the second fastest time.			
Sources: Autocar, Light Car & Cyclecar, Western Gazette			

Saturday 12 July 1924	Midland AC, Hillclimb, Shelsley Walsh		
Best result on formula (President's Cup)	Aston Martin 11hp*	79.4s	3 rd
Best amateur performance on formula	Aston Martin 11hp*		1 st (cup)
Best amateur performance on formula by a member	Aston Martin 11hp*		1 st (cup)
Best performance on formula by lady	Aston Martin 11hp*		1 st (silver cup)
"Miss W. M. Pink, the first up the hill, took the corners steadily without skidding. With that one climb she succeeded in winning no fewer the three cups." Passengers for the climb were the car's designer, Lionel Martin, and HW Cook.			
* An undated photo in 'Lionel Martin - A Biography' by AB Demaus shows Winifred, with Lionel Martin as passenger, at Shelsley Walsh as car #1 in Aston Martin reg. XT4101 chassis 1939.			
Sources: Autocar, Evesham Standard, Light Car & Cyclecar, Brooklands Gazette (Motor Sport), The Bystander.			

Saturday 19 July 1924	South Wales AC, Hillclimb, Caerphilly		
G. Open class for cars with engine capacity unlimited	(#1) Aston Martin 1486cc (AM270)		3 rd on formula *
J. Closed class for cars with engine capacity between 1201cc and 1500cc	(#1) Aston Martin 1486cc (AM270)	1m 21.8s	2 nd on time 2 nd on formula*
N. Closed class for cars with engine capacity unlimited	(#1) Aston Martin 1486cc (AM270)	1m 21.4s	1 st on time 1 st on formula*
Closed class for cars driven by ladies, engine capacity unlimited	(#1) Aston Martin 1486cc (AM270)	1m 21.2s	1 st on time 1 st on formula **
"Miss Pink was neat and fast". Passengers for the climbs included the car's designer, Lionel Martin "...who, as Miss Pink's passenger in her numerous ascents in the formula class, assisted in no small degree in disposing his weight to the best advantage on every corner."			
* (Silver cup presented by Mr HK Neale)			
** (Silver cup presented by Lieut-Col. Collier and the Ladies Challenge Shield)			
Sources: Autocar, Light Car & Cyclecar, Western Mail, Caerphilly Journal, Motor Sport December 1944.			

Saturday 26 July 1924	Junior Car Club, Hillclimb, South Harting.		
Class B (standard two-seater touring cars with engines over 1100cc, but not exceeding 1500cc; a passenger to be carried)	Aston Martin 11 hp (AM270)		1 st on time 1 st on formula
Class D (touring cars with engines not exceeding 1500cc, entrant-driver to be a private owner; at least one passenger to be carried)	Aston Martin 11 hp (AM270)		1 st on time 1 st on formula
Class E (sporting cars with engines not exceeding 1500cc, entrant & driver to be private owners, at least one passenger to be carried)	Aston Martin 11 hp (AM270)		2 nd on time 3 rd on formula
Class (sporting cars with engines not exceeding 1500cc, at least one passenger to be carried)	Aston Martin 11 hp (AM270)		unplaced
Weather nice, until the last class when rained. No actual times published. Winifred Pink (in a letter to Light Car & Cyclecar Magazine): <i>"I notice in a recent issue of your journal a paragraph in the pages dealing with South Harting hill-climb, which states that I 'seemed to find it necessary to do quite a lot of work with the steering wheel on' on each ascent. I should like to explain that the treads of both my front tyres were worn unevenly, causing a bad steering 'wobble.' This had been corrected by balancing the wheels, but, in order to comply with the regulations, I had to remove the balance weights first before the event, and as the steering is very sensitive and the surface of the hill loose, it was almost impossible to hold the wheels straight at speed."</i>			
Sources: Autocar, Light Car & Cyclecar, Portsmouth Evening News. LAT Photo.			

