

RACING VOGUE



THE MAGAZINE OF THE BRITISH WOMEN RACING DRIVERS CLUB

In this issue:

- Our GoldStars Winners
- Autosport International 2018
- Annual Awards in Pictures



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PLAN OF ACTION AUTUMN 2018

September 30th

Claim period ends

November 3rd

Committee Meeting
BRDC Clubhouse,
Silverstone

November 4th

BWRDC Ladies Race
at the Walter Hayes Trophy
Silverstone

November 9 - 11th

Classic Motor Show
NEC

November 30th

Claim period ends



MERCHANDISE

Cloth overall badges and car
decals are available from the
Membership Secretary and
your Section Secretary.

Look out for our new range of
Club Clothing which will be
available from October.

BWRDC MEMBERS FACEBOOK PAGE

If you're on Facebook but
not a member of the
Members Facebook page,
let our Social Media
Secretary, Sarah Franklin
know & request an add!

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Chairman's Chatter

Welcome to the 2018 edition of Racing Vogue! So many of you have been competing and achieving new levels in your disciplines this year and I am immensely proud. I am delighted to be able to introduce this edition of Racing Vogue which has been edited by Sarah Franklin, who has taken as many of your stories and photos as practical to create this 2018 bumper celebration of women drivers.

2018 started with the ASI Show and we had a large area next to the F1 display with lots of volunteers and members, current and new getting together to network and celebrate what our unique club is all about. The GoldStars Awards were once again announced on the MSA stand.



“Even if you are on the right track, you’ll get run over if you just sit there”



We then moved on to the AGM and Awards dinner where we were enthralled by Bron Burrell and her antics in 'Puff' before the award presentations for the 2017 season. Later in February we had a stand at Race Retro where Cathy Sewart, our Rally Secretary, was giving passenger rides and impressing all who joined her on the stage. In April, I was privileged to see two of our younger members take to the track at Brands Hatch in the Ginetta Junior Championship. They both performed well and showed great strength of character and I know we will be hearing more about them through this season and beyond.

Unfortunately, Georgie Shaw, our President, died in January. In May members were invited by her family to take part in a Celebration of her Life at the RAC Pall Mall and nearly 30 members attended, and what a great celebration it was. She would be annoyed to have missed it!

In late May my season started at Brands Hatch on the GP Circuit where I contested the Historic F2 races. Although I had bought the car last year, over the winter we had to do many jobs to it to get it back to a correct historic spec which took longer than expected and the last week before the races saw a desperate rush to get the exhaust made and final items finished. We had a few teething problems, but nothing unsurmountable and I completed qualifying, and 2 races, making up places and improving on my times with each session - which really is winning in my book.

In May, we embraced a new partnership with the British Racing Drivers Club. The BRDC is an invitation only Club open to competitors at the highest levels and this new partnership is sure to open doors and new avenues for our members. They will be sharing our news, giving out this magazine, and taking particular interest in our younger members as they look for the next batch of 'Rising Stars'. For the rest of us, they have invited us to apply for weekend passes to use their Club House whilst we are competing at Silverstone and I was delighted to take up their offer in May as have a few others. We also hope to have our prize giving following the BWRDC Ladies Race in their Club House, and we have the opportunity to offer sponsors of the event to have lunch in their facility - so if you know any likely sponsors who would be interested, do put them in touch with me or any member of the Committee.

In June we were invited to the PF International Ladies Kart day where we once again presented an award to the best performance by a female. We talked to lots of karters and secured new members.

Something that I have learned in the last few years is that to grow you have to challenge yourself. If you don't reach up to the stars, they are certainly not going to come down to you. If we want something, ultimately only we can make it happen. Others can help, they can guide, they can steer, they can even pay, but eventually it comes down to each of us. And it is ok not to reach that star today, for it will still be there tomorrow or another different one. And when you do reach a star, you will find another, just out of reach, for you to aim for.

So now, as we move towards 2019, with membership levels at a high, let us look forward to new challenges and reaching further away stars, and don't forget to share your successes with us so that we can celebrate together.

Lorraine Gathercole

EDITOR'S RUMINATIONS



Welcome to the 2018 edition of Racing Vogue!

It seems only yesterday that I was putting together the 2017 annual bumper issue of Racing Vogue yet here we are again well into yet another year! A lot has happened since the last issue and it's been a busy year for our members and a bit of a roller coaster too. I'm not going to say too much more as the contents of this issue should tell the tale of our highs and lows.

We do now have an instagram page so go and give it a follow and we can follow you back! Make sure you tag us on your posts too with the hashtag #bwrdc.

I personally have had a relatively quiet year racing wise for various personal reasons, including an office move for my Kettering based legal practice, opening a second office in Melton Mowbray and also having to take some time off for an operation.

I managed to get out for both the Rockingham (April) and Anglesey (September) rounds of the Michelin Clio Cup and was surprised at my pace considering on each occasion, I hadn't sat in a race car for about five or six months prior to each weekend. It was good to blow off some steam and unwind from the stresses of life and even pick up some reasonable results!

Anyway, happy reading of this issue of RV!

Sarah Franklin



Abi Pulling's Year



It's been an awesome season so far. I am defending my Junior TKM British title in the Super One karting championship, aiming to be the first junior to ever achieve that.

After 3 of the 7 rounds I am pleased to say I'm on course, topping the table by a few points.

I also had a great opportunity to compete in the competitive Ginetta Junior championship, managing the first three rounds and taking in some iconic tracks: Brands, Donington and Thruxton. An amazing experience!

After an amazing 2017, this year started off in the best fashion, being nominated for the BWRDC GoldStars for the third time and being named BWRDC club champion for the second time.

Sadly we ran out of budget for 2018 but we are now working towards a full season in 2019 and hopefully plenty of testing before that.

There is still plenty of exciting stuff happening.

I'm very honoured to be included in this year's MSA Academy Squad intake and I have a very interesting documentary coming soon, not to mention the remaining karting season and also getting ready for next year's GCSE exams!



Fun times ahead!

Abbi Pulling

Solid Start for Ashleigh Morris

After competing in the Motorsport News Circuit Rally Championship 2016/17, I was keen to return to the championship. I previously competed in Class A in a hired Fiat Punto, finishing 2nd in class. For 2017/18 I decided to rally my own car, a Ford Fiesta R200.

Cadwell Park in November was the first time out in the new car for me and my co-driver Jamie Mactavish. It was a steep learning curve, as we had only done one test in the new car and I had to get used to a sequential gearbox. We finished 8th in class which wasn't where we hoped to be, but it was valuable seat time for us to learn the new car.

Knockhill was a new addition to the MSN Championship for 2017/18 and I enjoyed heading to Scotland for my home rally, with the track just a short drive from where I grew up. The stages were a really good mix of the circuit and the tight twisty rally stage up the hill which suited the Fiesta well and we were delighted to finish second in class and 21st overall.

Round 4 took place at Brands Hatch. The track conditions were tricky and I hit a barrier on the first stage which affected my confidence, but we were pleased to finish the event in difficult conditions.

Round five at Snetterton had much better conditions than the previous round and I was able to experiment with different tyres throughout the day. However after the temperature dropped later in the day I had a couple of big spins due to being on the wrong tyres.



Photo courtesy of SMJ Photography

Phil Kenny stepped into the co-driver's seat for the Lee Holland Stages at Anglesey in March, as Jamie was away competing in the Safari Rally. The start of the day was challenging, with snow on the ground, but the circuit was surprisingly grippy and the snow cleared quickly. The event went really well and I was delighted to achieve a first class win.

The penultimate round was at Cadwell Park. It was a mixed day, the car aquaplaning badly at times in challenging conditions, resulting in some damage to the car, however our times had definitely improved from our previous visit to the circuit.



Photo courtesy of SMJ Photography

Due to the cancellation of the Donington round in March thanks to snow, we returned to Anglesey for the final round of the championship. Conditions were very different from the previous visit, with sun instead of snow! The stages were fast and suited the car well.

We had two quite big moments which cost a lot of time, but on the majority of the stages our times were much closer to our target and we were pleased to finish 3rd in class in the event.

I finished the season with 2nd in Class B in the Championship and took 12th overall, with Jamie securing the class win in the co-driver's championship. We were really pleased with this for the first year in the car and we're aiming for more class wins next year. The MSN Championship starts again from November - wish me luck!

Ashleigh Morris

BETTE HILL 1926-2017

Sadly, in December 2017 the Club lost one of our Vice Presidents, Bette Hill.

Although not an active member, Bette very much supported the Clubs aims and objectives. Bette was a unique person, dubbed the 'First Lady' of Formula One in the Sixties.

