



WETHERBY CLASSIC CAR CLUB

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

July 2024 to September 2024



WCCC Concours Night June 2024

**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 2024 programme

Tuesday 9th July - Evening drive from and to the Bridge Hotel. Organised by Pam and Gerald.

Saturday 20th July - Leeds MG and CCC show at Grange Park, Wetherby. WCCC stand organised. Please let David and Anthea know if you are going, and complete an individual entry form to send to Leeds MG & CCC

Sunday 21st July - Newby Hall classic car show. One of the biggest shows in our area. Only cars registered before 31st December 1979 can be displayed. No club stand available, possibly meet up and drive in convoy to get spaces together.

Sunday July 28th - Ripon Old Cars Classic Car Show at Ripon racecourse. WCCC Stand.

Sunday 4th August - Harrogate MG Classic Car club show at Pateley Bridge - No WCCC stand but as Tockwith is cancelled this may be an alternative for a day out.

Tuesday 13th August - Club meeting with an apiarist telling us all about bees. Honey for sale.

Thursday 15th August - Summer frolics run to a picnic. Organised by David and Anthea.

Sunday 18th August - Burley show. WCCC Stand

Tuesday September 10th - Afternoon Tea Cruise on the Leeds & Liverpool Canal from Skipton at 2.30pm. There is room for more members to join, so please contact Joan on 07759 258798 if you would like to join in.

Sunday 15th September - Knavesmire show. Usual WCCC Stand

Sunday 22nd September - Run to a fish and chip shop organised by Bob and June.

The Bridge Hotel

Colin has clarified the Bridge Hotel offerings for the club website. Here are the key points:-

1. The evening carvery is served from 6.30pm – 9.00pm daily, making it easier for club members to enjoy dinner on club nights.
2. The carvery is open for lunches from Monday to Friday. On Sunday there is a lunch menu from 12.00 to 2.30 pm. The carvery is closed on Saturday lunchtime.
3. Afternoon tea is available from 2.00 – 5.00 pm in the Byron Bar
4. There is a Bridge Hotel Privilege Card which gives holders a range of discounts. To obtain a privilege card, email Marisa Mundy at sales@bridgewetherby.co.uk, asking for a card and mentioning your membership of WCCC.

Past events

Sunday April 7th - APRIL FOOLS RUN

The beginning of April means two things. Slowly getting over all the Easter Eggs that have been consumed, and the April Fools Rally.

For this years event we had an helping hand from non other than Mr Chaos himself ‘ Roland ‘. No need for a second name, as we all know Rolli!.

The run started at the Asda carpark in Durkar, and many thanks to Asda for providing a splendid start point. It was very heartening to see such a fabulous turn out from the many car clubs, and from individuals as well. Its this kind of support that makes the whole thing worthwhile. A big thank you to all.

The rally ensemble made its way through Thornhill to the outskirts of Huddersfield, and then to Elland. From there, we motored through the wonderfully named towns of Friendly, Luddenden Foot, Mytholmroyd and into Hebden Bridge. According to Wikipedia, Hebden is noted for its writers, artists, photographers, new age teachings, and lesbians. Quite the melting pot of talents!.



Next, we emerged onto the moorlands, across some forbidding landscape in Winter, but less so in Spring. Past Hardcastle Craggs and Widdop Reservoir and into to the welcoming arms of Banny’s Chippie, Colne.

The staff of Banny’s did a splendid job of feeding us all, once the initial shock of everyone turning up at once had been shaken off. The food was lovely; much better than the weather which had turned to heavy rain.

Leaving Banny’s, we travelled through the *scenic* district of Colne before making a right turn at Laneshawbridge and once more heading up onto the beautiful moorland. Past the reservoirs of Watersheddles and Ponden, and arriving at the Old Silent Inn at Stanbury for a breather. From there, people made their own ways back home.

