



WAYFARER FEBRUARY 2018

WAYFARER

The Magazine of THE GREEN BELT MOTOR CLUB
Incorporating Stort Valley Auto Club
February 2018

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The opinions expressed in **WAYFARER** are purely those of the contributors and should not be construed as the policies of either The Club or its Committee.

The Editor is not responsible for factual errors, or errors of spelling and English usage, in submitted articles.

For convenience, membership records are maintained on a personal computer. Any Member who does not wish their details to be held in this way should advise the Membership Secretary.

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Front cover:

Rob Choules, Trent Park Trophy 2017 winner at North Weald, by Nick Cook

Editorial/Comp Sec news

The new MSA Chairman gave a speech at the International Autosport Show on the future of motorsport. Read more on the next page plus a Q&A session. It is time to put the competitors and volunteers at the heart of the sport.

This coming weekend we have the Snetterton Stages with a near capacity entry, with the regulars from the Motor Sport News Circuit Championship, being run by the Anglia Motor Sport Club. Ten days before the event the organisers had some bad news that the Breckland Lodge, the overnight accommodation, was burnt down.

Annual Awards Dinner – there isn't much time to the Dinner on Saturday 3rd March, so please let Mel that you are attending and let her know your menu requirement soon.

Tendring Clacton Rally – Sunday 22nd April is the date for the first closed road event in England and we are running the first stage. On the first day of entries opening they had received over 100 entries, mostly local competitors. Join us running the first stage, see John Davie's article in this edition.

News has reached us that former SVAC member Nigel Felsted has died, Loyd has written a piece about Nigel in this edition.

Subscriptions, thank you to those who have rejoined us for 2018 and we ask that those haven't rejoined please do. Due to the new data rules we need everyone, whether they are honorary or have paid previously needs to complete a membership form. If you haven't rejoined us you will find a membership form (in red) with the magazine and if you haven't updated your details you will find a membership form (in green) with the magazine.

Chris Deal

David Richards – Speech at the Autosport International Show

“I see my new role as providing clear and decisive leadership, against the backdrop of a rapidly shifting landscape, with a singular objective: to create a sustainable future for motorsport in the UK”

During a wide-ranging speech to an audience of 500 members of the motor sport community, Richards reflected on both the challenges and opportunities facing the sport over the next five years.

“I see my new role as providing clear and decisive leadership, against the backdrop of a rapidly shifting landscape, with a singular objective: to create a sustainable future for motorsport in the UK,” Richards said.

“First, we need to identify the threats and risks to UK motorsport, then establish plans to mitigate them. Second, we need to chart a safe passage through the broader external challenges UK motorsport faces, whether they be political, economic or social, as well as the legal environment in which it must operate. Third, we must safeguard and improve the financial landscape of the MSA – for without the right financial resources we can neither promote UK motorsport effectively nor invest in its future.”

Richards explained that an immediate task is to aggregate insight from across the many UK motorsport disciplines. That research will encompass competitors, regulators, legislators and volunteer officials from across the spectrum, as well as the motorsport media. “I am very confident that the feedback we receive will help shape the future direction of the MSA and create a forward-looking plan that we can all embrace,” he said.

Richards said that this plan will cover areas ranging from participation, diversity and cost to promotion, commercial outlook and e-sports. He also placed an emphasis on volunteers, whom he described as, “the very life blood of motorsport.”

Q&A with MSA Chairman, David Richards CBE

Will your plans for UK motorsport include amateur competitors as well as the professionals?

Yes, very much so. I am all too aware that the vast majority of UK motorsport is practised by amateurs: people investing their own hard-earned cash in their passion. It is the MSA's duty as the governing body of UK motorsport to deliver safe and sustainable motorsport for all competitors.

Is economic sustainability also one of your objectives?

It is, yes, and it should encompass all levels, for UK motorsport's very future is defined by our ability to attract and nurture new participants at grass roots level. In karting, the bottom rung of the ladder, that is evidenced by a 30 per cent drop in licence holders over the past decade. To succeed even in junior karting, we are now seeing teams financed by six-figure budgets. That is unsustainable. Costs must be limited so that karting, the first rung of the ladder, is affordable and sustainable.

You have talked a lot about sustainability, but what about diversity?

