



WETHERBY CLASSIC CAR CLUB

October to December 2025



Petanque at club picnic

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

Tuesday 30th September - Run to a bowling club from the Bridge Hotel. Departure time provisionally 1.00 pm, with lunch booked for 2.00 pm and a chance to try indoor bowling for £3 per person. Driving south for a change, Colin and Barbara will email members with details.

Tuesday 14th October - Club meeting with a speaker - Andy Wilson from Yorkshire Cancer Research.

Monday October 27th - Inter club quiz night at Netherton Sports and Social Club. Bob has 2 seats free in his car if anybody would like a lift from Wetherby.

Tuesday 11th November - Club meeting with a Beetle drive

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

Monday November 24th - Inter club quiz night at Netherton Sports and Social Club.

Tuesday 9th December - Christmas dinner at the Bridge Hotel

Draft programme for 2026 - Dates are provisional, and can be changed to suit those who volunteer to organise the events.

Sunday 11th January - The Woodhall memorial run from the Golf club at Wike to the Bridge Hotel for a carvery lunch. Meet at the golf club car park at 11.30, or drive direct to the Bridge for 1.00 pm. Please let Bob know if you are coming.

Tuesday 13th January - Club meeting at the Bridge Hotel. A “Hobbies Night”. Members are asked to bring some examples of the non-classic vehicles interests, and show them to fellow members with an explanation of their ‘other’ hobby.

Tuesday 10th February - Club ‘Beat the winter blues’ party on a theme of

Sunday 15th February – Valentines Day run, from the Bridge Hotel to a pub for lunch. Organised by David and Anthea

Tuesday 10th March - Club meeting at the Bridge Hotel with a speaker tba

Sunday 22nd March - March Hare run. A run to a pub for lunch. **ORGANISER NEEDED**

Tuesday 14th April - Club AGM at the Bridge Hotel followed by a nice easy quiz.

Tuesday 21st to Friday 24th April - Club trip away to the Eden Hall Hotel, Penrith, Details soon. Organised by David and Anthea.

Tuesday 21st April **April** - Drive It Day Run. A run to Lastingham on the North York Moors for lunch. Date tbc **ORGANISER NEEDED**

Tuesday 12th May - Club meeting at the Bridge Hotel with a speaker tba

Sunday 24th May - May Madness Run. **Organiser needed.**

Sunday June 7th - Yorkshire Rovers Club show at Oakwell Hall, Batley tbc

Tuesday 9th June – Concours night at the Bridge Hotel

Saturday 7th June – Picnic at Harewood Hill Climb “Classic and Vintage Hill Climb”. Date tbc.
ORGANISER NEEDED

Tuesday 23rd June - Golden Oldies run, From the Bridge finishing at YHVG meet at Squires Café, Sherburn in Elmet for 5.30pm. **ORGANISER NEEDED..**

Past events

Sunday, 27th July – Ripon Old Cars. Probably the biggest show in our region, the Girl Guides bacon butties were enjoyed by most WCCC members present. We had our usual club stand, with a bit more space this year and the slope behind us available for extra cars. A really enjoyable show, and a comfortable drive from Wetherby. Members may not be aware that Ripon Old Cars this year donated £11000 to local charities including Yorkshire Cancer research, Yorkshire Air Ambulance and others.

Saturday and Sunday 2nd – 3rd August – David and Anthea went to the Hebden Bridge show:-



We had our car booked in on the Saturday, as it was too new to enter on the Sunday. The show field was full, and it was a warm, sunny day. The town was full as it was their Steam Punk Festival the same weekend. Sunday was a wet day. We stood in a bus shelter and watched some of the Trans Pennine Run commercial vehicles pass. We left early as the turnout was down. By the time we had driven over the top towards Oxenhope, the sun was shining and the roads dry. Passing through Keighley we noticed that Asda, Sainsburys and Morrisons petrol prices were 129.9 p per litre. I passed our local Asda the following day and it was 4p per litre more expensive. WHY?

Tuesday August 12th - An evening drive from and to the Bridge Hotel, organised by Pam and Gerald. An enjoyable run, good weather and plenty of chat back at the ranch.

Sunday 17th August - Burley in Wharfedale Village Show, a lovely day out for the whole family with a WCCC stand as usual. The village show did not disappoint, with Bowls, street food, charity stands and an excellent lunch at the Queens Head. Our stand space was once again restricted, which saw us sitting in a long row behind the cars. Plenty of interesting cars on show, and another nice day out with the club.



Thursday 21st August – Run to a picnic at Masham, organised by David and Anthea. A really nice run through some new roads to the grass car park at Masham where we enjoyed our picnics. After a suitable rest, Gillian produced her Boules and we had a long round of throwing the balls at the pétanque.

Sunday 24th August Ripon Race Course. David and Anthea went to the show:-



Another nice sunny day with a good turnout, although they had more cars at the Ripon Old Cars show a few weeks earlier. Unusual entries included a Metro 6R4. As usual, my favourites were R Type Bentleys (2 on show) and a Bentley MkVI.

