



WETHERBY CLASSIC CAR CLUB

April to June 2025



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

**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 2025 programme

Sunday, 6th April - Tony and Simon's April Fools Run, from Wakefield to Brighton Airfield.

Tuesday 8th April - Club AGM at the Bridge Hotel followed by a nice easy quiz.

Tuesday 29th April - Golden Oldies Run. A run to Lastingham on the North York Moors for lunch. Organised by David and Caroline. If the weather is good, we will have a drive up to Rosedale Chimney Bank for a game of Boules and to admire the view.

Tuesday 13th May - Club meeting at the Bridge Hotel with a speaker tbc

Sunday 18th May WCCC Members invited to Little Ouseburn open gardens and classic car show. Just turn up, no fee but £3 donation suggested. 10.30 – 4.00.

Sunday 25th May - May Madness Run. **Organiser needed.**

Sunday June 8th - Yorkshire Rovers Club show at Oakwell Hall, Batley

Tuesday 10th June – Concours night at the Bridge Hotel

Saturday 7th June – Picnic at Harewood Hill Climb “Classic and Vintage Hill Climb”. Just bring a picnic to join fellow WCCC members and watch the classic cars storming up the hill. We are still waiting for the Harewood manager to let us know what facilities they can provide.

Sunday 8th June – Yorkshire Rover Club show at Oakwell Hall, Birstall Non-Rovers pre 1984 only

Tuesday June 10th – WCCC Concours night at the Bridge Hotel. Starting at 6.30 pm.

Tuesday 17th June – Club run From the Bridge, leaving at about 4.30 pm, finishing at YHVG meet at Squires Café, Sherburn in Elmet for 5.30pm. Organised by Colin and Barbara.

Tuesday 8th July - Club meeting at the Bridge Hotel, with a presentation “Retirement for beginners” by Jeff Jacklin

Sunday 20th 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 WCCC stand.

Sunday 27th July - Ripon Old Cars Classic Car Show at Ripon Racecourse. WCCC Club stand as usual.

Sunday August 3rd - Tockwith Show, Unlikely to be a WCCC stand

Tuesday August 12th - Evening drive from and to the Bridge Hotel, organised by Pam and Gerald.

Sunday 17th August - Burley in Wharfedale Village Show, a lovely day out for the whole family with a WCCC stand as usual.

Thursday 21st August – Run to a picnic organised by David and Anthea

Sunday 31st August – City of Leeds show at Greange Park, Wetherby. WCCC club stand.

Tuesday 9th September - Club meeting at the Bridge Hotel with a speaker Lura Cooke from the Recycling centre at Allerton Park.

Sunday 14th September - Knavesmire show on York racecourse, club stand at one of the biggest shows in our area.

Tuesday 30th September - Run to a pub for lunch **ORGANISER NEEDED**

Tuesday 14th October - Club meeting with a speaker

Sunday 2nd November - Sunday lunch run Organised by David and Anthea

Tuesday 11th November - Club meeting with a speaker, Andy Wilson from Yorkshire cancer Research.

Sunday 16th November – Run to a pub for lunch organised by David and Anthea.

Tuesday 9th December - Christmas dinner at the Bridge Hotel

Past events

Sunday 12th January - The Peter and Joan Woodhall memorial run from the Golf club at Wike to the Bridge Hotel for a carvery lunch. The weather was pretty good for January, and the route was enjoyed by all. Joan's son and brother joined us. John has given us pictures of the cars Peter and Joan enjoyed over the years. I have them if anybody would like to have a look.

Tuesday 14th January - Club meeting at the Bridge Hotel with a presentation on Disability Action Yorkshire, by Nigel Thompson.



Tuesday 11th February - Club 'Beat the winter blues' party on a theme of "A Beach Party", which was the theme of the first February party organised by Joan. There was the same menu as Joan organised for that first winter party many years ago.



Sunday 16th February – Valentines Day run, from the Bridge Hotel to a pub for lunch. Organised by David and Anthea. A nice run with decent weather. The pub was overbooked for Valentines lunches, but once settled down the lunch was tasty, and the biggest portions of roast Sunday lunch most of us had ever seen.

Tuesday 11th March - Club meeting at the Bridge Hotel with a Derek Roberts telling us about his testing times with Mintex. Derek left us contact details for 2 businesses who could make brake linings or pads to order:-

Questmead 01706363939 and SAFTEK 01274862666

Sunday 23rd March - March Hare run. Organising was fraught, with road closures, pub changes and floods on the route the evening before. In the event, the run was clear and the Bluebell at Arkendale served very nice lunches with a smile and efficiency.



