



VINTAGE SPORTS-CAR CLUB LIMITED (A Company Limited by Guarantee)

2022 ANNUAL REPORTS AND ACCOUNTS

Registered Number 00446083



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Company registration number 00446083 (England and Wales)

THE VINTAGE SPORTS-CAR CLUB LIMITED
(Previous name VINTAGE SPORTS CAR CLUB LIMITED)
ANNUAL REPORT AND UNAUDITED FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 DECEMBER 2022

THE VINTAGE SPORTS-CAR CLUB LIMITED

COMPANY INFORMATION

Directors	S Blakeney-Edwards I Cheyne D R Rolfe I Standing N J Topliss P G Tunncliffe C Maeers A M Jones A Baker C M Ping	(Appointed 30 April 2022)
Company number	00446083	
Registered office	The Old Post Office West Street Chipping Norton Oxfordshire OX7 5EL	
Accountants	Critchleys Audit LLP Beaver House 23-38 Hythe Bridge Street Oxford OX1 2EP	

THE VINTAGE SPORTS-CAR CLUB LIMITED

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THE VINTAGE SPORTS-CAR CLUB LIMITED

DIRECTORS' REPORT

FOR THE YEAR ENDED 31 DECEMBER 2022

The directors present their annual report and financial statements for the year ended 31 December 2022.

Principal activities

The principal activity of the company continued to be that of providing an arena for people to enjoy selected pre and post war cars competitively and socially.

Directors

The directors who held office during the year and up to the date of signature of the financial statements were as follows:

S Blakeney-Edwards

T M Brown

(Resigned 30 April 2022)

I Cheyne

D R Rolfe

I Standing

N J Topliss

P G Tunncliffe

Mr C J Maeers

A M Jones

(Appointed 30 April 2022)

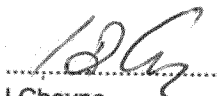
Mr A Baker

C M Ping

Small companies exemption

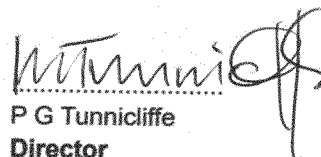
This report has been prepared in accordance with the special provisions relating to companies subject to the small companies regime within Part 15 of the Companies Act 2006.

On behalf of the board



I Cheyne

Director



P G Tunncliffe

Director

Date: 07/04/2023

THE VINTAGE SPORTS-CAR CLUB LIMITED

DIRECTORS' RESPONSIBILITIES STATEMENT

FOR THE YEAR ENDED 31 DECEMBER 2022

The directors are responsible for preparing the annual report and the financial statements in accordance with applicable law and regulations.

Company law requires the directors to prepare financial statements for each financial year. Under that law the directors have elected to prepare the financial statements in accordance with United Kingdom Generally Accepted Accounting Practice (United Kingdom Accounting Standards and applicable law). Under company law the directors must not approve the financial statements unless they are satisfied that they give a true and fair view of the state of affairs of the company and of the surplus or deficit of the company for that period. In preparing these financial statements, the directors are required to:

- select suitable accounting policies and then apply them consistently;
- make judgements and accounting estimates that are reasonable and prudent;
- prepare the financial statements on the going concern basis unless it is inappropriate to presume that the company will continue in business.

The directors are responsible for keeping adequate accounting records that are sufficient to show and explain the company's transactions and disclose with reasonable accuracy at any time the financial position of the company and enable them to ensure that the financial statements comply with the Companies Act 2006. They are also responsible for safeguarding the assets of the company and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

THE VINTAGE SPORTS-CAR CLUB LIMITED

INDEPENDENT CHARTERED ACCOUNTANTS' REVIEW REPORT TO THE DIRECTORS OF THE VINTAGE SPORTS-CAR CLUB LIMITED

We have reviewed the financial statements of The Vintage Sports-Car Club Limited (previously named Vintage Sports Car Club Limited) for the year ended 31 December 2022 which comprise the income and expenditure account, the balance sheet and notes to the financial statements, including a summary of significant accounting policies. The financial reporting framework that has been applied in their preparation is applicable law and United Kingdom Accounting Standards, including FRS 102 'The Financial Reporting Standard applicable in the UK and Republic of Ireland' (United Kingdom Generally Accepted Accounting Practice).

Directors' responsibility for the financial statements

As explained more fully in the directors' responsibilities statement, the directors are responsible for the preparation of the financial statements and for being satisfied that they give a true and fair view.

Accountants' responsibility

Our responsibility is to express a conclusion on the financial statements. We conducted our review in accordance with International Standard on Review Engagements (ISRE) 2400 (Revised) 'Engagements to review historical financial statements' and ICAEW Technical Release TECH 09/13AAF (Revised) 'Assurance review engagements on historical financial statements'. ISRE 2400 (Revised) requires us to conclude whether anything has come to our attention that causes us to believe that the financial statements, taken as a whole, are not prepared, in all material respects, in accordance with United Kingdom Generally Accepted Accounting Practice. ISRE 2400 (Revised) also requires us to comply with the ICAEW Code of Ethics.

Scope of the assurance review

A review of financial statements in accordance with the ISRE 2400 (Revised) is a limited assurance engagement. We have performed procedures, primarily consisting of making enquiries of management and others within the company, as appropriate, applying analytical procedures and evaluating the evidence obtained. The procedures performed in a review are substantially less than those performed in an audit conducted in accordance with International Standards on Auditing (UK and Ireland). Accordingly, we do not express an audit opinion on these financial statements.

Conclusion

Based on our review, nothing has come to our attention that causes us to believe that the financial statements have not been prepared:

- so as to give a true and fair view of the state of the company's affairs as at 31 December 2022, and of its profit for the year then ended;
- in accordance with United Kingdom Generally Accepted Accounting Practice; and
- in accordance with the requirements of the Companies Act 2006.

Use of our report

This report is made solely to the company's directors, as a body, in accordance with the terms of our engagement letter dated 25 January 2021. Our review work has been undertaken so that we might state to the company's directors those matters we have agreed to state to them in a reviewer's report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the company and the company's directors as a body, for our review work, for this report, or for the conclusions we have formed.



Critchleys Audit LLP

Chartered Accountants

14/4/2023

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Beaver House
23-38 Hythe Bridge Street
Oxford
OX1 2EP

THE VINTAGE SPORTS-CAR CLUB LIMITED

PROFIT AND LOSS ACCOUNT

FOR THE YEAR ENDED 31 DECEMBER 2022

	2022	2021
	£	£
Turnover	1,152,755	1,092,034
Cost of sales	(610,116)	(510,355)
	<hr/>	<hr/>
Gross surplus	542,639	581,679
Administrative expenses	(485,034)	(495,351)
Other operating income	17,351	30,486
	<hr/>	<hr/>
Operating surplus	74,956	116,814
Interest receivable and similar income	1,672	33
	<hr/>	<hr/>
Surplus before taxation	76,628	116,847
Tax on surplus	-	-
	<hr/>	<hr/>
Surplus for the financial year	<u>76,628</u>	<u>116,847</u>

The income and expenditure account has been prepared on the basis that all operations are continuing operations.

THE VINTAGE SPORTS-CAR CLUB LIMITED

BALANCE SHEET

AS AT 31 DECEMBER 2022

	Notes	2022 £	£	2021 £	£
Fixed assets					
Tangible assets	6	192,835		192,835	
Heritage assets	7	329,660		329,660	
			522,495		522,495
Current assets					
Stocks		2,858		4,361	
Debtors falling due after more than one year	8	20,000		21,000	
Debtors falling due within one year	8	88,942		162,307	
Cash at bank and in hand		510,352		381,942	
			622,152		569,610
Creditors: amounts falling due within one year	9	(255,684)		(279,770)	
Net current assets			366,468		289,840
Net assets			888,963		812,335
Reserves					
Income and expenditure account			888,963		812,335
Members' funds			888,963		812,335

For the financial year ended 31 December 2022 the company was entitled to exemption from audit under section 477 of the Companies Act 2006 relating to small companies.

