

## **Federation of British Historic Vehicle Clubs AGM Report 2020**

### **To receive the Financial Statements for the year ending 31 May 2020.**

Paul Chasney explained the accounts and reminded our delegates that the Financial statements ending 31 May 2020 were reviewed by our accountants Fiander Tovell, approved by the board on 19 August 2020, and published in the Directors Reports and Accounts booklet which was posted to all member clubs and supporters.

No questions were raised by the delegates.

Mike Maher, Rover Sports Register proposed the accounts.

Roger Dollins, Classic & Historic Motor Club seconded the motion.

Vote: 22 in favour including 8 proxy votes with 1 abstention

Motion carried.

Paul Chasney sought approval to re-appoint the reporting accountants Fiander Tovell of Southampton.

Roy Dowding, Gordon-Keeble Owners' Club proposed.

Roger Dollins, Classic & Historic Motor Club seconded.

Vote: 22 in favour including 8 proxy votes with 1 abstention

Motion carried.

### **Election of Directors.**

*Nominations for directors to fill the posts of Chairman, Heritage & Culture, Archiving, Information Technology and Legislation were required by 28 August 2020.*

As this item included David Whale's election, the meeting was passed to Deputy Chairman, Karl Carter, to conduct. The nominations received were as follows:

David Whale was nominated to be Chairman by the MG Car Club.

Keith Gibbins was nominated to be Heritage & Culture Director by The British Two Stroke Club.

Andy Bye was nominated to be Archiving Director by the Clan Owners Club.

Tim Jarrett was nominated to be Information Technology Director by the Fraser Nash Car Club.

Lindsay Irvine was nominated to be Legislation Director by the Riley RM Club.

*As there were no contested posts and with the approval of the meeting all candidates were proposed en bloc to carry a term of two years by Karl Carter.*

### **Directors Reports.**

#### **Legislation Director, Lindsay Irvine**

Lindsay confirmed his gratefulness to the committee, his predecessor and Ian Edmunds, DVLA Manager who kept the legal show on the road and wrote the Legislation report in the Directors Reports and Accounts booklet. The legislative task is at the core of the Federation which is held in high regard based on its resistance to the existential threats to the operation of historic vehicles arising from laws being implemented 50 or more years ago.

#### **Current Legislative Issues**

The Legislation Committee remained busy this year. The environmental issues remain to the fore; in relation to clean air zones, and fuel consultations, there have been successes. Many Clean Air Zones largely exempt historic vehicles, and the Wales and Scottish initiatives look like they will do so also. There are newer CAZ initiatives in the pipeline which have been held up by the pandemic and the changes in Government funding, but when they return we are hopeful we can maintain the same protection for historic vehicles.

We continue to try and ensure new regulations do not disproportionately affect operators of larger historic vehicles, particularly HGVs. The outcome of the Government consultation on tyres more than 10 years old on lorries and buses is not welcome news for our heavier vehicle owners but was not unexpected and could have been much worse. Important to Lindsay from the outset was that the Government had indicated an intention to

provide exemptions for most historic vehicles, showing trust in the Federation's advocacy and faith in the historic vehicle community to act responsibly. We continue to make the case for the newer historic HGVs over tyres and on testing in general. Lindsay provided an update to the report that the clarification sought on the need for HGV permits in London has been provided in the historic vehicles favour.

### **Future Legislative Issues**

Future legislative challenges are consultations on changes to the Highway Code directed at protecting more vulnerable road users, and the Automated Lane Keeping System (ALKS) on the motorway proposals. After a lull due to Covid, direct engagement with DVLA officials on unresolved issues is due to recommence in November. All the areas mentioned in the report are undoubtedly important, and with potentially significant affects on individual freedoms to operate, but might not in the round be described as existential threats to the whole movement. However, the ALKS consultation and the more recent Climate Change Initiatives signal more significant threats, with the projected ban on new internal combustion engines less than 15 years old and in the longer term increasing pressure for autonomous operations requiring careful scrutiny of developing policy and regulations. This will not solely be a legislation battle and our Chairman will introduce shortly the additional firepower the Federation will be bringing to bear specifically on the Climate Change issues.

### **Heritage, Culture and Museums Director, Keith Gibbins**

The year started well with Heritage Day. The guest speakers included Sir Tim Laurence, (Princess Ann's husband), who emphasised the benefits of all heritage organisations working together. This aligned with our strategy and was part of the reason for creating the Mobile Heritage Advocacy Group. Sadly, things changed, with words like lockdown, masks, and social distancing, and we found ourselves in unprecedented times. The Heritage Alliance switched focus to provide COVID-19 advice and guidance on financial support. One of our Museum members, Brooklands under the leadership of Tamalie Newbury, successfully obtained a £250,000 grant to assist the museum during this difficult time.