The wife of Graham Hill and mother to Damon Hill, she is the only wife and mother of Formula One World Champions, Graham having won the title in 1962 (BRM) and 1968 (Lotus) and Damon in 1996 (Williams).

Bette and Graham met at the Auriol Rowing Club at a function on Boxing Day in 1950. She rowed for Britain in 1952 and 1954 and finished third in the European Championship quadruple sculls at Compiègne in 1954.

While her husband was racing, Bette immersed herself in timekeeping. She was a larger than life individual in the Paddock, organising many social events and later becoming one of the founders and President of the Doghouse Club.



Bette and Graham at the 1962 RAC Tourist Trophy. Copyright: LAT Photographic

A Bright Future

Since being a nominee for the BWRDC GoldStar Club award in January, racing has continued and just got busier and busier for me!

In January, I had to move up to TKM Extreme, which is proving to be a very big jump. At the start of the year I was very lucky in getting a brand new chassis which has helped a lot. As usual, I have been racing at Hunts Kart club (Kimbolton) and so got plenty of track time to get to grips with the new class.

In March I finished 13th out of 26 and in April 15th out of 26. Unfortunately, due to exams, I was not able to do May's event but I am still in the seat learning on test days.



I have not always had luck on my side, but I have had moments of positivity; being within tenths of the top runners which is certainly a positive considering I'm still in my first 6 months! I intend to do the TKM Festival and hopefully will have learnt enough to be in a good position ready for some big events.

I also race in NatSKA (Schools Karting). Last year I won the Class 7 (Jnr TKM) championship and was the first female in the 47 years that NatSKA has been running to do so.

The first meeting of the year was scheduled for early March, however due to the snow it was cancelled.



Nevertheless, since then we have been to various tracks like Buckmore Park, Llandow, Whilton Mill and Rowrah.

At Buckmore Park in March, I finished 2nd overall with heat finishes of 2nd, 2nd & 4th. Rowrah was also a great weekend, showing some good pace, again coming 2nd but with a heat win and fastest lap. I finished 1st overall with two fastest laps in the heats as well as two heat wins in the final meeting before the Nationals at Rye House.

Racing is always a challenge, however with the support of my family & friends, I feel as though my driving has really improved this year. I continue to train and keep my fitness up by swimming three times a week and going to the gym. In between racing its back to Sixth Form and work as a lifeguard!

I am currently lying second in the championship and hope to continue to do well in the months to come and hopefully take that crown for a second year!

Maria Bright



BWRDC: working with BRDC



The BWRDC were delighted to announce in June that we would be working closely with the British Racing Drivers' Club (BRDC).

The BRDC are keen to forge links with female competitors and they would like to be kept informed of our members' activities and achievements. The BRDC have also welcomed the offer of the BWRDC magazine for visitors of their Clubhouse at Silverstone Circuit. In return, they will provide us with the BRDC Bulletin, so that we can share their news and upcoming events as well as sharing social media activities, allowing greater networking opportunities for our combined Memberships.

The BRDC Clubhouse, perhaps one of the most recognisable buildings in motor racing, is a private facility for BRDC Members and guests with great views of the activities on the circuit. We hope to use this magnificent facility for meetings and events in the future.

A pair of BRDC Clubhouse guest passes is available - on a first come first served basis - for BWRDC Members competing at the track, (excluding at the British Grand Prix, Silverstone Classic and MotoGP). To apply please contact your section secretary. Please note that the dress code is smart casual.

For our younger members up to the age of 24 who are considering the pursuit of a career through the ranks of motor racing, the BRDC Rising Star Scheme seeks to nurture drivers. The scheme's panel of Scouts meet twice a year to review the performances of eligible drivers. Members who would like their press releases to be shared with the BRDC, please forward them to our Chair, Lorraine Gathercole.

Alice Hughes - A Championship Winning Year!

Well what can I say?
2017 Mighty Mini Championship!



What an emotional rollercoaster of a year! 2017 was my most successful year to date both on and off the circuit. There have been so many positives to take away from this season racing in the Mighty Mini Championship.

Teaming up with Sarah Moore for the first round at Silverstone in March has got to be a highlight! We joined forces and put ourselves P1 and P2, being the first two females in history to lock out the front row of a grid, and an amazing race followed.

A month later, we took the 170-mile trip over to Anglesey for round two, which was when the luck seemed to turn.

Problems arose for me and my little mini wasn't playing ball. I had trouble engaging third gear and the engine was due a refresh. I still managed to pick up some valuable points towards the championship, but the engine was soon taken out and sent over to Tom Bell (TBR Racing) for him to work his magic. I've always had a close working relationship with Tom and he's now helped take me to three major titles in the UK.

Brands Hatch Mini Festival 2017 was where I picked up the Motorsport News' Driver of the Weekend award. Dan Mason kindly awarded me the title after he watched me take two wins, a pole position and a fastest lap off a reversed grid.

It all seemed to come together for me at Brands Hatch as it was also where conversation sparked up with Ivor Bourne from Integra Sports Partners.

Remaining consistent throughout the season was my main goal. To progress up through the racing ranks isn't the easiest thing to do (as many of you drivers will know), so I needed another championship under my belt to help get my face out there.

The best moment of 2017 had to be Cadwell Park. Heading into Hall Bends backwards was definitely

an exciting one for the crowd to watch, but despite me not finishing and badly spraining my ankle between races, I managed to keep calm and come back even stronger for Race 2. My own determination surprised me, and I fought off the back of the grid right up to P4, battling for P3 on the last lap. I was putting in lap times 1.2 seconds a lap quicker than the leaders to chase them down.

Dr Phillip De Prez (Human Performance Psychologist) has played a vital part of my success last year. He has been a huge support in terms of mental preparation at race meetings.

The British Touring Car Championship is my goal and it's going to take a lot of hard work to get there but it's not impossible. It would be fantastic to be reunited back on a circuit with Senna Proctor as we came through Autograss together. He did an incredible job last season, claiming the Jack Sears Trophy.

So here's to the future and seeing what it brings, but rest assured, with the plans of both my manager (Ivor Bourne) and myself, it's going to be good!

Alice Hughes



Nabila gets European Campaign off to a Perfect Start

BWRDC Goldstar nominee Nabila Tejpar got her season off to the best possible start with an encouraging result at the opening round of the Iberica Peugeot Sport Cup at The Vodafone Rally de Portugal.



The 24-year-old rally driver from Maldon, Essex secured an impressive 11th overall in the ultra-competitive single make series which kicked off at the FIA World Rally Championship qualifier. She then went on to take a podium position in the Portuguese National Rally Championship which was held a day later on leg three of the event.

The reigning Prestone MSA British Ladies Rally Champion made the upgrade to the latest specification 208 R2 this season and after originally planning to contest the series once again in

2018, was offered the opportunity to head into Europe to tackle the Iberica Cup which consists of events in Spain and Portugal. She is driving for the the PT Racing Team in the six-round series.

Not only is the Peugeot Cup one of the most popular single-make championships in Europe, but takes in two WRC events before the season ends with November's Rali Casinos do Algarve.

Nabila was pleased with how the opening round went for her and co-driver Richard Bliss, saying, "It was an amazing experience and I'm overjoyed and a little relieved to have finished the first round of the series without any problems.

"It's undoubtedly the hardest rally I have ever done, and the conditions out there were simply like nothing I've ever experienced but I elected to drive with my head and I knew how important it was to ensure I get a finish for the first round of the season. There were some big names ahead of me that didn't make it to the end so it's an important result."

Nabila then elected to continue on Saturday to gain additional mileage in the car which proved equally as prosperous.

"We had the option of carrying on in the Portuguese National Rally Championship for three more stages, so we went for it," she says. "A class podium rounded off the weekend and I'm really pleased with how my pace has progressed over the last few days. There is still a way to go but I'm narrowing the gap to my rivals with each stage and that's the most important part. I'm dealing with new experiences with each event and competing over there takes a lot of learning, but overall we have exceeded expectations, so it was mission accomplished."



"It's been a perfect start to the season so far and we just need to continue that going forward. It's a challenge that I'm willing to take on with both hands."



About Rallying and Women Drivers....

Pre-conceived ideas are not a good thing, especially when you are in your 70th year and willing to have a go at most things. I totally believed that Rallying, in modified saloon road cars, was not real motor-sport. Also, being male, I believed that women racing drivers, being famed for their smoothness, excellent racing lines and accuracy in handling race cars, often better than their male counterparts, could not cope easily with the changing environment and track surfaces found on rally stages.