Like all rallies, this took planning, time and effort to pull it off, but as I said at the start, to see so much support for our little rally by so many people is very heartening and also very much appreciated.

From Tony, Rolli, and myself, a very big thank you.

We’ll be back next year.

Regards Simon.

Tuesday 9th April - The club AGM. A fun night as always,



Sunday 21st April - Drive It Day Run. A run to Lastingham on the North York Moors for lunch. Organised by David and Caroline. We all made our own way to the Blacksmiths Arms. The weather was in our favour [perhaps this was actually summer for 2024?]. We occupied most of the restaurant and, as always. The meal was enjoyed by all. We always find the seats outside quite amusing, sort of bowling green chairs.

Tuesday 14th May - Ben Thomson who runs “Chasing Cars”, based in Tockwith explained to members how he renovates classics and traces particular cars for customers who are seeking their choice of classic.

Thursday 23rd May - May Meander Run

Under overcast skies our little group of six cars departed the Bridge Inn at Walshford for our May Meander run.

We travelled through a moderately busy Wetherby town centre, then headed for Boston Spa. The traffic in the town was quite busy, with cars parked up along the High Street making progress a little stop start. Having negotiated that, we made our way to Tadcaster, home of the brewery's.

Next on the agenda was a coffee stop. Passing Leeds East Airport (Formerly RAF Church Fenton) we called at the Blacksmiths Arms in the little village of Biggin. Danielle and her staff had very kindly agreed to open up half an hour early for us, which was excellent customer service indeed. They made us all welcome, and served up some super coffee, too.

Driving across the flat lands, moving through the villages of Temple Hirst, Hirst Courtney, West Bank and Carleton; we ended up in Snaith itself. From there, it was only a short distance to the memorial at the site of what was RAF Snaith.

The airbase was opened in 1941 and closed in 1946. It was mainly a station for Wellington and Halifax bombers. The memorial garden is on the edge of a sand and gravel supplier, so there's a fair amount of traffic moving around, however we took care to park out of the way.

The gardens themselves are kept very tidy by a group of volunteers. Its an absolute credit to all involved.

After paying our respects, we made our way to the Crown Garden Centre for some dinner.

It was a good day with a nice collection of cars. Two 2CV's, an Humber Sceptre, an MG Midget, Rolls Royce (nice number plate), and David bringing up the rear in his Audi.

Thank you to everyone who came along, and made it a special day.

Simon.

Sunday 9th June - YRC's own show at Oakwell Hall - Dave Perrins Sunday 09/06/24. The weather was pretty poor for most of the day, with plenty of rain & drizzle, this badly affected numbers. There were 66 cars pre-booked, but 17 of these failed to arrive (including 6 YRC members). There were also 4 on the day entries, so actual cars on the wet grass = 53. The presentation & raffle draw was brought forward from 3pm to 2pm because of the weather. Roger the Chairman of the 'Friends of Oakwell Hall' presented the prizes. Winners were: Best in Show Jeremy Crowther (YRC) Lea Francis, Best in show Runner up Dave Smith (YRC) Rover 12 Tourer, Best Rover Dave Perrins (YRC) Rover P2, Best Other makes Brian Hill MGA 1600. The Richard Talyor Annual Shield was presented to Ernest Alderson (YRC) Rover P5B.



Best in show Lea Francis

Best in show Lea Francis Rover wise: present were 2 running board models, 1 P4, 3 P5s, 5 P5Bs, 5 P6s, 4 75s, a 600, Land Rover and a Rover Mini

Overall, I feel the event was a success – we have received a small number of 'thanks' & some 'feedback' emails which will be discussed by the YRC committee. Trevor Sheldon has again created a 15 minute video of the show which is available on U tube - you can search 'Oakwell Hall Classic car show' or we have created a link to this new video on the YRC website. Many thanks to all the YRC members who

generously donated raffle prizes, mega thanks to those brave members Ken, Keith, Simon H & Stuart V (hope I have not missed anybody) who acted as marshals in the "very damp" conditions. Dave P



Tuesday 11th June - Concours night at the Bridge Hotel. The weather was on our side, and we had one of the biggest shows ever for our 2024 concours night. 49 cars were on show, including 19 visitors. A car I was completely unaware of, an Auburn Speedster, was voted best car in show.

