



"... to uphold the freedom ..."

AGM MINUTES

MINUTES OF THE TENTH ANNUAL GENERAL MEETING OF THE FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS LTD

(Company No. 3842316, Limited by Guarantee)

HELD ON SATURDAY 17 OCTOBER 2009

AT THE HUNT HOUSE, PAULERSPURY, NORTHAMPTONSHIRE.

by courtesy of the Sir Henry Royce Memorial Foundation and the Rolls-Royce Enthusiasts Club.

A. Welcome

Derek Grossmark, vice-president of the Federation, opened the meeting at 1100 hours welcoming 90 delegates, from 71 subscriber organisations, before handing over to FBHVC chairman, Chris Hunt Cooke.

B. Apologies for absence

Lord Montagu of Beaulieu, president
Jim Whyman, FBHVC vice-president
Colin Francis, FBHVC director for events
Eri Heilijgers, FBHVC director for heritage
Henry Lawson, FBHVC director for communications
Jacqueline Bickerstaff, FBHVC legislation team
Julian Ghosh, FBHVC legislation team
Matt Vincent, FBHVC legislation team
Chris Cunnington, TR Register
Keith Herkes, Early MG Society
Gary Samsa, A30-A35 Owners Club
Robin Redrup, Renault Classic Car Club
Mike Eady, Greeves Riders Association
D Cansfield, North East Club for Pre-War Austins
Ken Coad, Porsche Club GB
Colin and Chris Rowe, Ford Y & C Model Register

1. Minutes of the ninth AGM

The minutes of the AGM of the Federation of British Historic Vehicle Clubs Ltd held on 18 October 2008 were unanimously approved.

2. To receive and consider the report of the directors for the year ended 31 May 2009.

The Annual Review containing reports from directors was published in advance of the meeting and distributed to member clubs. The chairman invited each of the directors to expand upon their written reports if they wished to do so, and to answer any questions. [Note: the Annual Review is included in the Appendix at the end of the minutes.]

Chairman, Chris Hunt Cooke

The chairman began by thanking Sir Henry Royce Memorial Foundation and the Rolls Royce Enthusiasts Club for allowing us to use the splendid facilities.

The last year has seen some longstanding matters finally settled, but also some new concerns arising. FIVA at last agreed the definition of an historic vehicle, after some four years of discussion, finally coming back to something very close to our own original suggestion. The discussions over licensing for old style volatile paints produced a workable conclusion. There was continuing concern over the use of ethanol in petrol, and a series of articles by Matt Vincent, our fuels expert, were published in the newsletter; with the proposed increase up to 10% ethanol, this will continue to be an important topic. The matter that made the most headlines in the classic car was undoubtedly the government's scrappage scheme. We discussed this when it was first mooted and concluded that the effect would be to speed up what would anyway be the natural course of events. We did think about whether to ask that vehicles over



a certain age should be excluded, but considered that would be acting to disadvantage some owners and interfere with their freedom to do what they wished with their own property, when preserving freedom is what we are about. David Hurley will be saying much more about this contentious issue later.

We made considerable progress during the year in becoming accepted as a member of the wider heritage movement, and we see this as giving the Federation worthwhile advantages and useful allies. We have continued work on identifying the traders involved with the historic vehicle movement and recruiting them as trade supporters. We are finding that simply sending them literature is not very effective, speaking directly to them produces much better results, but of course takes a considerable amount of time. Any help member clubs can give us, both in identifying traders and encouraging them to join up is most welcome. Being able to say to government that we represent traders as well as enthusiasts is very valuable. The trade aspect of the movement is now receiving full recognition within FIVA and other countries are now following our lead.

Legislation, David Hurley

Scrappage was imposed under the guise of environmental legislation but should more honestly be described as a fiscal measure to prop up the motor industry. It was for a limited duration and the Federation initially believed that the amount of money offered would not be enough to affect historic vehicles. There had been relatively few historic vehicles lost under the scheme, and some five or six recorded as saved by member clubs. The cars lost had mostly been sold by families of deceased owners, who first sold the more valuable number plate. The FBHVC concern is 'freedom of use' and opposing the scheme would curtail the freedom of the owner. The USA there is an age limit set at 1984 (although this may not be in every state). If the Federation were to ask for an age exemption for the UK then the limit would probably be set at 1973. The UK is the only country in Europe that does not have a rolling date for historic vehicles. The FBHVC has been campaigning against the 1973 date and we remain concerned about any new legislation that might use it as a definition.

Within Europe the lobbyist funded by FIVA has produced very worthwhile reports. Harmonisation of road testing has been a good example and with input from FIVA vehicles of historic interest will not have retrospective legislation imposed and will not have to meet a standard higher than that in place when manufactured. Similarly historic vehicles have been excluded from drivers' hours regulations.