Never having been a person who keeps his opinions to himself, I had enjoyed trying to wind up our Rally secretary about my ideas. Cathy Sewart and I have had a lot of fun disagreeing about the concept of rallying being proper motorsport. In retrospect, I feel ashamed that I thought of Cathy as a very pretty mother of two; a hardworking housewife who probably enjoyed the ambience of being a rally driver, but



could not possibly be a "real racer".

February 25th was to be my turning point. Cathy and her car were involved in the live rally exhibition at the Race Retro show where the club, as usual, had a stand. On the Friday of the show, Cathy came over (fully clothed in her race suit) and told me she was going to take me out in her car on the stage. Always up for a challenge, I agreed to passenger her on the Sunday of the show, thinking she would back out of it.

Prior to the Sunday event, her regular co-driver came over and had a chat with me about it, and her long time partner also came over and explained to me that unlike racing, the lines taken into corners were much more variable and that I shouldn't get too worried about the car sliding aggressively around the bends. The final straw was when our chairman's husband scolded me for having an early lunch on Sunday as I would need to take a sick bag with me.

My reputation was now on the line. Despite beginning to feel a little nervous about the whole thing, I simply could not back out of it and was escorted to the car for my run. My race car has two extra switches: rear fog, and ignition/fuel. I was strapped (very tightly) into a car that resembled a NASA Launch control console. An LED multifunction display told the driver EVERYTHING, and in front of me were about 30 switches controlling things I didn't even understand the meaning of, with accessible relays for god knows what. "Don't push the button on the floor with your right foot. It's the horn." Yes, I was in a different animal of a car. Of course, I'm used to the cage, lack of carpets and general ambience inside a race car, but this was something different. A device for two people!

I've driven some quick cars. The fastest Westfield in the country, a 300 bhp hill climb special at Curborough, and raced a Force PT at Llandau. This rally car was on a level with those, and I was half expecting that. I was not expecting the stunning brakes and the unbelievable driving by my pilot. At my age, death is not too far in the future, and I don't fear it. I knew I was going to die, and that was just at the second corner! She was going slowly to warm up the tyres -the real excitement was about to start. Throwing the car sideways into every corner, with apparent total confidence and braking impossibly late, sometimes right up to the apex. I spent one of the laps just watching Cathy. Hardly even concentrating, she was just having fun, handling the occasional over exuberance with complete ease. I was flabbergasted! All my pre-conceived ideas were being thrown out of the window, and I was still shutting my eyes on THAT corner where I believed every lap that she could not slow the car down enough to avoid a massive shunt.

I can't remember how many laps we did. It was terrific fun; I was in awe of the driver and the car, and although in the back of my mind was the knowledge that Cathy was probably "showboating" for the crowds (and for me), the skill she was exhibiting could not be denied. She later admitted to a bit of that, but explained that the whole experience was pretty similar to competition driving, the course corners were about right, but without the long straights where the car could get up some real speed. We caught a 4wd Audi rally car, so she was obviously going quickly! Thank you, Cathy. What on earth can I wind you up about now? It certainly can't be about rallying not being real motorsport!

Jeremy Rivers-Fletcher

First Win in Fun Cup for Zoe

Racing has been in my blood from the age of nine. There hasn't been a season since that I haven't turned a wheel on a circuit, whether in a kart or a car. I had my first season without competing in a championship last year but I completed two events during the year to keep my eye in.

This year I'm back in the FunCup championship - racing with my brother, Guy and my boyfriend, Ryan. Ryan is a complete circuit racing novice and so the focus is on bringing him up to speed and getting him learning the circuits and the car.

Guy has always been astonishingly quick over one lap so we complement each other, as I much prefer a solid stint of putting the same lap together consistently.



At the time of writing we've raced at Oulton Park, Anglesey and Snetterton. The championship also visits Zandvoort, Silverstone, Brands Hatch and Donington Park.

Our objective for the year is to finish in the top ten in all the races, which hopefully should translate to a top ten in the championship.

Snetterton 300 is a long and technical track which particularly suited our car set up. During the race we moved up to sixth place before Guy spun whilst battling and dropped us back down the order.

Climbing up the order in every stint, when I took the reins for the fifth one we were directly behind the safety car and into the lead!



FunCup is a mixture of teams and abilities and has been a fantastic championship in the three seasons I've completed to date. The races are three or four hours long with teams of 2-4 drivers per team.

Although we 'qualify', the grid for each race is drawn out of a hat, apart from the winners of the previous race who automatically start from last position.

The season started well with a fourth place finish at Oulton Park over four hours. We received the "Team Of The Day" award and came away extremely pleased to be well on the pace.

Anglesey was two three-hour races in one day, the first one counting for double points. We took two solid finishes - fifth place in the first race and fourth place in race two.

The final pit stop was rapid and we were back out into the lead with a reasonable buffer. The gap was closing, but we held on and took our first win as a team and my first FunCup win in four seasons.

I'm looking forward to the rest of the season and more top ten places, podiums - and hopefully more wins!

Zoe Wenham

The Autosport Show

As usual, the BWRDC were present at the Autosport Show at the beginning of the year. We were very pleased to secure a location next to the stunning F1 display for our stand.

Thanks to everyone that helped including Sharlie Goddard, Shell Garlick, Charlotte Phelps, Sarah Franklin, Lorina McLaughlin, and Lorraine Gathercole.

It was with great sadness that we learned the news that our President, Georgie Shaw, lost her battle with cancer and passed away while we were at the show. As Georgie herself would have expected, the show went on and we continued with our mission to promote and support women in motorsport.



We had some great video footage on display, compiled from our members in-car antics, and loads of photographs, which everyone seemed to love! The banners, as ever, caught a lot of peoples' attention and the whole four days were extremely busy.



The GoldStars Awards

We were absolutely delighted to present our prestigious GoldStars Awards at the Autosport Show in January. The awards recognise the talent and achievements demonstrated by members of the club over the preceding year.

The MSA kindly offered us the use of their stand for the announcement and Ginetta factory driver Mike Simpson was on hand to announce the winners and present the trophies. The experienced motorsport commentator Ian Titchmarsh did a superb job of compering the presentation for us once again.

The Club GoldStar Award

The nominees were:

Charley Sayer-Payne
Elen Worthington
Maria Bright
Sasha Heriot

The Elite GoldStar Award

The nominees were:

Abbi Pulling
Nabila Tejpar
Sara Williams



Winner 2017 Club GoldStar Award

Elen Worthington

Winner 2017 Elite Gold Star Award

Sara Williams



Ellen Worthington's S

I've had a great start to my 2018 season. During the winter we decided to change classes in order to have the option to run the Lotus Elise S1 on slick tyres.

We set out to Castle Combe for the first sprint of the year and amongst a small class of four cars, I was happy to be first in class, having taken over two seconds off my PB with the new tyres.

Similar to Castle Combe, the slicks proved their worth at Llandow, with me putting them to the test under heavy braking coming into the Bus Stop at the end of the Paddock Straight and trying not to flat spot them. They already bore the scars from overzealous braking at Castle Combe! I managed to win and set a new PB, this time from a class of five, so it was another good day at the office.

Having competed at many of the UK circuit/sprint events in the last eight years, I thought I would turn my hand to hillclimbs, and the first of the year was to be the prestigious Shelsley Walsh.



Having walked the hill on the evening prior to the event and then again in the morning, I was feeling completely out of my comfort zone. Whilst on my way back down the hill in the morning prior to the event, I was pleased to see a friendly face and a great motivator in the form of a past BWRDC Sprint Champion and Harewood Speed Hillclimb Champion 2017, Sarah Bosworth (another Lotus Elise driver). Sarah kindly offered to give me some pointers so we set off back up the hill!

Season So Far

With each and every run I managed to improve my times, finishing third in class (out of six), so not a bad day.

Back to familiar surroundings, the next event was at Pembrey, and again the change of tyres saw a PB by over two seconds. I was very fortunate to get a great gift from Father Christmas (along with an early Birthday present) in the form of a Data Logger, so we took the opportunity to run both road tyres and slicks to get some data, and the slicks gave me four seconds.

The next event was Gurston Down and again the hillclimb course was new to me, so I had a rigorous walk up the hill the night before. Over the years I've met some great drivers, and I saw some familiar faces who knew the hill and shared their experience and advice - especially how to approach the finish line, namely to keep the power on well after the finish board! With each run I improved, getting down to a time of 37.65sec, which was okay - but I felt that there was plenty left in the tank.



I just needed to be a lot braver at Hollow - well there's always next time!

During my time competing, I've met some great people and it's apparent at all the Sprints and Hillclimbs up and down the country that we are one big family, and you will always find a competitor who is willing to assist, whether it's advice on driving lines, protocol of the day or mechanical repair.