This was a limited production run of 887 cars in 3 series. Brian's Rolls Royce was voted the car

the chairman would most like to drive home. There was a good crowd in the Byron room for the presentations. After the concours, an very brief Extraordinary General Meeting confirmed Brian as the Vice Chairman of the club, and he will stand in for the frequent absences of the chairman. Overall a very good night for WCCC.



Tuesday 18th June – The Golden Oldies run, Organised by Colin and Barbara finished at YHVG meet at Squires Café, Sherburn in Elmet. A nice run but the show at Squires was limited by cold, wet weather. The WCCC members spent most of their time in the café enjoying pie or fish with chips.

Chairmans Rant



We went to the Great British Motor Shows classic and performance car show at Harewood House, using our Harewood cars for free entry. This was probably the worst show we have ever attended. Admittedly the weather was not helpful, but a display of less than 4 dozen classic cars [there were more performance cars on display] would have made us very angry if we had paid £17 each

entry fee.

By contrast, along with David, Anthea and Mervyn, I attended the Alvis club show at St Johns Church, Knaresborough. 49 cars, refreshments in the church hall, beer and sangria stands. Lovely little show and £5 for the church charity to display.



I have found out that membership of WCCC at £15 per person per year is a genuine bargain. I obtained quotes to insure the MGB on line. As I was about to buy, I noticed a feature on the web site to click on membership of FBHVC. I followed that though, and my insurance quote reduced instantly by £40, now below £100 per annum..

As no-one came forward to act as magazine editor, I will carry on for one more year. John has given me a report he wrote for the Classics World magazine, which I have copied into this edition of the WCCC magazine. This has revived an idea from a while ago. For each future edition I will ask one member to write their 'Life in Cars', preferably with pictures, for the club. With current membership levels that should provide material for 7 – 8 years.

We are starting our travels to see family in Switzerland and Canada, and so we will miss the club nights in July, August and September, but hope to make it to runs and shows between journeys.

INTER CLASSIC CAR CLUB QUIZ REPORT

Inter Classic Car Club Quiz ... April 29th 2024...Held at Netherton Social Club

A warm atmosphere greeted 62 members representing seven clubs all attending the Grand Final of the of the above competition ... Tony Lucas our resident Compere and good egg welcomed all us, he then going on ... firstly, to congratulate last months winners the Wetherby Car Club and then to welcome Colin & Barbara Pearce and Citroen 2CV club to host tonight's finale . With all sound equipment set up, Disco lights on, back ground lighting for effect and everyone taken their seats. Colin at the quiz console in his usual distinguishing manner.....

So to round one this delivering general knowledge, musical questions etc deliberate mistakes all being delivered in quick fire order... At half time Barbara collected answer sheets, these marked and half time results given. Round two, car pictures make & model and more quiz questions. Papers collected and results calculated..and for Aprils final Quiz they Are:-. Ladies, Gentlemen and others here are the final results of this seasons well fought . “Inter Classic Car Club Quiz” :- Many congratulations to the Citroen 2CV & Friends Club being this years well deserved winner ...and a very close near miss for YTCC better luck next time. A special thank you to all your club members for supporting the Inter Classic Car Club Quiz. Proceeds ALL in Benefit of The Yorkshire Air Ambulance charity and others.... A presentation ceremony of the winners trophy will be taking place shortly {with photo's] as the trophy was delayed in arriving on Quiz night! A Special thanks to The junior Morris Minors for all their help this season

Results In 6th place ...Morris Minors ... 19 points

In 5th place ...Old Crocks 22points

In 4th place ...Wetherby CC... 27 points

In Joint 3rd place..... YTCC.....31 Points and....Leeds MG.

