



WETHERBY CLASSIC CAR CLUB

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

July 2023 to September 2023



The Visitors winning car at our Concours night

**Regular monthly meetings are held at the Bridge Hotel, Walshford, Wetherby,
LS22 5HS on second Tuesday each month at 8.00 pm.**

Wetherby Classic Car Club 2023 programme.

Sunday July 9th - COWS Charity classic car show, Utley Rugby Club, Keighley

Tuesday 11th July - Evening drive from and to the Bridge Hotel. Organised by David and Caroline.

Sunday 16th July - Newby Hall classic car show. One of the biggest shows in our area. Only cars registered before 31st December 1979 can be displayed. Possible club stand for WCCC.

Sunday 23rd July - July Jaunt - Run to a pub lunch from the Bridge Hotel. Organised by Phil Bennet

Sunday 30th July Ripon Old Cars Classic Car Show at Ripon Racecourse. WCCC Club stand as usual.

Sunday 6th August - Tockwith show. No WCCC organisation, for details and entry see their Facebook page <https://en-gb.facebook.com/tockwithshow/>

Tuesday 8th August – Club meeting at the Bridge Hotel. A presentation by our own Gillian.

Thursday 17th August - Summer frolics run to a picnic at Studley Royal car park. Organised by David and Anthea.

Sunday 20th August - Burley in Wharfedale Village Show, a lovely day out for the whole family.

Sunday 10th September - Otley Extravaganza, our usual club stand. A family event with 500+ vehicles, one of the best shows in our area.

Tuesday 12th September - Club meeting with a speaker

Sunday 17th September - Knavesmire show on York racecourse, club stand at one of the biggest shows in our area.

Tuesday 19th September - Run to the Bradford Industrial Museum, with lunch at a pub nearby. Organised by David and Anthea.

Tuesday 10th October - Club meeting with a speaker

Sunday 29th October - Halloween lunch run organised by David and Anthea

Tuesday 14th November - Club meeting with a beetle drive

Tuesday 12th December - Christmas dinner at the Bridge Hotel

Past events

Drive it day run

a dozen or so members made their way to the Blacksmiths Arms at Lastingham on the North York Moors. The food is always good at the Blacksmiths, which is why it is a regular stop for WCCC outings. The weather was good, the company was sociable. The church at Lastingham has a very interesting Crypt, with several examples of the tools used in burials. There are also remnants of the original Saxon church. The countryside is attractive, and the roads quite quiet,

May Madness Run

7 club cars left the Bridge Hotel for a quick run to Ripley to start the scenic route to Hawes. Roadworks with badly planned traffic management delayed us for 40 minutes, so the quick start was



lost. The route from Ripley is along the B6165 and B6265 through Pateley Bridge and Grassington. With good weather this is a lovely, if often busy, route. The weather here was not the best, but we were able to see some of the shorter distance scenery. From Grassington, through Kettlewell and Buckden into Langstrothdate Chase, the closer scenery is some the best in the Dales. On a warm summers day it is a series of perfect picnic areas beside the river. The weather improved a bit for us, and the sun shone as we arrived in Hawes. Fish and chips at the

Chippie were excellent, thanks to Bill and Margaret for the recommendation. A Triumph club drove past as we ate, TR.s and Stags. For the route home, parts of the journey were in glorious sunshine, parts in really heavy rain.

Concours night



There were 45 cars plus one motor bike on display in the glorious sunshine at the Bridge Hotel overflow car park. There were, I think, several firsts for our major classic cars event of the year. We had an Amphicar, in very good condition, a Sunbeam Tiger [which was voted favourite visitors car], and a Talbot convertible. A very nice Humber Hawk, a Volvo P1800, and several others completed the lineup. There were more visitors cars than

members. It would be lovely to see all our club members, and their cars, fit and well, and our activities return to a near full turnout.

The winning members car on the voting was David and Anthea's lovely Austin A35. Second was Mervyn's even older Austin, and in third place John and Jean Hurrion's Vauxhall. The Chairman's choice of car he would most like to drive home was new member John Ungar and his Bond Equipe. I have never driven a Bond Equipe, the only Bond I ever drove was a Bond Minicar with a kick start 197 cc Villiers engine.