Ellen Worthington

Ladies Day at PFI

We were so pleased to be invited by Trent Valley Kart Club to judge Ladies Day at PFI at the start of June.

Our expert panel of judges comprised BWRDC Treasurer, Yve Rivers-Fletcher, acting Membership Secretary Jeremy Rivers-Fletcher and Social Media & Racing Vogue Secretary Sarah Franklin (along with Sarah's miniature dachshund, Milo!).

There were twelve drivers who were competing in the third round of the Trent Valley Kart Club Championship, the X30 Junior 'O' Plate and X30 Senior 'O' Plate classes throughout the course of the day:

Keira Harris
- IAME

Suzanne Gutzold
- Senior X30 (O Plate)

Brook Lees
- Honda Cadet

Alisha Barratt
- Junior X30

Callie Clifford
- Honda Cadet

Molly Dodd
- Junior X30

Stephanie Le Vesconte
- Senior X30 (O Plate)

Jessica Edgar
- Mini X30

Jade Goodwin
- Senior X30 (O Plate)

Elinor Morris
- Senior X30 (club)

Bryony King
- Senior X30 (club)

Tamzyn Buckley
- Senior X30 (club)

With great drives from all of the ladies, four in particular stood out for the judging panel: Jessica Edgar, Tamzyn Buckley, Molly Dodd and Jade Goodwin - but it was Jessica Edgar who was awarded the trophy, having battled hard in all of her races, being on the wrong end of some 'argy bargy' and fighting back to get some great results throughout the day.

Yve awarded the trophy, saying, 'What a fabulous day it's been. The sun has been shining all day, we got to see some great, hard, close racing - but also to have a glass of Prosecco at the Prosecco Bar! There was also lots of money being raised for Cancer Research UK. PFI is a great venue and we hope to be back next year at the Ladies Day.'

Well done to Jessica and to all the girls that took part in the event.



The 55th Annual Awards

The BWRDC gathered at the beautiful Nailcote Hall for the 2017 Season Annual Awards. Our speaker was Bron Burrell who enthralled us with her rallying exploits in her Maxi, 'Puff'. We also had the inaugural presentation of the Georgie Shaw PR Trophies - a very poignant moment and we were honoured that Georgie's son, Jamie, presented them. It was also great to be able to see Nathalie McGloin presented with our beautiful Lord Wakefield Trophy. Afterwards, it was an evening of chat, laughter, catching up, dancing and perhaps a little bit of drinking.... a great night had by all! A date for your diary - next year the Awards will be held on Saturday 2nd February 2019 at Walton Hall Hotel and Spa.



Photographs courtesey of Jeff Bloxham

The 2017 BWRDC Award Winners



**Kart Champion and Barbara Bird
Memorial Trophy**
Abbi Pulling



**National
Speed Trophy**
Charlotte Phelps



**Louise Aitken-Walker Trophy for the Rally
Champion and Gabriel Konig Award**
Sara Williams



**Helen Spence
Award**
Charlotte Thurston



Sprint Duckhams Trophy
Elen Worthington



Anita Taylor Trophy & Goodwin Trophy
Jessica Hawkins

The 2017 BWRDC Award Winners



Monoposto Trophy

Rachel Arnold
(collected by Shell Garlick)



Hillclimb Championship Trophy

Trich Cecile-Pritchard



**Rabbit Trophy for
contributions to the club**

Sarah Franklin



Rally Co-drivers Trophy

Sasha Heriot
(collected by Cat Lund)



Chairman's Trophy

Helen Allen



VIP Adrenaline Trophy

Katie Milner

The 2017 BWRDC Award Winners



Georgie Shaw PR Awards

Lorina McLaughlin &
Katie Milner



**Mary Wheeler Memorial Embassy Trophy
for the Club Champion**

Abbi Pulling



The 2017 Award Winners

Jemma Moore's First Year in JSCC

Going into my first full year of JSCC, and having had no testing before my first race, I just thought to myself, 'I have to go out there and try my best and come home with the car in one piece.'

cess into the next race at Rockingham, but didn't have quite as good a weekend. I still came away with some good points, finishing in the top 10 in both races after some great battles.

Once the car was back in the garage, the mechanics did a great job putting all of their time into getting my car ready for race one and they did it! I finished P6 in race one and P7 in race two, happy to have got these results after the qualifying accident, having learnt a lot and finishing on a high.

We then went back to Rockingham. After practice on Friday, I felt it had gone a lot better than the last time I was there. I qualified P8 for race one and P7 for race two. I got a good start in the first race and had made it up to P3 before a bit of a battle dropped me to P4.

Time for race two and again I got a good start, going all the way round the outside at Deene into P5. The top 5 drivers were pulling away from the rest of the field, but I started making my way through the pack and was soon up to P4. I was then having to attack and defend and, as I went for a dive up the inside I was into P3. Unfortunately the safety car then came out and it ended up as a three lap dash to the finish, where I brought it home P3, putting me 2nd in the championship.

The season has been very positive for me and the team, showing we can deal with problems and still keep moving forward.

Jemma Moore



My first race was at Silverstone. We were set for our first practice of the year and, with the track dry I came into the pits to find that, despite it being my first time in the Saxo, I'd got P2, so I was very pleased and couldn't wait to get back out to see if I could improve.

We had a further practice and then qualifying on Saturday. Practice went well again, and I was putting in some great times. Qualifying time came along and the track was wet and greasy (conditions I really like) and I managed to put the car on pole position!

I got a great start from pole in race one and then had a few battles with other drivers. Then, the safety car came out for four laps, leaving a three lap dash to the end of the race. I came home with a P3, something I was really pleased with.

Going into race two, I felt really confident starting on pole once again. I had another great start but, after a few battles, came away with P4. My first race weekend at Silverstone had gone very well, leaving me second in the championship!

I was hoping to carry the suc-

Our next round was at Brands Hatch where it was wet for qualifying. Coming into paddock hill bend the back of my car went and, as I tried to correct it, I went into the gravel and the car barrel rolled.

The marshals and medical team did a great job making sure I was all right before getting me out of the car and sending me to the medical centre just for a check up.

I was gutted for my qualifying to be over, but afterwards no one was able to put a clear lap in during the qualifying and the grid positions went on championship points positions – leaving me P4.



Georgie Shaw



In January, Georgie Shaw, our President, lost her brave struggle with cancer. Her daughter Sam assured us that she passed away peacefully with her and son Jamie at her side.

Georgie was such an integral part of the Club for so long, that many of us feel lost without her but we have certainly taken comfort from all the positive stories in the press and social media that followed. Georgie has made an impact on so many people she will be remembered fondly, and has certainly left a legacy behind her. As well as BWRDC President, Georgie had been the Club Chair and Press Officer.

Georgie was the life and soul of any occasion and we know many will miss her – the quick call that would last at least three quarters of an hour (and sometimes closer to two hours) - and her legendary committee and AGM reports. Her mind worked at over 100mph, and her ideas flooded out in a whirlwind. Her passion for the sport and the BWRDC were never in any doubt.

A gathering to celebrate Georgie's life was held earlier in the year at the prestigious RAC building in Pall Mall where members of the BWRDC, the Dog House and the Guild of Motoring Writers all congregated to exchange stories about Georgie and drink a toast to her.

Georgie would want us to continue to grow and support each other, and this we will endeavour to do. In fact, in her last email to our Chair, Lorraine Gathercole she said, "Absolutely thrilled with everything our members have achieved this year. Outstanding results!!!"

Members toast Georgie at the RAC



Les Vingt-Quatre Heures Du Mans.

It's Thursday 14th June and Team Walero set up their tented base at the famous Tertre Rouge corner with cold beer aplenty ready to support Walero founder Fiona James in her Academy Motorsport Aston Martin GT4.

Team Walero Go International

It was practice day for the three yearly Aston Martin Festival support race. Racing the full Le Mans circuit is a bucket list opportunity for any race driver...

The start of our Le Mans journey was exciting, watching Fiona improve her lap times gradually as she learnt the detail of the circuit and the differences between the iZone simulator and the track - thankfully they were minimal.

I say we watched Fiona, but it was more watching the screen - the Walero Aston passed us in a flash as Fiona hit speeds of over 170 mph! Tertre Rouge was a great place to watch as the drivers fought to carry a lot of speed on to the long Mulsanne straight.

Any mistake at Tertre Rouge ruins the lap time as it means that it takes longer to hit maximum speed on to one of the world's longest straights. Small errors here results in hugely increased lap times.

