



EPSOM

COLLEGE

Old Epsomian Classic Car Club

The OECCC is a UK-based classic car club for Old Epsomians, Epsom College Parents and Staff (past and present) and Epsom College pupils, who enjoy a common enthusiasm for classic cars of all kinds. Launched in May 2018, we aim to organise events all year round.

OECCC events will be attended by a wide range of members, and whether you drive a Mini or a Rolls you'll be assured of a warm welcome. Events are open to all members.

Do I need to own a classic car?

No, you only need to have an interest in classic cars. Some of our members may own no cars at all; some may own several classics. We embrace all makes from Allegro to Zagato and from veteran to modern. Some members may join just for our social events.

Can I try before I buy?

Yes. We will be happy to arrange for you to attend an event as a guest.

Is it all older, more mature people in your group?

Certainly not! We aim to have a very diverse age range in the club all the way from 11 to 111. In fact we particularly encourage current pupils to get involved if cars or automotive engineering is their interest.

What days of the week will your events be held?

We are aiming to have several events, including visits to places of interest and country drives and these would most likely be on a Sunday. But we will also host some local monthly pub meetings, which most probably would be on weekday evenings. We will also plan weekend and week-long trips in the UK and Europe if there is sufficient demand for them.

Are you a Surrey-based group?

A large number of our members will be based in and around Surrey but as membership grows, we hope to develop regional areas too.

Do I have to pay for my partner to join?

No! Partners join for free and enjoy full membership rights. Just add their name to your membership details.

I know it is just £30 per year, but what benefits do I get from joining the OECCC?

We think the OECCC will give good value for a classic car group:

- You can meet other car enthusiasts with the common Epsom College bond at a variety of social events planned.
- You will receive regular email bulletins to keep you up-to-date on forthcoming events.
- We will be negotiating preferential rates at car insurance brokers and other car related offers.
- Subscription surpluses will be donated to the College's capital campaign to build a new centre for excellence, The Mermaid.

What constitutes a classic car?

We can't express that better than lifting this from the HR Owen web site:

At what indeterminable point in time does an old car become a Classic? It may be easier to find the true location of Camelot than be able to find agreement between various groups of automotive enthusiasts as to what constitutes a Classic Car.

It is very easy to define a Veteran Car, as they were, quite simply, built before the First World War. Similarly a Vintage Car was built before 1930, and Post Vintage referred to cars from the 30s until the end of WWII, however after this point it all becomes a bit hazy.

Some automotive organisations may refer to a car made in the 1940s as a Classic, while others may consider cars from the 1980s to be Classics.

Classic Car insurance generally kicks in for cars 20 years and older. However, there is also the UK Road Tax exemption on Classic Cars. When this was first introduced, a car needs to be more than 25 years old to be eligible. However now, due to a change in the rules, this only applies to cars built before 1973. So does that make everything built pre-1973 officially classic and everything built after not and never to be deemed so?

Few people would deny that the Ferrari Testarossa was a "Classic" from the moment she was launched in 1984. The Federation of British Historic Vehicle Clubs is campaigning for the reintroduction of the rolling scheme, but with a 30 year

threshold. Yet, as shown above, defining a Classic by age alone oversimplifies it somewhat.

For a car to be considered and appreciated as a Classic there needs to be an aesthetic appeal. This could be for its design credentials or an element of timeless engineering beauty, combined with the ability to turn heads. When pulling up at a country hotel, do other guests stop to stare or ask questions? A Classic Car, like a classic beauty, needs to have that oh-so-subtle envy factor.

Being pragmatic, there is a value equation with Classic Cars which is associated with rarity, desirability and of course age. If the car has stopped going down in value and begun to rise again then that indicates that it has reached Classic status. A concourse car is more desirable than a restored version.

Of course provenance has a part to play and can easily trump the “one careful owner” story, especially if happens to have been driven by a legendary 5 times F1 champion.

In July 2013, the most expensive car ever sold at auction was, undoubtedly, a classic. With a price of £19,600,000, the Mercedes-Benz W196 was the Formula One entry in the 1954 and 1955 seasons, winning 9 of the 12 races entered. It was driven by none other than El Maestro – Juan Manuel Fangio.

Although Stirling Moss also drove this stunning vehicle during the 54/55 seasons I doubt his name on the ticket added quite as much to the price tag as his Argentinean team mate’s.

So to our mind, regardless of whether it is over 20 years old, or a ‘modern classic’ due to rarity or some exceptional feature, if it gets motoring enthusiasts excited – it’s a classic! Got a Rolls, a Trabant, an Aston or an NSU? Come along and join in.

If you don't already own a classic car, you are not yet part of this vibrant sector that contributes over £5.5 billion to the British economy each year. Classic cars continue to power ahead as one of the top-ranking alternative investment assets, with growth of 192pc over the past ten years – despite a rocky year for vintage vehicles.

The asset class has performed consistently strongly against other alternative investment asset classes, such as fine art and wine, with a peak in 2015, according to transaction data between 2006 and 2017.

While current market conditions have seen some reversal in recent gains, driven by more cars coming onto the market which has depressed prices over the past 12 months, the classic car market has still grown 3pc since last year, according to a report by global art insurance specialist AXA Art.