Keith participated in the Ace Café reunion weekend who confirmed his praise for Mark Wilsmore, Managing Director who turned a 1950s/1960s rockers café into a cultural icon. The 59 Club chairman Father Sergei, gave a blessing for safe riding, the Mayor Brent provided a speech, plus a London Assembly Transport representative, a Brent Youth and Culture leader, a senior member of the GMB Union and an apology from local MP, Dawn Butler, who commended Mark on the quality of the Ace Café's breakfast's! Readings of motorcyclist Norman Burkett's poetry were also organised.

Keith requested assistance from members and supporters to provide more 'how a vehicle changed my life' articles, similar to Bob Owen's article on his father's Bedford Dormobile in Issue 4, FBHVC News.

FIVA International Youth day has recently been celebrated and the awards are currently taking place of which we have two entries from the UK.

### **Director of Communications, Wayne Scott**

This year has been very challenging for all clubs, but has equally been amazing seeing all the innovative ideas the clubs have achieved such as podcasts, social media shows and virtual media campaigns. Hopefully you'll agree the FBHVC have been there for you all, and certainly Wayne has assisted on how you can use social media and digital technology to keep members engaged with clubs. Wayne hoped the Coronavirus updates on the FBHVC website have been of use even though they are difficult to hear and have prevented many events from taking place. Wayne urged all members to keep in touch via the website and the importance of press releases when they are issued, which also get added to the news section of the site. Please also keep up to date with the newsletter which is available to download. Wayne is also keen to continue to provide more eNewsletters over the coming year. He hoped more club editors use these media outlets to extract relevant information for their own readers.

Thank you to all that made the virtual Drive it Day in April a massive success, sharing all your Drive it Day memories and photographs on [www.driveitday.co.uk](http://www.driveitday.co.uk) Please take a moment to view the website again to see what we have planned for Drive it Day 2021. It was important for the Federation to adapt Drive it Day to the ever changing world we are in, to give it more of a purpose and more meaning. So along with us wishing to raise the awareness of the historic vehicle movement with the general public we will also be working with our charitable partners NSPCC and Childline®.

### **Skills Director, Karl Carter**

In March 2020 (pre Covid-19), 70 apprentices (in block release format) were being taught at Bicester Heritage, which was going extremely well with a view to obtaining 100 apprentices by the end this year. With schools and all other educational facilities having to close the apprentice course moved online. The Heritage Skills Academy did a fantastic job moving everything online very quickly which continued until July when apprentices were able to be back on site at Bicester Heritage. The course only lost two apprentices during the lockdown period due to them being laid off, however they could be taken on by other employers who would in turn assist in them completing their apprenticeship. Karl confirmed the apprenticeship scheme is in a very good position. During the lockdown period the staff who were kept on (teaching the online course), commenced preparing the buildings for a Coachbuilding course to start. This is a module the Heritage Skills Academy have wanted to start for a long time. The equipment was obtained and set up began.

The apprentice numbers are now beginning to rise to 100 which will soon mean Bicester Heritage will be at full capacity. A new alternate building was sourced and the team at Brooklands, (with the assistance of Tamalie Newbury), offered us their flight workshop. We now have a second centre for apprentices at Brooklands which is great news. The Heritage Skills Academy hope to commence the course at the start of 2021. This in turn will take the apprentice numbers to 100. There is potential to increase the number of apprentices to 200 as interest has been received to run engineering courses on the steam and marine side. This would be a three year course and would teach between 60-70 apprentices per year.

Karl's next challenge would be to have a northern based course, potentially on the M62 corridor, as currently people are having to travel fairly long distances. Karl is very pleased with the apprenticeship course as it moves from strength to strength.

### **Finance, Paul Chasney**

Paul Chasney wished to draw delegates attention to a few important figures.

The Federation achieved a modest surplus of £7,974 in the year which reinforced its Capital and Reserves which now stand at £75,162. As in previous years, and in order to help members understand the detailed profit and loss account more easily, the Notes for Members has been analysed into three separate sections.

The summary shows the Membership section with a surplus of £12,780, the Apprenticeship Scheme, Shows & Exhibitions section a deficit of £12,686 and the Other section a surplus of £7,880, which adds to a total of £7,974 as shown in the Accounts.

The total turnover for the year has fallen but this is primarily due to a non-recurring receipt of donations in 2019 from our Commercial Partners to help support our Research programme. These figures have been netted off in the Notes to Members.