2nd place ...Citroen 2CV... 34 points

In 1st place Triumph Staggs ... 35 points Congratulations !!

Finally Total In 7th PlaceOld Crocks130..

In 6th Place.....Morris Minors152..

In 5th Place.....Wetherby cc172..

In 4th PlaceTriumph Staggs... 178..

In 3rd placeLeeds MG c.....183..

In 2nd Place ... YTCC..... 185.

In 1st place ..Citroen 2CV with 185 1/2 Many Congratulations!! close call!!

PS:- At the end of the quiz Tony asked all car club members for a show of hands if they would like the quiz to continue in the current format ..? An unanimous decision given and it was decided to continue as is and Caroline Hall with Triumph Staggs will be first off with first quiz in Octoberthank you!! . For your clubs information :- Raffle receipts 6 meetings raised £475 ..plus any future contributions Car Club Members attending = 409 Donation by quiz clubs Since 2008 = £5912.90

Dates for next season Monday October 28th February 24th November 25th March 31st January 27th April 28th *Also a members Donation of £20.00

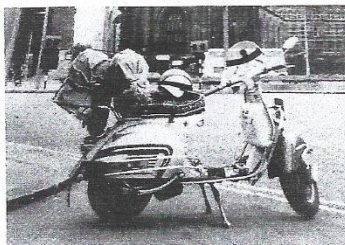
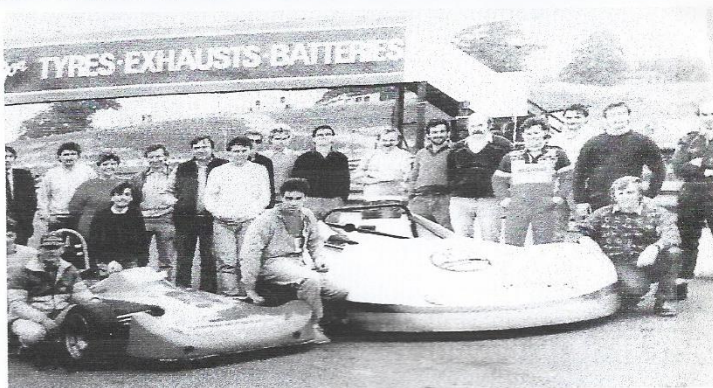
Best wishes Tony, Roland & Billy April

LETTERS



MY MOTORING MEMORIES

In the early 1960s my main interest was in two wheeled transport, but family reasons meant I needed to search for a car. With little mechanical knowledge and even less money, a scan of the classified ads in the *Kent Messenger* produced a possibility. It was a 1955 Fiat 1100 in good condition for £18. Having rung the seller and been assured that the car was well worth a look, I arrived at the address earlier than planned to find him hastily pop riveting a sheet of tin over the large hole in the driver's footwell! My subsequent ownership had some very interesting moments – the rear hinged driver's door would often open at speed and the failing starter motor meant numerous push starts from passengers. On receiving a



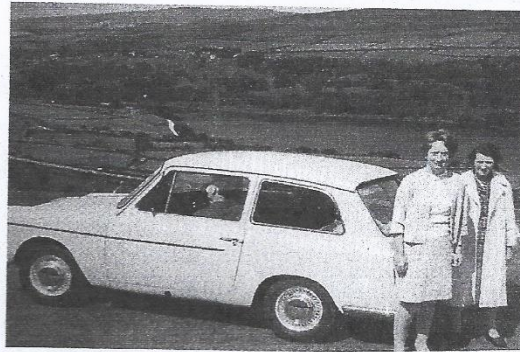
quote of £60 for a new starter motor, the car was scrapped.

