

# NOTTINGHAM HERITAGE VEHICLES CHARITY

England & Wales · Charity number 1155404

## Details

---

Status	Registered
Legal form	CIO
Registered	2014-01-20
Register	<a href="#">View on the Charity Commission register</a>

## Contact

---

Address	49 Valley View, Mansfield
Postcode	NG18 4US
Phone	07971105491
Email	<a href="mailto:enquiries@nottinghamheritagevehicles.co.uk">enquiries@nottinghamheritagevehicles.co.uk</a>
Website	<a href="http://www.nottinghamheritagevehicles.co.uk">www.nottinghamheritagevehicles.co.uk</a>

## Activities

---

**Objects:** TO ADVANCE THE EDUCATION OF THE PUBLIC IN THE HISTORY OF PUBLIC TRANSPORT GENERALLY PARTICULARLY IN THE NOTTINGHAM CONURBATION THROUGH: A) ESTABLISHING AND PRESERVING FOR POSTERITY A REPRESENTATIVE COLLECTION OF PASSENGER SERVICE VEHICLES AND BY SUCH OTHER MEANS AS THE TRUSTEES MAY DETERMINE

**Activities:** Our activities are based around the education of the public in transport heritage generally, particularly in the Nottingham conurbation through preserving for posterity a collection of passenger service vehicles and associated artefacts. In August 2015 we leased a period bus garage in Hucknall to develop into a transport museum. We aim to engage all areas of the local community in our work.

## Classification

---

- **How:** Other Charitable Activities
- **What:** Education/training, Arts/culture/heritage/science, Environment/conservation/heritage, Economic/community Development/employment, Recreation, Other Charitable Purposes
- **Who:** Elderly/old People, Other Charities Or Voluntary Bodies, The General Public/mankind

## Geography

---

- Derbyshire
- Leicester City
- Leicestershire
- Lincolnshire
- Nottingham City
- Nottinghamshire

## Finances

---

Period end	Income	Expenditure	Assets	Employees
2024-12-31	£89,640	£88,664	-	-
2023-12-31	£74,063	£74,645	-	-
2022-12-31	£114,862	£115,110	-	-
2021-12-31	£128,543	£138,318	-	-
2020-12-31	£144,178	£136,727	-	-

## Trustees

---

Name	Role	Appointed
ALEX WRIGHT	Chair	2014-01-10
CAROLINE MARIE LOWINGS		2014-01-10
DOUGLAS SIMPSON		2014-01-10
SIMON IAN JAMES LOWINGS		2014-01-10
THOMAS JEFFREY HALL		2024-02-02

**NOTTINGHAM HERITAGE VEHICLES CHARITY**

England & Wales - Charity number 1155404

---

# Accounts

---

— NHVC —  
**NOTTINGHAM**  
HERITAGE VEHICLES CHARITY

Preserving transport heritage for future generations



# 2024 Annual Report & Accounts

# Nottingham Heritage Vehicles Charity

Registered Charity No.1155404

We are proud to present the Tenth Trustees' Report and Accounts for the Nottingham Heritage Vehicles Charity (NHVC).

Our aim has always been to preserve and celebrate our local transport heritage for the enjoyment and education of future generations. That shared enthusiasm continues to drive us forward as we move into 2025.

With the pressures of recent years bringing significant change for the Charity, we entered 2024 with the determination to put the difficulties behind us and move forward. We recognised that we were not alone; many heritage attractions faced similar challenges, with reduced income and lower visitor numbers following a difficult period for the sector. Volunteer numbers are still down.

Nevertheless, as we compile this report, we can reflect on what has ultimately been a positive and encouraging year for the Charity. It started badly in that we lost part of the workshop roof but that was the first hurdle we overcame. Although income remained lower than hoped we have raised funds beyond the level achieved in 2023. We have also gained new supporters, volunteers, and the community engagement has increased through fundraising initiatives.

Over the past year, we have worked tirelessly to bring vehicles back into service, refurbish our premises, and grow our following. In reflecting on how far we've come, it's clear that all our achievements are the direct result of the dedication, time, and effort of our trustees and volunteers. They are truly exceptional - without them, the museum and the Charity simply would not exist.

As CEO, I would like to extend my sincere gratitude to every individual who has contributed. Every effort, large or small, has played a vital part in what we have achieved together. The determination and loyalty of our team have made it possible to accomplish what many would consider miracles.

We hope this report conveys our progress, purpose, and direction, and we look forward to welcoming you - whether as a visitor or a volunteer - to our museum in the near future.

Simon Lowings (CEO)

## **Introduction**

The trustees present their Annual Report and Accounts statement for the period 1st January 2024 to 31st December 2024.

## **History and Development**

The roots of the Charity date back to September 1999, when it was founded under the name “The Notts and Derby Heritage Transport Group.” The organisation began modestly with just two buses, gradually expanding the collection as interest and support grew.

In 2007, the name was changed to Nottingham Heritage Vehicles to better reflect the core collection and its geographical focus. The word “Charity” was later added in 2010, signifying the growing community and educational purpose behind our work.

From September 1999 to June 2015, we were based at the former Midland Storage Depot at West Hallam in Derbyshire. During this period, the organisation continued to evolve, and in April 2010 we formally adopted a collection policy, which helped refine the structure of our holdings and laid the foundations for charitable registration.

This process culminated in January 2014, when we became a Charitable Incorporated Organisation (CIO), registered with the Charity Commission for England and Wales. Since those early days as a not-for-profit group with charitable aims, our governance and structure have developed considerably, strengthening the Charity’s ability to operate transparently and effectively.

In pursuit of a permanent home, we committed to a 21-year lease on the former 1936 Art Deco Trent Motor Traction bus garage on Portland Road, Hucknall. This unique site now serves as our base, where we are developing a working heritage bus garage and transport museum that engages the local community and visitors from across the country.

To support restoration and preservation work, we also lease an offsite storage compound to accommodate vehicles awaiting attention as the collection grows. Some volunteers are based there to work on long-term projects, while others assist at the main depot.

## **Governing Documents**

Nottingham Heritage Vehicles Charity (NHVC) is a registered charity, incorporated on 20 January 2014 as a Charitable Incorporated Organisation (CIO). The Charity is governed by its constitution, which defines its objectives, governance arrangements, and operating framework.

While many transport heritage organisations have historically operated as companies limited by guarantee, members at the time agreed that the CIO structure offered a more suitable and forward-looking model - one that aligned with our desired governance approach and long-term direction.

Any and all changes to the CIO's governing document must be approved by the Charity Commission prior to implementation. This ensures a transparent and accountable framework within which NHVC operates. To date, no amendments have been made to the constitution.

All policy documents are reviewed as and when required to ensure they remain effective, appropriate, and compliant with current legislation and best practice.

## **Organisation and Management**

The Charity is governed by a Board of Trustees ("the Board"). The Board meets regularly to conduct routine business and holds additional meetings when urgent matters arise. In addition, a WhatsApp communication platform is used to facilitate regular discussion and debate on Charity-related matters between formal meetings.

The day-to-day management of the Charity is delegated to the Chief Executive Officer (CEO), and through him to the Senior Management Team, comprising the CEO, Treasurer, and two Trustees. The Trustees who were in place at the beginning of the year remained in post at the year end, having offered themselves for re-election with the exception of one who resigned as unable to give the time commitment. A replacement joined immediately.

To support effective operation, the Charity has established sub-management groups within the volunteer body, each working under the direction of Trustees. These groups oversee the daily activities of the Charity and ensure that operations run smoothly across all areas.

NHVC operates as a collective organisation, where members and volunteers cooperate in the restoration and maintenance of vehicles and artefacts, regardless of individual ownership. All vehicles and artefacts contribute to the Charity's aims and objectives and are used to further its educational and preservation purposes.

Throughout the year, significant work has been undertaken on both the premises and the vehicle collection, carried out primarily by a small, dedicated team of volunteers.

## **Appointment and induction of Trustees**

The Board of Trustees is made up of five members, one of whom is delegated the role of Chief Executive Officer (CEO) from within the Board. Trustees are appointed for a term of three years, after which they may offer themselves for re-election for a further term.

When selecting individuals for appointment as Charity Trustees, the Board considers the skills, knowledge, and experience required for the effective administration and development of the CIO. To ensure an appropriate mix of expertise, a skills audit is conducted annually.

The Charity is continually seeking to recruit new members and trustees who bring enthusiasm and capability in areas such as public relations, community engagement, and educational outreach, supporting the Charity's strategic and operational objectives.

All new Trustees receive a comprehensive induction, ensuring they are fully informed of their roles and responsibilities. Each is provided with a copy of the CIO's governing document and access to all relevant organisational policies and materials.

It remains our intention to build a diverse and inclusive Board, drawing from all backgrounds and age groups, to ensure that the management structure reflects the community we serve and that our engagement with the public meets the needs of the broadest possible audience.

## **Risk Management**

In December 2024, the Chief Executive, in collaboration with the Chairman, undertook a comprehensive review of the Charity's risk management framework. This process followed a structured approach designed to identify and mitigate key risks across all areas of the Charity's operations.

Key actions have included strengthening fundraising resilience through enhanced online activity and targeted advertising, broadening our audience reach, and developing collaborative relationships with other museums and heritage organisations nationally. The continued support of local businesses has also played an important role in helping to mitigate financial and operational risks.

To address potential risks associated with volunteer retention, policies have been developed to include a formal volunteer induction scheme and a comprehensive grievance procedure. These initiatives are intended to reduce the loss of key volunteers - and therefore, key skills - which are vital to the Charity's sustainability.

In addition, the Charity has 12 supporting policy documents in place, covering areas such as safeguarding, data protection, conflicts of interest, and fire safety (including updates reflecting the 2022 Fire Safety Act). Together, these policies ensure that all Trustees, volunteers, and members of the public understand what we do, how we do it, what we expect from our volunteers, and what they can expect from us.

## **Charity Objectives and Aims**

The objectives of the Charitable Incorporated Organisation (CIO) are to advance the education of the public in transport heritage, particularly within the Nottingham conurbation, through the establishment and preservation of a representative collection of passenger service vehicles, and by such other means as the Trustees may determine.

NHVC operates as both an educational and heritage preservation charity, dedicated to conserving, interpreting, and promoting an understanding of the vital role that local transport heritage has played in shaping the development of our communities. In support of this aim, the Charity has recently expanded its digital portfolio, enabling us to engage with new audiences and share our educational content more widely, both locally and nationally.

## **Public Benefit - Identifiable benefits**

The aims of Nottingham Heritage Vehicles Charity (NHVC) are reflected in the nature of its charitable objectives, and we provide clear and identifiable benefits to the public through all aspects of our work.

Throughout the management and strategic planning of the Charity, the Board of Trustees has maintained a thorough understanding of, and compliance with, the Charity Commission's public benefit principles and guidance. The Trustees are confident that NHVC continues to deliver tangible benefits in several key areas, including education, heritage preservation, and community engagement.

Public benefit is inclusive and unrestricted - our activities are open to all and designed to engage the widest possible audience. The benefits we provide are directly linked to our charitable aims and objectives.

The Board of Trustees receives no private benefit or remuneration for its work, and the Charity ensures that no harm or detriment arises from any of its charitable activities.

## **Heritage, Vehicle and Artefact collections**

Our team works tirelessly to research local transport heritage, preserve vehicles, and restore artefacts, while also collecting transport-related items for future displays. Through heritage vehicle outings and museum activities, we tell stories that extend beyond transport history, exploring the broader social, urban, and engineering history of Nottingham and the surrounding areas.

A key focus of our work, in line with our constitution, is the preservation and restoration of all vehicles in our collection. Once restored, these vehicles are displayed to the public wherever possible, allowing visitors to experience and appreciate the transport of past generations.