Every year the Federation raises the subject of reinstating a rolling date for historic vehicle taxation with the All Party Parliamentary Historic Vehicle Group (APPHVG). There is little chance of this happening under the current government, although throughout Europe concessions are granted for vehicles 25-30 years old. The current Opposition has hinted that any change would have to be fiscally neutral. Data the FBHVC has obtained shows that there are 473,652 vehicles taxed or SORNed that were first registered 1903-1980 (not including vehicles not on the DVLA records or pre-SORNed). Hypothetically, to bring in concessions for 30 year old vehicles (255,000 registered 1973-1980) would cost £42 million. Again hypothetically, to bridge this funding gap every historic vehicle would have to pay £58. This is the sort of negotiation we foresee happening after the general election.

The Federation is still fighting for a rolling date for exemptions in the London Low Emission Zone (LEZ) for diesel vehicles which are not up to Euro III emission standards. Recently Oxford City Council announced their intention to impose a minimum Euro V standard on all buses in Oxford city centre, although it is unclear exactly how this could be enforced.

Tim Stevens, Wolseley Hornet Specials Club, asked if the Federation was happy with its succession planning. David Hurley replied that he had appointed a deputy chairman, Ian Edmunds, and Chris Hunt Cooke added that this topic was discussed every year at the planning meetings.

David Hurley concluded with thanks to Ian Edmunds, deputy chairman; Nigel Harrison, DVLA liaison; and Matt Vincent, fuels specialist.



International Liaison, Andrew Burt

FIVA had recently undergone an internal reorganisation and there was now a permanent office in Brussels staffed with a part time office manager. FIVA was now a truly international organisation with the recruitment of Russian and Chinese representatives and the USA and Canada were expected to join at the meeting to be held at the end of October. The input of the UK was still valued, and we were still well represented with the secretary also due to attend the forthcoming General Assembly as minutes secretary.

Andrew Roddham, East Anglian Cyclemotor Club, asked about the voting arrangements within FIVA. Andrew Burt replied that each country had a weighted vote depending on the number of members and the subscription paid. Most countries had one or two votes, the UK had 12 votes. There was currently a top limit for subscription payments and therefore the number of votes allocated.

Communications

Derek Grossmark requested that all clubs use the new website and bring it to the attention of their members – the more events were listed the better the site would become. There were no questions.

Trade and Skills, Tony Davies

The past secretary, Jim Whyman, was still working on trade recruitment but progress was slow and all delegates were asked to help either by taking a trade application form and passing it on to a local business, or by giving the business address to the Federation.

It had not been possible to get a speaker from the APPHVG for the conference – MPs had other more pressing business at the moment.

The questionnaire sent to both traders and clubs had produced 20 completed forms from the clubs and ten from traders to date.

John Billard, Steam Plough Club, pointed out that the club questionnaire did not relate so well to steam clubs who had unique problems, which were usually dealt with by the members themselves. However the Steam Plough Club recognised that they could rely on the FBHVC for help when needed.

Heritage, presented by Geoff Smith

The heritage directorship was set up to work with other types of vehicle; aircraft, shipping, railways – all of whom have similar problems to road transport. Eri Heilijgers and Geoff Smith had had meetings with these groups initially to collect statistics. Combining data from all organisations gave larger numbers for economics, employment and enthusiasts, all important when dealing with politicians.

The other important line of work was to associate with already recognised heritage organisations - stately homes. The Heritage Open Days trial over the weekend of 12-13 September had been very successful. The Standard Motor Club and the TR Register had provided cars for a display at Baddesley Clinton. There had been 1200 visitors and the property manager was pleased by the interest shown by them and said he thought it was a good additional attraction.

Geoff Wooldridge, TR Register, explained that the local Chiltern group of the TR Register always visited a National Trust property at Christmas and had always found a warm welcome from the management who were pleased to have the cars displayed.

Mr Smith, 20-49 Motor Club, added that meetings in stately homes in Leicestershire and Rutland were already a regular feature.



3. To receive and consider the accounts for the year ended 31 May 2009.

The chairman drew the meeting's attention to the Financial Statements and Report that had been distributed to subscriber organisations during the month prior to the meeting.

Mike Young told the meeting that income had increased as more clubs had joined, and more FIVA ID cards had been issued. Although the trend was healthy other sources of income needed to be found, as the Federation was heavily reliant on subscription income at present and the new website could provide opportunities for advertising in the future. Bank interest had halved as a result of interest rates. Secretarial costs had risen for the year in question because of the change of secretary and the FIVA subscription fees had risen as a result of the euro exchange rate. Meeting and travel expenses had been reduced. The Federation's assets were fully depreciated last year leaving no fixed assets on this year's accounts. The reserves had increased by almost £6,000 over the year and the total figure included the reserves transferred to the limited company in 2000.