The little Hillman Husky sidevalve that replaced the Fiat had what my next door neighbour claimed was the quietest engine he'd ever heard. To prove his point he took a coin, placed it on the engine and gave it a rev. The coin never moved! When the Husky later failed its MoT, it was sold on at a great loss. Now older and wiser, with regret I sold my Vespa 160 GS Mk2 to

provide the deposit for an A40 Farina Mk1. This car provided reliable transport during my mechanic's course at RAF St Athan and subsequently for my employment with Anstey's of Maidstone, a large Austin dealership at the time.

In 1971 a family move to North Yorkshire and a forthcoming marriage saw me change jobs and spend the next 40 years working as a sales representative for various car parts distributors and manufacturers.

* Classics World magazine requested motoring stories and this is mine! John Blackman.



During those 40 years I saw things which both amused and horrified me in equal measure. One amusing incident occurred whilst I was at St Athans. A fellow trainee, Paul, had motor trade connections and used to return from weekend leave with various old cars. The most impressive of these was an Austin Sheerline. In order to demonstrate the optional built-in hydraulic jacks, Paul set these in motion, but the car remained firmly on the ground. The jacks, however, were fast burying themselves into the newly laid tarmac outside the NAAFI. The resulting damage was not appreciated by the CO!

On another occasion in the early 1980s when parking outside a mill in Lancashire, a passer by knocked on my window to inform me there was a serious fault with my engine. When I explained that my car was a new Mk1 Golf diesel, he said he didn't know what a diesel was and advised me to get it fixed immediately or I might not make it home! Diesels are now much quieter...

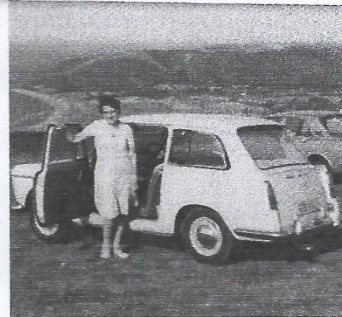
One particularly funny story related to the Husky. Whilst descending a steep, narrow country road, my rear seat passenger decided to roll a cigarette. With the finished cigarette between his lips and the open tin of tobacco balanced on his knee, he arched his back and raised his 6ft 2in frame off the seat in order to extract his lighter from his trouser pocket. This put so much pressure

on the rivets holding the rear seat check straps in place that the deafening bang of shearing rivets ricocheting round the interior like bullets fired from a gun caused general panic. With nothing now keeping the backrest in place, the rear seat collapsed, sending the passenger flying backwards in a cloud of tobacco and profanities. How we stayed on the road is a miracle. Happy days!

Some horror stories include early post-war cars with worn trackrod ends being held in place with string and a neighbour changing a clutch on his Standard 8 whilst lying under the engine – which was suspended by a rope attached to a weak looking tree branch. On another occasion a young couple were seen heading for Dover in a Renault Dauphine with the four badly worn tyres wrapped in surgical adhesive bandage!

My personal selection of the best and worst cars I have encountered is as follows:

- A Ford Granada Ghia Auto Mk1 (the most comfortable).
- My sweet-engined MX5 1800 twin cam Mk1 import (the most fun).
- A passenger ride in a 1986 Ford Thundersport 3-litre racing car around Mallory Park (the most exciting).
- A fixed head early Jaguar E-type (the most beautiful).
- A Fiat 130 Coupé (the most elegant).
- A Moskvitch 412 (the crudest).



■ The act of feeding the wiring loom through an empty tin can by a disgruntled factory worker on a new Triumph 2000 (the most despicable).

■ And finally a brand new Marina 1.7 with its antiquated front suspension, a porous engine block that fed engine oil into the distributor and paint so fragile that it fell off in sheets when shown a pressure washer (the worst car by far).

Strange then that after owning some 50 cars and driving hundreds of most makes, models and types, it is my early cars with all their faults that I remember most fondly. Most likely it was those simpler, less regulated days of old when the sun always shone and all was right with the world that colour my memories!

John Blackman