The museum has now launched a programme of regular open days and is concentrating on developing into a centre of excellence in road transport restoration for the East Midlands. The Hucknall site is continually evolving, with new displays and initiatives designed to enhance the visitor experience. Engagement through social media remains central to our success, and we have seen a significant rise in online interaction throughout the year.

As part of our outreach, we aim to take vehicles from our collection nationwide, supporting events across the country. Displaying vehicles of historical significance to the Nottingham region raises awareness of our work and helps generate broader support.

During 2024, supporters have been kept informed via social media channels. With very low uptake on our membership newsletter, we have decided to put this on hold. Many of our supporters felt they got more from our socials than a written document. We presume this is one positive from the pandemic period, - more are now 'online' savvy.

The Charity continues to expand its archive, adding ephemera, vehicle design plans, timetables, photographs, and other artefacts that document the evolution of Nottingham-standard bus design. Future acquisitions are carefully considered in line with our collection policy, ensuring the collection represents the diversity of local transport heritage. We have been overwhelmed by the generosity of the public in donating items of interest.

During 2024, a few items from our collection have been loaned to other charitable organisations and made accessible to the general public, further extending the educational and heritage value of our holdings.

## **Education, Engagement and Visitor Interaction**

During the COVID-19 period, restrictions on social interaction, remote working, and social distancing naturally reduced opportunities for engagement. As schools and colleges have adapted to the "new normal," demand for school visits and group activities remained low throughout 2022 and 2023. Engagement programmes started again, early 2024 and we actively encouraged schools and educational groups to contact us regarding the 2024–25 programme. Three visits were actioned during the year.

General access to the collection is completely free, with donations warmly welcomed. We believe it is important that visitors enjoy an informative and enjoyable experience, developing an understanding of our heritage and community role. Our working heritage depot, now open regularly, provides an excellent platform for further engagement, allowing visitors to see restoration and preservation work in action.

The Charity's website plays a central role in public engagement. It now includes dedicated sections for each vehicle, archive materials, and future events, offering free access to all. Educational institutions have acknowledged the value of these resources in supporting learning and research.

We plan to continually develop outreach projects in the coming years and welcome contact from anyone interested in collaborating with us.

Feedback from our supporters provides insight into the impact of our work:

- “The museum is such a gem. I visited for the sixth time and again was blown away by the progress. You won't find a more friendly and approachable bunch of people than these guys and gals. The cake was exceptional too.” - Jayne Marchant, Gloucester
- “Well done to the team. You made a little boys heart a happy one. Bus mad he is and they're even growing on me. You should be really proud of what your managing to achieve and wow what a wonderful group of people - all with such enthusiasm for what youre doing. We will be back.” - Alexis, Manchester
- “ Fascinated by the new display on the old South Notts bus company. I used to travel frequently on them when at University in Loughborough as lodged with family in Clifton. The museum is a credit to you all and one the people of Nottingham should be proud to have. Its a little bit too far for me to visit regularly now as I live in Calgary but I will hopefully see you all again. Watching your progress with interest online.” Dan, Calgary

In 2024, our website recorded 131,072 independent visitors, with 7,439 visitors engaging directly with the Charity. Public interaction is further enhanced through social media channels with over 7,000 followers on Facebook. We also use Twitter and Instagram, keeping supporters informed of events, restoration projects, and news as it happens.

Many of our volunteers are retired or elderly, contributing their time and skills while enjoying company, learning new abilities, and sharing memories. We actively promote interaction with local community groups, valuing the collection of stories and experiences that enrich our understanding of the development of local transport infrastructure.

Following this report we have a brief summary of the engagement we have enjoyed, the fundraising activities and the wonderful restoration and preservation work undertaken and progressing into next year.

At present, footfall to the museum is around 65% of our usual level pre pandemic, highlighting the ongoing recovery from pandemic-related impacts, cost of living crisis and general changes in peoples social interaction.

## **Income and support**

The charitable activities of Nottingham Heritage Vehicles Charity are made possible through the dedication of volunteers and the generosity of supporters, who contribute both time and financial donations. Gift Aid contributions assist our income stream, supported by the open days and free bus trips, along with special fundraising events both on and offsite. All of these have bolstered donations collected in the museum donation tins and online.

To encourage continued support, the Charity maintains ‘suggested donation’ signage on items offered for resale, allowing visitors to take home a memento of their visit while contributing to the Charity. Additionally, promotional items are produced free of charge for open days, with clear messaging that donations are welcome.

We continue to benefit from the donation of display items, materials, and funding from organisations such as Transport Nostalgia, which contributes a percentage of certain photograph and model sales, both online and in person. In 2024, these contributions included local transport imagery for display and archival use, as well as the purchase of essential equipment outside the Charity’s own finances - support for which we are extremely grateful. Transport Nostalgia have also operated the promotion of our fundraising events free of charge this year, including the Great days out visits, operated as fundraising events for supporters and friends.

While press engagement focused toward the enthusiast market and encouraging local stakeholders to engage with the Charity we have developed great support for our fundraising days out events. Looking ahead, we plan to highlight new vehicle restoration projects through trade publications and local media throughout 2025, further raising awareness of our work.

## **Volunteers**

The Charity relies entirely on the dedication and commitment of volunteers, with no paid staff at any level. Our volunteers generously give their time, skills, and expertise to support a wide range of ongoing projects that are essential to the Charity's success.

Teams of volunteers work across all areas of the organisation, including vehicle restoration and maintenance, archive and photo library management, building refurbishment, and fundraising and funding exploration. Volunteers also play a key role in developing and delivering reminiscence projects, engaging with local communities, and advancing the Charity's overall aims. Their contributions enable the Charity to function as a dynamic and active hub of heritage, education, and community engagement.

The Charity actively welcomes volunteers from all backgrounds and abilities. We aim to continuously grow and diversify our volunteer base, recognising that a wide range of perspectives, experiences, and skills enriches the Charity and strengthens its ability to meet its objectives. Every volunteer's contribution is valued, whether through hands-on restoration work, administrative support, research, or engaging with visitors and the wider community.

Through the collective efforts of our volunteers, NHVC is able to maintain its operations, deliver educational and heritage projects, and provide a meaningful and enjoyable experience for visitors of all ages. We remain committed to supporting our volunteers with guidance, training, and opportunities to develop new skills, ensuring that everyone who chooses to give their time is empowered to make a positive impact.

## **Reserves**

At present, no reserves are held, as all available funds are directed, wherever fundraising allows, toward restoration projects - both for the building and for our vehicle collection. This approach ensures that donations and income directly support the Charity's core charitable activities.

Looking ahead, it is hoped that the Charity will be in a position to develop a formal reserves policy. In the meantime, a small working capital balance is retained in the Charity's bank account to cover day-to-day operational requirements and unexpected or emergency expenditures. This ensures that the Charity can continue to maintain and develop its charitable objectives without disruption, while remaining responsive to new opportunities and challenges.

## **Plans for the future**

At the forefront of both our short-term and long-term agenda is the commitment to build upon the successes of previous years and continue developing Nottingham Heritage Vehicles Charity as a leading centre for transport heritage and education.

While reduced visitor footfall has limited fundraising opportunities in the past and, in turn, our ability to invest in projects, the Charity remains ambitious. To offset the reduced footfall the fundraising days out events have assisted greatly. We have exciting plans in place, including new displays and vehicle restoration projects, designed to enhance the overall visitor experience, particularly for families and local communities.

Our ongoing programme of open days will be further developed to appeal to a broader audience, with a particular focus on those living near the depot. All future initiatives will be carefully planned to ensure they are financially sustainable, aligned with the Charity's objectives, and provide tangible public benefit.

Through these efforts, NHVC aims to continue preserving and celebrating local transport heritage, engaging visitors and volunteers alike, and strengthening its role as a community-focused educational resource for years to come.

## **Our responsibility in respect of the Trustees Annual Report & Financial statements**

Charity law requires that Trustees are responsible for preparing the Trustees Annual Report and financial statement in-line with current regulations. In preparing this report the Trustees deem the report to be a fair and proper account of the activities of the Charity in this period and its financial standing.

This report was approved by the Board of Trustees on the 7th October 2024 by digital means and signed on behalf of the Charity by our Chairman Alex Wright.

## **Statement on the inspection of our accounts**

Owing to our accounts and the annual gross income falling above £25,000, the Board of Trustees decided to examine the accounts and then in-line with current legislation to invite an external independent scrutineers report.

Accounts are produced on a receipts and payments format.

## **Trustees and Contact details**

### **Board Of Trustees:**

Alex Wright	Chairman
Simon Ian James Lowings	CEO & Marketing, Publicity & Events
Thomas Hall	Depot Co-ordinator
Caroline Marie Lowings	Treasurer & General Secretary
Douglas Simpson	Assistant Treasurer

### **Senior Management Team**

This consists of the CEO, Chairman and Treasurer

### **Registered Office:**

Nottingham Heritage Vehicles Charity  
C/O 49 Valley View  
Berry Hill Park  
Mansfield  
Nottinghamshire  
NG18 4US

### **Principal Bankers:**

HSBC  
26 Clumber Street Nottingham  
NG1 3GA

Website address [www.nottinghamheritagevehicles.co.uk](http://www.nottinghamheritagevehicles.co.uk)

Contact Number 07971 105491

## 2024 - The Year in focus

The year commenced with a considerable amount of publicity, albeit for unfortunate reasons. Just prior to the Christmas period, the Charity suffered the loss of the workshop roof, leaving stock, tooling, and several vehicles under restoration exposed to the elements. Concerns regarding site security, the risk of further storm damage, and significant water ingress made this a particularly challenging time for both trustees and volunteers.



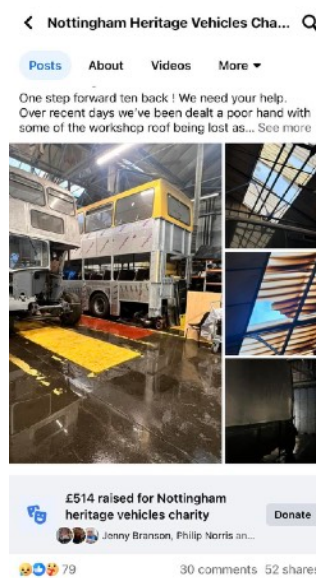
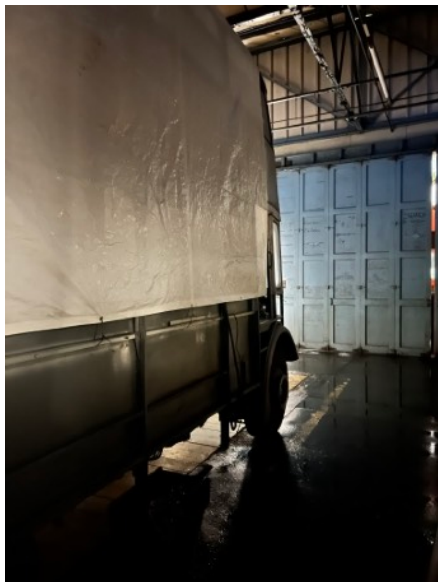
Our first engagement of the year took place on New Year's Day, with an early morning journey to Wrexham for the Bus and Coach Running Day. This event provided an opportunity to generate immediate funds to offset the urgent costs arising from the damage, while also raising awareness within the wider heritage transport community of the difficulties being faced.

On 4 January, local news teams reported on the incident, leading to a public appeal for support and assistance. The interviews conducted with trustees and volunteers highlighted the importance of the Charity's work within the local community, reinforcing the determination of all involved to continue despite the setbacks.