Chairmans Rant

It is very likely that the effect of Government action increasing minimum wage, increasing National Insurance costs allied to major increases in business rates and energy costs will lead to more of our lunch stop pubs increasing their prices substantially or even closing down altogether. We may have to accept higher prices, or perhaps we should have more picnic runs and fish and chip type finishes to keep costs down.

I thought I would have minor cosmetic improvement to the LeaF by having the bodged windscreen leak repair fixed properly. It took a long time to find somebody to take it on, and they would only give an estimate of £1800 plus VAT, declined to give a quote on the grounds that they might come across other problems in the process. I think June and I will have a go ourselves.

A note from Joan's brother, John:-

Dear Members of the WCCC,

I would like to thank you for the invitation to Adam, my wife Pat and myself to join the Peter and Joan Memorial Run on Sunday 12th January 2025.

We all enjoyed the run, which, for us, was new territory passing through some delightful villages. We would also like to express our thanks for the friendly reception we received at both the Golf Centre and The Bridge from you all.



The WCCC was a very important part of Joans' life for many years, especially after Peter passed away. She delighted in the friendships she developed with you all and was a very able and willing organiser of various social aspects of the club, especially the annual trips to the Northumberland coast.

I wish to thank you all, on behalf of the family, for the tremendous help you gave her throughout, especially after her cancer diagnosis. She also achieved much of her bucket list over the past two years, thanks to many of you. As most of you know, Adam lives in London and Pat and I live in Dronfield, between Sheffield and Chesterfield, so couldn't get up to Wetherby immediately she had a problem. She knew she could rely on a number of you to get her out of a fix, be it with a leaking washing machine, or an immediate problem with her beloved Rover! Again, many thanks.



I don't know if you are all aware, but, the on-line and the cash collection made at Joans' Celebration of Life raised just shy of £800 for St. Gemma's Hospice. Thank you all who contributed.

We hope you all have a good 2025 and the WCCC goes from strength to strength.

John Rhead

FBHVC

The federation have published a list of “Classic friendly” MOT testing station in UK. A couple of them are within reach for us:-

Acespeed Historic Motorsport 111 Briggate, Windhill, Shipley, West Yorkshire.

www.acespeed.co.uk 01274 585803 acespeek@live.co.uk

Greenway Garage Ltd Moor Lane, Newton on Ouse, York, YO30 2DN

www.greenwaygarage.co.uk 01347 848414 intofith@yahoo.co.uk

They have also published a paper detailing the effects of ULEZ, LEZ and Congestion Zones on historic vehicles. The small print can be accessed on the FBHVC website and is too lengthy to be reproduced here. The key point is ;-

“ **Historic Vehicles** - The good news is that all the Orders made through secondary legislation under the Act or under the separate legal provisions for London which authorise charging, contain provisions **EXEMPTING** from charge vehicles in the historic vehicle tax class.”

2025 Road Tax Rises Explained

by Nik Berg of Hagerty

You’ve probably seen the scaremongering headlines warning that drivers face a ‘significant hit’ (thank you [Daily Express](#)) come April Fools Day when new road tax regulations come into play, but what is the truth about the VED rise and how will it affect classic and modern classic owners?

The biggest impact will be for anyone buying brand new from the showrooms – even those opting for an electric vehicle, who will now have to pay a tenner instead of getting away scott free.

It’s the most expensive and highest-polluting cars which will be hammered thanks to a doubling of VED for cars emitting more than 75g of CO2 per km. At the highest level (above 255g/km) buyers will have to pay a whopping £5,490 in the first year.

What’s more, there’s a so-called “luxury car supplement” charged for cars with a list price above £40,000. That’s payable for the next four years and comes in at £450 for a petrol or diesel, £440 for an alternative-fueled car, and £310 for EVs. Oh, and that’s on top of a new standard rate of £190 for petrol or diesel cars and £180 for alternative fueled vehicles. Zero emissions EVs have a standard rate of £10. You can find the [full list of vehicle tax rates here](#).





For older cars, including modern classics registered between 1 March 2001 and 31 March 2017 the system is still based on emissions, and those emitting less than 100g/km will still pay nothing, while for everybody else there's a £10 increase compared to 2024. That means owners of older cars emitting more than 255g/km of CO2 will pay £735 a year for the privilege of driving on Britain's beautifully-maintained road network. Ahem.