Alan Osborn, Reliant Kitten Register, asked for confirmation that the reduced amount of interest was a comparison with last year's figures and not a loss. Mike Young confirmed that this was the case.

The Financial Statements and Report were received with unanimous approval.

4. Election of Directors

Five posts were due to be elected and there were none contested:
Legislation, David Hurley, proposed by the Historic Commercial Vehicle Society;
Relations with traders, Tony Davies, proposed by the Classic Rally Association;
Events, Colin Francis, proposed by the Historic Rally Car Register
Heritage, Eri Heilijgers, proposed by the Bentley Drivers Club;
International relations, Andrew Burt, proposed by the Morris Minor Owners Club.

The meeting voted unanimously in support of the candidates and the chairman declared them all elected.

5. Other Business

Chris Hunt Cooke announced that he felt privileged to have been chairman for the last two years but was not able to devote enough time to the Federation and was therefore obliged to stand down. He agreed to continue as a member of the legislation committee.

Derek Grossmark thanked the chairman and explained that this decision had been taken too late to allow the statutory period of notification for an election at the AGM this year. The board are able to co-opt a new board member and appoint a chairman. Delegates were asked to submit names of candidates they would recommend to either Derek Grossmark or Geoff Smith, in confidence, by the end of October.

Geoff Smith outlined what was required of a chairman. The job was unpaid, although expenses were reimbursed. There was a great deal of responsibility: member organisations paid the Federation a subscription and therefore needed to see results. The board was responsible for a quarter of a million enthusiasts and museums, and traders needed to remain in business. Traders contributed £3.2 billion to the economy as well as having a responsibility to their employees. Previous chairmen had all come from different backgrounds but all needed management experience with the ability to work to targets and be measured by results. If the Federation failed there would be less enjoyment of historic vehicles for all. Chairing the FBHVC was very different from running a club where an enthusiasm for the vehicles and



the associated events was important. The Federation chairman needed to be primarily involved with legislation – there were no events organised.

The ideal candidate would be an enthusiast with significant leadership experience and a great deal of time available. It would be a very interesting and rewarding position.

Derek Grossmark concluded by adding that when there were no contentious topics it was because the board had dealt with any issues before a problem could arise, and he proposed a vote of thanks to the board, seconded by Sandy Hamilton, Morris Minor Owners Club, and unanimously endorsed by the meeting. He presented the outgoing chairman with a gift as a token of thanks from the board.

There being no other business the chairman closed the meeting at 1220.



ANNUAL REVIEW

For the year ended 31 May 2009

Legislation

The legislation committee has continued to meet regularly with the All Party Parliamentary Historic Vehicle group (APPHVG) and DVLA together with a number of sympathetic policy makers within government departments.

We continue to respond to government consultations received and monitor official websites to make sure that we have our say, even when we have not been formally consulted. The committee members represent a wide cross section of interests and during the year Ian Edmunds has rejoined the team as deputy chairman.

Our newsletter and website always contain details of ongoing topics and where necessary notice of changes in government procedures. Often matters may drag on for many years mainly through the difficulties of translating into practical terms what has already been accepted in principle, as with certain paint finishes. A further example is a recent consultation 'Enforcing Insurance from the Record' which has just appeared following legislation implemented as long ago as 2006. Another current topic is the adoption of Low Emission Zones and we are continuing to make representations about the London LEZ and a new initiative in central Oxford.

Finance

As expected the small profit made in 2008-2009 was further reduced to £5,849 (5.3% of turnover) due to the extra costs associated with the change of secretary and the trade recruitment initiative.

The current economic climate dictates that we monitor our costs very closely. Approximately 85% of our income comes from subscriptions and we recognise that many of our member clubs are finding it more difficult to both retain existing members and recruit new people, thus in turn affecting our own income. The Federation will be doing everything possible to help our member organisations by providing cost-effective member services, including our new website which we hope will help raise clubs' visibility and enable the recruitment of new members.

Events

Most historic events in the UK are run under the rules of the MSA or ACU and there is little for the Federation to do in this respect. However Colin Francis, our events director, serves as a member of FIA's historic rally sub-commission in a personal capacity and also serves on the Events Commission of FIVA. Colin advises member clubs or individuals who are considering running or entering events, and writes on events in the Federation's newsletter.

