



WETHERBY CLASSIC CAR CLUB

April to June 2026



Great Outdoors for a Winter Warmer

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.**

Programme for 2026 - Dates may change

Sunday 12th April - Tony and Simon's annual April Fools run. Please let Tony or Simon know if you will be there.

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

Tuesday 21st to Friday 24th April - Club 3 night trip away to the Eden Hall Hotel, Penrith, Organised by David and Anthea..

Tuesday 12th May - Club meeting at the Bridge Hotel with Ian Hanson telling us all about Tan Hill.

Tuesday 19th May - WCCC Drive It Day Run. A run to Lastingham on the North York Moors for lunch. Organised by David and Caroline. Please let them know if you intend to join them.

Sunday 24^h May - May Madness Run. **Organiser needed.**

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

Tuesday 9th June – Concours night at the Bridge Hotel, organised by Richard.

Tuesday 23rd June - Golden Oldies run, From the Bridge Hotel finishing at about 4.00 pm at the YHVG meet at Squires Café, Sherburn in Elmet for 5.30pm. Organised by Colin and Barbara.

Tuesday July 14th – A night run from and to the Bridge Hotel organised by Pam and Gerald.

Sunday 19th 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 26th July - Ripon Old Cars Classic Car Show at Ripon Racecourse. WCCC Club stand as usual. Please advise Anthea if you are coming.

Thursday August 6th – Drive to a picnic in the countryside. Organised by David and Anthea.

Tuesday August 11th - Club meeting with a presentation by Val Newarth explaining Forensic Science.

~~**Sunday 23rd August** – Picnic at Harewood Hill Climb “Classic and Vintage Hill Climb”. Organised by Bob and June – cancelled due to clash with Burley~~

Sunday 23rd August – Burley in Wharfedale Summer Festival with classic car show. A lovely day out for the whole family, please book with Anthea and David, only 9 car spaces.

Sunday August 30th – City of Leeds Classic Car Show at the Milk Churn, Scardcroft. A new venue last year, and a nice show close to home. WCCC stand – book with Anthea and David.

Tuesday 8th September - Club meeting at the Bridge Hotel with Andy Wilson speaking about cancer in Yorkshire over 100 years.

Sunday 13th September - Knavesmire show on York racecourse, club stand at one of the biggest shows in our area.

Sunday September 13th – Knavesmire Car Show on York Racecourse. One of the biggest shows in our area with a WCCC Stand.

Tuesday October 13th – Club meeting at the Bridge with Jeff Coates of the North Yorkshire Rotters telling us about recycling and composting.

Sunday October 25th - Run from the Bridge to a pub for lunch. Organised by David and Anthea

Tuesday November 10th - Our infamous Beetle Drive at the Bridge.

Tuesday December 8th - The WCCC CHRISTMAS DINNER at the Bridge Hotel

Past events

Sunday 11th January - The Woodhall memorial run from the Golf club at Wike to the Bridge Hotel for a carvery lunch was the plan. The weather had different ideas, and after discussions it was decided to offer members a direct run to the Bridge Hotel. Most accepted this, but a few intrepid drivers, including Joan's brother, followed the route successfully. The carvery lunch started our social activities for 2026.



Tuesday 13th January -



For "Hobbies Night". Members were asked to bring some examples of their non-classic vehicles interests, and show them to fellow members with an explanation of their 'other' hobby. None of us knew that Simon communicates with people all over the world with his short wave radio kit. There was knitting, crocheting, male jewellery, and all sorts of hobbies quite

separate from classic cars. An occasion when we learned more about our fellow members.



Tuesday 10th February - Only 19 members attended the February winter warmer party, which was a bit disappointing. The event was enjoyed by the small party. Should we consider changing this event to a lunch time or a different day to make it easier for people to join in?

Sunday 15th February – Valentines Day run, from the Bridge Hotel to a pub for lunch. Another run Organised by David and Anthea. And enjoyed by WCCC members. david and Anthea really do work very hard for the benefit of us all.



Tuesday 10th March - Two members of the Nidderdale Bird Watchers surprised us with the great variety of birds and other wildlife they have seen in Nidderdale and surrounds. Their pictures, displayed on the screen were very clear and interesting. One of the presenters, Stephen Harwood, told us he was an organiser of the Birstwith show, and he invited WCCC members to display their cars at the show on the 25th of July. It sounds like a nice family day out for any interested members.