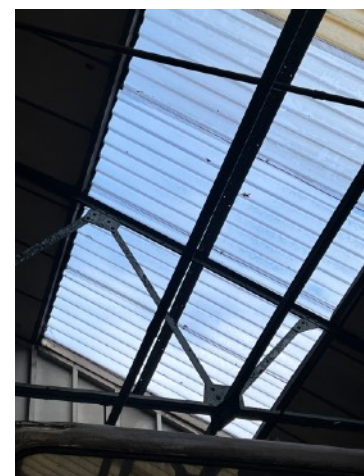




With the cooperation of the building's owners and invaluable assistance from our supporters, extensive clean-up efforts were undertaken. A significant quantity of water-damaged materials - including books, engine filters, gasket papers and other stock items - was disposed of. The Charity was particularly grateful for a generous donation of £1,000 from Clair Owen of Clair's Coaches, Alfreton, which greatly assisted with the initial recovery phase. This contribution enabled the covering of vehicles and storage racking, and commencement of the recovery efforts.



By the end of January and with substantial assistance from Trentbarton, an online appeal and much effort ourselves we had a watertight workshop once again. After a period of drying out the electrics went back on and while an electrician was on site we were pleased to report no problems arose.



With the workshop once again dry, work resumed at pace to return vehicles to the road ahead of the new event season. The loss of two months of volunteer time, the unavailability of materials, and the significant costs arising from the storm damage had undoubtedly taken their toll. Nevertheless, the team immediately set about essential maintenance and restoration tasks, including the installation of new suspension bases and front air bags on one of the Volvo saloons, together with a full service in readiness for the forthcoming Open Day.



In collaboration with the Hong Kong Bus Association, the event offered a new and engaging dimension, attracting a large number of visitors with an interest not only in our own collection but also in the overseas vehicles on display. The partnership proved highly successful in drawing a wider audience and raising further awareness of the Charity's work.



Engagement throughout the year continued to grow, with attendance at a number of significant heritage transport events. Among these was the Statfold Country Park and Miniature Railways Statbus event, where the Charity participated both with a display stand and the South Staffs Coach Hire MCW Metrobus - a vehicle under our custodianship on a loan basis for several months. This dual involvement offered valuable visibility within the heritage community and helped raise vital funds. The proceeds from the event directly supported the costs of preparing and presenting vehicles for their annual roadworthiness tests. We were delighted to achieve clean passes once again across several Charity-owned and privately owned vehicles in our care, ensuring they were ready for the forthcoming programme of activities and engagements.



Further promotional opportunities arose through collaboration with South Staffs Coach Hire during the Cotswold Road Run. Participation using their newly acquired double-decker provided a striking presence, proudly displaying the NHVC name on the destination screen - something that drew considerable attention and helped to further raise the Charity's profile among heritage enthusiasts and the general public alike.



A series of Open Days and engagement events followed, showcasing ongoing workshop activity and restoration work. In several cases, local operators such as Trentbarton kindly supported our efforts by loaning vehicles for display, further strengthening the relationship between the Charity and the wider transport industry. These months proved particularly busy, combining museum-based commitments with a calendar of outreach events designed not only to raise funds but also to enhance public involvement in our activities.



With increased awareness being created in our Charity activity we enhanced the depot displays once again and ensured promotion of upcoming events was as widespread as possible.

Our fundraising strategy this year placed special emphasis on community participation and wellbeing. We organised trips and events aimed at encouraging our supporters and friends to come together, enjoy shared experiences, and reduce social isolation. These outings were warmly received and proved highly successful, with all proceeds - after the very favourable coach hire rates provided - reinvested directly into the Charity to support restoration and educational objectives. Many participants have since gone on to volunteer at the museum, demonstrating the lasting value of such engagement in fostering a growing community of active supporters.



During the year, attention also turned to the replica 1900s bus held under the Charity’s custodianship. It became evident that extensive restoration work was required, and following discussion with the vehicle’s owner - who kindly agreed to fund the works - the process commenced. Volunteers devoted many hours to carefully stripping back worn timbers and framework in preparation for full restoration. This particular vehicle holds a special place in the Charity’s history, having featured in school visits, film work, veterans’ parades, and as part of our free heritage rides both on and off site. Although the restoration may take up to two years to complete, the project is now well underway and represents a significant commitment to the preservation of our living transport heritage.



Inevitably, with a fleet of active vehicles, unplanned repairs and preventative maintenance are a continual requirement. Balancing this essential work with long-term restoration projects remains a challenge, yet the dedication of our volunteer team ensures that progress continues steadily, sustaining the Charity's mission to preserve, restore, and share our transport heritage for the benefit of the public.



The Derbyshire Dales Bus and Train Festival proved to be one of the highlights of the year, held at the Peak Rail site in Rowsley. The event was an outstanding success, attracting strong attendance and excellent feedback from visitors and participants alike. The Charity extends its sincere thanks to both Peak Rail and



DFS Darley Dale for the use of their car park to facilitate the park-and-ride shuttle service. We muse express grateful acknowledgement to the Chatsworth Estate for permitting the operation of vehicles to and from Chatsworth House, and of course to all supporters, vehicle owners and volunteers whose collective contribution made the event such a success.



Throughout the year, the Charity has continued to make steady progress - advancing restoration projects, attending heritage and community events, and delivering off-site fundraising outings. These activities have not only generated much-needed income but also fostered a strong sense of camaraderie among members, volunteers, and supporters as the organisation continues to develop.



Several members have added vehicles to their own private collections, then generously upon agreement offered them to the Charity, for use and display purposes.



Restoration work has continued across a number of vehicles, both Charity owned and those under custodianship.



Routine running repairs remain a constant requirement, with smaller but significant challenges arising throughout the year. One such example involved the Scania Omnidekka, where corrosion in the bonnet hinge frame necessitated extensive preparatory work, including the fabrication of new framing and hinges, followed by the cutting out and re-fibreglassing of the rear end. This demanding task remains ongoing into 2025.



We are still undertaking work on what looks like an attempt to mimic Volkswagen's multicoloured Polo, from years ago, with our own multi-coloured Scania. Utilising good second hand panels from breakers yards, along with spares stock has meant costs on restoration are heavily reduced for this project.



Substantial progress has also been made on the articulated "bendybus" project, with the removal of flooring around the turntable area to gain access to the pivot mechanism and associated gearing. This intricate assembly required careful cleaning and re-greasing in preparation for further work ahead of returning the vehicle to the road in the coming years.



The continued success of our fundraising and open-day events has provided essential financial support to sustain these projects. As the year concluded, we celebrated our achievements with festive open days and a special gathering of members and volunteers - an opportunity to reflect on what has been accomplished and to acknowledge the dedication that underpins every aspect of the Charity's work.



While there remains much to do, the Charity enters the coming year with optimism and determination. With the continued support of our members, volunteers, and the wider public, we are confident of meeting our aims and objectives, preserving historic vehicles, and enhancing the visitor experience for all who share our passion for transport heritage.

The past year has demonstrated the Charity's resilience, adaptability, and commitment to preserving and celebrating transport heritage despite ongoing challenges. Through teamwork, the generosity of our supporters, and the tireless dedication of our volunteers, we have not only overcome significant setbacks but also strengthened our position within the heritage sector. Each event, restoration project and engagement activity has contributed to our long-term vision - ensuring that historic vehicles continue to be restored, operated and enjoyed by future generations.



As we look ahead, our focus remains firmly on growth, sustainability, and enhancing the visitor experience. With new displays, educational initiatives and restoration projects already underway, the Charity is well placed to build upon the achievements made this year and continue delivering meaningful benefits to the community and the wider preservation movement.



Malcolm K Hearson  
11, Ridsdale Road,  
Sherwood,  
Nottingham  
NG5 3GR  
Tel 07971 608008

7th October 2025

Nottingham Heritage Vehicles Charity  
2024 Annual Records Inspection

Dear Trustees,

Many thanks for your approach yesterday to inspect your annual records. I confirm my acceptance to inspect and scrutinise the accounts for the 1st January -31st December 2024 period.

I would be delighted to provide this report free of charge to the charity.

Having looked at your policies under which the Charity is governed I will arrive at 1300 hours on Thursday 16th October. If a different date and time is more suitable we can arrange this with a telephone call.

I envisage the inspection will take no more than a few hours and hope to conclude my inspection in one visit. I will then aim to produce my report within a couple of days, well in time for your next trustee meeting.

Yours Sincerely



M.K Hearson

Malcolm K Hearson  
11, Ridsdale Road,  
Sherwood,  
Nottingham  
NG5 3GR  
Tel 07971 608008

19th October 2025

Nottingham Heritage Vehicles Charity  
2024 Annual Records Inspection

Annual report prepared for  
Nottingham Heritage  
Vehicles Charity

To the trustees of Nottingham Heritage Vehicles Charity.

I, Malcolm K Hearson, have undertaken an independent examiner's report to the Trustees of "Nottingham Heritage Vehicles Charity". The Charity concluded that an independent inspection was required as opposed to an accountants audit. With the gross income level falling below £250K, no formal qualification to undertake such an inspection is required. As a former proprietor of a coach holiday business of some 46 years standing, I am fully aware of the requirements of commerce and associated book and record keeping.

I report on the accounts of the Charity for the period 1st January 2024 to 31st December 2024 which are set out to the rear of the 2024 report.

The Charity's Trustees have again been responsible for the production of the accounts. The Charity Trustees consider that an audit is not required for this year under section 144(2) of the Charities Act 2011 (the 2011 Act) or under 10(1)(d) of the Charities Accounts (Scotland) Regulations 2006 (the 2006 Accounts Regulations) and that an independent examination is needed as the income falls below £250K.

As an independent examiner it is my responsibility to :

- a) examine the accounts under section 145 of the Charities Act 2011 and 44(1)<sup>\*</sup> of the Charities and Trustee Investment (Scotland) Act 2005 (The 2005 Act).
- b) to follow the procedures laid down in the General Directions given to the Charity Commission under section 145(5)(b) of the 2011 Act.
- c) to state whether particular matters have come to my attention.

My examination was carried out in accordance with the General Directions given by the Charity Commission as set out by the 2008 Regulations and in accordance with Regulation 11 of the Charities Accounts (Scotland) regulations 2006.

The examination included a review of all accounting records kept by the Charity and a comparison of the accounts presented with those records. The detail available to me in the report enabled clear understanding of any unusual items or disclosures in the accounts and reduced the need

for explanations from you as Trustees greatly. No opinion is given as to whether the accounts present a "true and fair view" as the procedures undertaken do not provide all the evidence that would be required in an audit. The report is limited to those matters set out in the next statement.

In my opinion I can confirm that the accounting records provided reflect and relate to the accounts presented for the period. All transactions involving trustees are clearly detailed with any conflict of interest duly noted in line with the guidance given in the policy document followed by the Charity and its own conflict of interest register. This relates to the purchase of parts privately owned by trustees on occasion allowing the Charity to further its objectives. All decisions to purchase any such parts are debated and agreed by trustees in writing prior to being actioned. In this period there have been a number of purchases and payments via trustees when charity funds have not permitted direct timely purchase. Trustees (where its been requested - which I note hasn't always been the case) and or volunteers have then been reimbursed through the proper procedures adopted by the Charity and all documentation follows this. All decisions are always documented and signed off by four or more Trustees.

I checked several transactions following through from purchase order to purchase, invoice, advice note receipt and any follow on third part accounts statements. The concise detail held on file allowing verification without explanation from any of you as Trustees proved helpful. A random inspection was conducted of receipt and payment records, including following through a selection of gift aid claims ensuring that all expenditure was in line with that for charitable purpose, managed and reimbursed correctly and with supportive documentation. I note that expenses claims are returned by way of donation to the Charity in relation to those I inspected.

Over 40 records were checked with invoices being followed through via either the PayPal records or the Charity bank account to confirm payment method. No specific matters were raised. There is no evidence of any material expenditure or action contrary to your Charity constitution.

