



WETHERBY CLASSIC CAR CLUB

Web Site: <http://www.wetherbyclassiccarclub.org.uk>

July 2017 to September 2017



The Golden Oldies [would-be] Flyers

**Meetings are held at the Bridge Inn, Walshford, North Yorkshire LS22 5HS
Phone:01937 580115 On 2nd Tuesday each month 8.00pm, presentations at 8.30
Special price Carvery available from 7.00 pm for members and visitors**

FORTHCOMING EVENTS – NOTES FOR YOUR DIARY

CLUB NIGHTS – 2nd Tuesday in the month – 8.00pm Bridge Inn Walshford LS22 5HS

Tuesday - 11th July - Evening club run from the Bridge

Tuesday 8th August - Talk 'Iconic road cars from the 1950s to the present day' Mr. Graham Read

Tuesday 12th September Talk "40 years at the chalk face"
Mr Bill Thompson

Tuesday 10th October - Talk 'Call my Bluff (Antiques style) Mr & Mrs Ken Walker

Tuesday 14th November - A Beetle Drive [Build your VW Beetle on paper]

Tuesday 12th December - Christmas dinner at the Bridge Hotel

OUR OTHER EVENTS

List of Events for 2017 To book your car in for a show, please contact Ruth on 01302337483

Saturday 15th July - Boston Spa Festival 2017 Classic Car Event

Sunday 30th July - Ripon Old Cars. We shall have our usual club stand.

Sunday 6th August - Tockwith Show – As last year we will have a stand. Fee £5

Sunday 6th August - Pateley Bridge Show - Join Harrogate MG with a club stand if we wish.

Sunday 10th September - Otley Extravaganza - Again our usual club stand, Fee £4 if you require a plaque, otherwise free.

Friday 15th September - Club Barbecue at the Collingham Sports Club. Bring your own meat for barbecuing, and enjoy the WCCC club salads, 'carbs' and desserts. Bar open for drinks. £2 per person, please pay Joan.

Sunday 17th September - Knavesmire Show - with our club stand again, fee £4

April 17th 2018 - 3 night visit to Dunsley Hall near Whitby [see below]

Previous meetings

Tuesday 11th April - The AGM was led by our chairman. Reports from the working group members suggested that the club is healthy financially, well supported at club nights and events. The working committee were re-elected to continue their sterling work for the club. Gillian will stand in



for the chairman if he is ever absent from a meeting. The chairman's choice for the clubman of the year trophy was awarded to Ruth and Ken. A copy of a list of members was given to each member [later modified].

Tuesday 9th May - Our own Peter Berry gave us "Tales from the pulpit". We all know Peter as the membership secretary, but here he gave us an insight in to the workings of a church community leader. Peter started by placing tickets on our tables with a subject, and drawing lots to ask each ticket holder to comment on the topic before regaling us with his own story on the same subject. There were more stories than members present, so Peter was forced to relate some of his tales without the precursor. Life as a churchman is clearly quite complicated, and sometimes light hearted and amusing.

Tuesday 13th June - Our main summer event is the concours night at the Bridge. This year we had rather fewer cars on display than usual, but the quality was excellent. The weather was also in our favour. The pictures can speak for themselves:



An immaculate [and powerful] Metro



A pair of [quality] replicas



The members winner



A foursome of soft-tops



Second in the members category



A very nice Triumph



A Triumph 1300 and its successor,



the Triumph Acclaim



The members choice [Sunbeam Alpine] and the second choice [Volvo 122]



The visitors winner [Morris Minor]

The Chairman's choice – [Alfa Spider]

Tuesday 20th June – The Golden Oldies Run from the Bridge, organised by Anthea and David, took us on a scenic route through the villages of North Yorkshire. The finish was at the Yorkshire Gliding Club airfield on Whitestone Cliff. It had been the intention that some of our 'Golden Oldies' would take a flight with an experienced pilot. Unfortunately the cloud base was too low, and pleasure trips were not possible.