The directors acknowledge their responsibilities for complying with the requirements of the Companies Act 2006 with respect to accounting records and the preparation of financial statements.

The members have not required the company to obtain an audit of its financial statements for the year in question in accordance with section 476.

These financial statements have been prepared in accordance with the provisions applicable to companies subject to the small companies regime.

The financial statements were approved by the board of directors and authorised for issue on 07/04/2023 and are signed on its behalf by:


P G Tunncliffe
Director

Company Registration No. 00446083

THE VINTAGE SPORTS-CAR CLUB LIMITED

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2022

1 Accounting policies

Company information

The Vintage Sports-Car Club Limited (previously named Vintage Sports Car Club Limited) is a private company limited by guarantee incorporated in England and Wales. The registered office is The Old Post Office, West Street, Chipping Norton, Oxfordshire, OX7 5EL.

1.1 Accounting convention

These financial statements have been prepared in accordance with FRS 102 "The Financial Reporting Standard applicable in the UK and Republic of Ireland" ("FRS 102") and the requirements of the Companies Act 2006 as applicable to companies subject to the small companies regime. The disclosure requirements of section 1A of FRS 102 have been applied other than where additional disclosure is required to show a true and fair view.

The financial statements are prepared in sterling, which is the functional currency of the company. Monetary amounts in these financial statements are rounded to the nearest £.

The financial statements have been prepared under the historical cost convention. The principal accounting policies adopted are set out below.

1.2 Turnover

Income and other receipts recorded in the financial statements represent subscriptions and entry fees received from Members together with net proceeds of sales and services provided during the year and exclude value added tax (VAT). Membership subscriptions are included in the financial statements on the basis of the period to which they relate.

Revenue is recognised to the extent that it is probable that the economic benefits will flow to the company and the revenue can be reliably measured. Revenue is measured as the fair value of the consideration received or receivable, excluding discounts, rebates, value added tax and other sales taxes. The following criteria must also be met before revenue is recognised:

Sale of goods

Revenue from the sale of goods is recognised when all of the following conditions are satisfied:

- the company has transferred the significant risks and rewards of ownership to the buyer;
- the company retains neither continuing managerial involvement to the degree usually associated with ownership nor effective control over the goods sold;
- the amount of revenue can be measured reliably;
- it is probable the company will receive the consideration due under the transaction; and
- the costs incurred or to be incurred in respect of the transaction can be measured reliably.

Rendering of services

Revenue from a contract to provide services is recognised in the period in which the services are provided in accordance with the stage of completion of the contract when all of the following conditions are satisfied:

- the amount can be measured reliably;
- it is probable the company will receive the consideration due under the contract;
- the stage of completion of the contract at the end of the reporting period can be measured reliably; and
- the costs incurred or to be incurred in respect of the contract can be measured reliably.

Interest income

Interest income is recognised in the Statement of Profit or Loss and Comprehensive Income using the effective interest method.

THE VINTAGE SPORTS-CAR CLUB LIMITED

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2022

1 Accounting policies

(Continued)

1.3 Tangible fixed assets

Tangible assets under the cost model are stated at historical cost less accumulated depreciation and any accumulated impairment losses. Historical cost includes expenditure that is directly attributable to bringing the asset to the location and condition necessary for it to be capable of operating in the manner intended by management.

At each reporting date the company assesses whether there is any indication of impairment. If such indication exists, the recoverable amount of the asset is determined which is the higher of its fair value less costs to sell and its value in use. An impairment loss is recognised where the carrying amount exceeds the recoverable amount.

Depreciation is recognised so as to write off the cost or valuation of assets less their residual values over their useful lives on the following bases:

Fixtures and fittings	25% and 33% straight line
Computers	20% and 33% straight line
Motor vehicles	25% straight line

The assets' residual values, useful lives and depreciation methods are reviewed, and adjusted prospectively if appropriate, or if there is an indication of a significant change since the last reporting date.

Gains and losses on disposals are determined by comparing the proceeds with the carrying amount and are recognised in the statement of profit or loss and comprehensive income.

In 2016 the directors reviewed the residual value of the freehold property and concluded that it is in excess of the remaining undepreciated net value. As such, no further depreciation is charged against the property. This estimate is reviewed at each financial period end to ensure it remains reasonable. Historically, freehold property was depreciated at 4% on a straight line basis.

1.4 Stocks

Stocks are stated at the lower of cost and estimated selling price less costs to complete and sell. Cost is determined using the first-in, first-out basis.

At each reporting date stocks are assessed for impairment. If stocks are impaired, the carrying amount is reduced to its selling price less costs to complete and sell; the impairment loss is recognised immediately in profit or loss.

1.5 Cash and cash equivalents

Cash is represented by £259,150 cash in hand and deposits with financial institutions repayable without penalty on notice of not more than 24 hours. Cash equivalents are highly liquid investments that are readily convertible to known amounts of cash with insignificant risk of change in value. £251,202 is held in a 95 day notice deposit account, early release is only available at the bank's discretion.

1.6 Financial instruments

The company only enters into basic financial instrument transactions that result in the recognition of financial assets and liabilities like trade and other debtors and creditors, loans from banks and other third parties, loans to related parties and investments in ordinary shares.

Basic financial assets

Short term debtors are recognised initially at the transaction price. They are subsequently measured at amortised cost using the effective interest method, less provision for impairment. A provision for the impairment of trade debtors is established when there is objective evidence that the company will not be able to collect all amounts due according to the original terms of the receivables.

THE VINTAGE SPORTS-CAR CLUB LIMITED

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2022

1 Accounting policies

(Continued)

Basic financial liabilities

Trade creditors are measured at the transaction price. Other financial liabilities, including bank loans, are measured initially at fair value, net of transaction costs, and are measured subsequently at amortised cost using effective interest method.

1.7 Retirement benefits

The company operates a defined contribution scheme for its employees. A defined contribution scheme is a pension scheme under which the company pays fixed contributions into a separate entity. Once the contributions have been paid the company has no further payment obligations.

The contributions are recognised as an expense in the Statement of Profit or Loss and Comprehensive Income when they fall due. Amounts not paid are shown in accruals as a liability in the Balance Sheet. The assets of the scheme are held separately from the company in independently administered funds.

1.8 Heritage Assets

The Library Archive and the trophies are reported in the balance sheet taking guidance from Section 34 of Financial Reporting Standard 102 regarding Heritage Assets. Amounts in respect of the Library Archive are included at market value, as valued in 2022 by a professional specialist valuer. Trophies are included at a value applied for insurance cover as valued by a specialist valuer.

The Library Archive is extensive and comprises a large number of individual items which have been acquired through donations to, or purchases by, the company. The Library Archive and the trophies are deemed to have an indeterminate lifespan and therefore it is deemed inappropriate to charge depreciation on these items, the overall value being considered on an annual basis. The maintenance of these Heritage Assets is charged to the Statement of Profit or Loss and Comprehensive Income as it is incurred.

1.9 Sporting services and VAT

The sporting services supplied by VSCC to members are exempt from VAT and the VAT on expenditure relating to competitions is consequently partially irrecoverable. Part of the subscription is exempt from VAT and that part of the subscription relating to publications is zero rated.