Golden Oldies run

Colin and Barbara organised a run from the Bridge Hotel to the YHVG meeting at Squires café, Sherburn in Elmet. I cycle the lanes above Collingham and Bardsey regularly, but they managed to find a couple of roads that were new to me. The weather was not really playing for us, but 6 cars enjoyed a drive to Squires. The weather seemed to dampen the spirits of the classic car fraternity, the show was a lot less than last year



Chairmans Rant

Not a lot to rant about this time. The weather has been good for classic car activity during May and June. We managed to miss the very best of the weather as we had 3 weeks away in La Gomera and Tenerife. We hope to be at some of the shows in July before we depart again for Europe.

New Members

Dave Siviour has recently joined our club, and here is his classic cars story.

My association with this Classic Car game has happened all very recently actually, by my becoming interested in the Citroen 2CV. I recall a colleague owning one in the late 1970s and although I was a frequent passenger in it, I never actually got the opportunity of driving it. Another friend then introduced me to the VW Beetle and I thought that might be a more practical option at the time, so the 2CV idea was mothballed. Seeing some recent YouTube footage uploaded by owners and enthusiasts, rekindled my interest I suppose. I found the 2CVGB website, where I located Colin and Barbara's details, introduced myself and attended my first 2CV meeting at The Buffers in Scholes last month. I tagged along on Tony Lucas's recent April Fools Run with my very recent acquisition - a Grey/Grey 2CV Charleston, during which Colin suggested I come along to a meeting of the Wetherby CCC.

John Ungar has also joined us, with his Bond Equipe, winner of the Chairman's choice at the concours night, and pictured above at Squires.

FBHVC

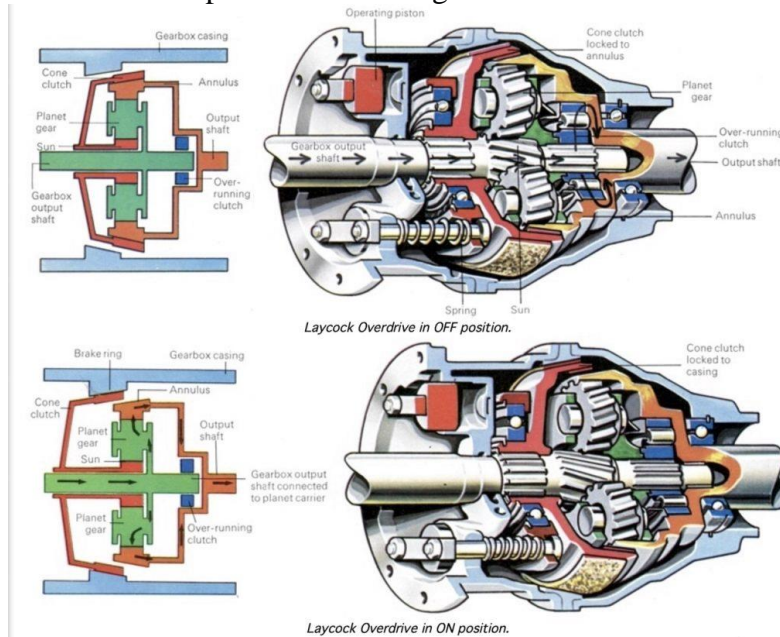
The FBHVC response to the Government consultation on changes to MOT Test regulations is summarised:-

In constructing our response we took the position that a change back to compulsory testing for Historic Vehicles (which for pre 1960 vehicles had been in place since 2012) was not warranted. All the factors which underpinned the original exemption pertained. Light vehicles [of 40 years old and over] are usually maintained in good condition, are used on few occasions, usually on short trips and requiring a full MOT was unreasonable. In addition, the modern MOT was no longer relevant to these vehicles over 40 years old and an increasing number of garages could not test them adequately. We agreed with the Government view that there were benefits in the harmonisation of MOT exemption date with the date for Vehicle Excise Duty. Our view was that unless there was cogent and robust data which suggested that the safety risk attached to the exemption has been too high in terms of accidents in which road worthiness has played a causative or contributory part, it would be unfair and unreasonable to reinstate MOTs for HVs while relaxing the requirement for the rest of the motoring community.