One of the instructors took a group of us to view the various gliders on the ground, and explained, very enthusiastically, how they work. It appears that you can buy a glider for about the same cost as a classic car, and with just as much variation in value. Although we could not fly, David, Anthea and Carolyn [Berry] were able to try the pilots seats, and it will surprise no-one if some of our members return for a trial flight fairly soon.

Editors rants

Difficult to comment this time without being political, but at least a hung parliament should mean no extreme policy changes go through. With a bit of luck that may mean that our classic car ownership can continue as before.



My parents always told me that they did their courting in a Morgan 3 wheeler. I have never seen a picture of the car until now. This snap turned up in my mother's collection, but I am not sure whether or not it is a Morgan. Can anyone identify the model for me? Does anyone recognise the watermill, which is probably in Somerset or Devon?

Our cars

This is a feature of our WCCC magazines. Each quarter we shall feature the car[s] of one of our members. This month the honour goes to.

Maddy and Steve - Classic Car Interview



What Make, Model and year is your classic?

Mercedes 300 SL, 1996

How long have you owned it?

6 years

What was your longest journey in it?

To Tatton Park, Manchester

Have you been anywhere particularly interesting in it?

To all the car shows with WCCC and Mercedes Club Events

Have you renovated or improved it?

No – Just serviced it and kept it in good order

Where there any major repairs or breakdowns?

No

Has it been a good investment?

Very much so

Do you have any advice for someone thinking of buying a classic car?

Have the car looked at by a specialist

The Mercedes 300 SL



The 1989 Mercedes-Benz SL was a revolution for its maker. At a stroke, it banished the 1970s styling of its predecessor, in favour of an up-to-the-minute look overseen by Bruno Sacco. It was such a successful styling job, that the R129 remained in production for more than a decade, and still looked fresh at the end of its life. But the SL's beauty was more than skin deep - it was packed with technology.

Alongside the power-operated roof, it featured dual-range four-speed automatic gearbox, and some SLs even came with suspension that lowered itself at speed. But passive safety moved to another level, thanks to a pop-up roll-over bar, that reacted within milliseconds of an impending roll-over, and a profusion of airbags and traction/stability systems. Six-cylinder 300 has either 190bhp or 231bhp in 24-valve twin-cam form; the 500 packed a 32-valve 326bhp V8 and later ones could be had with a five-speed auto. Unlike earlier SLs, these have the performance to be considered proper sports cars.

[with thanks to Honest John]

Members travels

The summer season [at least according to the calendar] is now with us, and members have been actively travelling and visiting shows.

Mike and Libby's journeyings

April Fools Run

First trip of the year for us was the "April Fool's Run" an Inter Branch Club Run held on 2nd April as usual excellently organised by Tony Lucas and his Team. We always get lost at least once on this and 2017 was no exception – also we have to say not entirely our fault – course it was !! - we lost track of our whereabouts (I blame the Navigator) and followed the Guys in front who went the WRONG WAY ! Anyways we got to "The Fickle Mermaid" for an excellent lunch at our reserved area in the Restaurant so all was well that ends well and it did – weather was fine but for some reason no pictures on this trip on either the camera or the phone – Gremlins I Guess !!

Sunday 23rd April saw us join with our neighbours from Autumn Avenue and a couple of their Friends for a jaunt up the Old A1 to Thirsk, up Sutton Bank (when I was very young we

called it Whitestone Cliff as we chugged up it in Dad's Jowett Type 3G Long. This was nicknamed "The Hearse" by my Mum Vera !!) Got up to a really good speed down that long slope as you go to Helmsley where we had a toilet stop, coffees and/or ice creams in the square. It was a fine hot day and the cars had a good looking over by the crowd, even the speed kings with their motorcycles seemed impressed.