2 Judgements and key sources of estimation uncertainty

In the application of the company's accounting policies, the directors are required to make judgements, estimates and assumptions about the carrying amount of assets and liabilities that are not readily apparent from other sources. The estimates and associated assumptions are based on historical experience and other factors that are considered to be relevant. Actual results may differ from these estimates.

The estimates and underlying assumptions are reviewed on an ongoing basis. Revisions to accounting estimates are recognised in the period in which the estimate is revised where the revision affects only that period, or in the period of the revision and future periods where the revision affects both current and future periods. There were no critical judgements undertaken by management within the financial statements.

THE VINTAGE SPORTS-CAR CLUB LIMITED

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2022

3 Turnover

	2022	2021
	£	£
An analysis of turnover is as follows:		
Membership subscriptions	451,552	459,763
Competition income	559,460	478,706
Advertising income	73,211	77,522
Sponsorship income	43,889	25,433
Light Car & Edwardian Section	7,501	4,013
Other income - including a £4,129 legacy	15,110	29,070
Members' donations	2,032	17,527
	<u>1,152,755</u>	<u>1,092,034</u>

THE VINTAGE SPORTS-CAR CLUB LIMITED

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2022

4 Other operating income

	2022 £	2021 £
Rental income	17,351	16,374
Furlough income	-	14,112
	<u>17,351</u>	<u>30,486</u>

5 Employees

The average monthly number of persons (including directors) employed by the company during the year was:

	2022 Number	2021 Number
	8	7
	<u>8</u>	<u>7</u>

Their aggregate remuneration comprised:

	2022 £	2021 £
Wages and salaries	248,556	264,013
Social security costs	22,176	28,230
Pension costs	12,187	13,047
	<u>282,919</u>	<u>305,290</u>

6 Tangible fixed assets

	Freehold land and buildings £	Fixtures and fittings £	Computers £	Motor vehicles £	Total £
Cost					
At 1 January 2022 and 31 December 2022	327,983	50,347	43,375	15,024	436,729
	<u>327,983</u>	<u>50,347</u>	<u>43,375</u>	<u>15,024</u>	<u>436,729</u>
Depreciation and impairment					
At 1 January 2022 and 31 December 2022	135,148	50,347	43,375	15,024	243,894
	<u>135,148</u>	<u>50,347</u>	<u>43,375</u>	<u>15,024</u>	<u>243,894</u>
Carrying amount					
At 31 December 2022	192,835	-	-	-	192,835
	<u>192,835</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>192,835</u>
At 31 December 2021	192,835	-	-	-	192,835
	<u>192,835</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>192,835</u>

THE VINTAGE SPORTS-CAR CLUB LIMITED

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2022

6 Tangible fixed assets (Continued)

In accordance with FRS 102 the freehold property is shown at its historic cost. In the opinion of the directors the current market value of the property is significantly higher than historic cost. Given the property's primary function as the company's headquarters, the directors have concluded that it would not be appropriate to adopt a policy of revaluing the building at the present time.

7 Heritage assets

	2022	2021
	£	£
Carrying amount		
Library, archives and trophies	329,660	329,660

8 Debtors

	2022	2021
	£	£
Amounts falling due within one year:		
Trade debtors	12,041	24,461
Loan	1,000	1,890
Prepayments and accrued income	75,901	135,956
	<u>88,942</u>	<u>162,307</u>
	2022	2021
	£	£
Amounts falling due after more than one year:		
Loan	20,000	21,000
	<u>20,000</u>	<u>21,000</u>
Total debtors	<u>108,942</u>	<u>183,307</u>

The loan is non-interest bearing, unsecured and being repaid in £1,000 instalments over a 25 year period.

9 Creditors: amounts falling due within one year

	2022	2021
	£	£
Trade creditors	78,460	74,886
Taxation and social security	8,804	11,960
Other creditors	4,975	6,369
Accruals and deferred income	163,445	186,555
	<u>255,684</u>	<u>279,770</u>

10 Members' liability

The company is limited by guarantee, not having a share capital and consequently the liability of members is limited, subject to an undertaking by each member to contribute to the net assets or liabilities of the company on winding up such amounts as may be required not exceeding £1.

THE VINTAGE SPORTS-CAR CLUB LIMITED

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2022

11 Reserves

	2022 £	2021 £
General reserves		
At 1 January	445,621	327,563
Profit / (loss) for the year excluding Light car & Edwardian section profit / (loss)	77,796	118,058
	<u>523,417</u>	<u>445,621</u>
At 31 December	<u>523,417</u>	<u>445,621</u>
Light car & Edwardian section		
At 1 January	32,816	34,177
(Loss) / profit for the year	(1,168)	(1,361)
	<u>31,648</u>	<u>32,816</u>
At 31 December	<u>31,648</u>	<u>32,816</u>
Library archives & trophies		
Library Archives & Trophies	329,660	329,660
	<u>329,660</u>	<u>329,660</u>
At 31 December	<u>329,660</u>	<u>329,660</u>
Prize funds		
John Rowley	3,038	3,038
Dan England	1,200	1,200
	<u>4,238</u>	<u>4,238</u>
At 31 December	<u>4,238</u>	<u>4,238</u>
Total reserves		
At 31 December	<u>888,963</u>	<u>812,335</u>

12 Club library, cups, trophies and pictures

The Club owns and insures various cups, trophies, pictures, books and other archive material. The Library Archive was valued in 2022 at £260,000 and the club trophies were valued in 2022 at £70,000. This figure is not depreciated. The directors have decided to follow section 34 of Financial Reporting Standard 102 – Heritage Assets. For the current year directors have considered the value of Heritage Assets held and do not believe that their value has changed materially from the 2022 valuation, due to either impairment or to a positive upturn in market values.

The Club library and archive is available to members during normal office hours. The Club trophies are presented annually and held by the recipient for one year. The trophies form part of the Club's annual insurance policy and this cover extends to the trophies when they are in safe custody of the winners.

THE VINTAGE SPORTS-CAR CLUB LIMITED

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2022

13 Related party transactions

During the year ended 31 December 2022 no expenses were reimbursed to directors (2021: £Nil). A total of £860 sales (2021: £270) were made to directors or companies with a common directorship. The directors of the company pay membership subscriptions and event fees each year. All directors abide by the same terms and conditions as all other members.

A loan receivable of £21,000 (2021: £22,000) from the Bugatti Owners' Club is included in debtors. The loan is a non-interest bearing, unsecured and repayable in installments of £1,000 over a 25 year period and reflects the close relationship between the two clubs. The company made payments totalling £12,672 (2021: £9,381) to the Bugatti Owners' Club during the year.

14 Parent company

There is no single ultimate controlling party.

President's Report

As we approach our 90th year, I hope that the membership will share my feeling of general satisfaction with the wellbeing of the Club that means so much to us. It has faced its fair share of challenges of late, (Covid, cost of living) but weathered them, and is now set fair to celebrate its founding as a role model for the old car world.

It is your Board's main responsibility to oversee the Club's financial performance. We continue to strive to cover our costs, whilst delivering the best possible value to members. We have put important financial processes in place that identify limits of authority, lines of responsibility and accountability, such that the membership can have faith in its governance. The net result of all of this is a set of healthy accounts, with a surplus that enables us to repair our reserves and make investment after a period of prudence that Covid imposed on us.

That said, we are foremost an old car club that just wants to enjoy itself. Happily, our events programme continues to deliver on that, whilst making us the envy of our world. We consistently arrange a huge number of top-notch events, many of which are over-subscribed. We ensure that they remain value for money for our members, whilst each obviously covers its costs in full.