For too long, the majority of UK motorsport has been the preserve of a fairly narrow demographic, and we are still not doing enough to attract female participation. With Susie Wolff and the MSA's Women in Motorsport initiative, positive steps are being made, however, to make it truly sustainable, we need to accelerate its impact to provide opportunities for women and girls to compete on level terms.

There is also work to be done to increase the accessibility to motorsport to lesser-abled participants. We were all shocked by Billy Monger's accident in April last year, and equally inspired when he returned to the cockpit just 11 weeks later. Billy is just one of numerous competitors with whom David Butler and his team at the British Motor Sports Association for the Disabled have helped, and for which they deserve great credit. With the right framework, equipment and know-how, disability and profound medical conditions need not be a barrier to competing on a level playing field in motorsports.

You have talked mostly about the interests of competitors – but what about marshals, officials, scrutineers and so on?

They too are crucial. Indeed, they are the very life blood of motorsport, the invisible glue that binds it all together. However, over 75 per cent of technical scrutineers are

more than 50 years of age; at the other end of the spectrum, just one per cent of them are under 25 years of age. If we do not do something about that, and if we thereby allow our volunteer profile to continue to age, we will in future be limited in the number of events that we can safely deliver.

To address this, I believe the MSA needs to find ways of working with the universities and technical colleges who offer motorsport qualifications. We should be encouraging them to formalise, as part of their curriculum students contributing as volunteers in the administration of motorsport events in the UK.

Do you think the interests and requirements of UK motorsport are sufficiently well communicated outside motorsport-oriented audiences?

In a word, no. To ensure the sustainability of UK motorsport, it is essential that the MSA is part of conversations at the highest level of government and industry. We must be outward-looking and take every opportunity to influence and steer the narrative outside the motorsport community, enlisting those who can materially affect and improve our future.

A key group to consider is academia. The MSA needs to actively engage with schools, colleges and universities, so as to ensure the development of attractive and viable pathways for the technicians and engineers of tomorrow. They will form the backbone of a healthy and vibrant motorsport community in the future.

Financially, is UK motor sport in good health at the moment?

There's a dichotomy that whilst UK motorsport is enjoying unprecedented success at the highest levels globally, those perceived riches do not trickle down to mainstream participation in the sport. We need to look closely at all our existing assets to really understand how we can grow them and broaden their impact.

Through this process, we can generate higher levels of revenue, which will have a direct consequence on the levels of investment available for grass roots motorsport, talent development and the promotion of motor sports in general.

Motorsport needs to attract younger volunteers, UK needs to capitalise on international successes.

Anglia Motor Sport Club Calendar

Now that GBMC is part of the Anglia Motor Sport Club you can take part in events run by member clubs which only need a membership card. The purpose in forming the group was to combat the decline of grass roots motor sport in East Anglia. All of the clubs involved were to a greater or lesser extent suffering from lack of competitors, organisers, and marshals for the events that they were running, and needed to pool resources in order to keep the events viable. At the time, the MSA had quite restrictive rules governing who could or could not be invited to club level events, and the idea of an umbrella club was formed as a survival mechanism that would allow us to remain compliant with the rules of the MSA.

Member Clubs are Cambridge CC, Chelmsford MC, Eastern Counties MC, Falcon MC, GBMC, Herts County A&AC, Kings Lynn & DMC, Middlesex County AC, Sporting Car Club of Norfolk, West Suffolk Motorsport Club and Wickford AC.

Calendar

| Date | Type | Descr | Permit | Pro Club | Org Club | Description |
|-------------------------------|-------|--------------|------------|----------|----------|-------------------------------|
| Sun 11 th Feb 2018 | Trial | Car Trial | Clubmans | AMSC | WSMC | 2017 / 2018 Trials Challenge |
| Sun 18 th Feb 2018 | Stage | Single Venue | National B | AMSC | AMSC | |
| Fri 23 rd Feb 2018 | Rally | 12 Car | Clubmans | SCCoN | SCCoN | 2017 / 2018 Club Championship |
| Sun 4 th Mar 2018 | Trial | Car Trial | Clubmans | AMSC | CCC | 2017 / 2018 Trials Challenge |
| Sun 18 th Mar 2018 | Trial | Car Trial | Clubmans | AMSC | WSMC | 2017 / 2018 Trials Challenge |
| Fri 23 rd Mar 2018 | Rally | 12 Car | Clubmans | SCCoN | SCCoN | 2017 / 2018 Club Championship |
| Sun 15 th Apr 2018 | Trial | Car Trial | Clubmans | AMSC | FMC | 2017 / 2018 Trials Challenge |