Cars registered before 1 March 2001, that were still younger than 40 years old on 1 January 2025, are charged based on engine capacity. That's £210 a year for those under 1,549cc and £345 for anything above.

The Government considers any car older than those to be a "historic vehicle" and is therefore exempt from paying road tax, or, indeed, being required to have an annual MOT test. It's literally the only time, as the owner of a [1982 Lotus Esprit](#) that I actually save money.

A GUIDE TO: PUTTING YOUR CLOCKS FORWARD

SMARTPHONE

LEAVE IT ALONE.
IT DOES IT WITH
MAGIC.



SUNDIAL

MOVE ONE HOUSE
TO THE RIGHT.



COOKER

YOU'LL NEED A
MASTERS IN
ELECTRONIC ENGINEERING
OR A HAMMER



CAR CLOCK

NOT WORTH IT.
WAIT SIX MONTHS,

My life in cars - As no member has come forward to describe their life in cars, I have modified a write-up which I did for another purpose.

The very first car I ever drove on a public road was a Jaguar 2.5 litre. Consequently, Jaguars have always been my favourite cars. When I was Assistant Manager at the Great Northern Hotel, Kings Cross, a customer who was an MP went to Cyprus for a couple of months and asked me to keep an eye on his Jaguar 'E' Type, making sure the battery did not go flat. A couple of days before his return I took June out for a drive around London and unfortunately left the radio on, so his battery was flat when he came back.

The first car I bought was an Austin Somerset, soon replaced with a Wolseley 1500. In this we drove to Cornwall with my in-laws for a weeks holiday in 1964.

My next car was a Sunbeam Rapier. That car was one of our all time favourites, we travelled all over the UK and Europe in it. I joined the Sunbeam Rapier Owners Club, and we were introduced to motor sport. I was quite successful at trials and hill climbs, and we both enjoyed treasure hunts and rallying.



When we moved to Tyneside, we bought a Riley 1.5, then a Mini, both of which were used for rallying. I prepared the cars myself, upgrading the Riley with engine and braking modifications to make it quite a successful rally car. I did quite well driving in rallies, but never actually took first place in a senior event. I was more successful in the navigators seat, winning enough events to

qualify for a licence to enter International rallies, but I could not afford to progress.

We lived in South Africa for a couple of years, and there I purchased a Rover P6. It was a lovely car, but quite unreliable. I almost became best friends with the recovery drivers.

Once I left the hotel business, I had a series of company cars, mostly Ford Granada GXLs with Hertz, and a variety of different badged cars with BL. Whilst HR Director with BL Cars, I drove all the new models and several competitors' models, thus I had driven virtually every make of car on the roads. It was here that I started driving up to 50000 miles per annum, and this continued throughout my working life. I still enjoy a good drive, preferably away from motorways.



Once I ceased working for major companies, I could choose my own cars. I had several Jaguars and Rovers, plus occasional Mercedes, Volvos etc. I have never owned a Japanese or an American car. Jaguars remain my favourites, and driving remains my main interest outside the family.

In later life I became interested in classic cars, basically reliving my motoring life. This all came about because I bought a classic BMW Motor Bike as a fun machine, but it was not popular, so I sold it [for a decent profit] and bought an Alfa Romeo Spyder classic sports car.

We drove this car all over the UK and Europe, exhibited in shows from the Shetland Isles to Hampshire. One memorable trip started with a ferry from Hull to Rotterdam, we then drove up through Holland, Germany and Denmark, took a ferry to Norway and drove through Scandinavia, finishing in Switzerland where we took a flight to Spain with our 2 granddaughters, 3500 miles driving, mostly in the rain, with some fishing in Sweden. I also drove twice to spectate the Mille Miglia in Italy, to Almeria in Spain and to the Dordogne.



Bruce, my son, had an MG MGB Roadster, which we and our daughter-in-law had bought him for his 30th birthday. When he moved to Switzerland I drove it down there for him. It was not easy to modify and register the MG in Switzerland, so it came back to us in Yorkshire. Consequently I had 2 classic cars for a few years. Eventually I sold the Alfa to become a more sensible one classic car family.



I joined Wetherby Classic Car Club. I have now bought a Lea Francis saloon as the MGB became too difficult to mount and dismount.