I note that no grants have been received this year. I asked for the reasoning behind this following the same evidence last year and an explanation was given by Trustees that they still have stalled projects from the covid period to complete which were were previously part funded. They explained a further donation from a private individual through his business at the year end will assist in moving one such project forward. They didn't feel it appropriate to welcome further public money until such time as these projects are completed.

No statement of difficulties for this period occurred. Therefore it is my pleasure to conclude with my independent examiners statement.


In connection with my examination, no matter has come to my attention which gives me any reasonable cause to believe that in any material respect the requirements to keep accounting records in accordance with section 130 of the 2011 Act and section 44(1)(a) of the 2005 Act and Regulation 4 of the 2006 Accounts Regulations and to prepare accounts which accord with the accounting records and comply with the accounting requirements of the 2011 Act and section 44(1)(b) of the 2005 Act and regulation 9 of the 2006 Regulation have been met.

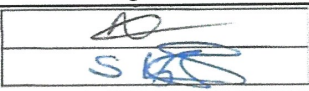

No specific matters have come to my attention as a result of my examination procedure. All matters subject to review as set out by the 2008 Regulations have been met.

Yours Sincerely



Malcom K Hearson

	Charity Name <b>NOTTINGHAM HERITAGE VEHICLES CHARITY</b>		Reg.No. <b>1155404</b>		<b>2024</b>
	<b>Receipts and payments accounts</b>				
	For the period from		<b>01/01/2024 to 31/12/2024</b>		
<b>Section A Receipts and payments</b>					
	<b>Unrestricted funds</b>	<b>Restricted funds</b>	<b>Endowment funds</b>	<b>Total funds</b>	<b>Last year</b>
	to the nearest £	to the nearest £	to the nearest £	to the nearest £	to the nearest £
<b>A1 Receipts</b>					
Donations (including PayPal giving)	43,900	-	-	43,900	56,397
Gift Aid claimed	9,251	-	-	9,251	12,706
Grants	-0	-	-	-	-
Fundraising activities	36,419	-	-	36,419	3,196
Interest on deposit account	-0	-	-	-	1
Dividend on investments	-0	-	-	-	-
Members subscriptions	-0	-	-	-	-
Charitable trading receipts (donated goods)	-0	-	-	-	313
Other Charitable Receipts	70	-	-	70	1,450
<b>Sub total(Gross income for AR)</b>	<b>89,640</b>	<b>-</b>	<b>-</b>	<b>89,640</b>	<b>74,063</b>
<b>A2 Asset and investment sales, (see table).</b>					
Proceeds from sale of fixed assets	-0	-0	-0	-	-0
Loan repayments received	-0	-0	-0	-	-0
<b>Sub total</b>	<b>-0</b>	<b>-0</b>	<b>-0</b>	<b>-</b>	<b>-0</b>
<b>Total receipts</b>	<b>89,640</b>	<b>-0</b>	<b>-0</b>	<b>89,640</b>	<b>74,063</b>
<b>A3 Payments</b>					
Storage after landlord assistance	6,838	-	-	6,838	3,888
Utilities Gas/Water/Electric	3,602	-	-	3,602	3,036
Direct Charitable Activity	78,224	-	-	78,224	67,721
Governance costs	-0	-	-	-	-
Other costs	-0	-	-	-	-
<b>Sub total</b>	<b>88,664</b>	<b>-</b>	<b>-</b>	<b>88,664</b>	<b>74,645</b>
<b>A4 Asset and investment purchases, (see table)</b>					
Purchase of collection vehicles	-0	-0	-0	-0	-0
<b>Sub total</b>	<b>-0</b>	<b>-0</b>	<b>-0</b>	<b>-0</b>	<b>-0</b>
<b>Total payments</b>	<b>88,664</b>	<b>-0</b>	<b>-0</b>	<b>88,664</b>	<b>74,645</b>
<b>Net of receipts/(payments)</b>	<b>976</b>	<b>-</b>	<b>-</b>	<b>976</b>	<b>582</b>
<b>A5 Transfers between funds</b>					
<b>A6 Cash funds last year end</b>	<b>251</b>	<b>-</b>	<b>-</b>	<b>251</b>	<b>833</b>
<b>Cash funds this year end</b>	<b>1,227</b>	<b>-</b>	<b>-</b>	<b>1,227</b>	<b>251</b>
<b>Section B Statement of assets and liabilities at the end of the period</b>					
Categories	Details	Unrestricted funds to nearest £	Restricted funds to nearest £	Endowment funds to nearest £	
<b>B1 Cash funds</b>	Current account	1,227	-	-	
	Deposit Account	-	-	-	
	Paypal Account	-	-	-	
	<b>Total cash funds</b>	<b>1,227</b>	<b>-</b>	<b>-</b>	
		Unrestricted funds	Restricted funds	Endowment funds	

	Details	to nearest £	to nearest £	to nearest £
<b>B2 Other monetary assets</b>	None	-	-	-
	Details	Fund to which asset belongs	Cost (optional)	Current value (optional)
<b>B3 Investment assets</b>	None	0	-	-
	Details	Fund to which asset belongs	Cost (optional)	Current value (optional)
<b>B4 Assets retained for the charity's own use</b>	Vehicle 452 Nottingham City Transport Atlant.	Unrestricted	Trustee Donated	-
	Vehicle 80 South Notts Leyland PD3	Unrestricted	Trustee Donated	-
	Vehicle 129 South Notts Leyland Olympian	Unrestricted	Trustee Donated	-
	Vehicle 704 Nottingham City Transport Bendy	Unrestricted	5	-
	Vehicle 335 Nottingham City Transport B10M	Unrestricted	1,500	-
	Vehicle 356 Trent Bristol RE	Unrestricted	4,000	-
	Vehicle 613 Nottingham City Transport B10B	Unrestricted	Donated	-
	Vehicle 416 Nottingham City Transport Atlant.	Unrestricted	650	-
	Vehicle 769 Nottingham City Transport B10M	Unrestricted	1,850	-
	Vehicle 401 Trent Optare Solo (FRONT ONLY)	Unrestricted	Donated	-
	Vehicle 127 Trent Volvo B10B	Unrestricted	Donated	-
	Vehicle 600 Trent Volvo B10M	Unrestricted	Donated	-
	Vehicle 755 Nottingham City Transport Leopard	Unrestricted	1,000	-
	Vehicle 366 Nottingham City Transport Renown	Unrestricted	500	-
	Vehicle 724 Nottingham City Transport Nat 2	Unrestricted	3,000	-
	Vehicle 382 Nottingham City Transport Lion	Unrestricted	Donated	-
	Vehicle 204 Nottingham City Transport Scania	Unrestricted	3,500	-
Vehicle 676 Nottingham City Transport Scania	Unrestricted	30,000	-	
Vehicle 571 Trent Leyland Atlantean	Unrestricted	500	-	
	Details	Fund to which liability relates	Amount due (optional)	When due (optional)
<b>B5 Liabilities</b>	None	n/a	n/a	n/a
Signed by one or two trustees on behalf of all the trustees	<b>Signature</b>	<b>Print Name</b>		<b>Date approved</b>
		ALEX WRIGHT		07/10/2025
		SIMON LOWINGS		07/10/2025
<b>Section C Notes to the accounts for the period</b>				
<b>C1 Nature and purpose of funds</b>	Funds are used entirely for the purpose of fulfilling our charitable objectives, maintaining our collection of vehicles and artefacts and funding the cost of our premises and associated running expenses. Funds are sourced primarily from donations by trustees and members of the public. When it is applicable gift aid is claimed on these donations. Some donated second hand goods were sold. At present we do not receive any external funding whatsoever but intend developing paths towards this. In this period we have been proactive with community engagement both on and offsite through fundraising events.			
<b>C2 Grants</b>	No grants received during the period or accepted as we still have projects to complete.			
<b>C3 Trustee remuneration details &amp; authority under which paid.</b>	Remuneration is via expenses claim forms and then bill payment and is only remunerated if either prior arrangement has been sought before anything is purchased or a payment made on behalf of the Charity.			

		to nearest £
<b>C4 Trustee expenses &amp; details (see additional analysis 2 for all 5 trustees)</b>	All trustee and volunteer expenses (expenditure on items for charitable purpose/mileage claims) are donated back into the charity bank account directly where the trustee or volunteer chooses to do so by way of donation. Such donations where applicable are then subject to a gift aid claim.	14046
	<b>Nature of relationship and nature of transaction</b>	Transaction £
<b>C5 Transactions with Trustees &amp; connected persons</b>	None in this period other than standard expenses claims and direct reimbursement of costs paid out for approved purchase orders signed off by trustees and reimbursed as expenses.	0
<b>Additional analysis of the receipts &amp; payments accounts for the period (1)</b>		
	<b>Source</b>	<b>to the nearest £</b>
<b>1. Donations &amp; receipts</b>	Direct donations from individuals direct to bank account including by cheque	32,461
	Direct donations from individuals at events and open days	4,010
	Direct donations from companies into bank account	4,500
	Donations into Paypal and deposited to bank	2,694
	Donations into Paypal and used for charitable purpose within Paypal (added to income)	235
	Gift aid claimed through all applicable donations where adequate tax is paid and consent held - this includes Gift aid small donations scheme collections from events and open days	9,251
	Stall fees from traders at our Derbyshire Dales event	70
	Fundraising efforts offsite and at museum open days	35,644
	Sale of second hand donated goods at open days	775
	Interest of BMM account deposits	-
	<b>SUB TOTAL</b>	<b>89,640</b>
	Grants	<i>Not applicable - non in this period</i>
	<b>SUB TOTAL</b>	-
Asset & Investment sales	<i>Not applicable - non in this period</i>	-
	<b>TOTAL</b>	<b>89,640</b>
<b>2. Payments relating directly to charitable activities (These are paid either directly via bank account bill payment or PayPal account via treasurer - these figures are the totals excluding payments under the same categories made by trustees and claimed as expenses - see below for Analysis 2)</b>	Business rates (20% discretionary awarded along with 80% mandatory)	-
	Vehicle parts / restoration/ consumables	21,930
	Vehicle operation , test fees, fuel, parking, road fund licence, recovery and cleaning	1,946
	Insurance - road insurance, breakdown insurance, trustee indemnity, public and employer liability. (A percentage of these costs were paid privately this year by a benefactor so not shown here)	6,232
	Online engagement - Web domain and hosting, computer equipment, connection and fees and development including phone	3,362
	Charity community engagement, fundraising, advertising and event costs & stall fees	25,529
	Display production & staging, printing and stationary supplies	1,102
	Building and essential maintenance including associated tooling and sundries	3,624
	Assoc Independent museums and NARTM membership/ other subscriptions & banking fees	244
	Catering - relating to volunteer refreshments and catering	209
Expenses claimed - <i>see additional analysis 2</i>	14,046	

	<b>Total</b>	<b>78,224</b>
<b>Additional analysis of the receipts &amp; payments accounts for the period (2)</b>		
<b>3. Breakdown of expenses claimed for period 1st January - 31st December 2024.</b>	Mileage expenses relating to the period	12,789
	Expenses relating to vehicle and building works and all associated activity	136
	Expenses relating to vehicle fuel costs, van hire & travel	475
	Expenses relating to Charity volunteers food provision whilst volunteering.	636
	<b>Sub Total</b>	<b>14,046</b>
<b>Additional note to the accounts</b>		
<b>Bouncing back</b>	The charity is working hard to bounce back but is finding moving forward is only possible in gradual steps as finances are extremely tight and volunteer numbers heavily reduced following the difficulties of recent years. We remain positive and are working hard to address this through a strong fundraising effort.	