Club Diary

Saturday 3rd March – Awards Dinner, see advert

Wednesday 25th April – Annual General Meeting

Competition Calendar

| Date | Events | Club | Venue/Start | Format |
|---------|-------------------|------|-------------|------------------|
| 10/2/18 | Southdown Stages | | Goodwood | SV Stages Rally |
| 18/2/18 | Snetterton Stages | AMSC | Snetterton | SV Stages Rally |
| 22/4/18 | Clacton Stages | CMC | Clacton | Closed MV Stages |

Show Calendar

London Classic Car Show at Excel, 15-18 February 2018
Including the Historic Motorsport International.

Race Retro at Stoneleigh, 23 – 25 February 2018

Motorsport at the Palace will be back to the Spring Bank Holiday weekend in 2018.

Coventry Motorfest, 2 -3 June

Motor Museums

Bicester Heritage, Bicester, Oxon

Brooklands, Weybridge Surrey

Cotswold Motor Museum, Bourton on the Water, Gloucester

Coventry Transport Museum, Coventry, Warks

David Sutton Rally Car Museum, Daventry, Northants

Heritage Motor Centre, Gaydon, Warks

Haynes International Motor Museum, Sparkford, Somerset

Ipswich Transport Museum, Ipswich, Suffolk

London Motor Museum, Hayes, W London

National Motor Heritage, Beauleu, Hants

Whitewebbs Museum of Transport, Enfield

MOTORSPORT on TV

F1 on C4 (same live) , WRC on C5 (highlights on Tuesday evenings), BTCC on ITV4 (live with support races), British Rally Championship - BRC on C4 (highlights on Saturday mornings the week after), Goodwood events on ITV4 (highlights), Formula E on Spike (Freeview ch31, live), FreeSports (Freeview ch95) shows some Motorsport.

Social Secretary's Report

Excuse me being late to the party, but Happy New Year to you all as this is my first article this year.

Looking back to the end of last year, on Wednesday 13th December, 26 members and friends of the club attended The Old Manor at Potters Bar for the annual Christmas meal. The food was good but the service was a little on the slow side, the venue was very noisy and the disabled access involved the moving of several diners from other tables to be able to bring in someone in a wheelchair. All in all, we will be looking for another venue next year.

The first event of 2018 is the annual Dinner and Dance, this year being held on 3rd March at Crews Hill Golf Club. Please do hurry to get your ticket to avoid disappointment and please make payment in full in advance as per usual for this event. Despite inflation, the committee has managed to keep the cost of tickets the same as last year at £30 per head including the meal, disco and awards presentation. This year we are trying something a little different; a carvery. There is no need to choose a menu this year, but please do let me know if you would like a vegetarian option. Please let me know numbers and if you require the vegetarian option by Friday 16th February. Remember your dancing shoes and that you may have won an award even if you are not on the awards list as some awards are decided by the committee so please come along and support your club. Finally, please can I ask for donations for the raffle.

Looking beyond the Dinner and Dance, the committee will look to run the usual BBQ and Concours in the summer, date to be confirmed.

Hope to see you all at the Dinner and Dance.

Melanie.

**Send in your action photos for the magazine
and any news or stories**

Annual Awards Dinner and Dance

Saturday 3rd March 2018

7 – 7.30pm start

Crews Hill Golf Club, Cattlegate Road, Enfield EN2 8AZ

£30 per ticket

Starters

topped with a basil dressing

Mains

Vegetarian or Fish option

Desserts

Apple Crumble with custard

(preferably by email or text message)

turkeystile@hotmail.com or 07748 952005

Final numbers and dietary requirements by Friday 16th February

2017 Award Winners

Trent Park Trophy

- 1st – Rob Choules
- 2nd – Malcolm Wise
- 3rd – John Start

Single Venue Stages Driver

- 1st – Grant Shand
- 2nd – Niall Moroney
- 3rd – Richard Warne

Multi Venue Stages Driver

- 1st – Richard Warne
- 2nd – Martyn Andrews

Thatcher Trophy (Autocross)