Post practice is normally Fiona's nemesis as she races better than she qualifies. Fiona did much better than she expected, qualifying 10th in her class out of 24! What made it more satisfying was the fact she qualified ahead of the likes of ex F1 driver, Martin Brundle, track cycling star come race driver Sir Chris Hoy and TV baking sensation Paul Hollywood as well as some seasoned pro's.

There was no track time on the Friday, which meant we could explore the town. We found a hidden little gem - well, we thought it was hidden but it turned out it was a bar open to all. Although, as it wasn't the night of the main event it wasn't too crowded, meaning we could get some pretty cool pictures of 'Team Walero' on the town!

Saturday morning and it was time for the Aston Martin support race before the main event. Fiona was both excited and nervous even though she competes in the demanding European GT4 Series in an Aston Martin Vantage GT4.

This was different: Le Mans on the day of the famous 24-hour race, with a crowd of 250,000.

The pre-race training at iZone had helped Fiona prepare for the demands of the 8-mile long circuit. It is almost impossible to learn from scratch in 2 one-hour practice sessions. The circuit is very fast with little margin for error. Any track with high speeds and many quick turns is very unforgiving. Fiona's preparation had been sensible and her place on the grid was her just reward.

Fiona had a great start to the race overtaking several drivers and working her way up to 6th in class within 15 minutes & improving on her qualifying lap times.

Sadly, the likelihood of any further advancement came to an abrupt end due to a ball joint failure as she braked into turn two..

It was a real shame as car was handling well and a podium finish was a real possibility. It was also sad for the Academy team as they had worked really hard to prepare the car after it had raced at Silverstone the week before in the British GT Series.

Guess we'll just have to go back to try again next time....



Our Big Adventure

Our vice chair, Helen Allen went on a big adventure in June.

In April I swapped my racing boots for my walking boots and headed off to China with my sister Sue on our BIG adventure – to walk the Great Wall, which stretches over 4000 miles and was built over two millennia by four dynasties. It can be seen from space, allegedly.

Our first experience of the Great Wall was a dirt track covered in brambles, thorns and nettles with crumbled watch towers.

**“We walked,
crawled and
climbed over
50 miles”**

On our return to Beijing, as the rest of the group were preparing to go home, we took the overnight train to Xi'an, home of the Terracotta Army. Nothing compares to seeing thousands of Warriors and Horses in situ! We were blown away by the sheer scale of what is, essentially, a model army.



The adventure began two years ago, with the innocent sounding question from Sue, would I like to walk the Great Wall of China with her? Why not? I thought.

Over months of saving, planning and training reality started to hit: I've never been so far away, I've never been on a walking holiday, I don't like Chinese food, the levels of pollution may play havoc with my asthma.

But I'm a racing driver: nothing could be scarier than sitting on a grid with 41 other cars.....could it? The difference being when I'm on the grid I might think "anything can happen in the next 20 minutes"; this was to be the next 12 days.

We flew to Beijing, met our guide and after checking in to the hotel went out for dinner with the rest of the group.

The others were all more experienced explorers telling of their adventures all over the world. They were to be our biggest supporters and advisors throughout the rest of the trip.

As the trip went on we walked some well preserved paths and some really wild, unrestored areas which were, in places, barely six feet wide with drops of nearly 100 feet either side. It was not for the faint hearted!

We walked, crawled and climbed nine sections of the Wall covering over 50 miles, many of which many are never seen. We stayed in hotels, hostels and guesthouses in rural China, in places that rarely, if ever see Westerners, or "Big Noses" as the Chinese call Europeans.

As the Great Wall follows the contours of the mountains there were some very high highs and some very low lows.

On more than one occasion we had to dig deep to make it up the next high, always supported and encouraged by the rest of the group, and each other.

We did it together with much laughter, tears and swearing – we even learnt to swear in Chinese!

What an ego that emperor must have had to build an army to support him in the afterlife!

We returned home utterly exhausted after 12 days of non-stop activity, information and jaw-dropping vistas. Sue achieved her dream of walking the Great Wall, I achieved mine of seeing the Terracotta Warriors and Horses.

Lasting memories – I never thought I would have to learn how to tie my laces; talcum powder is fab; always wear two pairs of socks; I am stronger than I think.

And I still love my sister!

Helen Allen

**“What did I learn?
Always wear two
pairs of socks.”**

Having started racing in hire karts with my dad in 2016, I realised it was great fun and that I loved competing.

Things moved on very fast from there. I was racing in my first official MSA kart race in Junior Subaru at Bayford Meadows in August 2016 and then in my first official car race - in a Ginetta Junior - at Rockingham in August 2017, exactly 1 year apart.

Join me for the first half of the season - this is my racing blog

Emily Linscott's Racing Blog



January 2018

Fast forward to January 2018: I signed to Richardson Racing at the Autosport International Show and was awarded the prestigious 'Henry Surtees Teen Racer of the Year' award for 2017, by Downforce UK.

March 2018: Ginetta Media Day at Brands

Here I am, about to embark on my first full season in the ultra-competitive Ginetta Junior Championship - my first full season in anything actually!



Round 1: Brands Hatch Indy

My pace in testing had proven to be good so we were quietly confident of a decent race weekend here, but qualifying didn't go according to plan and I started in 16th place.

Race 1 - I overtook eight drivers to get up as far as eighth place and third rookie, when my left front suspension drop link failed and tried throwing me off at every opportunity for the rest of the race!

I had to settle for just finishing and annoyingly I came home in 16th place, right where I'd started. I was very happy with my pace though, just 0.4s off the fastest lap.



Race 2 - Sunday was wet. I got a great start and worked my way through the field to 10th. Going for a move around the outside at Clearways, I got shown the edge of the track and went off through the gravel trap, re-joining the race down in last place. I managed to work myself back up to 14th by the end of the race.

Overall, I'm pleased with my driving, it's just a shame the results didn't reflect how good it was!

Round 2: Donington Park

Race 1 - I got hit sideways by another driver in to turn 1 and managed to hold it and get back in the race without too much loss of time or places but then a mistake of my own saw me go off at the Old Hairpin and retire from the race as I was stuck in the gravel.

Race 2 - A good start saw me go from 13th up to 10th by the end of lap 1 and into 9th by lap 3, but I got helped off at Coppice on lap 4 and lost ground and places, re-joining in 17th. I finished 15th overall.

Race 3 - Got hit by another driver on the start line who flew across from the left-hand side of the track and damaged my bonnet and front left headlight, which I then ran over myself later in the race as it dropped from the engine bay!

I overtook a few drivers to get up to 12th place but started to overdrive and made silly mistakes. Finished in 18th.



It's proved to be a tough set of races. On the positive side, I can honestly say I've learnt a lot this weekend!



Round 3: Thruxton

In qualifying, the RR Team drivers were asked to work in pairs, which I hadn't practiced before, and we got it wrong.

Starting in 15th for race 1 and 14th in race 2, so lots of work to do.



Race 1: I knew I could be strong in the race, I just needed to keep out of trouble and get away from the problem areas. A good start and an aggressive entry in to the Complex got me in to 12th place.

The race was fast, and I held my own out there. We swapped positions a few times during the lap through slipstreaming and out-braking and I finished 11th overall. Happier with my result this time and very happy with my pace.

Race 2: I was really up for this one. I knew I had the pace to get with the faster guys, I just needed to make sure I got a clean run through the pack. Off the start I gained a place and then another three and was up to 10th. Unfortunately, someone had different ideas about what was sufficient racing room for three of us and they closed the door across my nose, resulting in us both spinning out. We got going again, but were both at the back.

My car had significant damage to the left front corner - the tracking was out and the headlight got stuck between tyre and chassis. My straight line speed was rubbish and my car struggled to turn left. Luckily, the safety car was deployed for an incident which allowed us to close back up, but I wasn't sure what I could do with a sick car.

Once we got going again it was clear I was going to have a fight on my hands. Abbi Pulling and I were pushing hard, she got the run on me out of Seagrave and up to the flat out left of Noble, where, at over 110mph, she went for a move on my inside.

I kept my line, which squeezed her a little, our cars touching slightly, but we both kept it clean and carried on for the rest of the race. I managed to get up to 14th for the finish but it could have been so much more.

Round 4: Oulton Park

Not a circuit I was familiar with. I couldn't wait to get here to see what I could do. Qualifying wasn't as good as I'd hoped for. I must admit I did get a little frustrated with myself and had to look at reasons why. Turns out that I get anxious before qualifying but in the race I'm fine - but by that time I've left myself a bit of a mountain to climb!