**NOTTINGHAM HERITAGE VEHICLES CHARITY**

England & Wales - Charity number 1155404

---

# Accounts

---

— NHVC —  
**NOTTINGHAM**  
HERITAGE VEHICLES CHARITY

Preserving transport heritage for future generations



## 2023 Annual Report & Accounts

# Nottingham Heritage Vehicles Charity

Registered Charity No.1155404

With another year passing we select on where we are at and more importantly where we are heading. Its been a very difficult and testing 12 months. Footfall certainly isn't anywhere near pre-pandemic levels, volunteer numbers are depleted and financial input by way of donation takes a lot more encouragement. However, we have added new friends, followers and support from our wider community. We will continually build upon the success of previous years, its what we do !

So, here we are as we present the Tenth Trustees report and accounts for Nottingham Heritage Vehicles Charity (NHVC). Working to preserve examples of our local transport heritage for the enjoyment and education of future generations has remained our aim and goal and it's the enthusiasm to do just that will ensure we keep driving forward for years to come.

The progress we make is as a result of the collective effort of our trustees and volunteers> As CEO I can only personally express my gratitude them. Everyones effort large or small, coupled with the determination of the loyal team, have achieved miracles. We hope you can appreciate our aims, direction and progress from this report and look forward to welcoming you as a visitor or even a volunteer at one of our sites in the near future.

Simon Lowings (CEO)

## Introduction

The trustees present their Annual Report and Accounts statement for the period 1st January 2023 to 31st December 2023.

## History

The Charity roots began back in September 1999 under the name of ‘The Notts and Derby Heritage Transport Group’. We began with two buses, adding further vehicles to the collection as we developed. In 2007 the name changed to reflect the core collection of vehicles to Nottingham Heritage Vehicles, with the word Charity being added in 2010. From September of 1999 to June 2015 we were based at the former Midland Storage Depot at West Hallam in Derbyshire. In April 2010 we took the decision to adopt a formal collection policy which resulted in changes to the structure of the collection and led to us making approaches towards becoming a registered charity. In January 2014 we became a Charitable Incorporated Organisation registered with the Charity Commission. Governance and structure of the charity from the days of being a not-for-profit organisation for charitable purpose has improved greatly.

We have since committed to a 21 year lease of the former 1936 Art Deco Trent Motor Traction Bus Garage on Portland Road, Hucknall. Here we are striving to develop a leading working heritage bus garage/transport museum, engaging all elements of the local community and those from further afield. We also lease an additional offsite storage compound to house projects awaiting attention as the collection develops. Some of our volunteers work on these vehicles here whilst the core assist at the depot.

## Governing Documents

Nottingham Heritage Vehicles Charity (“NHVC”), is a registered charity incorporated on the 20th January 2014 as a Charitable Incorporated Organisation (CIO). It is governed by its constitution. Whilst transport heritage charities have previously been operated by companies limited by guarantee, it was felt by members at the time, that the CIO structure and approach was more appropriate and in-line with the structure that we desired and the direction we intended to follow. Any, and indeed, all changes to the structure of the CIOs governing document are approved by the Charity Commission prior to implementation. This creates a transparent model to which we operate. No such

changes have been applied to date. All our policy documents are reviewed as and when required to ensure they remain effective, appropriate, relevant and fully compliant with the latest legislation.

## **Organisation**

The charity is governed by a Board of Trustees (“the Board”). The Board meets regularly for routine business and holds additional meetings to discuss urgent matters as and when the need arises. In addition we use an online WhatsApp platform for discussion and debate of all things charity related on a regular basis. The day to day management of the Charity is delegated to the Chief Executive Officer (CEO), and through him to the Senior management Team consisting of the CEO, Treasurer and two other trustees. The Trustees that were in place at the beginning of the year, still remained in place at the year end after offering themselves for re-election.

To address the daily operation of areas of the Charity we have created sub management groups within the volunteer numbers under the direction of Trustees. The day to day operation and activity of the charity is carried out by these parties and our volunteers.

The charity operates as a collective and all members in a normal year co-operate in the restoration & repair work required on all vehicles and artefacts irrespective of the individual ownership, as all vehicles and artefacts can be, and indeed are, used for the benefit of the charity in fulfilling our aims and objectives. Much work has been carried out on both the premises and on vehicles throughout the year but only by a small nominated team.

## **Appointment and induction of Trustees**

There are five trustees making up the board. The Chief Executive of NHVC is delegated this role from within the Trustee numbers. Trustees are appointed for a period of three years with the option to offer themselves for re-election for a further term. In selecting individuals for appointment as charity trustees, the NHVC charity trustees must have regard to the skills, knowledge and experience needed for the effective administration of the CIO. A skills audit is conducted annually.

The charity is always looking to recruit new members and trustees who are keen to develop public relations, community outreach projects and education of the public generally so as to fulfil its strategic and operational requirements.

All new trustees are made fully aware of the requirements their role entails and are supplied with a copy of the current CIO governing document and access to all other relevant material. It is our intention to include trustees from all backgrounds and all age groups, enabling a management committee to develop whereby the needs of the broadest selection of the general public are met by the way in which we engage with the public.

## **Risk Management**

The Chief Executive in February 2023, alongside the Chairman, has undertaken a full review of the risk management of the charity. This has been achieved through a structured approach by mitigating risks to fundraising via enhanced online and advertising platforms, engaging with new audiences and developing the relationship with other museums nationally. The kind support from local businesses has also been welcomed.

Policies on volunteer retention, introducing an induction scheme for volunteers and a thorough grievance procedure are in place, aimed at reducing the loss of key volunteers and thus key skills. We also have 12 other policy documents in place for safeguarding, data protection, conflicts of interest, fire risk assessment document with the changes in the 2022 act etc. This ensures everyone knows what we do, how we do it, what we expect from our volunteers and what they and the public at large can expect from us.

## **Charity Objectives**

The objects of the CIO are to advance the education of the public in transport generally, particularly in the Nottingham conurbation through establishing and preserving for posterity, a representative collection of passenger service vehicles and by such other means as the trustees may determine. We form an educational and heritage preservation charity, both conserving and helping to develop an understanding of the role of our transport heritage in the development of the local area. To this aim we have recently increased our digital portfolio engaging with new audiences.

## **Public Benefit - Identifiable benefits**

The aims of Nottingham Heritage Vehicles Charity are expressed by the nature of our objectives. We provide clear and identifiable benefits to the public through our activity. Throughout the management and strategic planning of the Charity and its activity, the Board have maintained a thorough understanding and acknowledgement of the public benefit principles and associated public benefit guidance. The Trustees believe the Charity has delivered in several areas. Public benefit is not restricted and does not exclude anyone. Public benefits are identifiable and related to our aims.

The Board of Trustees receive no private benefit or payments for their role as Trustees of Nottingham Heritage Vehicles Charity. Furthermore the charity does no harm nor detriment through its charitable activities.

## **Heritage, Vehicle and Artefact collections**

Our team works tirelessly in researching the heritage of local companies, preserving vehicles and restoring artefacts, alongside collecting transport related items for future displays. We tell the story on a far wider scope than just transport history by way of heritage vehicle outings. The collection of vehicles and artefacts helps form an important resource to explore, gaining an understanding of the development of engineering and vehicle design through the decades and social and urban history links to Nottingham and the surrounding areas.

Naturally, through the nature of our constitution, we concentrate our efforts on the preservation and restoration of all the vehicles in our collection. Once they are restored we display these vehicles wherever practically possible to the public, allowing them to appreciate the transport of yesteryear.

The museum has now launched a programme of regular open days and is now concentrating on developing into a centre of excellence in road transport restoration for the East Midlands area. Development of the Hucknall site will never come to an end as there are always new avenues to explore, new displays, new ways to engage with our visitors. It is all about developing the visitor experience. Social media outflow is the key to our success with all news shared with our supporters as soon as it becomes available. We've seen a massive rise

in online interaction throughout the year. As we continue to develop it is our aim to travel nationwide each year with examples from our collection, visiting and supporting events from one end of the country to the other. The displaying of vehicles which are of significant historical importance to the Nottingham region alerts others to our work and raises awareness and support.

Throughout 2023 supporters have been kept informed of all our news through social media channels. With a new membership manager we launched our membership scheme again early in the year but as yet the momentum towards this has been disappointing. It is certainly more difficult to encourage people onboard after the pandemic period. Never the less we see the welcome return of ‘Omninews’, our supporters newsletter. (We took the decision to suspend this during the covid period as there was a distinct lack of positive news!)

The Charity constantly adds to its collection of ephemera and we are developing an archive of vehicle design plans showing the evolution of the Nottingham standard bus design. This is complemented by a selection of timetables, photographs and associated artefacts. It is intended that the charity will approach future acquisitions through careful consideration of its collection policy, representing the diversity of transport locally. We have been overwhelmed with the level of support from the general public in donating items of interest to the Charity.

Throughout 2023, material held in our collection has been loaned for display to other charitable groups and accessed by the general public.

## **Education, Engagement and Access**

The senior management committee discouraged engagement with all, with the need to social distance, work from home and isolate during the covid period. As schools and colleges have adapted to the new normal the demand for engagement has significantly reduced in 2022 and 2023. We have seen no requests for school engagement this year but have bookings in place for early in 2024. We actively encourage interested parties to contact us with regard to the 2024/5 engagement programme.

Access to the collection is entirely free with donations welcomed from visitors. It is important, in our view, that the development of an understanding of our purpose and benefit to the community as a whole is an enjoyable experience.

Our working heritage depot offers the Charity a great platform to develop our plans further now that the doors are open again on a regular basis.

Our website plays a very prominent role in the day to day engagement of the public. We now have separate sections which are devoted to each vehicle, archive material and future events. Online access is entirely free to all, with educational bodies acknowledging their use.

We look towards developing more outreach projects in the future years and encourage those in a position to work with us to make contact.

As in the past years we provide you with a glimpse into the public's view of our achievements to date. These are all from our supporters received via Facebook and email during 2023:-

“How these guys do it I will never know. They’re always smiling, the museum is always immaculate, its a lovely friendly place to visit with my family and the kids absolutely love the Brio layout and train sets too. Wish the free bus trips could go a bit further but I suppose the lack of donations doesn’t help the running costs. The buses are lovely though, so clean and tidy its just great. Thankyou so much, you put big smiles on my boys faces every time we visit. Wish we could offer you more than a few pennies in the pot” Jackie R, Lincoln

“A brilliant museum where all the staff are helpful and show you time and patience in telling the story of the development and the projects underway - well done I will be back again” - Michael S. Bromsgrove

“A brilliant display telling the story of the Nottingham Atlantean. I travelled specially to see this and the vehicles you have in the collection as my father worked at the East Lincs factory in Blackburn and had a very keen interest in the Nottingham bus. Its lovely to reignite so many memories and stories he once told. Thankyou for all your efforts, its wonderful” Mark T, Bolton

In 2023 we had 131,808 (compared to circa 126,563 in 2022) independent visitors to our website with 11,004 engaging directly with us. We encourage an open and active involvement with everything we do and this is propelled further by twitter ‘tweets’ and Instagram or Facebook posts keeping the public informed and up to date.

A good number of our volunteers are elderly, retired individuals who have offered their time and skills to us in return for a little company, the ability to

learn new skills and gain experience in new fields and reminisce. We actively, through all means possible, promote interaction with local community groups. Collecting stories and memories is important to us, as it helps to explore the development of the transport infrastructure. Onwards and upwards !

We have included a record of our activity and engagement for 2023 and hope that we see visitor numbers bounce back to pre pandemic levels during 2024. At present we feel we are running at around 50% of our usual footfall at events.

## **Income and support**

The charitable activities of the Charity are only made possible by the continued support of Charity volunteers and well-wishers through both their time and monetary donations. Small Gift aid donations are returning to pre covid levels with open days now back to full swing. Free bus trips and special open events have bolstered the takings in donation tins housed inside the museum building.