Subscriptions from Members Clubs were comparable year on year at just over £94,500, although the modest inflation rise in subscription rates has been absorbed by a fall in membership numbers.

The Federation has been successful in managing costs in most areas. Specifically, savings have been made in travel and meetings costs although of course this is partly due to restrictions enforced by the Covid-19 pandemic.

A key area of increase is the costs associated with the 2019 Classic Motor Show, where the Federation was allocated a larger more prestigious location. We are grateful to our Commercial Partners for the financial support they have given to help create the new Federation Village Green stand concept.

There have also been cost increases in the secretariat costs, primarily due to the need to have an increased level of bookkeeping support as a result of changes implemented by HM Revenue & Customs.

The Federation's Balance Sheet remains strong with Capital and Reserves standing at £75,162.

The Federation has provided fixed assets used by Heritage Skills Academy, the cost of which has been met by a generous donation. There is a balance of Donations for future use, amounting to £55,818.

Finally, although there is little to be made from them, our cash resources remain strong at over £141,000.

### **Research Director, Paul Chasney**

The principle research work in hand this year is the Federation's 2020 National Historic Vehicle Survey. Those of you who have been following the development of our Research Strategy will understand that we are building on a base of nationwide attitude and behavioural studies and using the hard facts gathered through on-line surveys

The starting point for the current survey was the attitude and behavioural study we completed in 2019 as part of our Cost of Ownership Survey. We know there are high levels of interest in Historic Vehicles and over 5 million people interested in owning one. However, whilst we have 21 million people agreeing that historic vehicles are part of the country's heritage our support is very different between younger and older age groups. There is a similar difference in views when it comes to exemptions from emissions legislation for historic vehicles. Our surveys are designed to help understand these views and to have the facts with which to protect the interests of historic vehicle owners.

### **Events & Technical, Malcolm Grubb**

Malcolm Grubb confirmed this was his first year as Director of Events and Technical with the FBHVC and confirmed he'd had a very positive start to the year with many events planned both nationally and internationally. Some issues came to light with the rush to introduce the RS Clubman Licence by Motorsport UK, but matters were resolved, and things settled down.

Once COVID-19 intervened, everyone's priorities changed overnight. It massively impacted clubs in many ways, particularly financially due to many ongoing costs of premises, services and other commitments. Loss of income from events (over 10,000 events were cancelled in the UK), and the loss of members subscriptions took hold, however, this was also a spur to ensure clubs took stock of the situation by re-evaluating their operations, processes and communications. Some clubs have merged in the process, some have even grown their membership as a result. The hardest hit have been museums, as I know from my role at Brooklands with the ongoing costs and no visitor income or events.

Throughout this period Motorsport UK have done an excellent job in helping clubs cope with COVID-19 via a £1million funding programme via a mixture of grants and loans. Webinars, workshops and constantly updated advice has been obtainable through their website.

Despite the doom and gloom some countries are still managing to run events, notably Italy with the GP Nuvolari and the Mille Miglia, and we do hope that HERO/ERA can still run the Rally of the Tests and Le Jog at the end of this year, but only time will tell.

### **FIVA ID Card**

What is the FIVA ID Card? It is a document that records a vehicles body, components, and any period modifications in great detail. Globally it is issued and managed by FIVA, via each National Federation, for vehicles of Historic Interest that have passed the Technical Inspection as defined by FIVA. To date over 30,000 ID Cards have been issued worldwide. It only caters for vehicles over 30 years old (the FIVA definition of a historic vehicle). Each vehicle is inspected for compliance by a qualified Technical Administrator and may or may not pass. Having a current FIVA ID card is mandatory for some prestige events such as the Mille Miglia and Villa d'Este. In some countries it enables the owner to benefit from reduced road tax and insurance. The FBHVC were early adopters of the new online system, which is being rolled out globally. The previous version was paper based, run and operated nationally and thus was not 'joined up' and hence of limited value as an international source of historic vehicle information. The paper based system will be retired in March 2021. FIVA have also recognised that there is a demand for protecting and promoting 'future classics' and have introduced a 'Youngtimer' ID Card for vehicles between 20 and 30 years old. So far over 900 of these have been issued. This might help to save some future classics being lost to scrappage schemes.

### **Information Technology, Tim Jarrett**

Information Technology is a new position on the FBHVC Board, but especially this year becoming ever more critical. Every element of our activities are touched by IT in one way or another. One of the key aspects is our online AGM and virtual Board meetings which so far are proving to be successful and saves time on travelling. We will continue to use these methods in the future, but not as a complete substitute for face to face meetings.