Sunday 22nd March - March Hare run. A run to a pub for lunch. Colin and Barbara led the group south to the Jenny Wren in Beal. The meal was all roast meats, served to the table on plates. Colin and Barbara always find roads that are new to many of our members and this was no exception. It really showed the flat terrain of the Vale of York, which, of course, eventually becomes the Fens of Lincolnshire/



Chairmans Rant

As the AGM approaches, this will be my last rant. I have enjoyed the role of Chairman of WCCC for something over 10 years. During this time we have had some trials and tribulations. The most difficult was the Covid outbreak, which meant no meetings for extended periods, but the club managed to hold together.

With a meeting every month, and an outside event almost every month, we are one of the most active clubs in the Yorkshire area. In my opinion, it is the very open welcome given to any and every make, model and age of car that makes us more socially involved than single make clubs.

We are looking forward to life on the “Back Benches”, Our travel commitments mean that we miss a lot of the club’s activities through the year, this year we have already missed the Valentines Run and the Winter Warmer party. We will miss the Concours night, Burley show among others. Most of these are on days we are travelling to or from Europe rather than days we are actually away in far away places. Just like London buses, our social events seem to be missing altogether, then two come along at once.

MG X-Power SV supercar



Has anybody other than an MG aficionado ever come across the MG X-Power SV? It was an attempt by the Phoenix Group to develop a supercar. The cost, with 82 cars built, was about £28million. Each SV therefore cost £340,000 to make. Most of them were auctioned off in the MG Liquidation sale. Small wonder that what remained of BL Cars failed completely.

The body structure was 100% carbon fibre, the V8 engine a 4601 dohc with four valves per cylinder,

produced 320bhp @ 6000rpm, 302lb ft @ 4750rpm the chassis and suspension included double

wishbone front and rear, directly based on F1 technology. Top speed was 165 mph0 - 60 mph 5.3 seconds. The cars were retailed at £65000, and attract £30000 - £45000 today.

Rated as a comfortable car to drive, with long legs inviting a trip to distant mountain passes, the MG SV could have been a popular, good value supercar, but finished up as a foolish attempt to enter a new market by a the Phoenix Group who should have concentrated on the mainstream market of Austin, Rover, MG et al.

The cars of Queen Elizabeth II

by Giles Chapman for Hagerty



The Queen showed a genuine interest in cars and in driving throughout her life in the public eye. Photo: Bob Haswell/Express/Getty Images

For a person who probably travelled more chauffeur-driven miles in her lifetime than anyone else on earth, our late monarch had an uncommon urge to take the wheel herself.

Her views on the cars in her long motoring life are not recorded. There could never be anything so vulgar as an endorsement, or a denigration. And anyway, Queen Elizabeth II was always happy to take the rough with the smooth, rattling along in the most rugged 4x4s or zipping about in leather-lined luxury.

The Range Rover in its successive iterations is the vehicle that seemed to suit her needs best. With three vast estates dotted about the country, the [go-anywhere Rangie](#) ticked every possible box, sometimes alive with Corgis, and at others with foreign royalty in the passenger seats (such as Saudi Arabia's King Abdullah in 1998), open-mouthed as she romped through the Balmoral countryside, pointing out favourite beauty spots. Even David Cameron, one of the 15 assorted prime ministers who've come and gone during her long reign, was alarmed at the Queen's "breakneck speed" as she showed him round, according to his autobiography *For The Record*.



Then-Princess Elizabeth repairing a truck during her military service in the Second World War. Photo: Roger Viollet via Getty Images

It may come as a bit of a surprise, then, to recall that the Queen never took a driving test and didn't possess a licence. There was no need to. British driving licences were ultimately issued in her name, so engaging in any DVLC paperwork would have been farcical. Nor does the monarch's car need any number plates on the highway,

another unique concession.

Princess Elizabeth entered the Second World War as a 13-year old girl and ended it as a proficient 18-year old mechanic. Showing the quiet determination that would characterise her in later life, she insisted on doing her bit, and to that end she was enrolled in 1944 in the British Army, in the Auxiliary Territorial Service. To the quiet admiration of her parents, she learned how to drive heavy army lorries, and about what went on under the bonnet.