Saturday 16 August 1924	Auto-Cycle Union (Wessex Centre), Hillclimb, Kingsdown hill, Bath.		
	Aston Martin (AM270)		unplaced
Event for motorcycle and cars (3 car classes), entries mostly motor-cycles. Winifred is photographed on the hill in 'AM270' but does not feature in available results (first 3 in each class). Sources: LAT Photo, Bath Chronicle, Western Daily Press			

1925

Saturday 28 March 1925	Essex MC, Hillclimb, Kop hill, Princes Risborough		
	Aston Martin		
Winifred was listed as an entrant, no event reports or results found Source: Light Car & Cyclecar, Autocar.			

Saturday 23 May 1925	Midland AC, Hillclimb, Shelsley Walsh		
Formula	(#2) Aston Martin 11 hp	79.6 s	
<i>Incomplete results available</i> Sources: Birmingham Daily Gazette, LAT Photo.			

1926

Monday 31 May - Tuesday 1 June 1926	Skegness Motor Races Committee & East Midland Centre Auto-Cycle Union, Races, Skegness Beach Monday: Good weather, Tuesday: Dull & threatening weather		
Monday: Class 5 (sports cars of not more than 3000cc, Heat 1)	AC (Montlhery) 2-litre*	57.8s	2 nd
Tuesday: Class 10, Lumley Cup (sports cars of not more than 2000cc, Heat 1)	AC (Montlhery) 2-litre*	50.6s	3 rd
Tuesday: Class 12, Seacroft Handicap (Heat 5)	AC (Montlhery) 2-litre*		2 nd
Tuesday: Class 13, North Shore Handicap (Heat 2)	AC (Montlhery) 2-litre*		2 nd
Tuesday: Class 14, Ladies Handicap (Heat 1)	AC (Montlhery) 2-litre*		1 st
Tuesday's North Shore handicap was open to all cars which raced on Monday; HF Clay (Vauxhall TT) conceded Winifred 12 secs in the heat and beat her <i>"literally on the post at 69.5 mph."</i> The Seacroft handicap was for cars which raced Monday in classes for cars up to 2000cc, 3000cc, and unlimited. *Note: This event is the only reference discovered with Winifred competing in an AC. Sources: Lincolnshire Standard, Skegness News, Autocar			

Saturday 4 July 1926	Midland AC, Amateur Hillclimb, Shelsley Walsh Rain		
Inter Club Team Contest	Aston Martin	87.8s	4 th Team (JCC)
Each team had three representatives whose aggregate times were taken to decide positions. JCC team: E. Hillary (11.9 Frazer Nash); A. R. Linsley (11.9 Bugatti); Miss W. M. Pink (11.25 Aston Martin Tourer). Meeting abandoned half-way through the afternoon due to heavy rain.			
Source: Evesham Standard			

Saturday 4 September 1926	Midland AC, Hillclimb, Shelsley Walsh		
	Aston Martin		unplaced
Winifred does not feature in any results: Motor Sport "... Miss Pink (Aston Martin) seemed to be experiencing clutch trouble, as her gear changing was by no means up to her usual standard"			
Sources: Motor Sport, Birmingham Daily Gazette			

1927

Saturday 18 June 1927	Junior Car Club, Reliability Trial, Brooklands		
Class B (standard touring cars up to 1500cc	Alvis 12/50		Gold medal
<i>"cars were required to complete 10 of 35 circuits and then re-enter the pits on the finishing straight and change one wheel and furl and secure the hood. Apart from this the event was non-stop."</i>			
As the only woman gold medal winner, Winifred very briefly features in a short Empire News newsreel of this event (ref: www.britishpathe.com)			
Sources: Yorkshire Post, British Pathe, LAT Photo.			

