

Abbreviated minutes of A.G.M held at 1pm on Saturday 17th March 2012

The chairman Basil Craske opened the meeting and welcomed the large turnout of members and thanked them for coming.

He stated that this year's A.G.M would show that progress within the club was being made in a positive manner and the year ahead would be even better still.

A number of apologies were received including: Brian Smallwood, Roderick Robinson, Ian Vinton, John Liming, Michael Parr, Arnout Carp, Peter Turvey and John Tilley.

Condolences were given for lost members and friends

Minutes of the 2011 AGM were adopted. Proposed by Mike Clark, seconded by John Oliver.

The Chairman then made the following report:

He thanked the committee for the work carried out in the past year. Without the committee we wouldn't be where we are today.

It was announced that Ian Vinton had joined the committee and would be a great asset bearing in mind he is also a boiler inspector. Ian was unable to attend today due to health reasons. It was announced that Peter Cookson had retired from the committee.

Marilyn Oliver was thanked for her hard work with the web site and it was announced that this would be her last year, so help would be needed in this department. Barry Herbert was thanked for all his hard work with the magazine.

He announced that we have Tom Dawson as our American representative and commented on the incredible amount of work that Tom had already done in both bringing in new members and new ideas to the club. Attention was then brought to members regarding the new American section on the web site. The European section is hoped to be added this year.

Christine Calver and her sons were thanked for their work and effort put in distributing the magazine to our worldwide membership

Last year was one of our best years ever and it is clear the club has a great future in front of it.

Thanks went to Les and Pat Nelson for organising the Cotswolds tour and to Barry Herbert and Sandra for organising the 2011 Yorkshire tour and especially arranging for the cars to cross the Humber Bridge which is probably a first for steam cars.

The web site was discussed and the members were informed that at present club funds are used to cover additions and alterations to the web site via Nick Price Creatives. This is on top of the effort put in by Marilyn. For the web site to prosper and grow we need either

help from I.T. minded people or more funds via increased membership. At present all is well and we have the funds to continue on as we are.

George Hounslow was introduced as a committee member and thanked for the work that he carries out for the web site. It was explained that he is at present updating the car register in a more organised and detailed manner which will be added to the site later this year.

The new look magazine was commented on and the reason for the visual change was simply to update the cover to a modern look and give it a better link to the web site.

It was announced that the LTD club saga was now finally over. With a record number of votes coming in from its members who allowed three new directors to take control. Those three directors being Barry Herbert, Mike Mutters and Mike Clark announced that there are no members left in the LTD club. They were thanked for this announcement and the work that they had done for us all.

As far as our club is concerned the matter is now closed.

He announced that there are a record number of invitations asking the club to attend various events around the country. This is a first for our club and these have been posted on the web site. This is something that's been building over the past two or three years simply due to the fact that we promote ourselves in the world of cars rather than the world of steam events on rally fields.

These events are scattered all over England so members were encouraged to attend where possible. Added to this of course are all the steam rally events where the cars are again welcome. Members were encouraged to attend the Prescott Hill Climb event bearing in mind that this is now an official timed hill climb event for steam cars organised by our club. This event is run by the MSA hence the cars are scrutineered for safety where specialists check all aspects of the car and its certification.

The Driffield Rally has once again invited us to attend and club member Harold Bell was thanked for this.

Club regalia were displayed and now included key rings, mugs and badges, with the only cost to the club being the key rings and badges plus some regalia which have been sent to America for the members there.

This will be displayed on the web site in the coming few weeks, including all contact details for orders.

Business cards for the club were made available for all members to be handed out at events to help promote the club. This was sponsored by R H Insurance.

Vintage Steam Products, a company run by Don Hoke and family in America had their brochures displayed.

The filming of the club DVD "An Insight Into Steam Cars" has now commenced.

The Chairman stated that he hoped that everyone was satisfied with the work he had done over the past three years and announced that the next three years would be his last in office, thus giving way for new people and new ideas. As far as he was concerned the club is now financially secure and has a secure future. Had had its problems in the past but these are all now resolved.

One problem has now arisen, that being the famous London to Brighton (L.T.B) car run. A situation has been created regarding the safety of steam cars and their boilers by the interference of the National Traction Engine Trust (NTET) and its affiliated club the National Steam Car Association (NSCA). The NTET instructed the NSCA to write to both the organisers of the LTB and Prescott Hill Climb bringing up as usual the alleged dangers of our cars and in particular the boilers. This was instigated according to the NTET following a report from the NSCA bringing various dangers to their attention. (This was reported on the NTET's web site) This is being dealt with by the club and we will announce the outcome later. This situation could jeopardise foreign participants on the LTB event. As far as Prescott Hill Climb were concerned they were satisfied that the alleged dangers did not exist.