Laycock de Normanville: The ins and outs of overdrive

by Andrew English for Hagerty Insurance

An epicyclic gear system comprises one or more outer planet gears revolving around a central or sun gear, with the planet gears mounted on a carrier, which rotates relative to the sun gear. It's ingenious and efficient and strong, but complex. I rebuilt the gearbox of my old Triumph, but entrusted the overdrive to a specialist reckoning it was a load of voodoo engineering.



“Yes, there is a certain amount of voodoo in there,” admits Brearley, “though the operating principles are fairly straightforward. They all had their own way of building pressure.” Initially the LdN overdrive was produced as an A-Type unit. “It has a hydraulic pump unit which

It was invented in 1948 by [Edgar de Normanville](#), an engineer, inventor, and motoring correspondent for *The Motor* magazine and *The Daily Express*. He'd already designed a four-speed epicyclic transmission for Humber when he came up with the similarly geared two-speed overdrive unit, which was built by Laycock

Engineering in Sheffield. The LdN overdrive was one of a variety of overdrive units, including those from BorgWarner and Fairey, but it was by far the most popular, with an estimated 3.5 million units built over a 40-year period. LdN overdrives saw service on a variety of cars of the 1950s, '60s, and '70s: Jaguars, Land Rovers, Rovers, Bristols, Austin-Healeys, [MGs](#), Triumphs, Volvos, AMCs, Chevrolets, and even a Ferrari, the 250 GT 2+2.

An overdrive unit is essentially a two-speed mechanically/hydraulically activated epicyclic gear system, which is shaped like a misshapen football and bolted to the back of the gearbox driving the propeller shaft. Overdrive simply means gearing that provides a tall enough ratio to enable the output shaft of the gearbox to spin faster than its input. Think of the engine ‘over driving’ the propeller shaft.

So why did cars need overdrives at all? Post-WWII motoring marked a profound change as more middle-class motorists bought cars and travelled farther on very different roads. There were just 383,525 cars on the road in 1923, over a million in 1930, more than 2.5 million by 1950, and just under 5 million in 1960. To enable motorists to travel farther faster, in the 1950s the UK government undertook a program of mass road building to enable a 20th century car-based economy. Britain's first dual carriageway had opened at the London end of the Great West Road in 1925, but the 1950s and '60s saw their widespread adoption. In December 1958, the Preston Bypass, Britain's first-ever motorway, was opened by Prime Minister Harold Macmillan, who quoted Robbie Burns: “I'm now arrived—thanks to the gods! Thro' pathways rough and muddy. A certain sign that makin' roads is no this people's study.”

Harold Macmillan (right) inspects the new Preston Bypass. (Getty)Aerial view of the Preston Bypass (Getty)The M1 shortly after being opened, near the Luton spur. (Getty)

The following year, [the first stretch of the M1](#) opened and cars subjected to the stresses of fast, continuous use on these new roads required a rethink. Better engine bearings, for instance, which could survive that stress, as well as improvements to cooling, better suspension and tyres, and lower cruising revs. With sufficient torque from the engine, fitting an overdrive meant that cars and trucks with longitudinally mounted engines and three- and four-speed gearboxes could drive on these long, straight roads with the engine turning at lower revolutions, which reduced fuel consumption, wear, noise and vibration.

Of course, there was always the option of an over-driven fifth gear, which does much the same thing as an overdrive unit, and that's exactly where we've ended up today with five- and six-speed gearboxes, which reduce the gearing to improve emissions and fuel consumption. In the 1950s and '60s, however, a five-speed gearbox could be problematic. Designing and manufacturing a five-speed is neither simple nor cheap; witness today where carmakers often hand off their transmission business to firms such as BorgWarner, Dana, Getrag, Voith, Aisin, or ZF and therefore effectively share the cost with other manufacturers.