She could analyse and fix problems on recalcitrant engines, change wheels, assess roadworthiness and, of course, negotiate and reverse cumbersome Bedfords where even some men might have got jittery. No wonder, then, that the Queen was more than at home behind the wheels of the numerous Land Rover Series models and Defenders kept on Royal land.



The Women's Auxiliary Air Force had a flick through *The Autocar* and chose a Daimler DE27 for the young princess and her fiancé as a wedding present in 1948. Daimlers were the marque of choice for the Royal Family in those days – they took delivery of 80 examples in total – and after her Coronation in 1953 Elizabeth II would often drive her young children Charles and Anne around the Windsor area in a Hooper-bodied Regency Empress, when she wasn't in the rear compartment of one of the larger Daimler limousines stabled at the Mews at Buckingham Palace.

Only after a tax scandal involving Daimler's chairman did Royal patronage start to shift discreetly towards Rolls-Royce. The first was a Phantom IV in 1954, followed in 1961 by the latest Phantom V. This 3-ton behemoth really did travel the world with the Queen on her regular commonwealth tours and visits: it had its very own garage aboard the Royal Yacht Britannia, into which it could be eased once the bumpers were removed, and it was in active service right up to 2002 when the craft was decommissioned.

While the Queen could often be seen on the TV evening news waving from the back of various specially converted, open-topped ceremonial cars, when at home at Sandringham she preferred the use of a proper estate car. In a little-known car museum in a stable block at the Norfolk country seat, you can still see the specially-designed Ford Zephyr MkII with its somewhat hearse-like contours that took the Queen, Prince Philip and their guests on many a shooting party.



One of the more unusual royal allegiances was this Vauxhall Cresta estate, still kept at Sandringham. Photo: Vauxhall

Unlikely as it seems, though, the Queen then switched allegiance to Vauxhall and seemed to revel in her PA and PC Cresta estates. The PA is still there at Sandringham, complete with its tongue-in-cheek number plate: MYT 1.

Her Majesty no doubt agreed with her husband that a car made an excellent 21st birthday present for their children. They gave Prince Charles an MGC, and Princess Anne a Reliant Scimitar GTE. For her own use in and around Windsor, however, the Queen was drawn towards Rovers. At first it was a P5 3-litre before moving to what is thought to have been one of her all-time favourites, a P5B 3.5 saloon.

When British Leyland rather thoughtlessly stopped making those, she moved over to Jaguars and Daimlers, apparently racking up 12,000 miles in one Daimler Double Six Series III that had a plump cushion in place of a back seat for those pampered, yappy Welsh dogs to sit on. Even as recently as early in 2022, Queen Elizabeth was spotted in Windsor in a smart, green Jaguar X-Type estate, sporting her distinctive version of a racing helmet – a headscarf knotted under the chin.

It's very likely that the Queen well understood what went into making great British cars. She was patron of the Royal Automobile Club where, on Thursday evening, car talk stopped and heads were bowed in silence on the announcement of her passing.

In 1956, she paid her first visit to a car factory with Prince Philip when they toured Jaguar's bustling HQ in Coventry, and in 1957 she accepted the gift of a light blue Renault Dauphine on a visit to Renault's British assembly plant in Acton, west London. In 2014 she opened Jaguar's new engine plant in Wolverhampton.

Meanwhile, back in 2002, on the occasion of the golden jubilee of her reign, Queen Elizabeth was fully involved in creating the Bentley State limousine that would carry her on official duties for the next 20 years.



More recently, Queen Elizabeth II has been most associated with the Bentley state limousine, frequently seen on official events. Photo: Bentley

Her innate good taste came to bear in requesting the minimum of flashy external chrome and comfortable, rather than opulent, trim and upholstery, with soft cloth and not sticky leather, and wide-opening doors cut into the roof of the body allowing her to stand fully upright when disembarking.

The colour scheme chosen was black-over-Royal Claret paintwork with red coachlines, a livery originated in 1902 on the Daimler Tonneau of her grandfather Edward VII. Car traditions, like so many others, were very important to her.

And yet, on the other hand, British car innovations intrigued the Queen. [Alec Issigonis](#) was a friend of her brother-in-law Lord Snowdon and just after the revolutionary little runabout was launched, it's said that Issigonis took a factory-fresh Mini to Windsor Great Park so that a certain rather keen driver could have a spirited turn at the wheel.