Race 1 - Starting from 13th on the grid, I gained a couple of places on track but then a mistake out of Hislop's Chicane meant I went grass-tracking for a short while, which allowed Tom Emson through. I followed him for several laps before making a move on him, which can only be described as awesome (if I do say so myself!) into Druids. He went left and dabbed his brake, I saw a gap and left my brakes very late, threw the car up the inside and kept it tidy through the corner to maintain speed and the position too. That was it, 11th place across the line.

Race 2 - Starting in 12th place, I gained a place on the run down to Cascades, but I got caught out by Will Martin at Island Hairpin, as I decided to take the inside, which proved to be a little bit like the M25. A bit of contact at the front of the field, and more overtakes and indiscretions further up the field meant that I was embroiled in a fight for 6th place.

My lap times were very consistent which made all the difference when others were being the exact opposite, which really helped when fighting for position, leaving me coming home in 9th place.

This weekend represented my best results of the season and I'd finally managed to break into that elusive top ten! I went home happy with my performance.

Emily Linscott's Racing Blog

Round 5: Croft

Another circuit that was unfamiliar to me. Qualifying wasn't brilliant so I was starting from P15 for the first two races of the weekend.

Race 1: I grabbed a place on the run down to turn 1. Battle commenced with a few of my competitors. We all swapped places almost every lap but all the while picking our way through the field too.

Coming in to the second to last corner, Gus Burton made a move on Will Martin, so I jumped in behind him to follow him through and managed to hold the tighter line and put my car in front of Gus too.

I held the inside line at the hairpin to ensure they couldn't come back at me and took a hard fought tenth place overall across the line.



Race 2: The first lap didn't quite go according to plan as I was nudged out wide losing two places. Now down in 17th, I pushed hard to get back on terms with those ahead.

My driver coach, Kieran Vernon, had given me instructions to "go hunting", which is exactly what I did. Claiming position after position with some tough and clever racing, I fought my way through and then bridged the 2 second gap to the battle for 8th place, setting my personal best sector times too.

I was ready to pounce as we went in to Tower, a very fast approach with a heavy braking area, which I'd used a lot for overtaking.

Lining Tom up just prior to the corner, there were a couple of cars sliding which I think made Tom over-react and hit the brakes early, causing me to nudge his back end and then I got hit from behind.

Tom's car went across my front end and I went on the grass. With my bonnet badly damaged on the left front corner and rising up as the wind got hold of it, I pulled in to the pits the next time round. The team sorted it and sent me straight out, re-joining the race on the last lap, but finishing down in 17th place.

In Parc Ferme after the race, I sat in my car to collect my thoughts before climbing out to speak to the media. When asked about my race, I replied, "now, that's how I can drive!" I know the result wasn't good but I was much happier with myself in this race.



I dodged one way, then the other, then had to throw my car broadside and get the power on immediately to keep out of the other cars way. Somehow, we all managed to get through without further contact, but the initial impact had damaged my tracking - my steering wheel was now 90 degrees out! The race was hard from there on in, but I fought hard and finished in 14th place.

The weekend has been a little frustrating in terms of results, but I've got to think about my position on the rookie championship - at least I've managed to score points in each race, it could have been a lot worse.

I'm up to 8th in the Rookie standings at the half-way point with another 14 races left - so there's a lot at stake for the remainder of the year.

I've shown that I'm tenacious when I'm up against it and tough enough to fight for the higher positions too and that's what I'm looking for in the second part of the season.

My team, my sponsors and I have already started to work on plans for next year and I'm really looking forward to seeing what the future holds.

Our journey to Le Mans started in the Autumn of 2017, when we discovered that a friend of ours was selling his 1938 Le Mans special. One of only three, the mini-beast arrived at our house looking splendid but indeed very small and of course no seat belts or roll bar - and a gear box that is the wrong way round! First thing to do was to go for a drive.

The starting procedure is akin to starting an old airplane - well that's how it felt pulling out the choke then the fuel and then the starter stalk, but she started and off I went. Changing gear requires a double de clutch and, whilst it would be nice to heel and toe, my feet don't reach across the pedals! First and second gear are very close together so first isn't much use unless you are on a hill. There is a huge gap between second and third that requires much patience. Third to fourth feels like normal. I was doing really well until I had to cross the A505 and put the car into fourth instead of first and stalled mid-carriage way and, in my panic, almost pulled the starter stalk off and it jammed open! It was easily fixed as the connector was just a bit gummed up so a quick wiggle and a squirt of WD40 and it went back into place with no harm done.

My first race was at Snetterton with the VSCC in September 2017. I was embarrassingly slow due to a fuelling problem and I was having real trouble with my seating position.

The car has a bench seat and the obvious solution is a cushion which worked well on the road but not on the race track - the first corner I got to, the cushion shot off to the other side of the bench then onto the floor! That meant I had to pull myself forward with the steering wheel so I could reach the pedals, then hook my right arm over the door in order to stay in place.

The Road to Le Mans

Sharlie Goddard takes her 1938 Le Mans special back to La Sarthe for Classic Le Mans



My second race was at Donington Park 2018 again with the VSCC. This time I had found a cushion online that looked up to the job so I happily tucked the leatherette non slip cushion behind my back and set off for qualification.

Unfortunately, it was memory foam, which promptly disappeared to nothing, so I had the same problem! I finally solved it by stuffing the cushion cover with firm foam and took 15 seconds off my qualifying time.

The other problem is the height of the seat - it was too low for me but I fixed that by putting a piece of velcro on a bit of four by two and sticking it to the underside of the cushion pad and that gets me to the right height and can be removed easily during a driver change.

We have had a few mechanical problems with the car. It has a Coventry Climax engine and, over the years, a few things have obviously had to be changed. The engine was running very rich initially and we would lose power after a couple of laps as the sparks were coking up. After some time on the rolling road, we came to the conclusion that the carburettor was too large for the engine size. It did take a while to find a suitable one, but eventually we did and it works a treat.

The brakes are interesting and at Donington the right front shoe became very sticky and resulted in an exciting lurch to the right on applying them - but a little fettling has sorted that.

The other thing the car was doing was what I can only describe as 'bucking'. Its suspension was so hard on the back that, when you went over the apex of a corner, the back would lift off the ground and twist in the most odd way rather like an irritated horse. We removed a leaf spring and that has made things a little smoother.

So we were all set for the great Classic Le Mans! I had been learning the track on the Play Station but have to say that I got so bored in the virtual world that I really didn't get it fixed in my head - I thought it might be useful after actually having been round the track so it made the journey to Le Mans with us.



The Road to Le Mans

Le Mans Classic is a biennial vintage sports car event. It began in 2002 and runs every two years in July on the full 13.65 km circuit also used for the annual modern day 24 hour race. The event consists of a series of races for cars which have competed at the 24 Hours of Le Mans, or for similar cars of the same model. Only cars from prior to 1979 are allowed, with classes broken into six different eras. To compete, drivers must have an FIA International Competition licence.



The classes are divided by era in an attempt to equalize the pace of the cars in each event. The current classes are 1923-1939, 1949-1956, 1957-1961, 1962-1965, 1966-1971 and 1972-1979.

We travelled to Le Mans via Portsmouth to Le Harve and arrived at Le Harve to a beautiful blue sky and started the drive to Le Mans. On arrival at Le Mans, we set up camp, got the bikes out and cycled into the paddock area to sign on. We must have been among the first to arrive as our driver numbers were twelve and thirteen. We received our wristband and had our photo and fingerprint taken! This gives the drivers access to the drivers club for meals and soft drinks during the race.

On Thursday morning we took the mini-beast to the Plateau One Paddock and parked her under the tent which had our names and the car type on. They had given the three Le Mans Special Series One Morgans a tent to themselves and they looked very smart all tucked up with a rope that clipped across the front to keep the public out.

We were scrutineered in the tent. The little Morgan has a document called its Historic Technical Papers (HTP) which has a photograph of the inside of the engine and other items to help the scrutineer make sure the car is 'pukka'.



She passed with flying colours with only one 'moment' when he indicated that he wanted us to remove the little leather hats that the head lights have so he could check the glass. As we did so he sort of huffed a little and threw his hand up and down (as only the French can) and pointed at the glass. This was where a little understanding of the French language was a help as he wasn't worried about the glass, but only wanted to know where we got it from as he had a historic car and needed some Lucas glass for it! Phew!

A rather charming young man came and told us that we would be leaving the paddock to go to the collection yard which is actually part of the Bugatti race circuit in about 25 minutes for qualifying. That elicited a jump in my heart rate. I had asked Leigh (one of the other series one Morgan drivers) if I could follow him as I had no idea of where we were going. One of the other cars left its stable and the charge to the exit gate was on!