Treasurer's report.

Chris Busk went through in detail the accounts explaining various costs and concluded that the club was in a sound financial position. He answered various questions from the floor to everyone's satisfaction.

The Chairman thanked Chris for all the work and effort he put in to include his other job as membership secretary. There was a show of hands.

Secretary's report.

Alun Griffith commented on the unnecessary amount of work created by troublesome people, this included the LTD club saga, but more importantly the actions of the NTET and the NSCA. This created a lot of unnecessary work. A vast amount of time was wasted in both letter writing and research simply to allow him to defend our club and our hobby from such people. Other than the London to Brighton situation he feels all the other matters have been concluded to the clubs satisfaction.

He reported on the various articles he had produced which were published in other magazines and papers and encouraged members to get information to him to allow him to continue to do press releases.

He has dealt with dozens of enquiries from both members and non-members regarding steam cars and their history both photographic and technical.

He pointed out that we are now the largest steam car club in the world, making us the premier steam car club in the world.

A great year for us and a big step forward in being recognised as an organisation covering the entire spectrum of steam cars.

Show of hands for Alun.

Vehicle registration officer's report.

Arthur Thomson reported that he's had an easy year which was good for him. He had dealt with three applications for registration this year. To date he's dealt with thirty nine since he's been in office. Other jobs he's covered include assisting with the tax and import duty side of importing cars. He reported on the ongoing MOT situation and whether they are actually necessary for older cars. Exemptions are being considered and he'll report later.

He explained that the Royal Automobile Club the organisers of the London to Brighton had appointed Goose Communications to run the event on their behalf. The committee is in contact with the organisers in an attempt to resolve the steam car situation on this event.

He pointed out the great deal of work over the past three years done by Basil Craske. This of course included the various historical problems which have now been resolved.

And he asked for a show of hands

Arthur was thanked and there was a show of hands

Membership secretary's report.

Chris Busk reported on membership numbers saying how unique we were as a club. Whereas our membership continues to go up, other clubs' memberships around the world have dramatically declined mainly due to the economic situation.

He pointed out that the Federation of British and Historic Vehicle Clubs itself commented on the fact that our membership was increasing whereas all others were decreasing.

He stated that 57% of our members are in England with the balance made up from members around the world.

He put a lot of the increase in the American membership down to the incredible amount of work and effort put in by Tom Dawson our American committee member.

He commented that membership was in a very healthy state but we should always strive for more.

Magazine editor's report.

Barry Herbert thanked all those people who had sent in articles stating that he's published 36 articles from the UK, 9 from the USA, 6 from Australia, 2 from Germany and 1 from Slovenia.

He asked for more articles, maybe on work people have done on their cars, countries visited with cars, rallies attended or history and pictures of your cars and other cars.

Barry was thanked with a show of hands.

The chairman at this point commented that we were coming up to 24 yrs since the club was started and it's the magazine and web site that is compiling and documenting an incredible history of cars and various events held worldwide and stressed the importance of the two.

Colin Ansell was introduced as a committee member. A thank you to Tom Dawson for what he's done in America was to be noted in the minutes and this was also followed by a show of hands.

The results of the vote for Basil Craske and Arthur Thomson were announced with both being re-elected for a further term

Any other business

Mike Mutters mentioned the drought situation and the effect it could have on steam cars

Mike then introduced next year's steam car tour (2013) which he is holding at Frensham Pond in August. He gave a short précis of the week's event to include inviting other car clubs to the event creating a better cross club atmosphere. Mike was thanked.

Bob Dyke mentioned the new festival of speed to be held at Pentilly Castle where the club is invited to go along. He and others hope to attend to promote our club and our hobby.

Les Nelson gave details of the Cotswolds event that he and Pat are running this year.

Harold Bell gave details of the Drifffield event being held this year, where once again the club is being invited.

Harold also pointed out that he has also been doing steam car presentations to various other car clubs.

Don Cook gave a talk covering details of the upcoming club tour which is to be held in Teesdale during August which Don and Lesley are organising. He covered all aspects of accommodation, tours, security etc. He commented that the tour is well supported already.

With no more questions from the floor the raffle was then held and Christine and Ollie Calver were thanked for selling raffle tickets. We also thanked 4 year old Liam for calling the winning numbers over the microphone.

The newly manufactured wings (fenders) were on show with bonnets (hoods) to follow later this year. These are all accurate copies from originals which will now be made available through our club. Thanks to Steve Baldock for the work he's put into this project.

The meeting was closed at 3pm. Following this the members continued talking amongst themselves prior to many making their way to The Elms restaurant for the evening meal.