The trials programme has become a jewel in our crown, not least due to the efforts of our exceptional organisers who are dedicated to giving all competitors a grand day out, be it in springtime Somerset or autumnal Cumbria. Trials are now established as an entry point into the Club's competitions, and few would deny that the growing band of young members taking part has enhanced their atmosphere. We are striving to amend the classification of trials cars and entice more standard, and near-standard, cars to the fold, and more variety in marques represented in an attempt to see fresh names and cars among the awards. This inevitably is a sensitive matter, but David Rolfe is doing sterling work in harnessing all views and produce a solution from which the Club, as a whole, will benefit.



President's Report

Circuit racing remains difficult for many clubs, and rarely a season passes without a magazine article predicting the demise of club racing. However, we fly in the face of such gloom by committing to 4 meetings, with a good level of interest from all areas of the racing fraternity. The Race Sub-Committee, under the indefatigable Justin Maeers, continues to probe new areas of opportunity through consultation. And once more, showing a commendable spirit of inclusivity and diversity, Longstone Tyres will be encouraging Light Car owners out for a few laps of leisurely derring-do, this time around Donington.

Our Speed programme consistently offers many members a great summer of motor sport, and is another great introduction for youngsters. Again, demand seems healthy, and scope exists for additional dates to be added to our existing roster. An important initiative in 2023 will be at Wiscombe, which will feature free entry to all Under-30s, courtesy of the generosity of the Bonham Christie legacy award.

I am delighted to note the appetite for non-competitive tours, under the enthusiastic leadership of Brian Aket. Around a dozen will take place this year, and if my mailbox is anything to go by, a high level of interest already exists. These sit perfectly alongside our competitive rallies, and we hope will become a feeder for them. As I write this, another entertaining and eventful Measham has just taken place, one that proved a test of Annabel Jones's and Rob Ellis's organisational skills, as unexpected snow necessitated a change in the route hours before the first flag fell. Despite the weather, that would have made withdrawal a reasonable decision, nearly everyone turned up and applied themselves fully to their task. Surely no finer demonstration of the Club's spirit.

Driving tests, like trials, are worthy toes in the water for the aspiring competitor, and like their muddier counterparts, seem to consistently generate an atmosphere of light-hearted fun. Even in winter, when Bicester and Brooklands seem to be the coldest places in the country, members turn up in large numbers to participate and marshal, in the knowledge that experts such as Mark Elder and Kevin Lee will give them some of the best value that old car ownership can bestow.



President's Report

Behind all our events and activities is a veritable army of volunteers making them happen. I'd like to pay particular tribute to the Sub-Committees and their Chairs. Covering all elements of the Club's programme, they apply themselves fully to giving the membership the best possible experiences. Sometimes, they find themselves in the firing line for making change, or alternatively, for not making change, and yet they stoically persist. All members, competitors or not, owe them a huge debt of gratitude.

One project I'd hoped to have firm news to report on was the relocation of the Club's HQ. Sadly, as I write this, I am unable to give you definitive news, although I hope further details might be available to share at the AGM. It appears that the sale of TOPO is going through, but the rest of the jigsaw is not so clear. Conversations are underway on some options, but they are at their early stages, and as things stand, we have nothing definitive to share with the membership. I have been extensively and vigorously lobbied by many of you with your ideas on the ideal new home. All your views have been shared with the extremely sound brains working on the project who are committed to making the right call for the Club's long-term wellbeing. I will be disappointed not to be at the helm to see this one through to its conclusion but have confidence that the best solution will prevail.

I now stand back from formal duties after an eventful period in office and hand over the baton to the safe hands of Simon. I am very grateful to those who have supported me throughout my tenure. My exceptional directors, whose experience and expertise are an immeasurable asset to the Club. To the staff, for their dedication to the service of the Club and its members. Special reference goes to Tania, who is growing into a great Secretary. Her excellent relationship with the membership, and instincts as to what it will welcome and what it will resist, has been a constant help to me. And I'm especially grateful to you, the members. The welcome and support I received from day one, right up until my final days, has been very touching. I have crossed swords with some along the way, always unintentionally, but my motivation was only what is right for a better, stronger VSCC. Clearly there are different ways of delivering that worthy goal. I have learned that there is never one voice for the Club, what to one is an obvious proposal, to others is the antithesis.



President's Report

All I hope is that we keep our differences proportionate and debate them with respect. There are challenges ahead for us, so supporting the Board, with differences professionally and courteously managed, will be vital to our cause.

I am happy to deliver this upbeat assessment of life as a VSCC member. It seems to me that it has got its mojo back, and now represents the gold standard in its field. No wonder that Top Gear chose us to exemplify the spirit of historical motor sport for its centenary. No wonder too that we continue to pick up awards, highlighting our excellence across the board – from volunteering to Sustainability (stand up Angie Jones and Mark Dibben). We are clearly doing something right, and something very good. Members of the VSCC, take a bow.

P Tunncliffe



Treasurer's Report

The Board and Finance Sub-Committee have continued to monitor your Club's financial performance in accordance with the Club's Finance Policy. Our accountants Critchleys were again engaged to review the half year management accounts and undertake the Year End Assurance review. There were no issues of concern raised.

My quarterly reports expressed caution regarding the financial result for 2022. This was due to the threats of a return to Covid restrictions and the cost-of-living crisis. In the event, the Club achieved a surplus of £76,628 against a budget of £50,000. This result includes several unbudgeted income streams; members donations, our DVLA assistance scheme, a business rates support grant from West Oxfordshire Council and a legacy amounting in all to £10,376.

There were concerns expressed during the 2022 budget discussions that we would lose a significant number of subscriptions due to members disengaging from the Club owing to the cancellation of events in 2020 and 2021 and the threat of further possible Covid disruption. Members showed their commitment to the Club in renewing their subscriptions and what is particularly pleasing is the growing number of new members. Thank you, one and all for generating £8,870 of subscriptions greater than budget.

A feature for this year has been the resumption of an almost complete season of events albeit one where we were forced to move the Silverstone Spring Start. Overall, Events income was 7% lower than the challenging budgets set by the Competition subcommittees. I would like to thank the subcommittees for Race and Speed, Trials, Rallies and Tours and their organisers, volunteers, marshals, and TOPO staff for making every effort to try and make up the lost income. Their efforts and the support of entrants and spectators resulted in Events returning a surplus of £35,357.

The TOPO team is back up to 8 albeit 3 now work part time. With the sale of TOPO on the horizon only essential repairs were made to the building. The Club Secretary and her team have carefully controlled the administration costs, these two factors have contributed substantially to the consolidated surplus.



Treasurer's Report

Within the non-event's costs, it should be noted that there has been an overspend of £11,447 against the budget on IT. The transition to the new platform continues and the establishment of the new event fee processing system have been a success. An IT Working Group has been established to advise on the further development of essential systems and ensure tighter control of IT costs.

A word of appreciation for the Library and Regalia volunteers who continue to bring in income to contribute to their running costs. The Library bid for and won a grant worth £3,000 to help digitalise the Club's archives, this has been supported by the Club providing £1,000 extra funding to this important initiative.

Cash reserves have improved by £129,681 to £477,761, of which £251,202 is on term deposit.

I am retiring as Treasurer at this AGM and the Club is fortunate that Annabel Jones, who is an experienced businesswoman and is well known to many of you, has kindly stepped forward to take over the role.

I would like to conclude by thanking all the members of the Finance Sub-Committee for the very significant time and effort they have contributed to the control of the financial performance of your Club and the continuing excellent support I have received from our Club Accountant, Rupert Clark.