Not awarded

Bowyer Trophy Driver

Not awarded

Clubwomans Trophy

Not awarded

Warner Celnik Memorial Trophy

- 1st – Brian Aldridge
- 1st – Chris Deal
- 1st – Mel Camp

Glover Trophy (GBMC events)

- 1st – Grant Shand
- 2nd – Paul Phillips
- 3rd – Adi Andrei, Chris Jones and Richard Warne

Single Venue Stages Co-Driver

- 1st – Steve Greenhill
- 2nd – Chris Deal
- 3rd – Anna Greenhill

Multi Venue Stages Co-Driver

- 1st – Chris Deal
- 2nd – Steve Greenhill

Chalk Trophy (Sprint)

- 1st – Rob Choules
- 2nd – John Start
- 3rd – Mick Davis

Bowyer Trophy Navigator

Not awarded

Clubmans Trophy

- 1st – Richard Warne
- 2nd – Chris Deal

Ross McNeil Trophy

Enthusiast Trophy

Jackson Trophy

Marshals Trophy

Bangham Trophy

Smee Trophy

Winners of the above will be announced
on the night, so it could be you!

2017 ESSEX EXTREME AEMC SPRINT CHAMPIONSHIP

AWARD WINNERS

1st Overall - The Pat Brown Memorial Trophy

| | | | |
|----------|-------------|--------|-----|
| Tim Cole | Ford Fiesta | 992pts | B19 |
|----------|-------------|--------|-----|

Joint Runners Up

| | | | |
|----------------|----------------|--------|---------|
| Brian Winstone | Porsche GT3 RS | 991pts | B19 |
| Stephen Laing | Caterham R500 | 991pts | B19/PMC |

| | | | | |
|---------------------------|-----------------|--------------------|--------|----------|
| 1 st Class A1 | Stephen Farley | Mazda MX5 | 364pts | B19 |
| 1 st Class A2 | David Knapp | Honda Civic | 675pts | 7Oaks |
| 1 st Class A3 | Carl Warnell | Citroen Saxo VTS | 970pts | HCAAC |
| 1 st Class A4 | Mitchell Perry | BMW Mini | 475pts | HCAAC |
| 1 st Class A5 | Dean Clayton | Renault Clio 197 | 904pts | CMC |
| 1 st Class A6 | John Start | Mitsubishi EVO 6 | 753pts | B19/GBMC |
| 1 st Class A7 | Roger Legg | Caterham Roadsport | 554pts | B19 |
| 1 st Class A8 | Steve Carpenter | Westfield SEiW | 874pts | WSCC |
| 1 st Class B9 | John Rawlins | Davrian Mk8 | 281pts | 7Oaks |
| 1 st Class B10 | Derek Webb | Ford Fiesta | 439pts | EMC |
| 1 st Class C13 | Clive Letherby | Triumph TR6 | 218pts | 7Oaks |
| 1 st Class D14 | Tony Beesley | Jedi MK4 | 579pts | B19 |
| 1 st Class D15 | Peter Goulding | Mygale FF200 | 846pts | B19 |

| | | |
|----------------|----------------|----------------|
| Master of AEMC | Brian Winstone | Porsche GT3 RS |
|----------------|----------------|----------------|

Essex Extreme

ARE YOU INTERESTED IN SPRINTING IN 2018?

THEN THIS IS FOR YOU!

THE 2018 ESSEX EXTREME AEMC SPRINT CHAMPIONSHIP

Classes for all types of cars.

We have a class to cater for all types of vehicles and the overall championship is decided on class positions.

Category A: Road Going Series/Specialist Production Cars

(Inc. classes for standard cars, 4WD, Kit Type Cars and Replicas)

Category B: Modified Series/Specialist Production Cars

Category C: Sports Libre Cars

Category D: Racing Cars

Calendar

There are up to 20 rounds to choose, from March to October, counting towards the championship using venues at Abingdon, Curborough, Debden, Goodwood, Hethel, Lydden, North Weald, Rockingham and Snetterton

The best 10 scores will count towards the championship.

Event Supplementary regs will be sent to each registered competitor,

So, no need to chase around for regs.

For the championship details and a registration form visit the AEMC website.