Saturday 2 July 1927	Midland AC, Amateur Hillclimb, Shelsley Walsh		
Class 3. Cars up to 1500cc, Touring	Alvis 12/50	66.4s	2 nd on time
<i>"Miss WM Pink's time with a touring four-seater, due to her clever driving, was very close to the times of the sports cars."</i>			
Sources: Autocar, Coventry Evening Telegraph			

Saturday 24 September 1927	Midland AC, Hillclimb, Shelsley Walsh <i>"Appalling weather conditions"</i>		
Cars entered on formula (open)	(#2) Alvis 12/50 (WK1151)	74.4s	1 st – MAC Cup
Cars entered on formula (closed)	(#2) Alvis 12/50 (WK1151)		1 st – MAC Cup
Cars entered on formula	(#2) Alvis 12/50 (WK1151)		1 st – President's Cup
<i>"in the Formula class Miss WM Pink was remarkably successful in carrying off all three trophies, the President's Cup, and the MAC Cup for both the open and closed formula classes."</i> Also 2 nd on time.			
Sources: Autocar, Birmingham Daily Gazette, Motor Owner, Motoring Picture Library photo			

1928

Saturday 5 May 1928	Midland AC, Hillclimb, Shelsley Walsh		
Class 3. Up to 1500 cc Touring	Alvis 1496cc	68 s	1 st
<i>"Another outstanding climb was that of Miss WM Pink on a touring Alvis in the 1500 class. Her time of 68 sec was much better than the majority entered in the sports section"</i>			
Sources: Autocar, Birmingham Daily Gazette, The Sketch			

Saturday 16 June 1928	Junior Car Club, High Speed Reliability Trial, Brooklands		
Class C. Over 1100 cc but under 1500cc	Alvis 12/50		Silver medal
120 miles course, forty laps, Silver medal for completing in schedule time. Schedule speed for 1500cc class 34 mph.			
Sources: Leeds Mercury, Light Car & Cyclecar, Autocar.			

Saturday 28 July 1928	Midland AC, Hillclimb, Shelsley Walsh		
President's Cup	Alvis 12/50	68.6s	3 rd
Formula (open) – MAC Cup	Alvis 12/50		2 nd
G.P. Type Cup	Alvis 12/50		1 st – G.P. Type Cup
Sources: Litchfield Mercury, Birmingham Daily Gazette, Autocar			

1929

Saturday 4 May 1929	Midland AC, Amateur Hillclimb, Shelsley Walsh			
Cars up to 1500cc, Touring	Alvis	70.6s	2 nd	
<i>"Miss E. V. Watson on her 12-50-h.p. Alvis, and Miss W. M. Pink on a similar car, took first and second places in the touring car class for one and a half litre cars, beating the gentlemen drivers against them."</i>				
Sources: Birmingham Daily Gazette, Motor Sport, The Sketch				

Saturday 14 September 1929	Midland AC, Hillclimb, Shelsley Walsh			
Sports cars, on formula	(#16) Alvis 12/50 (WK1151)			9 th *
*Riley 9s filled places 1 to 8, and 10; there were no classes for Touring cars. Winifred carried 4 passengers in the Alvis, LAT Photo				
Source: Coventry Evening Telegraph				

Additional information sources:

The Beauty of Bath – Horstman : engineering in a Georgian city, Trevor Turpin (Bath Industrial Heritage Trust, 2013).

Lionel Martin – A Biography, AB Demaus (Transport Bookman Publications, 1980)

The Woman Engineer, March 1928, December 1928, December 1929 (Women's Engineering Society)

Folkestone Express, Hampshire Telegraph, Sydney Morning Herald.

(E&T Pink Ltd) via <http://letslookagain.com/tag/et-pink/>

Red Cross (Voluntary Aid Detachment): <https://vad.redcross.org.uk/>

National Archives: Admiralty, Women's Royal Naval Service, Ratings' Registers of Service: ADM 336/23/19

Additional photographic images can be found at:

National Motor Museum Trust images via www.motoringpicturelibrary.com

LAT images via www.austinharris.co.uk

www.simonlewis.com

Empire News newsreel, via:

<https://www.britishpathe.com/video/VLVA10I47N5YRPVH1M3BUF25NUHK-RTV/query/Club>

Westcountry Motorsport History

Website <https://bpmc.org.uk/petestowe/wmh.htm>

petestowe @ talktalk.net

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