Luckily, I managed to hang onto Leigh's bumper and I got the surprise of my life when we left the paddock. There were hundreds of people being held back by a single rope. A marshal was blowing a deafening whistle, flinging his arms about, desperately trying to keep the crowd back, but many of them just ignored him and pushed forward trying to get the best photos of the cars.

We had to negotiate a drive though the unruly crowd until we reached the safety of the Bugatti track where we all lined up and waited for about an hour or so in the very hot midday sun.

While waiting we changed the spark plugs on the car, as idling for any length of time can result in sooty sparks. Finally, we were given the signal and we were off on to the mighty Le Mans 24 hours circuit - 8.467 miles, 38 turns of pure fun!

I should explain that the Series One Morgan is not a very quick car - in fact it's slow but, because it's slow, a different style of driving is required - one, I hasten to add, I still haven't perfected. The idea is not to brake as it takes an eon to build the speed back up once you have lost it. I went out early as I was not sure we would have enough time for all three of us to qualify if I didn't get going.



What I didn't take into account was the Tsunami of enormous fast cars charging me down during the first ten or so corners! It was hilarious but did mean I couldn't get going - but I could have a good look at the corners.

When I completed the lap it became very apparent that we had a problem. The car was horrible and losing power so I made the decision to come in a lap early as I was worried we would run out of time for us all to qualify. One of my team mates, Graham went out for a lap and then my husband Philip went out and did a couple of laps. We all qualified but the car was running on only three of its four cylinders.

The Road to Le Mans

Back in the pits we reported to the mechanics that there was a serious problem. Once the car had cooled down we got the head off and had a look. One of the push rods appeared to have shortened itself so the valve wasn't opening. The push rod in our engine has a thread at either end so somehow it had screwed itself up.

The boys crimped the thicker ends and hoped that it would work. Before we knew it, night qualifying was upon us and the track took on a different personality - brightly lit at the stadium and major corners but dark on the straight bits. We really didn't have time for all three of us to do the night run and I drew the short straw, so had to sit it out. The car still wasn't right and started to fire on only three cylinders again but by 2am we were all too tired to think so decided to sleep on it.



Overnight Pete, one of our mechanics, had a brainwave and decided to take the side bit off the engine to look at the camshaft. Sure enough it was discovered that the foot of the camshaft follower had come off and fallen into the sump. It looked like we were not going to be racing after all. Where would we be able to find a camshaft follower for a Coventry Climax 1938 engine in the middle of France?

Now, when you go racing with an old car you tend to take every single box of bits that you can with you, just in case. I had already found about six pushrods but all of them the incorrect size. Then one of our fellow Series One drivers, Simon told us we could look inside his box of bits.

Sure enough, we found a camshaft follower! It wasn't quite the right size so we borrowed a filing machine and machined it to the correct size. It was fitted and we crossed our fingers.



Philip was going to have the prestige of the Le Mans start so he would be the first to know if the car was working. The excitement started to build and the day grew hotter. The 'start' is a bit of a sham as, after the mad dash to the car and the charge out to the first corner, the cars are actually re-gridded along the first section of the Mulsanne straight and stay in formation for a rolling start.

Philip did three laps before I took over. It was immediately apparent that the car was not running well. It was so disappointing after all the hard work that we put into it over the last two years. Anyway, I was on the track and actually not the slowest thing out there!

When I came off the track the car by now was extremely hot and bothered and kept cutting out. I could rather worryingly smell oil. When we opened the bonnet, there was a lot of oil over the engine and on the underside of the bonnet which seemed to have come from the head gasket.

We now had another break of about five hours in which to fix the mini-beast. Back under the bonnet the mechanics went, and they nipped things up, fiddled with the fuel mixture and we filled up the car with the very expensive 103 Ron fuel. Graham took the first stint of the night driving which started at about 1 a.m. - and reported that the car was running well. Hurrah!

Philip then did the second stint and was very excited when he came in saying that, at last, the car was firing on all its four cylinders and actually pulling down the straight and out of the corners! It looked like we had a car that was now working.

The final section of the race started at about 8am and again Graham did the first leg as I wanted to take the chequered flag. The difference in the car was incredible and we did indeed have power - so much so that I actually used the brakes which were also working in parallel. We still had the problem of the car diving to the right on braking which was great on right hand corners but not so helpful on everything else.



I felt rather sad that the adventure was soon to be over and was determined to give the car some beans - but then I might break it and not finish. As it was, the race was red flagged as oil was dropped on the Mulsanne corner and up to Indianapolis.

Given the age of the cars it was amazing it hadn't happened before. I was rather sad not to receive the chequered flag but I did have the chance to wave my thanks to all the marshals on the final coming in lap. I admit to feeling very emotional. What a journey we had all been on, from thinking we might not make it to the starting grid to finishing the race. We started 65th out of 69 and finished 37th in the scratch race, came second in class out of six and 21st on performance index. What an experience.

Sharlie Goddard



The Adventures of Bron Burrell and Puff the Magic Wagon

In January Puff was being prepared for various shows, with an eye to Race Retro and onwards to more classic rally competitions in the spring.

We started the year with the HRCR open day at Gaydon British Motor Museum on a cool day in January. There was a good selection of historic rally cars there, with the aim of getting more people interested in Historic Classic rallying.

On the 1st of February, the town of Banbury hosted a Passage Control stage of the Rallye Monte-Carlo Historique.

In celebration, Banbury town centre was filled with classic, historic and general vehicles of interest throughout the morning for the public to enjoy. Puff attended this event as part of the Marathon Rally group.

This was the first control on the second day of the run to France for all the 24 crews who started the event in Glasgow.

Later in February Puff was invited to Race Retro as an original classic marathon rally car, and Bron and Tina were interviewed on the Motorsport Live Stage inside the halls on Friday to talk about their recent experiences on the 2017 HERO London to Lisbon Classic Rally and the amazing year they had.

The show includes the special rally cars from the Group B era and a live stage where they can show their paces and take passengers around the circuit to show them what riding in a fast rally car is like.

Even in the dry, the big powerful cars were finding it very hard to stay on track, and one car even barrel-rolled.

But Puff had no problem, and again she wasn't the slowest car. She ran beautifully, going as well as she has ever done, and ready for her new year of competition.

In March Puff went along to the PC Classic Car & Restoration Show at the NEC. She was entered into the Lancaster Insurance Pride of Ownership competition and collected the Runner Up Trophy against 19 other perfectly restored classic cars.

Bron was heard to remark that she "didn't go rallying to come second", but was thrilled nonetheless and very proud of her little car. After all, the Maxi is possibly the sole remaining rally example still in original condition and also competing again in private hands - with Bron and Puff being possibly the only original World Cup driver and car combo still competing in events!



In April Bron, Tina and Puff went along to Beaulieu Motor Museum to give a talk about their adventures on the 1970 Daily Mirror London-Mexico World Cup Rally, at an evening for the Friends of the Museum.

Bron and Tina spent 2 hours talking about their big adventure, and their thrill at having been reunited with their beloved Maxi.

Finally Puff got back to rallying in May on the HERO Summer Trial, based at the Casa Hotel in Chesterfield, owned by car enthusiast Steve Perez who also let the rally rip up the grounds of his house.

For the first time, Puff ran really well, with only a couple of splutters on some very steep sections thanks to a suspect fuel pump. The girls were badly baulked on Day 1, just short of a time control and had to reverse 300 yds downhill for a huge 4x4 and trailer! That time could not, and would not, be made up before the control some 600 yds on!

Day 2 saw the rally head off into the Peak District, past Chatsworth House for four tests and six regularities. Puff ran well, with no serious hold ups.

By the end of Day 3, Bron, Tina and Puff had come second in class and were very happy!

In June it was off to Llandudno for the Three Castles Classic Trial. This is a rally full of tests, not really Puff's forte, and Suzanne Barker was with us again.

A total of 76 cars were assembled on the Promenade for the scrutineering and Puff was in the Concours... do not ask why!

On Tuesday afternoon there was a short Prologue with two regularities and two tests. At the end of this Puff was 18th overall and 1st in class.

On day 1 the first test was at Gwrych Castle and Puff excelled here, 34th out of 75 cars.

Day 2 saw Puff headed off towards the 'hills and lakes' going over some stunning scenery to Lake Vernwy.

Day 3 was going to be the most serious day with lots of tests. All was going well until on the penultimate test, whilst going well, suddenly at one '5 sec box' stop there was a bang, and Puff's off-side drive shaft failed.

The girls stopped with only 200m to go on the test, but it was uphill and they could not push Puff through the grass to the end of the stage and the control. End of rally but still classified 45th and a finisher.

Puff, Bron and Tina are looking forward to more adventures.