Chris Deal, 07920 -840689 (mobile), aemc@chrisdeal.force9.co.uk

Essex Extreme

www.essexextreme.co.uk

AEMC Sprint Championship 2018

| | | | |
|---|-------------------------------------|-------------|-------------------|
| | Sunday 25 th March | Rockingham | BARC (Mids) |
| | Sunday 8 th April | Abingdon | Sutton & Cheam MC |
| # | Sunday 15 th April | North Weald | Sevenoaks & DMC |
| | Sunday 22 nd April | Hethel | Borough 19MC |
| | Sunday 6 th May | Debden | Herts County |
| | Saturday 9 th June | Abingdon | Sutton & Cheam MC |
| | Saturday 23 rd June | Snetterton | Borough19 MC |
| | Sunday 24 th June | Snetterton | Borough19 MC |
| | Saturday 14 th July | Lydden | B19/7Oaks/TWMC |
| | Sunday 29 th July | North Weald | GBMC/Harrow CC |
| | Sunday 5 th August | Hethel | Borough 19 MC |
| * | Saturday 11 th August | Curborough | BARC (Mids) |
| | Sunday 9 th September | North Weald | Harrow CC/GBMC |
| | Saturday 22 nd September | Goodwood | TWMC/7Oaks |
| | Saturday 29 th September | Curborough | BARC (Mids) |
| | Sunday 7 th October | Debden | Herts County |
| * | Saturday 20 th October | Rockingham | BARC (Mids) |

*- To be confirmed, # - date change

2018 BTRDA Rally Series

| | | |
|----------------------------|------------------------------|-------------------------|
| 17 th February | Cambrian Rally | North Wales |
| 3 rd March | Malcolm Wilson Rally | Lake District |
| 14 th April | Rallynuts Stages Rally | Mid Wales |
| 12 th May | Plains Rally | West Wales |
| 9 th June | Carlisle Stages | Kielder Forest West |
| 14 th July | Nicky Grist Stages | Mid Wales |
| 1 st September | Eventsigns Woodpecker Stages | Shropshire/Welsh Border |
| 29 th September | Trackrod Forest Stages | North Yorkshire |

**Send in your action photos for the magazine
and any news or stories**

Motorsport News Circuit Rally Championship 2017/18

| | | |
|---------------------------|----------------------------|------------------|
| 4 th November | Neil Howard Stages | Oulton Park |
| 19 th November | NHMC Cadwell Stages | Cadwell Park |
| 3 rd December | Knockhill Rally | Knockhill |
| 20 th January | Brands Hatch Stages | Brands Hatch |
| 18 th February | Snetterton Stages | Snetterton |
| 4 th March | Donington Rally | Donington |
| 18 th March | Lee Holland Memorial Rally | Anglesey Circuit |
| 8 th April | Border MC Cadwell Park | Cadwell Park |

MSA Asphalt Rally Championship 2018

| | |
|---------------|-------------------------------|
| 10/11 March | Tour of Epynt |
| 11/12 May | Manx National Rally |
| 8/9 June | Rally van Wervik (Belgium) |
| 21 July | Down Rally (Northern Ireland) |
| 25/26 August | Mewla Rally |
| 27/28 October | Cheviot Stages Rally |

MSA British Historic Rally Championship 2018

| | | |
|-----------------|-----------------------|---|
| 24 March | North Wales Stages | Run to the new Rally 2WD format |
| 20 April | Pirelli Rally | 2WD drives will go first |
| 8/9 June | Carlisle Stages | Historic cars will be first on the road |
| 24 June | Red Kite Stages | Run to the new Rally 2WD format |
| 29 July | Harry Flatters Rally | Asphalt event on the Epynt ranges |
| 13-15 September | Rally Isle of Man | Asphalt event on closed public roads |
| 28/29 September | Trackrod Historic Cup | Format to be confirmed |

Selective 2018 event dates

| | | |
|---------------|--------------------------|----------------|
| 17/18 March | Members Meeting | Goodwood |
| 27/28 May | Motorsport at the Palace | Crystal Palace |
| 16/17 June | Le Mans 24 Hours | Le Mans |
| 12-15 July | Festival of Speed | Goodwood |
| 20-22 July | Silverstone Classic | Silverstone |
| 7-9 September | Revival Meeting | Goodwood |
| 22 September | Rally Day | Castle Combe |