Iain Cheyne
Treasurer
April 2023



Secretary's Report

I would like to start my report by paying tribute to our retiring President, Paul Tunncliffe. Paul took over at a time when the ship needed steadying and his provided a safe pairs of hands to do just that. From a series of losses we have successfully rebuilt the reserves thanks to a number of initiatives directed by him.

Another major step forward has been the Club's sustainability project. Paul was keen that we become a leader within the historic motorsport community in this area and appointed Mark Dibben to head a Working Group. They have worked tirelessly, doing due diligence on carbon recovery programmes, creating a carbon emission calculator and recommending a carbon offset scheme. We now recover around 400% of carbon emissions from our competitive events. All of the work this group has done is freely available on the Club website. We also used alkylate fuels at our Winter Driving Tests, still fossil fuel but much cleaner than petrol fuels. I am working hard to find a supplier of synthetic, sustainable fuels we can recommend to members and we will intend to help one of our younger members with the cost of running this fuel at future events.

Our work was recognised in this area by the governing body, Motorsport UK, who awarded the Club their inaugural Sustainable Club of the Year in 2022. In fact, the Club and our volunteers had a successful year as far as awards were concerned, following on from being the Historic Motoring Awards Club of the Year in 2021. We also nominated Angie Jones for Volunteer of the Year and I am personally delighted that she has won that category,

This follows on from the Club or its nominations being shortlisted at the following:

Historic Motoring Awards sponsored by Octane:

Club of the Year (winner Austin Seven Clubs' Association)

Motorsport Event of the Year (for the Herefordshire Trial with the winner being the Rolex Monterey Motorsports Reunion)

Classic Car Ambassador of the Year (Dougal Cawley with the winner being James Wood and Julian Barratt)

Industry Supporter of the Year (won by our nomination of Hagerty)



Secretary's Report

Classic and Sports Car magazine Club Awards:

Lifetime Achievement runner-up for retiring Chief Marshal John Williams.

Royal Automobile Club Historic Awards:

Personal Endeavour, the President was shortlisted with the winner being another of our nominations Simon Diffey and Sarah Adams-Diffey.

We also saw the Herefordshire Trial featured in Top Gear and Richard Hammond's Workshop, our thanks must go to Gill Tierney for all the hard work she put in liaising with producers and TV crews which looked akin to herding cats at times.

Our Competitions Department welcomed Ethan Harris, who joined us straight out of college but who has a background with Sixty and Worcestershire Motor Club. Arron Groombridge joined us in late 2021 and really hit the ground running throughout last year. Andrew Tarring stepped up to the role of Competitions Secretary and has worked tirelessly with his team to ensure all our events were successfully delivered. I would like to take this opportunity to thank all my team at The Old Post Office, who work extremely hard to deliver the service members expect.

I would also like to thank members who support our events, be that as competitors, spectators or volunteers alongside all of you who take the time to put back into the Club in some way, whether that is the Librarians, our wonderful marshals or those of you that write for various publications. We simply could not achieve all we do without you.

Finally we look forward to 2023 which promises to be a challenging year, with cost of living increases squeezing all our pockets in some way or another. You can read about many of the upcoming plans in the various sub-committee reports below but I would like to highlight the welcome expansion of our Tours programme, spearheaded by Brian Aket.

Tania Brown
Club Secretary



Eligibility

Sub-committee Report

The Eligibility Sub Committee continues to provide advice and support to the Directors of the Club in relation to the acceptance or otherwise of cars permitted to participate in Club events.

During the calendar year 2022, there were 169 buff form applications, of which 137 were issued. This compares with 120 in the previous year.

These incorporate the decisions to allow the use of electric water pumps and alternators, although the latter must either have the appearance of a traditional dynamo, or be hidden from sight, even with the bonnet open.

No other major changes to eligibility rules were made, although an updating process for the Eligibility of Cars document is currently underway, to reflect changes and tighten up on anomalies and omissions.

A number of cars for the new post-war category have been processed and this number seems to be increasing into 2023. We are in the process of recruiting someone to provide specialist support and advice in this area.

One of the major sources of delay in the processing of buff form applications is the failure to include the required photographs. All applications should be accompanied by the photographs listed in the on-line application form.

Details of the history of the car, whether standard or constructed from diverse components, are always welcome and applicants are encouraged to be more forthcoming with this information. A completely blank box certainly encourages a hard look at the application, as why wouldn't you be proud of, or at least interested in, the history of your car?

Great emphasis is being placed on the requirement and desirability of applying for "planning permission" before embarking the construction of a special, modifications to an existing car, or even extensive restoration. The ESC will always endeavour to provide support and encouragement and guide members



Eligibility

Sub-committee Report

away from pitfalls that may result in the refusal to grant an eligibility document. We encourage everyone to supply information about components, style and ideally drawings of the proposal, or photographs of the car, or type of car, being emulated.

Obtaining a Buff Form should be regarded as a privilege, not a right and convey to the owner and the outside world that the car is of a certain standard.

In connection with the above, the ESC will be looking much more closely and critically at the aesthetics of Club cars. As has been pointed out in the newsletter, this area is already covered in Eligibility of Cars and there is a plethora of source material to help those who wish to understand the look of cars between the wars. There will no longer be the acceptance of shoddily constructed and visually anomalous cars just because it has been done before.

This ties in with previous years' statements about the potential to review or withdraw the buff form from any car. There is no such thing as "Grandfather Rights" and if a car is found to be incorrectly categorised or otherwise unacceptable, the buff form can be withdrawn and the owner required to re-submit and/or alter the car.

The above also ties in to the currently lively subject of Trials. There will be an ongoing check and review of existing and potential new cars.

Michael New
Head of Eligibility Sub Committee



Finance Sub-committee Report

The Committee was established to ensure that the Club follows appropriate standards of corporate governance, and that the Club's financial records are kept in good order.

On a monthly basis, the Committee review an Exception Report detailing critical business performance indicators and a Compliance Report recording adherence to the Club's Finance Policy. Quarterly Managements accounts and Statutory Accounts are reviewed by the Committee before they are presented to the Board. In addition, the half year and Year End Management Accounts are audited by, Critchleys, the Club's Accountants. No concerns have been reported to the Committee.

The Committee monitors the Annual Budget process and presents the consolidated budget to the Board. The various Club Sub-Committees are supported by this Committee, particularly where deviations to the annual budget plan are required or new areas of financial risk or opportunity are identified, for example IT, the sale of TOPO and event fee collection processing.

Members of the Finance Sub-Committee in 2022 were Iain Cheyne (Chairman), Paul Tunncliffe, Ian Standing, David Rolfe, Annabel Jones, Tania Brown (Club Secretary) and Rupert Clark (Club Accountant).



Marshals and Volunteers

Sub-committee Report

The MVSC continued to meet regularly over the year, mainly via Zoom, but with one face to face meeting at TOPO, the first since before the pandemic. After two years of virtual Marshals' Dinners we enjoyed meeting up with colleagues again for a marvellous steak and kidney pudding at Woodland Grange.

We were able to analyse in more detail data about the fall in the number of marshals volunteering to help run our events. The number of members volunteering actually stood up pretty well with most of the reduction due to the retirement of some experienced marshals. The biggest concern is the number of non-members, who traditionally have provided most of our marshals, dropping to less than 40%. These are the 'orange suits' who marshal on race and speed events and local motor clubs who turn out in force for some trials and rallies. We continue to try and recruit more people to marshal as the current situation is unsustainable.

The VSCC provides high quality training for marshals. In November we ran a most successful, unique seminar, at Gaydon, outlining the wide range of roles that are open to volunteers in motor sport. We also returned to the annual half-day training session before the Marshals' Dinner. As ever I thank Alan Page for his continued input to our training.