In the hope that things continue to improve we are continuing 'suggested donation' stickers on all items donated to the Charity for resale which allows visitors to take a souvenir of their visit home with them. We are also producing more plastic promotional items, on a free-of-charge basis, for future open days, whilst clearly displaying the fact that we welcome donations. As in previous years we continue to benefit from the donation of display items, on occasion, and in particular materials and monies from Transport Nostalgia on a regular basis by way of a percentage donation from some photograph and model sales; both on and offline. Once again in 2023 this has been partly by way of the donation of local transport imagery for display and archive use and the purchase of required equipment remote of the Charity finances for which we are extremely grateful. Press engagement has been fantastic again this year. We have concentrated on the enthusiast market a little more in our attempts to encourage local interested parties onboard. As new vehicle projects are launched we intend to cover these in trade press and local media into 2024/5.

## **Volunteers**

The Charity relies entirely on the support of the volunteers with no paid staff within its ranks at any level. They give up their time and offer necessary skills to a wide range of on-going projects. We have teams working with the vehicles, the archive & photo library, the building refurbishment and exploring funding

streams, in relation to establishing and operating reminiscence projects and moving the Charity aims forward.

We welcome volunteers from all backgrounds and all abilities. We aim to develop our volunteer base on an ongoing basis. Everyone is welcome.

## **Reserves**

No reserves are currently held, as all monies are used, as fundraising permits, to undertake additional restoration work both on the building and on our vehicle collection. It is hoped, once full museum accreditation is achieved, that the issue of reserves will be addressed. It is intended to retain a small working capital at present in the charity bank account, for day to day working capital requirements and unforeseen circumstances, allowing the Charity to maintain and develop its charitable objectives without issue.

## **Plans for the future**

At the forefront of our short-term and long-term agenda is the desire and belief that we can build on the success of our previous years.

With reduced footfall still hindering our fundraising activity, which then reduces our ability to spend on projects, this year has proved a little frustrating. We have very strong plans for the future with new displays in production and vehicle projects underway - as we enhance the overall visitor experience for families. We will ensure that we meet and deliver these aims in complete alignment with our financial standing and for public benefit. We will further develop our Open days to appeal to a wider audience, especially those in the locality of the depot.

## **Our responsibility in respect of the Trustees Annual Report & Financial statements**

Charity law requires that Trustees are responsible for preparing the Trustees Annual Report and financial statement in-line with current regulations. In preparing this report the Trustees deem the report to be a fair and proper account of the activities of the Charity in this period and its financial standing.

This report was approved by the Board of Trustees on the 5th October 2024 by digital means and signed on behalf of the Charity by our Chairman Alex Wright.

## **Statement on the inspection of our accounts**

Owing to our accounts and the annual gross income falling above £25,000, the Board of Trustees decided to examine the accounts and then in-line with current legislation to invite an external independent scrutineers report. Accounts are produced on a receipts and payments format.

## **Trustees and Contact details**

### **Board Of Trustees for 2023:**

Alex Wright	Chairman
Simon Ian James Lowings	CEO & Marketing, Publicity & Events
Paul Brian Winson	Technical Officer & Membership Secretary (Paul has now stepped down but was in office for 2023)
Caroline Marie Lowings	Treasurer & General Secretary
Douglas Simpson	Assistant Treasurer & Depot Co-Ordinator

We are currently seeking a further trustees to join the board.

### **Senior Management Team**

This consists of the CEO, Chairman, Technical Officer and Treasurer

### **Registered Office:**

Nottingham Heritage Vehicles Charity  
C/O 49 Valley View  
Berry Hill Park  
Mansfield  
Nottinghamshire  
NG18 4US

### **Principal Bankers:**

HSBC  
26 Clumber Street Nottingham  
NG1 3GA

Website address [www.nottinghamheritagevehicles.co.uk](http://www.nottinghamheritagevehicles.co.uk)  
Contact Number 07971 105491

## 2023 - the progress continues !

With the new wall displays produced, ready for the season, our efforts turned towards working on the Yeates, Barton Bedford Val 966RVO. With problems with the brake system, the need for a new exhaust system and various other bits, it was apparent this would be undertaken over a number of months. Much work has been done on the nearside chassis rail, needle gunning the rust and old paint and re-coating with anti-rust proofing. A new exhaust system followed after a little ingenuity. Once pit availability allows and parts are sourced, the brake system will be repaired with any tired parts renewed.



**NHVC**  
**NOTTINGHAM**  
HERITAGE VEHICLES CHARITY

**JANUARY SALE DAY & Storage site tours**  
**Sunday 15th January 2023**

We will be offering huge discounts for **ONE DAY ONLY** across our full range of products. **FREE** Bus trips to our storage site (usually closed to the public) are available at 11.45am and 3pm  
The Heritage Bus Depot, Portland Road, Hucknall, Notts NG15 7SF 10.30am - 4pm



A GREAT DAY  
- OFFERS  
NOT TO BE  
MISSED







FOR ONE DAY ONLY - Don't miss out !

Mid month welcomed the openday with the added attraction of visits to our storage site.

Here the vehicles stored pending restoration can be seen at first hand.

Proving exceptionally popular we had the need



to duplicate on the number of vehicles running the tours. Although a very cold day the support was outstanding.

With the closure of Bulwell Bus Station that evening, for remodelling, the opportunity was taken once the depot attractions had been put to bed for a few days, to take a trip out on Atlantean 540. Unfortunately, although we made it there we



struggled back. After a faultless running day the old girl had developed a slight air leak. Safely back at base it was parked up for later investigation.

Work by now was commencing on training bus 508, one of the Scania Omnicity vehicles. Having failed with a seized Brake calliper late last year it was time to bite the bullet, strip it down and replace the unit.



This led to two new shock absorbers being fitted in addition to replacement brake pads and pad wear sensors. No point in doing half a job.



The end of the month we returned to the Great Central Railway Quorn & Woodhouse station for the Winter Steam Gala. A hugely popular event and a great one for us engagement wise.



With the Tiger Cub suitably adorned with publicity and informative displays the weekend went very well, alongside the support from the fundraising team at

Transport Nostalgia - once again donating an element of their funds to us along with providing much needed equipment and materials.



With much usage of the Tiger Cub and its inspection date looming the workshop beckoned. A thorough check over, grease up and oiling of the springs and it was deemed ready to roll once again. With a last minute test slot becoming available Volvo 769 was booked in, returning with a new ticket. A great excuse for a little night photography on the return journey.





With the Cub and Volvo in use we turned our focus to work on the Optare Solo, our Children's play bus. With a great deal of work already done our new electric display and interior LED lighting was installed, ensuring the display unit could be operated on much safer 12v supply rather than 24v or indeed mains electric. This created a lot of interest. At our openday on the

12th of February.





A few days later and our friends at Transport Nostalgia purchased another model collection for resale on behalf of the Charity. It was decided to unbox all these models, making them more appealing to our family visitors along with those interested in '00' model railway modelling.



Throughout the year we look to generate additional funds through the resale of transport ephemera. With us starting to sort through duplicated archive material, vast quantities of stock in the stores and donated items much became available for display



use and resale. Wheel drums went to a family owned Delaine preserved

bus, destination blinds were placed online and spare stickers went onto the sale tables.



March arrived with the opportunity to acquire the rebodied Nottingham Atlantean No.55 OTO555M, now reregistered RAU804M. This vehicle was owned by our CEO many years ago and fully restored, being out-shopped in its original South Notts livery. Hearing that she sat in a yard near Hereford with an uncertain future it was an easy decision to go and view. Disappointed by the state it was in but looking through



the moss and debris, it was obvious a great deal of work would be needed, especially with the bus not running.

However with the kind assistance of Adam at Crouch Recovery it came home on a very Snowy, cold day. Thankfully after viewing 55 and following a good



look we decided against adding the former Roe bodied Atlantean to the fold, leaving her sitting on the roadside near Leominster following use as a static cafe.



By the time the March openday arrived 55 was back on the button, although not a smooth runner by any means. There is much work to do on this vehicle and the majority of this will be on hold until other projects are completed.



Following the openday we visited Peak Rail, for a meeting to discuss the organisation of a new event at the site, hosted by the Charity. This was to become the Derbyshire Dales Bus Rally in June.



A visit to the Scottish Bus museum at Lathalmond in Fife to deliver a few Leyland National parts to help towards another restoration project, gave a couple of our members chance to look at a great project underway.



Returning south we turned our focus to the task of sorting the stores out - urgh ! With much effort over a week or two



the task was completed...until the next time !

The end of the month and another bit of public relations work undertaken. This time Nottingham City Transport wished to use one of the vehicles for the production of a video, marking 48.5 years service of a driver and telling the story of how much the company and job itself had altered in that time. A gas bus on the forecourt certainly raised a few questions amongst the local enthusiast fraternity.



April signalled the start of the main event season, with every weekend taken up with either promoting the work of the Charity or attending events with Transport Nostalgia, raising funds - with their stock, to support the Charity.

One weekend some of the team headed to the Delaine bus museum at Bourne whilst others displayed a vehicle and held a rather large clearance of old stock at Quorn. Then the Transport Nostalgia team purchased further stock to aid fund-raising efforts for the Charity.





In one month we had vehicles, stalls and displays at Bourne, Statfold Barn Narrow Gauge Railway, Brooklands museum in Surrey, GCR Quorn & Woodhouse station,



Birmingham and Midland Motor Museum, Wythall and at Kirkby Stephen in Cumbria.



However we still fitted in our openday on the Bank Holiday Monday, followed by an enthusiasts day the saturday after.

**NHVC NOTTINGHAM HERITAGE VEHICLES CHARITY**

**Presenting our FREE EASTER RUNNING DAY**  
**Easter Monday 10th April 2023**

FREE Bus trips by vintage bus. Fantastic home made cakes and perhaps the best selection of diecast models, transport books and photographs under one roof. Come along and take a look .....  
 The Heritage Bus Depot, Portland Road, Hucknall, Notts NG15 7SF Open 10:00 to 16:00

A good selection of fun Easter activities for children of all ages!

**Enthusiasts Bazaar**

Rail and Bus Books, Rail Photos, Model Rail locos & Diecast Models galore

OPEN SATURDAY 15th April 10:00-16:30  
 LOTS OF RAIL BARGAINS to accompany the local model rail show!

Nottingham Heritage Vehicles Charity,  
 The Heritage Bus Depot, Portland Road,  
 Hucknall, Notts NG15 7SF

DONT MISS OUR NEXT RUNNING DAY MAY 15th





By May we were on with the replacement of the brake calipers, brake shoes and pad wear sensors on the Bendybus. As we awaited parts and funds to buy the parts at nearly £500 per wheel set (six lots), our efforts fell back onto Volvo 769.

This beauty had decided to spring a leak from its inner radiator core, leading to the replacement of both cores and substantial work to replace rotten areas of the radiator housing



and support frame. All undertaken in house yet again, with no labour bill, the work was completed in a little under three days. With new sections fabricated to fit the housing, two new radiator cores at nearly £600 each, fixtures, fittings,



paint and elbow grease it amounted to nearly £1500 for a water leak. Whilst on the pit time was taken by one of our members, to start needle gunning the surface corrosion



off the chassis rails and adjacent frame. Very much an ongoing task when pit availability allows.



Come along to learn more !

Lend a hand. Make a change.

Join our volunteer team

*We* ❤️ *Volunteers*

— NHVC —  
**NOTTINGHAM**  
HERITAGE VEHICLES CHARITY

#TheBigHelpOut  
**MONDAY MAY 8TH 1000-1500**



**Nottingham Heritage Vehicles Charity. The Heritage Bus Depot**  
Portland Road, Hucknall, Notts NG15 7SF 07971-105491

With the King's Coronation weekend, we joined in with the Big Help out - a national campaign to encourage volunteers to assist charities local to them.