2018 World Rally Championship

| | | | |
|-----------|----------------------|-----------------------|------|
| 25-28 Jan | Rally of Monte Carlo | S. Ogier/J. Ingrassia | Ford |
| 15-18 Feb | Swedish Rally | | |
| 08-11 Mar | Rally of Mexico | | |
| 05-08 Apr | Rally of Corsica | | |
| 26-29 Apr | Rally of Argentina | | |
| 17-20 May | Rally de Portugal | | |
| 07-10 Jun | Rally of Italy | | |
| 26-29 Jul | Rally of Finland | | |
| 16-19 Aug | Rally of Germany | | |
| 13-16 Sep | Rally of Turkey | | |
| 04-07 Oct | Wales Rally GB | | |
| 25-29 Oct | Rally of Spain | | |
| 15-18 Nov | Rally of Australia | | |

2018 F1 calendar

| | | |
|--------------|-------------------|---------------|
| March 25 | Melbourne | Australia |
| April 8 | Sakhir | Bahrain |
| April 15 | Shanghai | China |
| April 29 | Baku | Azerbaijan |
| May 13 | Barcelona | Spain |
| May 27 | Monaco | Monaco |
| June 10 | Montreal | Canada |
| June 24 | Le Castellet | France |
| July 1 | Spielberg | Austria |
| July 8 | Silverstone | Great Britain |
| July 22 | Hockenheim | Germany |
| July 29 | Budapest | Hungary |
| August 26 | Spa-Francorchamps | Belgium |
| September 2 | Monza | Italy |
| September 16 | Singapore | Singapore |
| September 30 | Sochi | Russia |
| October 7 | Suzuka | Japan |
| October 21 | Austin* | USA |
| October 28 | Mexico City | Mexico |
| November 11 | Sao Paulo | Brazil |
| November 25 | Yas Marina | Abu Dhabi |

*subject to ASM approval

CLASSIC CARS AND THEIR INCREASING VALUES

Reading the latest copies of Classic Car Weekly and Modern Classics magazines over the Christmas holidays, I was astounded by the prices of what were, in their day, mundane cars, but are now fetching eye-watering prices at car auctions or advertised for sale at classic car dealers! To give you an example, a 1973 Ford Cortina made well over £11,000 at auction recently! Similarly a 1981 Vauxhall Cavalier went for £1760, a 1992 Ford Sierra made £1995 and a 1996 Volvo 850 estate £4400...all cars we saw in their hundreds trundling up and down motorways driven by sales reps as company cars, or sitting on most driveways as family saloons. Not long ago these cars, when they approached the end of their useful life, were considered as having no value, just scrap!

But what caught my attention were the prices paid at auction for some fast Fords recently, a 1980 Ford Escort RS2000 at nearly £98,000 and a LHD 1983 Ford Escort RS1600i, from a private collection in Sweden with just 152kms on the clock and not road registered, went for £28,000! The condition of both cars was amazing; it was as if they had just been delivered fresh from the showrooms! Also, a 1996 Ford Escort RS Cosworth went for a breath-taking £96,000, and I've seen more recently Mk2 RS Focuses going for at least £40,000 or more...I wonder why the ST Focus doesn't command similar prices! It seems fast Fords, especially RS Fords, are increasing in popularity and their values are going up faster than anything.

Of course, these cars were of exceptional condition, very low mileage – one had delivery mileage – and all had full history. In contrast at the auctions a 1986 Peugeot 205 GTi went for just over £38,000, a 1972 Aston Martin DBS went for just under £62,000 and a 1975 Ferrari 308 GT4 went for just over £41,000! And then, there were a few Rolls Royce Silver Shadows going for around £3000, I would imagine they were in need of some expensive repairs or requiring some TLC but there were a few better ones going for at least £6,000. Interestingly Bentleys of the same age seem to command higher prices!

MGBs, early Minis, some Porsches and early Jaguar E-Types are now starting to flood onto the market place, everyone seems they want to jump on the same “money-boat”, but now there's too many to choose from, therefore only the very best will fetch the news-headlines grabbing prices!

Having a “famous-named” owner can sometimes help to push up prices. Recently a 1964 Aston Martin DB5, once owned by ex-Beatle Sir Paul McCartney went for just over £1.3m, a 1960 Bentley S2, once owned by Sir Elton John, helped push the sale price to just over £180,000, while Eric Morecombe's old Jensen Interceptor reached the high £50,000's recently, and I did hear that a 1966 Mini Cooper S, previously owned by another ex- Beatle, Sir Ringo Starr, went for over £100,000!