Sunday 31st August –City of Leeds show at the Milk Churn, Scarcroft, where we had a stand for Wetherby Classic Car Club. The weather forecast was not brilliant, but the rain held off long enough for us to enjoy the show. About 150 cars at this new venue, and we are promised a repeat next year.



Tuesday 9th September - Club meeting at the Bridge Hotel the speaker Lura Cooke from the Recycling centre at Allerton Park cancelled, so Gillian told the very interesting story of Cyril, the Yorkshire man who effectively started motor car racing.

Sunday 14th September - Knavesmire show on York racecourse, one of the biggest shows in our area. The weather forecast was dire, but on the morning it looked Okay. 8 members showed their cars on the club stand, others were in the general area or in their Euroboxes. It turned very cold after lunch, and the showground cleared quite quickly. A good show with a wide variety of vehicles.

Chairmans Rant

I would like to remind members that I plan to retire to the back benches of the club at the next AGM in 2026. Please give some thought to the roles involved, and let either Colin or myself know if you would like to take on one or more. The roles are:

1. **Chairman** – prepare to lead meetings, keep up to date with members, act as representative of the club when required.
2. **Secretary** – very little activity, act as main contact with FBHVC and other local clubs, annual liaison with club insurance provider, update Morgans annual entry.

3. **Club magazine editor** – Gather items from members and elsewhere, draft annual programmes for completion by working group members, write articles of interest to members 4 times per annum.

Quite a lot of people, both inside and outside the club, have enquired recently as to the definition of a classic car. At risk of repetition, here is an update of an article I wrote for the magazine a few years ago.

What is a classic vehicle?’

There are probably as many definitions as there are classic car enthusiasts. Time progresses and opinions change. The majority of people who buy classic cars are men in their 50’s to 70’s, who buy either the car that they could not afford in their 30’s, the car their boss drove, or the car they have fond memories of owning at about that time. Thus fashions change. In recent years Ford cars, especially those with sporting make-up or management appeal, have been very much to the fore. Any Ford with a model name including ‘Mexico’, ‘Cosworth’, ‘Ghia’, ‘Capri’ ‘GXL’ et al has seen it’s value rise exponentially in the last decade. Thus definition one is ‘The car I wanted way back when’.

The easiest definition should be the age of the car. Unfortunately there is no agreement on how old (or young) defines a classic. The UK Government classify a ‘Historic Vehicle’ as being 40 years old on the 1st January, and allow free road fund licence and no requirement for an MOT Test. Insurance companies vary in their definitions, the most common being 20 or 25 years old, but some will accept as little as 15 years old. Defining by age allows some surprisingly ordinary cars to be defined as classic, such as the Morris Ital or the Skoda 110, cars which were derided in their day. Some classic car shows restrict their entries by age. Typical examples are ‘Built before 1979’, or ‘registered at least 25 years before the date of the show’.

Another definition could be a car that made a significant contribution to the development of the motor industry, For example the Ford Model ‘T’ introduced production line manufacturing. The Tesla ‘S’ Type greatly advanced the progress of electric cars in the marketplace. Over the last hundred years or so there have been many such innovative cars, Citroen were very much to the fore in this category.

Yet another way to define a classic is that it is a very exotic and desirable car, thus a brand new Lamborghini or McLaren could be a classic as it leaves the showroom. A car that really pleases the eye can be a classic very young in it’s existence. The problem here, of course, is that “Beauty is in the eye of the beholder”. The Jaguar ‘E’ Type is a clear example of this, there are many other contenders including many Italian sports cars such as the 1940s Cistalia, or almost any Ferrari. Mercedes, Volkswagen, Cadillac and multiple manufacturers worldwide can lay claim to classics in this definition.

Currently there are a number of classic car ‘groups’ formed on the internet. These groups lack the formal structure of a committee led club, but have very large memberships with no requirements to define their notion of a classic. Thus a 60 year old innovative car can sit alongside a 2 year old sports car, both thought of as classics. Some of these groups hold 2 or 3 meets a week and they may be the future of the classic vehicle movement.

And then there are other vehicles. The Honda four cylinder stands alongside the Manx Norton, Harley Davidson etc. as innovative classic bikes. Military vehicles can be classic because of the role in conflict [the Willys Jeep], or their innovation such as tracked vehicles. Buses, trucks, bicycles, horse drawn vehicles all have their advocates.

Peter Woodhall, who, with Joan, ran WCCC for many years always said “If you think it is a classic, then it is a classic”

UNE VIE AVEC LES RENAULTS par Monsieur Jean Ungar



It's all my mother's fault – she started it ! I was 11 when my mother bought “the car of her dreams”, a Renault Floride. They were extremely rare in England, and very expensive compared to similar British cars. So it was second hand, and there was no soft top with the car. But when summer came along, and the weather was generally good, the hard top came off and was left in the garage at home. On many occasions, my sister and I sheltered under the tonneau in the back when it started to rain !