For this year the UK has two events on the FIVA calendar and already has one listed for 2010. Details are on the FIVA website where any member can enlist to receive FIVA's newsletters. The 2010 event will be the first 'A' (international) long distance event for some years and is the third running of the Peking to Paris Motor Challenge run by our member club, the Endurance Rally Association. We have been successful in getting FIVA's Technical Commission to review their opinion of tyres on post-1966 historic vehicles requiring a FIVA Identity card.

Heritage

This last year has seen us being confirmed as fully fledged members of Europa Nostra and after only a brief period of membership, voted onto their Council, being the only body representing engineering on a 48 strong Board ranging geographically from Finland to Greece. This will help us raising the profile of industrial and engineering heritage within this august body with links to UNESCO (our next aim).

The Charter for Roadgoing Historic Vehicles has been drafted along the same lines as the Riga Charter (railways) and Barcelona Charter (ships) and will include input from FIVA before being officially launched. This Charter will help to give our movement an internationally recognised status.

Within the UK we continue to assist English Heritage with vehicle related issues and our membership of Heritage Link assists in this on a broader scale; in the total membership of approximately 95 members only a few represent engineering, the Transport Trust being our chief ally in this. We have also set up a Transport Heritage group, currently chaired by Geoff Smith.

English Heritage has taken over the task of the now defunct Civic Trust organising European Open Heritage Days and we seek to display vehicles at their chosen venues in September, again to raise awareness in fellow heritage groups but also with the general public.



Trade and Skills

During 2009, with valuable help from Jim Whyman, we have concentrated on updating the details of traders known to us and the recruitment of new trade supporters. These traders are listed on our new website directory. However, we still need members' help to refine further this valuable source of information and to let us know of other traders whose services are of value to, and key to the future of, our movement.

Work has also taken place to encourage others (e.g. trade organisation bodies, training providers and politicians) to become engaged and support us in our work. Some progress has been made but the recent (and current) economic and political woes have not helped. Understandably these are higher priorities for some.

Our conference session this year will be devoted to trade and skills so we look forward to a lively and constructive debate.

On the international front FIVA now has a pilot scheme with another nine national ANFs undertaking a similar trade project to the UK. Some countries are making good progress whereas others are not. However, the strategic importance of this work is acknowledged and the FIVA General Assembly in late October will provide the next opportunity to assess progress.

Communications

This has been a busy year for communications, building the new FBHVC website to be launched just prior to our 2009 AGM. The site is new from the bottom up and incorporates lots of new features of value to our members in a state-of-the-art format which even allows larger typefaces!

The aim is to provide a real resource for member clubs, traders and museums to communicate with the broader historic vehicle community. Member clubs will be able to update their own details onto the site and provide details of their events, detailing the location of the event (highlighted with a Google map) and the details (including whether open to members etc). Other new features allow searches across the whole FBHVC database and articles in a modern news format.

All this is in addition to the newsletter editor and secretary publishing six paper editions of the newsletter in the last year, sending regular press release to all classic vehicle press contacts and our chairman writing a regular column in Classic and Sports Car magazine.

International Liaison

We continue to work closely with FIVA on all international matters and also with the lobbying service, EPPA, on EU legislation. We are well represented on the various FIVA commissions as befits our status as one of the largest ANFs within FIVA: David Hurley, Legislation; Colin Francis, Events; David Davies, Motorcycle; Tony Davies, Trade and Skills; Andrew Burt, Finance and Planning. Alan Putt will be standing down from the Technical Commission in October and we would like to pay tribute to his valuable contribution over the years. Delegates will be attending the General Assembly later this month, as they did last year, to represent the Federation's interests.

The Federation secretary has also been asked by FIVA to act as minutes secretary at the forthcoming General Assembly in October which will further increase the UK presence within the organisation.

Deputy Chairman

Being a part of the Federation presence at the Stafford Classic Bike Show and at the Beaulieu Autojumble is always a welcome and a useful opportunity to meet club officers and club members in informal surroundings.

The most rewarding activity is the privilege of receiving your magazines and newsletters. The skill, dedication and enthusiasm that is the common theme throughout gives me many hours of entertainment, amusement and enlightenment and greatly increases my knowledge and understanding of the movement and we hope that these abstracts from them meet with members' approval.

Secretary

The opportunity to meet members face to face, rather than just through the pages of the 150 or so newsletters that we receive, is always most welcome. Drive It Day is one such opportunity and it still going from strength to strength with more events than ever being arranged by member clubs and museums.

Mostly by means of electronic communication we answer a staggering number and variety of questions through the year on the entire spectrum of member vehicles: cars and motorcycles, steam, agricultural, ex-military and commercial. Fortunately Jim Whyman is still on hand to help out with the more obscure queries and we are very grateful to still have access to his vast knowledge of historic vehicles and associated legislation.