There were some bargains too. An immaculate ready to drive 1954 Morris Minor convertible went for just under £5,300, a low mileage 1988 Jaguar XJ40 based Daimler, arguably many would consider a better car than a RR Silver Shadow, was well purchased at nearly £5,200, and if you wanted something French and quirky, a recently imported into the UK 1979 Citroen CX2400 sold for £5,500.

If you wanted a winter project there were plenty to choose from. A 1972 Jensen Interceptor, a very good future investment when completed, sold for over £11,000, a 1969 Ford Capri project went for just over £1,900, and a 1999 Rover 800 Sterling went for just £200!

If you do decide on going down the classic car ownership route, if it's for nostalgia or because you or your family owned one in period, or for investment, there's plenty to choose from to suit all budgets. But caution, investing in classic cars, like fine art and wines, and like property too, values can go up, as well as down!

Before buying, I would suggest, do your homework, and research the model of car you may be interested in. Join the relevant owners club; search on the clubs forums, there's always loads of helpful advice there. If you find something you're interested in purchasing, closely inspect the car, I don't need to remind you to look or check for corrosion – if you're not sure, get expert advice from the owners club, or arrange for a qualified vehicle examiner to check over the car for you, remember pre-1960 cars have been MoT exempt for a few years now, and soon, controversially, any 40+ year old cars registered before 1977 will soon be MoT exempt from May 2018 too!

Congratulations, you've purchased your "new" classic car, get it registered with the relevant owners club and, more importantly, get it insured with an agreed value insurance policy. I've heard so often, when someone has damaged their classic car, the insurance company has written the car off because they were unaware of its value! If you were unlucky to have an incident with your pride-and-joy, at least the insurance company should pay the "agreed value".

If you're lucky, the car may be Road Fund Tax exempt, cars registered 40+ years ago can be registered as a "Historic Vehicle", therefore saving you at least £300 a year on RFT. Keep on top of the maintenance and servicing, old cars require more attention each year compared to today's modern cars, more so if not used regularly, and of course, get it MoT'd or inspected annually, even if MoT exempt, it will hopefully protect your investment when you come to sell it on later.

But most important, get out and enjoy the car as often as you can, and show it off at the many Classic Car Shows in the area that are held nearly every weekend.

When I've attended Classic Car Shows, I'm often asked "What makes a Classic Car?" The answer I often give them is it's up to the individual person if a car or vehicle, in their opinion, is a classic car, whether it was built post-war or built yesterday, mass-

produced or rare. There are no rules describing what can or cannot be a classic car, but generally, in my opinion, the car or vehicle can be at least ten years old before it can be comfortably called a Classic Car.

I'm very lucky to have my own classic car, a 1978 Ford Escort Mk2 RS Mexico that I have owned since it was a year old. The original purchase price was £2875, a lot of money back then, especially as I was an apprentice TV engineer! Today, it's been valued by the Ford RS Owners Club's Mk2 RS Mexico registrar for £25,000, and I have been advised to have the car revalued again next year, you've only to look at the RS2000 mentioned earlier in this article! I have enjoyed owning, driving and showing the car at the many car shows I attend...and no, before you ask, she's not for sale!

Loyd Gerken

Tendring & Clacton Rally

You recently responded to our request for marshals on the Corbeau Seats Rally Tendring & Clacton 2018, many thanks for that.

Marshals registration is now open on the Chelmsford Web Site at <https://chelmsfordmc.co.uk/civicrm/event/info?reset=1&id=68> . if you haven't yet then I would ask you to please do so.

It should be noted from this site that it is a requirement for the event that ALL marshals must be registered with the MSA and are required to hold a 2018 registration before attending. My understanding is that no non-registered personnel will be allowed into the stages, so I believe that will mean that anyone attending the event with you will also have to be a registered MSA marshal and registered with the event. As you know, it is not an onerous task to register with the MSA so you will need to ensure that anyone that you bring along completes the MSA marshal registration as well as being registered on the Chelmsford system. If you have any question/query about this then you should contact the Chief Marshal directly, from the mail link on the above event marshal registration page, as this is an event requirement.

The list of you that have responded to assist us on Stage 1,6,11 has been submitted to the Chief Marshal in order to allocate resources and we look forward to working with you on the day. If you have any queries then you can contact us and we will try to assist.