Marshals and Volunteers

Sub-committee Report

There are a number of personnel issues to report on: regular marshal, Richard Lance, joined the MVSC. His experience and enthusiasm are welcome. John Williams stood down as Chief Marshal and has been replaced by Karen Morton. John has kindly agreed to act as Karen's deputy to support the transition. John's contribution to motor sport over many years was recognised by him being short-listed for Lifetime Achievement at the Classic & Sports Car Club Awards.

Marshalling stalwart, Angie Jones, was named as Volunteer of the Year by Motorsport UK and enjoyed a marvellous presentation evening at the RAC Club in Pall Mall. The VSCC is fortunate to have marshals of this calibre.

As we move forward the MVSC seeks to recruit more members to marshal on our events, aims to foster our relationship with other motor clubs, continue to provide excellent training and to review the rewards given to our marshals.

I would like to thank all the members of the MVSC for their continued efforts in supporting the work of the Club.

Martin Jelley

MEMBERSHIP OF MVSC: Karen Williams (Chief Marshal), John Williams (Deputy Chief Marshal – Race and Speed), Angie Jones (Deputy Chief Marshal – Non-Speed), Mike Holland, Francine Pimperton, George Scholey, Andy Fox, Richard Lance and Martin Jelley (Chair MVSC)



Membership Sub-committee Report

Throughout 2022 the Membership Sub-committee (hereafter the MSC) met by Zoom on three occasions, with near full attendance at all these meetings.

We thank all current members of the MSC and those who served on the MSC at some time during 2022 for their support and service over the year.

Although meeting fewer times in 2022, I am pleased to report that this has been a busy year for the MSC and during the year the MSC has monitored a structured programme of exit interviews conducted by TOPO staff, with the outcome to be considered by the MSC in early 2023; the introduction of the weekly News Sheet and the distribution of this and the monthly Newsletter in digital form was welcomed by the MSC; following the suggestion from Peter Booth, the MSC asked the Secretary to list all the Membership benefits in a single document and to publicise these benefits throughout the membership; during the year, the MSC considered proposals from Kevin Lee to extend the car share arrangements but, on legal advice, decided to keep this arrangement unchanged on an informal basis between Members, and the MSC considered a suggestion to create a sub-section for the owners of 3 litre vintage Bentleys, and this idea is being progressed by Edward Way.

In addition, the proposal for the expansion of “local” social activities of the Club, first proposed by the MSC in 2021, has proceeded under the leadership of Brian Aket and friends, so that in 2023 the Club has 9 county-based social meetings included in the Club’s annual programme of events, with locations ranging from Cornwall to the Scottish Borders.



Membership Sub-committee Report

During 2022, the MSC received proposals from Graeme Pinkney on strengthening the international arm of the Club, by providing information for International Members when they visit the UK and organising a special reception for International Members at the Club's August meeting at Prescott, which has proved very popular with visitors.

Membership numbers over the year are as follows:

Total number of Members at the end of 2021: 5455

Total number of leavers in 2022: 253

Total number of joiners in 2022: 302

Total number of Members at the end of 2022: 5504

We look forward to another full year of activity by the MSC for the Club in 2023.

Alisdair Lockhart - Chairman

Membership of the MSC:

Alisdair Lockhart (chairman), Peter Booth, Ian Ferguson, Matt Girvan, Nick Lees, Charles Ping, Graeme Pinkney, Rebecca Smith, Tony Stephens, Tania Brown (Club Secretary) and Shannon Hunt (Membership Secretary).



Race and Speed Sub-committee

Report

2022 heralded our first full season racing unaffected by Covid cancellations or restrictions and we also welcomed Arron and Ethan to our office Competitions Department administration team.

Spring Start at Cadwell Park was unconventional but well supported and set the stage for a great season's racing. We had two Nash races with one race for more standard cars celebrated their centenary, alongside the usual ODM, Specials, Pre-66 and handicap grids.

We moved onto a rather more wet Donington which saw the popular Longstone Long Car race, following on from the award-winning Light Car race the year before. Those lucky enough to have attended the Light Car Race at Oulton will be delighted it is returning this year at our Donington meeting.

Silverstone in the summer was a sunny warm meeting. We held a BBQ to thank our officials and volunteers, as the usual Marshals' Dinner was a virtual meeting.

Our grids at the Gold Cup meeting were thinner than we would have liked but Tom Walker in his Amilcar certainly made for a stirring sight and sound. We are returning to Oulton Park again this year, with a new format, a 'team of teams' event, aimed at getting our Racers to race together where they normally may not, and to know each other better throughout our grids and marques. There will be a casual BBQ for competitors in the paddock on Saturday night. This promises to be an exciting and truly competitive event. We can only accept 32 cars with 2 drivers per car for this spectacular 2-day event.

Our season closed at Mallory Park saw the much-anticipated Edwardian Grid. Our 2023 season begins at Silverstone with a more traditional Spring Start followed by a mid-summer meeting at Cadwell, probably the most popular event in the VSCC race calendar.



Race and Speed Sub-committee

Report

Donington Park, as mentioned above, will see the return of the popular Longstone Light Car Race.

We return in August to the 'Friendly Circuit', Mallory Park, where we have a generous sponsor, alongside the usual Bonhams support, for the Edwardian race, this means we are able to make entries for this race free of charge. If you have an Edwardian, please get your entries in early.

This season, we will be introducing Driving Standards Officers (DSOs), who will be responsible for:

- Being present at every Drivers briefing to enable you to be familiar with who they are.
- Being a friendly, familiar face in the paddock to be your first port of call for any concerns (on or off the track, however small or large) you have about any driver at the event.
- Being vigilant and looking for inappropriately aggressive or inconsiderate driving.
- To where necessary, counsel drivers on their driving standards, and how they may be affecting fellow drivers.

We need our Race events to be inclusive, enjoyable, and competitive, to all types of vintage cars. In past years, we were fortunate to see many more 'Standard' vintage cars racing with us, as driven on the road, or 'Stripped for racing'. Many of these cars have been put off by speed differentials, and in some cases aggressive driving of faster cars. We want to encourage more of these cars to return to our racing scene. The more standard cars we have out, the better our racing will be; a race does not only happen at the front of the grid.



Race and Speed Sub-committee

Report

Looking further forward to 2024 we anticipate a relaunch of 'See Red' with a single day action packed event at Donington with a particular focus on getting more original racers out with the Club. At the meeting we will have invitation races for Pre-1926 racing cars and a race for Front Engine Grand Prix cars. We are in negotiation with sponsors for these two races and hope to be able to offer incentives to join us. This is an exciting opportunity to see cars on the track that we have not seen for many years.

I am sure you all join me in thanking our Race Administration team for the enormous effort they put into making our meetings what they are, competitive, spectacular, and most of all, great fun.

Turning to the Speed season, 2022 was another great year with a well supported Speed Championship. Many events were at or over capacity.

The season opener was at Curborough, the only sprint course we currently visit. This was also the speed debut of young Fergus Gunn, following keenly in the family footsteps.

Wiscombe saw the introduction of Bonham Christie award and a kind donation from the family now allows free under 30 entry for the foreseeable future. Unfortunately an accident on the prompted an unexpected response from the local constabulary which made the day quite challenging but the team pulled together and thanks to competitors working with the marshals, everyone got two timed runs in the afternoon.

We worked closely with the BOC to run two successful events at Prescott, Vintage Prescott on the Short Course and Long Course in its now traditional September spot. The current and new President have worked hard to agree a continuing profit sharing deal for the Vintage Prescott event that works for both clubs and we look forward to continuing to build our relationship with the Bugatti Owner's Club.