This followed a trip to the North East Bus Preservation Trust event at Gateshead, to promote and fundraise for the Charity.

Then came another openday, a trip to the Mid Norfolk Railway at Dereham and an outing to the Fenland BusFest at Whittlesey.



We are incredibly pro-active with marketing the work of the Charity and have support from throughout the country. Such an example is the appearance of a friends vehicle from the heritage fleet of South Staffs Travel at our openday.



With the ticketing of Scania 600 we received an advisory relating to a loose cable . Therefore we removed the external wheel arch panel in the relevant area to find a pile of road dirt wedged in every crevice. Once the repair was complete with new P-clips, the decision was made to remove the remaining vehicle panels to check the other panel framework. Starting at a little after



lunch, by 2300 the bus had most of its lower panels replaced with those obtained months earlier from donor vehicles in the scrap yard.

A few days earlier, whilst undertaking the repairs to the air leak on OTO540M we had discovered a broken leaf on the offside rear spring. After drumming up the



enthusiasm and assembling the required parts for the replacement of the spring, work commenced and was completed a couple of evenings later.

June marked the completion of the replacement programme for our Bendy bus brake calipers. What a task ! Much to the relief of all



However we still have the £1000 heat exchanger to fund for the Webasto and a couple of ABS sensors to renew. Then it will be time for the turntable curtains to be removed and the turntable pin greased. We have every intention of her being back on the road this year but there are simply so many jobs to do on so many vehicles - and funds do not come easily to us.



Before returning Atlantean 540 to the road the leak on the engine block, traced to a time expired rocker head gasket and loose fixing bolt was addressed.

Nothing is ever straight forward, so two snapped bolt studs later and its time to drill out, heli-coil and replace. All time consuming, but thankfully owing to parts in stock a relatively easy fix.



Our wonderful replica London B-Type, styled for the early 1900's but dating from 1965 has started to receive a little attention. For now it has been a rebuild of the wheel cylinders using new 'old' stock repair kits. New brake shoes have been



sourced and the brake drums removed for a light skimming, removing any scoring to the face.

With a successful attendance at the now Commercially operated Wollaton Park event in early June and our successful Derbyshire Dales Bus Festival, it has been another busy month away from the museum.

With regard to the Derbyshire event we wish to express a massive thankyou to Nottingham City Transport and Trentbarton for assisting



with producing bus stop plates and to Peak Rail for allowing the FREE use of the venue this year.

We return next Fathers Day if not before.



Two of our volunteers enjoying the fun of the event along with many many visitors.



The day proved to be a great draw for both ourselves and Peak Rail and many positive comments have been received since.

 <p><b>Bus Stop</b></p> <p>Derbyshire Dales Bus Rally</p> <p>   </p> <p>Bakewell flyer</p> <p>Chatsworth tour</p> <p>Darley Dale connection</p> <p><i>We hope you enjoy your journey with us today</i></p>	<p><b>Derbyshire Dales Bus &amp; Train Festival Sunday 18th June 2023</b></p> <p>A Fathers Day Treat!</p>  <p><b>PEAK RAIL</b></p> <p>Peak Rail Rowsley South Station and grounds, midway between Matlock and Bakewell becomes home to Road Transport for the day. We see a new event from NHVC welcoming a selection of open air vintage buses and coaches for the day. ADMISSION is completely FREE. Some exhibits will be static, whilst others will complement the Heritage Railway route along the Derwent Valley. Operating on FREE bus runs through the Derbyshire Dales linking Darley Dale, Rowsley and Bakewell we hope to bring nostalgia alive this Fathers Day. All visitors will be able to enjoy discounted return train travel to Matlock, however a number of quality Transport related gifts and other attractions await. For that extra special Fathers Day memory perhaps treat a loved one to the Whisky Tasting Experience held in association with The Wye Dram, taking place onboard the 1400 train on the day - please visit the Peak Rail website for further details on how to book.</p> <p><b>DON'T MISS IT! - TO BOOK YOUR VEHICLE TO ATTEND PLEASE PHONE 01971 355491 or message the NHVC facebook page</b></p>	
---	---	--





Into the beginning of July and it is time for the storage site openday once again. With much preparatory work, weeding the site before the event, washing vehicles and refuelling those intended for use, it was a case of all hands to the pump.



**NHVC NOTTINGHAM**  
HERITAGE VEHICLES CHARITY

**FREE SUMMER OPENDAY SUNDAY 2nd July**  
with **FREE bus tours to our STORAGE SITE**

FREE Bus trips by vintage bus. Fantastic home made cakes and perhaps the best selection of diecast models, transport books and photographs under one roof. Come along and take a look .....  
The Heritage Bus Depot, Portland Road, Hucknall, Notts NG15 7SF Open 10:00 to 16:00

Free bus tours to our offsite storage facility at 1130 and 1500



With a great deal of work undertaken on the vehicles, good support for our onsite events and support wherever else we go, it was now time to address our newsletter production, the membership programme and our online engagement.

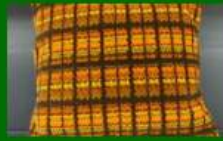
With the launch of the new style newsletters it feels an appropriate point to now return to our insertion of the newsletters in the report document. This is an extract of the two part catch up for the end of 2022 - June 2023 followed by subsequent publications to the year end.

JULY 2023 Part 2

We are looking for donations of items for resale



WE LOVE DIECAST MODELS & BOOKS IN GOOD CONDITION FOR RESALE



WE HAVE STOCK OF PERIOD CUSHIONS AIDING FUNDRAISING EFFORTS



WE HOPE TO BE BACK WITH OUR COACH OUTINGS AIDING FUNDRAISING !

KEEPING THE MUSEUM GOING, FUNDING RESTORATIONS AND COVERING ENGAGEMENT COSTS UNDER STRAIN

# OMNINEWS

The newsletter for the Friends of Nottingham Heritage Vehicles Charity



We can order any Bachmann, EFE, Graham Farish model rail items for you

## Liking what you've read so far ...

It is important for the Charity to engage with our supporters. It is also important for us to provide our members with information above and beyond what is available on our Facebook feeds. Therefore with our new website now under construction, for release very shortly, we are including a dedicated members only area. Here you will find special features, reproduced period articles, timetables and imagery from years gone by, associated with local operators. We will also focus on vehicle manufacturers and feature a few modern day elements to keep all interested. So, if not already onboard for the journey why not join us now. Then sit back and enjoy reading the following pages.....

Welcome to part 2 of our new look Newsletter for all those with an interest in Nottingham Heritage Vehicles Charity - NHVC



JULY 2023

NHVC THE YEAR IN REVIEW PART 2

## April 2023

The weather improvements that signalled Spring resulted in a slight change of focus for the team. Fund raising is a vital part of the Charity's activities and that means travelling to road and rail events, and bus rallies, where the sales stand can bring in significant revenue.

Clocking up a fair few miles, the Charity was represented at events held at the London Bus Museum at Cobham / Brooklands, the Delaine garage open day at Bourne in Lincolnshire, the Great Central Railway at Quorn (diesel gala, for which the Tiger Cub was used), Kirkby Stephen in Cumbria, Wythall Transport Museum (south of Birmingham) and Statfold Barn Light Railway near Tamworth. While the primary objective of traveling to these events was to bring in money, an opportunity was also taken to acquire another collection of die cast models that will ultimately enable the Charity to generate further income to support the fleet and building.

We also had our own depot open day in Hucknall to take care of on April 10th. Again, we ran trips to our off-site storage yard, which enabled visitors to view vehicles that form part of the collection but are not on show in Hucknall. Our well-stocked cafe and shop had plenty for visitors to choose from, ranging from delicious home-made rolls and cakes, to bus models and model railway items.



### ON THE ROAD

Part of the Delaine fleet at Bourne, Lincolnshire



Wythall Transport Museum



Taking over of the beer tent at Quorn, Great Central Railway



Brooklands - the London Bus Museum



NHVC among the narrow-gauge steam locos at Statfold Barn



JULY 2023

NHVC THE YEAR IN REVIEW PART 2

## May 2023

Remember back in February we mentioned that 769 (N769WRC) had passed its MoT but then started leaking coolant onto the depot floor? Such things are never good news, and true to form it turned out the Volvo needed new radiators. Leaving aside the fact that no suppliers had complete units in stock, the cost of replacing the cores alone amounted to some £1,200. With these essential components acquired, it then became necessary to re-fabricate the shrouds in-house. The team built and installed the new parts, and then also needle-gunned the chassis, enabling 769 to carry passengers during the May depot open day.

But the bills kept on coming. The bendy bus - a very popular vehicle with our visitors - is well on the way back onto the road but needed brake calipers. And of course there are six - costing £500 a piece including new pads. We've started the work but there's more to do. Then with 540 (OTO540M) over the pit, it became apparent it had a broken spring, probably the result of running over pot holes in the area's poorly maintained roads. Atlantean springs aren't particularly cheap nor easy to come by - and are rather demanding to remove and install too. Another £700 went out the door and once the replacement was on site, two of the team worked hard into the night to get the new parts installed. The reward: a leak from the engine block meant 540 couldn't go out on the road during the month anyway!

Scania 600 went to Redferns at Mansfield for its MoT test, resulting in an advisory for a broken clip. Changing that meant cleaning the wheel arches of years of accumulated debris, and while they were at it the team - gluttons for punishment that they are - decided to replace the lower panels with those salvaged from Looms earlier in the year. What do they say: you don't have to be mad to work here, but it helps! This has given the vehicle a rather "harlequin" appearance, but it's going to be painted at sometime anyway - a return to Felix colours beckons when time and funding allows.

On a lighter note, the sales stand was taken to events in Gateshead, Tyne and Wear, at the Mid Norfolk Railway at Dereham, to Whittlesea for the Fenland Bus Fest and to Newark Show Ground for the AEC Rally. In the opposite direction, South Staffs brought their heritage Leyland Leopard JHA227L up from Tamworth for our open day, which was held on the bank holiday marking the King's coronation.



Brake callipers for a bendy bus. Ka-ching! "That'll be £500 a pop please. Oh, and you'll need six!"



A new spring for an Atlantean. Ka-ching! "£700 please!"



Radiator cores for a Volvo. Ka-ching! "The total is £600 a side please, shrouds and fitting not included."



Needle gunning the chassis of Volvo 769. The result makes a significant difference, although few visitors will see or realise how much hard work was involved.

3

JULY 2023

NHVC THE YEAR IN REVIEW PART 2

## June 2023

The warmer and sometimes drier weather really enabled us to pick up the pace - as if we hadn't done enough already this year! Firstly Leyland National 728 (GAU728L) had a good wash, and on Sunday 4th the team was at Chatsworth House with the sales stand for the enjoyable but rather quiet Peak Park Heritage Bus Running Day. Somehow the team also found time to attend an event at Dereham (Mid Norfolk Railway) and to take three vehicles (Volvo 769, Tiger Cub 191 and Omnidekka 676) to Wollaton Park for the Nottingham Motor Show. The Charity had taken a major role in the organisation of a larger Wollaton based event in the past, but with changes having been made this year our focus soon turned to our own event.

The **Derbyshire Dales Bus Rally** took place in association with Peak Rail at Rowsley South near Matlock on June 18th. A healthy list of vehicle bookings brought with it the prospect of a great day, and Nottingham City Transport helped us out by making bus stop signs for the free rides that were to take place during the morning and afternoon. A special feature on the event follows this page in the newsletter, but here and now we need to say a huge thank you to everyone who brought vehicles to Rowsley South, provided free bus rides for the visitors, or helped with the organisation and running of a really successful rally. Naturally we also need to thank our hosts Peak Rail who helped us to put on a great show. We'll certainly be back: watch this space - and our Facebook page - for more details.