Further information will become available as time progresses.

John Davie.

Graham Frary, Stage Commander.

NIGEL FELSTEAD

A very dear friend and life-long member of Stort Valley Auto Club, Nigel Felstead, sadly passed away Tuesday morning 16th January 2018. He had been admitted to hospital shortly after the New Year weekend, with breathing difficulties. I suppose all the years of working in the motor trade breathing in the brake dust etc., and his infamous pipe too, took its toll on him.

I first met Nigel when I joined SVAC in the early eighties. When I arrived at the first club meeting Nigel came over to welcome me to the club. After a short discussion he had enrolled me on my first event, a stage rally, as a marshal. Further trips marshalling were to follow. Nigel also organised the club's marshalling teams for the Lombard/Network Q RAC Rallies for many years.

Nigel took part in many autocrosses in whatever road car he had that moved, and co-drove for many drivers over the years, John Davie, Simon Clark and Dave Brewster to name a few, competing on club stage rallies around the UK and in Holland and Belgium too. He was an accomplished mechanic, often helping as a member of a service crew, and always first to offer help if anyone needed any assistance with their car.

He had an amazing photographic memory for roads. He would look at a road map before commencing our trips and would not refer to it again, and never get lost, even in the darkest depths of Wales or Scotland, or on our frequent trips to the Montberg rallysprint or Braines le Compt rally in Belgium.

Nigel had a passion for collecting rocks and mineral samples, he would travel around the world visiting the many mineral shows and going down caves and mines to obtain more examples for his vast collection. Many times we would be walking in a forest on our trips to stage rallies, he would disappear and come back most excited that he'd found an unusual rock, or he would talk, with considerable knowledge, about the rock formation in the nearby mountains.

After many years working in garages in and around Bishops Stortford, and for many years for another SVAC member Neil Munro in Stansted, Nigel and his new family decided to sell the family home and move to Llandiloes, Wales. I remember Neil saying soon after Nigel had left the garage, he had noticed the garage 'phone bill was drastically reduced! Nigel spent much time on the 'phone arranging marshals or rally teams for rallies etc.

Together with his wife Jean and their young son Kenny, they bought a small-holding with a large farmhouse attached, close-by to the well-known rally test stage Sweet Lamb used on most Wales Rally GB, with the intention of opening a B&B, and there were sufficient stables and paddocks to accommodate the many horses Jean had purchased for pony trekking activities, and also to provide livery accommodation for

horses owned by some visitors, and local people too. Sadly the B&B was not as successful as they had hoped; Nigel and Jean decided to sell up. Nigel stayed in Wales, finding employment on the local railways, as he called it, as a “trolley-dolly”!

Nigel is survived by his two sons, Tony from his previous marriage, and Kenny, both he adored, and was very proud of them both. I’m sure everyone will want to join with me in extending our heartfelt condolences to Tony and Kenny for the very sad loss of their father. The funeral is to be a family service followed by cremation in Wales, and Nigel’s ashes are to be buried with his parents, back in Sawbridgeworth.

Loyd Gerken

Green Belt Motor Club present the Annual Dinner and Dance

Saturday 3rd March 2018

7 – 7.30pm start

Crews Hill Golf Club, Cattlegate Road, Enfield EN2 8AZ

£30 per ticket

Please send confirmation of attendance to Mel Camp (preferably by email or text message)

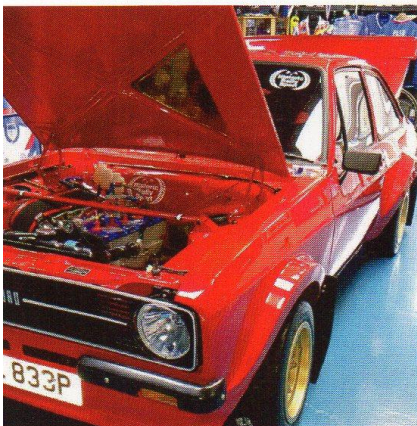
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Final numbers and dietary requirements by Friday 16th February

**Send in your action photos for the magazine
and any news or stories**

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Thanks to contributors who have sent in articles for inclusion in the **WAYFARER**.
Please continue to send in your stories and reports to wayfarer@greenbeltmc.org.uk

The copy date for the next issue is **2nd March 2018**.

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