Race and Speed Sub-committee

Report

Loton is another venue where we work closely with another Club, this time Hagley and District Light Car Club who lease the venue from Sir Michael Leighton. Plans were sent slightly awry by the death of Her Majesty, The Queen but ultimately we were able to go ahead with the event, where Sir Michael joined us for a minute's silence each day.

Looking forward to 2023 we are intending to introduce our own electronic ticketing for events rather than use wristbands or rely on the systems in place at venues. The Speed Championship will run in the same way as previously and we plan to work with Mark Ballard, our wonderful volunteer who administers the points, to ensure that updates are available and published as soon as possible after the event.

We have also reduced the cost of trade stands at events to encourage more traders to attend events other than Prescott, this has met with positive comment so far and we intend to continue building this element of Speed and Race meetings to enhance the experience for members.

The chairmanship of the Speed Sub-Committee has now passed to Ian Standing.



Rallies and Driving Tests Sub-committee Report

2022 was a return to normal service, although the Measham was the final casualty of Covid. The New Year Driving Tests at Brooklands were a great success, with a healthy entry and wall-to-wall sunshine. The standout event of the Spring was the Snowdonia weekend, twice postponed, but enthusiasm wasn't diminished as the weekend saw over 100 entries for the sociable tours and the competitive Rali Eryri, all masterminded by David Crouch.

The Silverstone Autosolo again served to give several young members their first taste of competitive motorsport, with at least one of the next generation beating a parent in the same car.

The Summer (South Downs) Rally, organised by Dick Patten, followed a stunning route which offered challenge in the Trophy and Clubman classes alongside a touring event for the Champagne class.

Madresfield Driving Tests and Concours is one of the VSCC's oldest fixtures, taking place on the mile long drive, with cars as varied as a Lafitte, a Straker-Squire and a Bugatti all gracing the awards.

The Welsh Rally, brought to us by Dood Pearce, returned to traditional rally format, after several years as a scatter event, This was a meticulously run rally on lovely roads, but with a low entry. In 2023 this event will run the weekend before the Trial, so as to enable members to be involved in both events.



Rallies and Driving Tests Sub-committee Report

The Winter Driving Tests were, as ever, well attended. The nearly 100 entrants included half a dozen Bicester College apprentices taking part in their first competition.

2023 has started well with the New Year Driving Tests and Measham and at the time of writing we are looking forward to the Silverstone Autosolo. Madresfield and the Winter Driving Tests will give us the rest of our driving test programme.

The Spring Rally will be in the South of England, starting in the New Forest, and would be an excellent event for novice and experienced rallyists alike, with the touring Champagne Class and invitation classes all open to cars without buff forms.

On the Summer Rally in Lancashire we will be trying a new format, combining driving tests on private land with regularity sections on the road. The Welsh Rally will round off the year for rallyists.

We welcome all feedback on our events and are always looking for new volunteer organisers who would like to get involved, so please do get in touch if you would like to know more about running an event.

Annabel Jones, Chair of the Rallies and Driving Tests Sub-Committee



Social Event Sub-committee

Since being invited by the President to head up a drive to increase the number of social events offered and available to all members, my first priority was to develop the range of County Tours across the country. These events provide an opportunity for all members, those who compete and those who don't, to use their cars in the company of other like minded members in a relaxed and enjoyable way.

Thanks to the willingness of members to support this effort, I am pleased to report that we are able to offer ten Tours this 2023 in all areas of the country ranging from Cornwall to Scotland and including Somerset, Sussex, Northamptonshire, Hertfordshire, Suffolk, Staffordshire, Worcestershire and Cheshire. I am sure that these Tours will prove to be popular with the wider membership and I look forward to seeing full entry lists.

It may be that some members will be disappointed that there is no Tour in their County. That situation can easily be reversed in 2024 if they themselves come forward and offer their help. I am always available to answer any questions about the process.

The other main area of social activity within the Club is the local Pub Meet. Having written to all Pub Meet organisers a year ago, I concluded that nationwide the picture is very mixed. There are large areas of the country with no viable activity, there are some where numbers are thin and there are others that thrive. It is not easy to categorise the reasons for these variations but one recurring factor is the importance of the role of the local organiser. In those areas where the organiser is active and in contact with local members, things happen.



Social Event Sub-committee

Where that is not the case the opposite occurs. Often where activity has declined, it has been due to a long standing organiser stepping down and the reluctance of others to step up. In terms of contact with local members, GDPR regulations have not helped as they prevent contact information being passed on. In the most successful Pub Meets, meetings are held monthly throughout the year, often speakers are arranged and local visits are organised.

After the summer I intend to do more work in promoting Pub Meets and will try to enhance the network more widely across the country.

The Club represents a cosmopolitan insight into 'old car' ownership, many joining to pursue their own particular interest and others perhaps joining to be 'part of the scene'. Whatever, I believe that it is the social aspects of Club membership that binds everyone together and as such should be encouraged and supported by all.

Brian V Aket



Trials Sub-committee Report

In 2022, the VSCC office ran the usual seven trials and re-introduced the Wessex trial, with a class for invited post Heritage trials cars. Just over 300 members entered one, or more trials which includes a large group of young drivers. This clearly shows that support for these events, is as popular as ever.

With the growing popularity, some of our trials have become oversubscribed. Pressure on the Cotswold Trial will be eased by adding a second day for a novice, trial. The main committee have looked at the acceptance criteria and have made some changes. The significant change is that previous marshalling will be moved up to Level 1.

With the prospect of the first complete trials season after Covid, the Trials Championship was reinstated starting with the Welsh 2022. Up-to-date results have been available on the web site, immediately after each event, and the final results will be available in April 2023. To see the results for this and other seasons, please visit the VSCC website. Trials championship Trophies are called Class 1 Footman Trophy and Class 2 Frost Trophy.

Without the efforts of the organisers, their local teams, landowners and marshals this favourite pastime would grind to a halt. Trials do not have readymade sites, and members often have to build, clear and construct sections. This time is given freely by members, allowing us to run the events and my sincere thanks go to everyone who turns out in all weather conditions, so that our competitors can enjoy their sport.

Our trials are gaining publicity and giving a window into the VSCC. Our events were well attended by spectators, with photos in the press, various social media sites, not to mention BBC Television fame with the infamous Top Gear crew joining our ranks on the Herefordshire, in March 2022.



Trials Sub-committee Report

The Board and TSC have been looking at the impact on our events of the movement in the cars entering our trials. A questionnaire was sent out seeking the views of competitors and marshals. Any changes will be in line with the VSCC ethos of being a competitive club but support the members who want to use their less developed vintage car.

For 2023 the re-introduced the Wessex Trial, will be renamed the Diffey Brothers' Wessex Trial, in memory of Simon and James.

I would like to thank all the members who have help us run our trials, competitors and the TSC for their time, during the past year.

David Rolfe, Chair of Trials Sub-Committee (david.rolfe@vscc.co.uk)

Members of the Trials Sub-Committee in 2022 were: Duncan Pittaway, Paul Tebbett, Philip Longhurst, Rob Hubbard, Martin Jelley, Alex Milne-Taylor and Andrew Tarring



Library Report

Library activity has increased significantly over the past year as the world returns to near normal. A major achievement has been the award of a £3000 digitisation grant from TownsWeb Achiving in the face of competition from over 40 other applicants. The grant is being used to digitise our technical leaflets and brochures.