2018 MSA Academy Includes BWRDC Members

We were delighted to see that the 2018 MSA Academy Squad includes two BWRDC members in it's latest intake.

Seventeen young drivers were chosen this year for the MSA Academy's Squad, a group of drivers aged 14-24 who have demonstrated potential excellence in motor sport.

Two of those named will no doubt be familiar to many.

Katie Milner continues with the Squad for a second year, and Abbi Pulling has been included for the first time.

The MSA Academy is a talent development pathway that equips the UK's most promising young drivers with the knowledge, skills and attitude needed to maximise their performance.

Squad members are selected by experienced professionals, and the programme allows them to benefit from the knowledge and the resources originally developed for the Team UK and AASE programmes.



70 Years of Classic Trialling

It's October 2017 and an email arrives in my inbox 'Would you like to join me in my MGF in the 71st Tamar Trial?' YES, YES & YES – I would be honoured!

The pairing of Adrian Tucker-Peake, son of John Tucker-Peake, and Susan TP-Jamieson, daughter of H W Tucker-Peake had never been entered before, causing emotions to run high as we pulled out of the start in Launceston, our parent's home town.

This is where it all started, at Easter 1923 when John and elder brother Tucker stood, in short trousers at the hairpin of Prouts Corner on the old A30 road, to watch the competitors in the famous London to Lands End Trial pass through, and were so inspired they vowed to each other 'that one day they would compete in the event' thus kick starting their passion for the sport.



Very poignantly during the 2017 Tamar Trial, the route took us round that same corner, prompting us both to acknowledge and salute to their spirit, and again as we drove 500 yards past the family home up Race Hill.

In the beginning, my first Lands End Trial was in the 1948 event! 'Couldn't have been!' I hear you say, 'that is not possible!' Well, although I don't remember it, I was tucked up in a carrycot in the back of Dad's MG Magnette at the age of 1 year old. My first actual recollection was a few years later in Dad's newly built 'Tucker MG Special' as a passenger.

I recall nearly every weekend, or even the family holiday, complete with bespoke trailer and tent, was spent at either a Trial, Autocross, Sprint or Race Meeting. A return to Dad's homeland, Cornwall, usually included a race meeting at Davidstow or a Trial. Oh, the days when a sports car did everything!

Passenger my elder sister Maralyn, in her home built Tucker Nipper Special, was next on the agenda, until I was old enough to drive. This was to be in a home built Ford Anglia 105E, when I got my first driving experience in Trials, as well as other forms of grass roots motor sports.

This led to concentration on circuit racing, at home and abroad, in saloons and single seaters.

With the day jobs at the family's garage business in Hertfordshire (for a period we were Skoda dealers), and whilst I was racing for the works team in Europe, Dad was busy modifying a Skoda, which he thought would make an ideal rear engine Trials car.

We prepared two cars, and for a period he and Mum, and myself and husband Jeff, returned to compete in the MCC Classic Trails in the early 80's but with Dad now Clerk of the Course for the Lands End, and even his hand written list of instructions for each hill, the elusive clean climb up Crackington was not forthcoming!



Later on, having moved back to Launceston, I was Secretary of the Meeting for the Lands End Trial for a number of years and Jeff and I became the opening car, doing the whole route ahead of the field in a Suzuki Vitara.

This recent 'return to my roots' prompted many observations on the changing face of Classic Trials over a fairly long period!

The 2017 Tamar Trial used only one of the Classic MCC type Sections, the aforementioned 'Crackington' and I recall many memories from the past – the biggest shock was 'where was the queue?' This would always be formed way back by the Holiday Cottages and allowed for a sandwich and social chat. In 2017, we drove straight past, through the ford and up the hill to the start line.

There was always a large number of people lining the side of the section, even before the startline dressed in greatcoats, cloth caps, and usually a fag in the mouth! – and it was even more crowded around the restart area. In 2017, there was one lone marshal at the start line and another lone marshal at the restart.

However, there was one thing that hadn't changed from all those years ago. That was 'failing the restart' (sorry Adrian). I recall the first time I tackled Crackington in my sister's Nipper, we failed the restart, broke a half shaft and had the indignation of being towed up by the tractor.

On that occasion, we somehow managed to get the car to Robin Moore's farm, and Dad and I returned on the Sunday after the Trial, to strip the axle down, someone local had a spare half shaft available, and we fitted it and were able to be back on our way home. This was typical of the camaraderie and helpfulness of competitors to assist each other.

The 71st Tamar Trial

Away from hills like Crackington, the 2017 Tamar Trial consisted of 13 sections and 2 special Tests.

'Storm Brian' had raged the day before, after a lot of rain, so the ground was very wet, with one hill being cancelled before the start.

As the Trial progressed, two more were abandoned along the way, unfortunately including Webworthy, due to a severely beached Marlin, who was two cars in front of us.

Having really only competed in the MCC Trials & Falcon MC Guy Fawkes & March Hare type trials, the 'drive up as far as you can go and reverse back' hill, was relatively new to me, although it did create a nucleus of vehicles, so one was able to watch how (or not) to do it. It always looked different when you were actually on the hill.



I'm not necessarily a fan of those sort of hills. To be presented with a long observed climb, from the word go, starts the adrenaline flowing, not quite knowing what might be around the corner, or where the actual steep part is.

This provides much greater satisfaction when the Section End Board appears and for Adrian and me there was one hill that did this for us, which after a long climb produced much 'high fiving' at the end!

The real progress and change for the better and what makes the passengers life so much easier is the process of deflating and inflating tyres – gone is the simple stick pen type gauge.

It has been replaced with quick release and large round gauges for accurate measurements, and of course out has gone the trusty foot pump, no more tired legs pumping – Hoorah!

To sum up, overall Classic Trialling hasn't really changed that much. Thanks to local farmers and land-owners the tracks and hills are still available, the challenge is certainly still there, the competitors are still there, the innovative home built, traditional trials cars and the now, highly modified production cars are certainly still there.

Most importantly, the organisers are still there and the invaluable friendly, helpful marshals and officials are still there and, last but not least, the mud is certainly still there to provide the challenge!

A fantastic form of motorsport and three cheers to the ACTC for providing the platform for Classic Trialling to grow for competitors or any age, young or old.

When I got Adrian's email asking me to passenger for him, it put a huge smile on my face and that smile was still there at the end. I wouldn't have missed the opportunity for revisiting a sport that is in my blood for the world. It was also lovely to share it with many friends. I live in North Petherwin and the route came right past my house and although we were approximately two hours late, the crown of neighbours, including Jeff and Ted the dog were still there waiting to wave us on! That's Classic Trialling for you and long may it thrive!

Thank you Adrian for the opportunity, and I'll look out for another email soon!

Susan TP-Jamieson

Lorina Takes Ladies Trophy at Goodwood



Lorina McLaughlin took the Fastest Lady Award once again at this year's Goodwood Festival of Speed, in her 1992 ex-Michael Schumacher Benetton B192 F1 car.

She dedicated the Award to her dearest friend, Georgie Shaw.



BWRDC Ladies Race at Silverstone

at the Walter Hayes Trophy Meeting



The Walter Hayes weekend in November 2017 hosted our second end of season Ladies Race.

The only objective was to put on a great race for our members that everyone could enjoy, including the spectators, marshals and officials – and our members didn't disappoint!

20 cars took part with members Katie Milner, Gail Hill, Maxine Nicholls, Celia Stevens, Claire Hedley, Caroline Gilbert, Helen Waddington, Hannah Brian, Nathalie McGloin, Sarah Moore, Janette Malpus, Jullia Penfold, Sue Harris, Sarah Hutchison, Stacey Dennis, Bridgette Smart, Sharlie Goddard, Tina Cooper, Lorraine Gathercole and Florence Walker all taking part. Our Vice President, Lorina McLaughlin, handed out the awards and a great time was had by all.

With a huge variation of vehicles taking part from a Ginetta G50 to a Warwick 350, it was always going to be an interesting race!

The results outright for the race were :

1st - Sarah Moore – Ginetta G50
2nd - Katie Milner – Ginetta G40
3rd - Nathalie McGloin – Porsche Cayman S

The Result on sealed handicap were :

1st - Katie Milner
2nd - Gail Hill – Jaguar XJS
3rd - Maxine Nicholls – Toyota MR2

The BWRDC Special Awards:

Vice President's Award -
Bridgette Smart in her Sylva Phoenix

The Prettiest Car -

Maxine Nicholls for her Toyota MR2

Fastest lap - Sarah Moore in her Ginetta G50

The 2018 Ladies Race will take place on
4th November - so get your entry in now!