Tim confirmed he had looked at three areas within the wider IT remit; storage, data security and our online presence. Storage encompasses emails and the digital assets we produce, such as our Essential Guides, consultation responses, and research reports. It is important they are secured centrally and securely. In terms of data security we are lucky not being a bank or hospital as the data we store is less sensitive than it could be, but nonetheless we need to ensure we are not subject to any data breaches as many different companies are targeted which damages reputations. Tim intends to ensure we have data security built into everything we do going forward as our activities and organisation develops.

We have been working hard on our online presence by expanding content and news on the website to boost its interest and relevance online. The website currently has around 10,000 unique visitors per month which is a very worthwhile sized audience. We now intend to increase the members and supporters' directories on the website to be able to deliver more value in terms of online exposure, search engines and to generally build interest. A Drive it Day website has been developed which will focus on the ideas and events, and in turn also increase our online presence.

Tim requested members add links from their own websites to the FBHVC website which will assist in building the online profile and raise public and other stakeholder awareness to assist us providing more value to our members.

### **Archives, Andy Bye**

Since Andy commenced his role at the end of 2019 he has been extremely busy handling both general and sometimes extremely specific queries related to the complex subject of archiving. What has become obvious is that most clubs already possess or want to build up an archive in relation to their vehicles. Everyone who Andy has spoken to recognises the importance of the material they possess or the desire to enhance what they have. Given that most clubs do not have a dedicated office/headquarters or an archive building these collections tend to be scattered across the country in the homes of numerous committee members and are usually in spare rooms, garages, or sheds which is absolutely fine. Andy's primary focus is to get clubs to itemise exactly what they own and where it is located - not in an expensive cataloguing system but just using an excel spreadsheet as a starting point. This has enabled clubs to feel more confident in knowing exactly what they own and where it is located.

We have created the 5 P's of Archiving which covers:

- People – club committee and archivists
- Place – home of the archives
- Possessions – material and records
- Process – the way in which to catalogue and safeguard the archives
- Potential – to make the collection bigger and better

The FBHVC have produced an Essential Guide to Archiving, (the first of five). It is available on the website. <https://www.fbhvc.co.uk/essential-guides> To enable every club to understand where they are in the archiving cycle.

Lastly, Andy wished to encourage every club to complete the health check, so they can understand their current position and if guidance or interpretation is required, he is happy to assist.

### **Chairman, David Whale**

David mentioned that many delegates had voted in the Q&A section rather than the polling section. One of the advantages of the system being used is that it does have a full audit trail facility. All voting details will be recorded accordingly within the formal minutes of the meeting.

It has been an incredibly busy year, influenced by the pandemic and COVID-19 has created additional work for our secretary. The number of contacts we receive via email, post and on the telephone has increased significantly. It is normal for Emma to receive 100 emails from closing the office on Friday to reopening on Monday morning. Recently she received 145 emails over one weekend which can take a great deal of time to answer. David thanked Emma for her work.

We continue to create new initiatives to the benefits of our members and the historic vehicle community. In the past year we have made a conscious effort to engage the devolved administration. Easiest was Scotland, home to our President and birthplace to our former Legislation Director, Bob Owen. We contributed to the Transport for Scotland Bill and indeed at the critical stage mobilised members in Scotland to write to their MSPs over a four day period. It was intense but we received a good outcome. We have recently contributed to the Wales Transport Strategy consultation with the aim of becoming a stakeholder in future developments. Our friends within the Association of Old Vehicle Clubs in Northern Ireland look after their community very successfully but as much of their legislation carries over from that created in Westminster we support them whenever is requested. They have requested their members take part in our National Historic Vehicle Survey.

As Andy mentioned we have started publishing Essential Guides on DVLA, V765 to assist with the application process and one on archiving with more to come. We have also published information on the Motoring Heritage of Wales, which our Project Coordinator, Chris Cartmell researched, and his 16 page brochure is also available on our website. <https://www.fbhvc.co.uk/essential-guides>

You have already heard from our new Board members, Malcolm Grubb, Andy Bye, Tim Jarrett and Lindsay Irvine and in order to progress we constantly need to recruit historic vehicle enthusiasts who are professionals in their field and raise the bar in terms of advice to our members.

David formally closes the meeting at 11.41am.

### **Announcements - Environment**

Members will have seen our increasing focus on environmental matters and in the coming year our constitution will be amended to facilitate the appointment of an Environmental Director. During our recruitment process for a Legislation Director we identified a perfect candidate in Peter Spours.