Two members of the team have left us on amicable terms and following an appeal we are now delighted to welcome Richard Hurdwell and Sue Darbyshire to the team. Richard has been with us for a month and Sue hopes to join us in April.

We are receiving increasing numbers of donations to the Library which have included 23 boxes of books and magazines from the estate of the late Desmond Peacock. Many of the books are new to us and duplicates will be included in the annual Prescott sale. The task of cataloguing and pricing these donations is considerable.

With nearly 4000 books plus magazines and journals from 1895 to the present day, there is a wealth of information in the Library, much of which is “hidden” from the internet. As it is evident that modern youth is more interested in gleaning information on-line we are actively helping to facilitate plans jointly with Ollie Leston and Angus Girvan to create suitable links with the hope of attracting new young members, Ollie says:

“Our plans to create a digital video-based magazine is here to revive something dear to my heart - Les Leston’s story and business – while showcasing other fascinating past heroes and providing an inside look at the classic motor world today.

Surprisingly as a life long member of the VSCC the amazing service that the VSCC library offers was only very recently brought to my attention. The expansive archive and library collection along with the knowledge housed within the minds of the librarians fascinated me and presents a wonderful opportunity. An opportunity to highlight this service to a wider audience while ensuring that our digitally presented stories are authentic and accurate. Together I hope we do a just job in preserving classic car culture and sharing its rich history to a global audience.”



Library Report

Topics for video clips suggested by Angus include:

Prescott, Driving Tests, Trials, Races, Marshalling, Club HQ staff, Regalia, Sprints, Light Car events, Rallies, and of course – The Library.

To summarise our other on-going activities and plans for the future:

- We have now scanned past event programmes that have been marked up with results and we are in the process of scanning technical leaflets relating to car components such as magnetos and carbs.

- We are providing support and information to teams planning, for example, next year's Aston Hillclimb centenary and the VSCC 90th Anniversary.

- As a new venture we are creating a racing history of a Member's car using contemporary reports and magazine articles. We aim to offer this as a service to Members.

- We are initiating an on-line system to enable us to market scans and prints from the extensive photo archive. A member with many years of professional experience in this field has offered to run the scheme which he feels can be undertaken largely remotely. He believes that there is potential for a useful income stream.

- The team provided significant input to the Club's successful submission for the MSUK Sustainable Club of the Year Award and continues to provide similar support to other clubs.

- We provide regular assistance to Club staff.

To those who have no need to avail themselves of the services the Library offers its Members, it may sometimes be seen as unnecessary. To those Members and the wider vintage motoring community who do use it, however, the Library is what makes the VSCC something special - more than simply an organisation that organises events for pre-war cars. We believe that Library resources can be invaluable in enhancing the future viability of the Club.

Ian Ferguson



An Introduction to our new President

I have lived and breathed the VSCC since I was a small child. My father Piers competed in Lagondas & Frazer Nashes, he was the first editor of the Light Car Magazine, and he and mother hosted one of the first ever Light Car events at our house. By the age of ten, along with my brothers Andrew & Patrick, I was a regular bouncer in the back of various trials cars, belonging to VSCC greats such as Max Hill, Roger Collings, Hamish Moffatt, Arthur Jeddere-Fisher & Freddie Giles. Vintage cars were part of the fabric of our daily life, with my father's workshop full of vintage cars providing a tempting distraction from less important matters such as school.

After leaving school, I became a professional musician, touring and recording around the world. During this time, I was involved with various record companies, management companies, PRS and other areas of the industry. This lasted 20 years before I retired due to family commitments and the desire for a more secure lifestyle.

I started competing with the VSCC in 2003, initially in an Invicta before moving on to various Austins and Frazer Nashes in all the club's disciplines, culminating in winning the club's premier trophies in 2014 and 2016. In 2014 I was invited to join the Eligibility Sub-Committee and after five years I was asked to chair the committee, and to join the Board of Directors in 2020.

To become President is a great honour from a Club I have been heavily involved with since childhood. There is not a day in the calendar when something involving the VSCC doesn't come up, related to either mine, my wife or stepchildren's involvement, all of whom compete regularly with the Club. The VSCC is quite simply, a huge part of our family life. In part due to my stepsons, I'm already closely involved with the younger element of our Club, and I look



An Introduction to our new President

forward to encouraging the youth involvement on which the Club's future is so dependent, either by lending cars or supporting youngsters in the paddock when needed.

It has only been in recent years that there has been an expectation for the President to be retired – indeed, some of our great heroes, Roger Collings, David Marsh, Julian Ghosh & Peter Glover, were in full time employment when acting as President. I personally believe it is important to have somebody who has the energy to compete at all our events, thereby setting an example to our Members, having the ability to connect socially with a wider age range, and be a face that hopefully they are familiar with.

As President, I hope to bring great enthusiasm, energy and commitment to a Club that I care deeply about and that has played such a huge role in my life.

Simon Blakeney-Edwards



List of Staff

Club Secretary: Tania Brown
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Membership Secretary: Shannon Hunt
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Honorary Members

Adams (Rosemary) Mrs R.A.
Ayre (Colin) Mr C.E.
Ballard (Roger) Mr R.L.
Brown (Barbara) Mrs F.S.
Brown (Frank) F.S.
Clarke (Barry) B.M.
Collings (Roger) R.A.
Cork (Tim) T.N.
Edge (Ray) J.R.
Fidler (Brian) B.H.
Garfitt (Mark) M.R.
Ghosh (Julian) J.P.
Gill (Carol) Miss C.A.
Girvan (Hugh) H.M.
Grant Peterkin (Martin) M.R.
Guyatt (John) J.B.
Jones (Stephen) G.S.B.
Kneller (Tim) T.P.
Marsh (David) D.R.
Marsh (Sally) Mrs S.
Murray (Neil) N.F.
O'Brien (Rebecca) Mrs K.R.
Prince Michael Of Kent () HRH
Shetliffe (George) G.E.
Shetliffe (Penny) Mrs P.S.
Smith (Dick) R.J.B.
Smith (Geoff) G.F.
Staveley (John) Mr J.R.C.
Stephens (Tony) A.K.
Stewart (Jackie) Sir J.
Stripe (Carol) Mrs
Tebbett (Paul) P.R.
Threlfall (Di) Mrs D.M.
Tunncliffe (Paul) Mr P.
Williams (John) J.C.
Willis (Isobel) Mrs I.M.



Club Events in 2023

22 April	Silverstone Race Meeting & AutoSOLO
30 April	Curborough Speed Trials
13 May	Spring Rally
14 May	Suffolk Tour
21 May	Cornish Tour
21 May	Wiscombe Park Hill Climb
28 May	Boulogne Bicycle Ride
3 June	Harewood Hill Climb
11 June	Worcestershire Tour
18 June	Cadwell Park Race Meeting
24/25 June	Scottish Weekend
24/25 June	LCES Summer Rally
2 July	Shelsley Walsh Hill Climb
9 July	Donington Park Race Meeting & AutoSOLO
16 July	Staffordshire Tour
22 July	Bowland Rally
28-30 July	Oulton Park Gold Cup - 2 VSCC Grids
30 July	Northamptonshire Tour
5 & 6 August	Prescott Short Course Hill Climb
12 August	Hertfordshire Tour
19/20 August	LCES Autumn Weekend
26 August	Mallory Park Race Meeting
3 September	Cheshire Tour
9 & 10 September	Loton Park Hill Climbs
17 September	Madresfield Driving Tests
23 September	Prescott Long Course Hill Climb
1 October	Somerset Tour
1 October	Sussex Tour
8 October	Welsh Rally
14/15 October	Welsh Trial
11 November	Lakeland Trial
2 December	Winter Driving Tests