From Helmsley we headed East and turned off the A170 to head due North over the Moors to Rosedale Chimney Bank (stunning Views and Scary drive to the bottom) – through Rosedale Abbey still going North to the end of the Cleveland Hills before sweeping left and West then left again and now heading South to come across "The Lion Inn" and the most delicious and biggest main course we have tackled (seriously if you go there you will only need the main course)

EYTCC Burton Agnes Hall Classic Gathering

This was an East Yorkshire Thoroughbred Car Club run. We joined this Club last year as we have been to quite a few of their meetings over the last two years and thought it only fair that we contribute to their funds. Also you get a nice little Mag. each month "Thoroughbred Torque" wherein there's P.M.T (Purely Madams Talk) by Linda Fowler who always has at least one good/funny car orientated story/joke in her article. (Maybe something we could try in our Newsletter ?)



Sunday 14th May dawned early for us, bit dull at first as we set off for the EYTCC Burton Agnes Hall Classic Gathering in the P6 but things brightened up the further we went East so nice sunshine by the time Stamford Bridge was reached – up Garrowby Hill the P6 was in her element, just flew up leaving the Classics we had gathered at the Stamford Bridge way behind. Fridaythorpe next then that long downhill run to the Drifffield Ring Road and on to the A614 for the last bit to B.A and the Hall. Bit of confusion here as we followed some other entrants in their Classics

to what we later learned was the "Public" Car Park, not a soul to be seen and certainly no Classics so back to the main road and the next left where there WAS a couple of Marshalls who divided *us* off to a large field on the East side of the House and some to what we learned later was the South Front where *they* were parked up between the superbly trimmed Yew trees leading up to what is the Main entrance to the Hall.

Flask and seats out and coffees to refresh us while we took in the views and struck up a conversation with our immediate neighbours Norman and Jean in their Triumph 1500. Interesting car this – they have had it sometime but Norman now has some disability in one hand and during a recent re-paint/restoration he had the car converted to automatic transmission and fitted power steering – gorgeous looking car and Libby wanted to take it home !! We then decided to go walk-about and found Ruth and Ken in their Figaro plus Nick Standley in one of his Jags. and Mike Davis in his SWB Landrover – we also found the Walled Garden which is truly magnificent being now separate plants/colours themed garden areas rather than the vegetable growing area for the Hall of long ago. Lastly there was the Garden Plants for sale area near the Cafe adjacent the West side of the Hall where we did spend some money !!



After a busy day we drove home without incident burbling along listening to that sublime V8 – lovely - Libby had a little snooze or two on the journey and we both had what we thought was a well deserved glass or two of Red once the P6 was put to bed.

Thornton-Le-Dale Gala



28th May we were at the Thornton-Le-Dale GALA – round trip of 106 miles for the P6. The day before we set off had seen horrendous wind, rain, thunder and lightening at Toll Bar House (I've likened this to a Tropical storm you have all seen on the news from a Caribbean or pacific island – NOT good old Yorkshire England) it culminated in floods sweeping round TBH South end and flooding Autumn Avenue opposite – seriously unbelievable, so naturally we were a bit worried about our trip the next day – no problem – the

skies were blue, the wind was light – a beautiful day. As we drove into the Show Field we showed our papers and were given our lovely little Commemorative Plaque and we asked permission to leave early as we had a dinner appointment at Libby's daughter Sue's house “no problems” they assured us “come back when you want to go and we'll escort you”.



We drove into our allotted slot which happened to be next to a group of Triumph Stag owners who we competed against over the years at Horbury WMC on Quiz Nite, so plenty to chat about.

We had coffee and went walk about and found other Wetherby CCC Members Ruth and Ken in their Figaro, Angela with her Grandson Tyler and Don in his Minx Convertible – also ex-members Barry and Sue with their recently acquired Mercedes Benz retractable roof

Coupe.

49th East Coast Run



Sunday 11th June had looked to be windy, stormy and wet according to the forecasts during the week so we did not know until THE day whether we would be going on the 49th East Coast Run with the EYTCC or not. All looked a little bleak but as we got nearer to time to set off the skies were clearing. We decided that we would go direct to this Flagship Event Show site the destination of which was to be Sewerby Fields on the Cliff tops just to the South of Sewerby Hall and gardens. The journey was uneventful and the 65 miles were gone in about an hour and a half.