Fast forward a few years, and I'm old enough for driving lessons. Where do I go to learn ? Well, my gran knew a lady whose husband was an instructor, so I went to him. He worked at Long's, the Renault dealer in Great Yarmouth, and was both a salesman and driving instructor. The lessons were in his Renault 8. And while this was going on, my father had an R8 as a company car, so I was able to get practice in that. How many coincidences ? Having passed my test, I initially had a Mini which was for sale at our local garage, but that was soon replaced with a Renault 8.



I had this car from age 18 to 21, and went all over the country in it. It cost me £180, and I sold it for £55 when I got my first company car. After a period in sales, I moved into marketing, and lost my company car. This of course marked a return to Renaults, with an R10.

It may not be clear from the next photo, but the drive beside the cottage sloped down to the road. One evening, I came home from work, parked the car at the top of the drive, and went into the house. As I passed the window at the front of the house, I saw the car rolling down the drive, and across the small road at the bottom, coming to rest in the hedge. Luckily it was a very quiet country road, and nothing was coming. That's how I learnt to leave a car in gear, and not rely on the handbrake !



I moved back into sales after a few years, and a succession of gradually better company cars followed. For a long time, we were only allowed British cars, but eventually this rule was dropped, and I was able to get a Renault 25. This was the best car I had ever driven. Regrettably I do not have a single photo of it. The tax on company cars increased from year to year, so

when the company offered a cash alternative, it was time to buy my own car once again. Having enjoyed the R25 so much, the Renault Vel Satis seemed the modern equivalent.



I bought the car for £2,200, and took it from 44,000 to 136,000 miles over 6 years. What a wonderful car. It was only after 130,000 miles that a series of problems started to occur, culminating in a defective electronic handbrake which was going to cost a fortune to repair - clearly it was time to say goodbye. During my ownership of the Vel Satis, I started to get involved with the forum, and we were invited to join the Renault Avantage group for a weekend, which included a visit to the Coventry motor museum. Here I learnt about the magic of an Avantage, and met so many enthusiastic owners. You know where this is heading.....



But before that came retirement and a pension lump sum. It was time to buy my own Floride or Caravelle, as a fun car. They are not easy to find, as there weren't many in the first place, and most had rotted away. Eventually I found what looked to be a good one on e-Bay, and astonishingly in Horsforth, just a few miles from where I lived.

I went to see the car, was happy, bid on it, and won the auction. Sadly my mother died the day before I collected the car, so she never got to see it. During Covid, I took it off the road for a year, and restored the bodywork, treating the car to a full re-spray. To progress, this is the Renault Avantage which I bought to replace the Vel Satis, and which has proved as good fun as I hoped, and is also exceptionally practical.



FBHVC

Following an extended period of lobbying and consultation by the Federation of British Historic Vehicle Clubs (FBHVC) culminating in the Call for Evidence to which Members responded in record numbers, the Federation can now share this Registration Policy Update from DVLA.

OFFICIAL DVLA ANNOUNCEMENT - 20 August 2025

- DVLA has announced updated policies to modernise the process for notifying DVLA when a vehicle has been repaired, restored and modified.
- Like-for-like repairs and restorations will no longer need to be reported to DVLA, and more modified vehicles - including electric vehicle (EV) conversions - will be able to retain their original identities.
- Changes will take effect from Tuesday 26 August 2025.

DVLA has today (20 August) unveiled a major update to some of its vehicle registration policies, making it significantly easier for enthusiasts to register repaired, restored and modified vehicles.

The new guidance reflects modern restoration methods and simplifies the registration process, helping classic car owners keep their vehicles on the road while ensuring safety and accurate records.

These changes follow an extensive call for evidence, which received more than 1,350 responses from classic car owners, motoring clubs and the historic vehicle sector. In response, DVLA is replacing its existing policies on rebuilt and radically altered vehicles with two new sets of guidance that will apply to all vehicles, regardless of age.

Minister for the Future of Roads, Lilian Greenwood said: “We know how much love, time and effort goes into keeping classic cars – and we’re right behind the community.

The new policies will come into effect on Tuesday 26 August 2025 with the full guidance to be published on GOV.UK on the same day, at: www.gov.uk/vehicle-registration

On Tuesday 26 August 2025, DVLA will replace its existing policies on rebuilt and radically altered vehicles with two new sets of guidance:

1. Repaired and restored vehicles

There will be no requirement to notify DVLA where a vehicle has been repaired or restored back to its original working standard, providing:

- worn-out components or body panels are replaced on a like for like basis
- the appearance of the vehicle is the same as when it was originally manufactured
- Vehicle log book (V5C) details are not affected.

2. Modified vehicles

Vehicles that have had significant structural modifications will be able to keep their original Vehicle Identification Number (VIN) and registration number, but the registered keeper must notify DVLA of the changes.

This could include:

- cutting into the chassis monocoque or frame
- changing the vehicle’s appearance or dimensions from the original manufacturer’s specification
- conversions from an internal combustion engine to electric propulsion

These changes are based on engagement with industry and stakeholders along with feedback from a call for evidence which launched on 9 May 2024. DVLA published the summary of the responses to this on 9 December 2024 and the revised guidance will be published on Tuesday 26 August.

Full details available on the FBHVC website, which can be accessed via the WCCC website.