#### **5.1 Peter Spours - Environment**

Peter is pleased to join the Federation team. The world is changing very quickly, and the importance of environmental protection is becoming clear. We cannot ignore these calls, and this is therefore a timely appointment. Lindsay will be looking after the legislative changes, whilst Peter concentrates on the environmental consequences and mitigation thereof. Peter mentioned an article in the Times (dated 26 September 2020) regarding speculation of the end date of sales of petrol and diesel cars may be drawn even further forward (2030). We need to start thinking of what the restrictions will be like for historic vehicle owners. We have used our internal combustion engines with right up to date, however we may be moving towards a world where we require public/media consent and therefore need to steer their opinions to favour the use of historic vehicles as being culturally important. The first proposal is to look at carbon offset to eliminate or reduce our carbon footprint. We are starting to receive data from our research survey as to how many historic vehicles there are and how they are used. With these figures, we can look at calculating some sums to see how much carbon we would need to offset. Peter has approached a number of carbon offset organisations and we shall provide some thoughts to the membership over the next few months about how we can use them to help the movement. It would be great to confirm to the public, press and Government that the use of our vehicles is carbon neutral. We hope we can get close to that statement. It is also important to look at the messages the members provide to the people they come into contact with, about how we convey similar messages about how we are being responsible environmental citizens.

### **Announcement - Drive it Day & Childline®**

The FBHVC issued a Press Release on 25 September 2020 announcing a major development in the life of Drive it Day with the Federation choosing to support the well-known charity, Childline®. About the time of Drive it Day this year, we were approached by John Worth, Treasurer of the NSPCC and a historic vehicle enthusiast asking if we would consider supporting their work? It transpired the NSPCC had organised historic vehicle events themselves in the past and this seemed an excellent opportunity to get our vehicles on the road, raise the profile of Drive it Day and support a very worthwhile cause at the same time. Further details will be released over the coming months, but it is important to recognise this initiative will not impact any existing arrangements of member clubs.

### **INFORMATION TECHNOLOGY, Tim Jarrett**

Having relatively recently been appointed to the brand new position of the FBHVC's IT Director, there is inevitably a lot of new ground to break and feet to find. In the first few months it has been clear that just as with every aspect of modern life IT touches on every aspect of The Federation's activities.

#### **Website**

A key initiative currently in progress is improving the value the website can offer to members and supporters. In a digital world where a 'quick online search' often gives people their answer or influences their next opinion, our online presence is critical to our reputation, influence and authority. Working closely with the Communications Director, Wayne Scott I will be building on the website to increase the online visibility of the historic vehicle world, help direct its narrative in a positive way and deliver more value to the clubs, museums and trade supporters.

We have already greatly expanded the amount of news and updates which are published through the website, and now we intend to develop this further with more fully featured club, museum and trade directories which will provide both visibility and SEO value to members. Adding this in to an ever more strategic Social Media campaign should help ensure our message is well represented and reaches a wide audience.

Lastly plans are being made to increase the searchable indexes available through the website with the ultimate goal of make the site the go-to place for reliable information on historic vehicle movement.

Board meetings have been conducted over the last few months very successfully using Zoom, so we hope to make greater use of this technology in the future.

One thing is for certain: With the Covid-19 lockdown, IT facilities, communication and storage is only set to become a more and more important part of what we do.

### **EVENTS AND TECHNICAL, Malcolm Grubb**

This is my first AGM Report as Events and Technical Director of the Federation, and what an extraordinary year it has been.

We started the year with plenty of events on the Calendar, once more underlining the strength of our UK club scene, however some rushed through changes by Motorsport UK at the end of 2019 caused a lot of confusion and worry to our clubs and members who also happen to be members of MSUK. Fortunately, the introduction of the new RS Clubmans Licence, and the event categories it covered, has settled down now and seems to have been accepted by clubs, entrants and organisers alike. Let's hope that all MSUK changes due to be introduced in 2021 are communicated in plenty of time so that all parties are fully up to speed, and that implementation goes smoothly. I must say that the MSUK communication channels have been excellent sources of information to help clubs, organisers, marshals and competitors cope with the tremendous impact of COVID-19 on our sport and our hobby. They continue to consult widely, run seminars, surveys and webinars in order to engage their 740 member clubs to help determine the future direction of motorsport in the UK.

The COVID-19 pandemic has had a dramatic effect, with over 10,000 UK events cancelled or postponed, so far. It has however been a catalyst to encourage clubs and members to adopt new ways of keeping in touch and running committee meetings. For the clubs I am a member of it has worked very well and has also saved time and costs; especially so for the national and international clubs. The UK HV events have been hard hit as we know, but in my FIVA VP-Events role it has been really depressing being able to track the virus by successive event cancellations as it travelled around the world.

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