Photos speak for themselves so you can see it was a hot day on the Show field but quite windy so we set up our chairs with the P6 giving us a little protection as we settled down for a coffee. We next walked the mile or so along the Cliff path and promenade to the Harbour and the shops had some time sitting watching the sea and sands and back up to the Show where the last of the huge trucks and buses were trundling in. We had our sandwiches and then it was time to see the cars etc.

A few unknowns about the little Standard – it was known as a "Vanguard Junior" in Scandinavia, a "Triumph 10" in North America and as "Cadet" in Australia. They were assembled in India, Australia and of course here in Blighty. Why are there so FEW left ?



Bob and June's wanderings

We have yet to make it to a show this year, and our first [and only] opportunity will be the Knavesmire Show in September. We have been out and about in the



Alfa though. A couple of trips to the Dales and North Yorkshire proved yet again that the Alfa is an enjoyable, fun car to drive. Fathers Day saw us set off for a run around the North York Moors [my fishing trip was cancelled AGAIN]. We deliberately avoided Castle



Howard where we thought traffic would be very heavy for the Yorkshire post Car show. In the morning we bumped in to the farmers tractor run, but did not have time to get the camera out. After lunch we met up with them again, and followed them to Easingwold market Place where they parked up so we had a good look at them. Several 'Grey Fergies' were there along with a variety of post WWII tractors and three enormous, modern, Deere tractors. They were collecting for charity, marshalled by attractive young ladies in shorts and Hi-Vis jackets, and we can claim we were held up by a tractor, a tractor, a tractor and lots more tractors.

2018 'Away-Days'



Joan has booked the Dunsley Hall Country Hotel near Whitby for our 2018 trip. We have 3 nights from Tuesday, 17th April. The cost will be £99 per couple per night for dinner, bed and breakfast. Single rooms are offered at the same [£99] rate per



night but Joan is trying to negotiate a better deal for our singletons. They do have plenty of rooms and so more of us can go along. The hotel comes out well in user reviews. Please contact Joan to confirm your interest or otherwise.

Jaguar S-type: the perfect getaway car



Stylish and fast, the S-type saloon was beloved of film and TV stars but it came into its own if you were planning a bank

job

"Very nice car, Terry. Very good steal," growls Richard Burton in the film *Villain* as he appraises his driver's 3.8-litre S-type.

Prior to this underrated 1971 crime drama, the Jaguar's main cinematic claim to fame was as a police car in the chase that opened 1967's *Robbery*, but the sight of Burton & Co using the S-type for a wages snatch in Bracknell sealed its image for a generation.

It has to be said that the S-type was virtually unsurpassed as a getaway car; the boot was larger than the Mk2's, it was more manoeuvrable than a Rover P5 and faster than a Vanden Plas 3-Litre or Humber Super Snipe.

By 1974 a gun-runner's black S-type was being pursued through Kent by the hero's white Range Rover in Callan, while stunt maestro Peter Brayham leapt a silver example over Tower Bridge in the John Wayne vehicle *Brannigan*. Brayham went on to supervise the fleet of very ill-maintained Jaguars much favoured by hoods in *The Sweeney*, and his work on the episode Stoppo Driver set standards that major Hollywood productions would struggle to reach.

In its heyday, the S-type was a car of glamour, moving in circles far removed from actors and stuntmen clad in bomber jackets and sporting long sideboards on a bombsite in south-west London. When it debuted in October 1963 it was an object of desire, becoming the transport of choice for such stars as Patrick MacNee, Tom Jones and Simon Dee. [Daily Telegraph]

Important notice for all members

If you have your name down to attend an organized event and find you are unable to attend. please **only** notify the organizer. Messages via a third party unfortunately are not being passed on before the event.