Back in Hucknall the upper deck floor of semi open-topper 442 received a second coat of paint. The last of six new brake assemblies went onto the Bendy, and there was a tidy up and reshuffle of vehicles at the storage yard to make space for additional arrivals. If you need secure storage space for a vehicle, we'd be delighted to talk to you! The leak from 540's engine block was resolved, with new rocker cover gaskets, paving the way for it to return to service at the July open day. On the down side another major oil leak was detected, this time from Omnidekka 676 (YN05WFE) while it was on its way back from Wollaton Park.



NHVC at Wollaton Park



728 got a wash



540's leak was sorted



Work on the 'B' Type replica's wheel hubs



4

## Derbyshire Dales Bus Rally snapshot (1)

The Derbyshire Dales Bus Rally on June 18th was the Charity's most important event of 2023 so far. Earlier in the year we had gladly seized an opportunity to work on an event with Peak Rail at Rowsley South (north of Matlock), after the previous organisers of the annual bus rally at the site pulled out. A lot of thought, hard work and preparation went into planning the event, which not only featured a good selection of buses and rides around the area, but also provided everyone who came along on the day an opportunity to enjoy travel behind a vintage steam locomotive on a run into Matlock. Thankfully all our efforts were rewarded with hundreds of visitors, full parking areas, and private cars also lining the access roads.



# Derbyshire Dales Bus Rally snapshot (2)

Almost 30 vehicles were on show at Rowsley South with many of them venturing out onto the local roads offering free trips to Bakewell, Chatsworth and Darley Dale. The weather Gods also smiled on us with the warm, dry conditions holding until late in the afternoon when a significant thunderstorm and downpour made the journey home a challenge for a few of the attendees. Three of our own vehicles (Volvo 769, Tiger Cub 191 and Scania 600) - and of course the sales stand - made the trip up to rural Derbyshire Dales and the southern Peak District.



**Bus & Coach Preservation** With thanks to **Bus & Coach Preservation**, this article appeared in the magazine following Nick Larkin's visit in January.



# Building of success

The Nottingham Heritage Vehicles Charity has not only built up a fine collection, but also restored its 1936 art deco bus depot home.

NICK LARKIN reports.

**W**hat a magnificent restoration from a wreck to something immaculate, its red and cream paint gleaming and a tribute to the art deco era — surely providing a thrill to any bus enthusiast or historian.

Hearty congratulations to the Nottingham Heritage Vehicles Charity (NHVC) for completing the transformation of this new-to Trent Motor Traction artefact against major odds.

Much work was needed to the structure, windows, doors and roof. Best explain. We're talking about a 1936-built bus depot at Hucknall, Nottingham, NHVC's home since 2014.

Accepting a longstanding invite to visit the premises, we honestly couldn't believe the high standard of presentation of not only the building but also the activities going on inside it.

But let's be honest, any admiration could not help but be tinged by the thought that with all the terrors of restoring buses and coaches, taking on a decayed building with areas of the roof missing as well must border on the criminally insane.

'Together the building and vehicles are something absolutely unique,' said NHVC spokesman Simon Lowings. 'It's been a massive project but when you take something on you've got to treat it seriously and just get on with it.'



**1** Nottingham buses from different generations live happily together in former Trent bus garage in Hucknall. NICK LARKIN

**2** Offices transformed since building acquired. NHVC

**3** Impressive shop is part of new development. NHVC

## Bus & Coach Preservation

With thanks to **Bus & Coach Preservation**, this article appeared in the magazine following Nick Larkin's visit in January.



**4** NVHT never misses an opportunity to promote itself locally. New to Nottingham Leyland National was converted to an exhibition unit by the operator. NVHC

**5** Much loved Nottingham Leyland Atlantean was Simon Lowings' first bus. NVHC

**6** Nottingham AEC Renown with Weymann full-height bodywork is a major project. NICK LARKIN

### SO HOW DID IT HAPPEN?

'I have always had an interest in buses and have owned several vehicles over the years,' said Simon. "I remember seeing Nottingham City Transport's Daimler Fleetlines, white Leyland Leopards and of course the Leyland Nationals on Central Area services.

'I'd always liked Leyland Atlanteans too, so not surprisingly I was keen to see one of those acquired on formation of the Notts & Derby Heritage Transport Group with my father, Ian in 1999.'

This being East Lincs Leyland Atlantean OTO 540M, Nottingham's first AN68, which had been lovingly looked after by Ken Williams and the team at Confidence of Oadby.

The group developed with the addition of further vehicles and joining of like-minded friends to foster interest in the vehicles and pool resources.

Then something strange happened. Simon err, increased his collection and woke up one morning to discover he had 42, yes that's right, 42 vehicles, stored in a shed outside at West Hallam. This wasn't helped by friendly operators constantly offering local vehicles to the group.

"Things were getting a little out of hand, he admitted, highlighted one weekday evening when a local operator, Fleetline of Markfield delivered a vehicle to the group's premises without notice for members to find onsite the following day. Great to have this support but also a headache too. "The death of a close family member also helped me put things into context."

By now, time had moved on to 2014, and Simon and his preservation colleagues had decided it was time to look at a sustainable way of securing the future of the collection. It was time for action, and setting up a new group that could become a charity, 'I must emphasise that this is about everyone involved — not just me and my own buses,' said Simon.

And so the NHVC was formed, with initial trustees including former Nottingham City Transport Engineering Director John Lowrie, Paul B. Winson of Paul S. Winson Coaches in Loughborough, Trentbarton lead driver, at that time engineer Alex Wright, and Douglas Simpson, a former Scottish Bus Group and Trent bus driver for 40 years, amongst others.

An application was made to the Charities Commission and the group's constitution sent in. 'We

## Bus & Coach Preservation

With thanks to **Bus & Coach Preservation**, this article appeared in the magazine following Nick Larkin's visit in January.



were expecting to receive forms like a roll of wallpaper to fill in, but four days later we received a telephone call saying our application had been successful on the basis of the constitution we were operating by. This was under the new Charity structure of a Charitable Incorporated Organisation.

With the establishment of the Charity came a mandatory 80% exemption from business rates and the opportunity to apply for the 20% discretionary relief which was duly granted by Erewash Borough Council. With a rates inclusive lease with the landlord going back to 2010 at the group's premises, much to the surprise of Simon and team they found themselves stuck between a council wishing to backdate individual rate liability of nearly 30k, a landlord failing to notify the valuations agency of individual occupancy of units onsite by over 100 other tenants and one heck of a headache from a hobby! We believed we were acting in our best interests to get a reduced lease agreement by taking on our own rate liability.

This, in the short-term landed Simon with a very large bill as the liability was bestowed on him prior to the Charity registration and meant the collection had to be reduced, and quickly. 'There were vehicles I'd bought with my heart rather than my head, and only a lottery win would ever have got them restored. You can't save everything and many had to go. If only I had a crystal ball to see how things would change in the following months. Rate liability was squashed by the council

after press and legal action was mentioned, we resolved contractual issues with the landlord but relationships were strained to breaking point and time had arrived to move on.'

### THE DEPOT

Hucknall Depot was built in 1936 for Trent Motor Traction after the takeover of local operators and network expansion, though it did not open until March 1938.

Over the years the building accommodated at most 26 vehicles for Hucknall town services and other routes. The depot remained operational until 2010, when vehicles transferred to nearby Sutton Junction.

From 2010 to 2014 the building was used to store new vehicles yet to enter service as well as withdrawn vehicles. Remembered Simon: 'We knew the depot was no longer operational and I went to meet Trent MD Brian King along with other members of the group at Langley Mill depot. He was sympathetic and not against our idea. He asked if I could put a business plan together.

'That evening after consulting members of the team I started on this, worked through the night and presented it the next day.'

'The terms of the lease were finalised over the next couple of weeks. They started on merely helping the charity out for a couple of years but before signing we eventually agreed on a 21-year lease under the terms of

**7** Restoration of South Notts 1963 Leyland PD3/4.80 NVO is well underway.  
NHVC

**8** Depot contrasts. DFB 704D is a 1966 Bedford VAM5 chassis with replica London 'B'-Type body. L127 LRA is an ex-Trent 1994 Northern Counties-bodied Volvo B10B. LRC 454 is a 1958 Willowbrook-bodied Leyland PD3.  
NHVC

**9** The addition of East Lancs-bodied 2005 Scania L94 to the fleet caused some controversy due to its youth, but was a chance to buy a vehicle from its original operator in a heritage livery and in excellent condition.  
NHVC

**10** Wright-bodied Scania 'bendy bus' always creates attention!  
NICK LARKIN

# Bus & Coach Preservation

With thanks to **Bus & Coach Preservation**, this article appeared in the magazine following Nick Larkin's visit in January.

which we had to make the building fit for purpose. 'There was no point in playing at it,' recalled Simon. 'We started moving vehicles in during June 2014 and the rest is history.'

The building was in a terrible state with much of the roof damaged – the lead had been stolen and skylights smashed. The building's electrical system had been condemned through water ingress and there were problems with the water supply itself. All this didn't stop the Charity holding its first open day in September 2014.

'It was a low-key affair. We had to get pallets of bottled water in, and most of the building was cordoned off as we'd had a load of spares arrive from our West Hallam site. The open day gave us a boost and showed people what we were doing.'

There appears to have been miracles in Hucknall, as the building is now completely transformed. Almost all the work was done by a handful of NHVC members with some help from sympathetic local trades and suppliers.

This is no lick of paint and smear of filler. The whole building has been dry lined with new ceilings and thermal insulation in the former administrative buildings.

There's LED spotlights and infrared heating panels, data cables feeding projection displays and a clean, crisp, welcoming feel throughout.

The former staff room is now a meeting room, the old kitchen houses the trust's extensive archive, the driver's check in room of old is now a shop, the wages room (complete with safe) a store room and the boiler room a disabled toilet and store. The original toilets have been renovated to a 1930s style, albeit it with modern jet air hand dryers to eliminate paper towel refuse and automatic lighting throughout to avoid lights being left on and energy wasted.

Many original features, including windows, have been retained, and the main brick entrance to the depot re-mortared. The two pits, and their original tiling are retained and the original stores used as ... stores. The workshop area is the next part of the site to receive a thorough revamp whilst being sympathetic to all original features.

An outside catering area has been constructed. Simon's partner, Caroline provides the catering and the museum's home-made cakes have earned many favourable comments on social media!

## THE VEHICLES

Knew we'd forgotten something. Ah yes, the 30-plus vehicles in the NVHC's fleet.

Please see the official list. We are aiming to feature some of the restorations in future issues, so here is a bit of an overview. The collection is a mixture of vehicles owned by the NHVC and some belonging to members.

The decision was taken to concentrate on local buses and coaches. 'We want to preserve our local heritage and there's definitely more than enough variety. Nottingham City Transport, Trent, Barton, South Notts and Midland General are thus among the main operators represented.'

Vehicles are stabled both at Hucknall and offsite. 'This means people aren't seeing the same vehicles when they come to the depot,' said Simon.

Where to start? Two of the vehicles, 1958 Leyland PD3/4 with Willowbrook bodywork, LRC 454, and 1962 Alexander bodied Leyland Tiger Cub, YRC 191 still belong to the operator and are stored at Hucknall as part of the lease agreement. The cub has benefitted from extensive repairs and a repaint whilst in the care of the Charity and at its own expense. It is hoped Trent may be prepared to offer a little



11 Dave Glover started work at Nottingham City Transport in 1982. NICK LARKIN

12 NHVC enjoys an excellent relationship with local operators including Nottingham City Transport. NVHC



12

## Bus & Coach Preservation With thanks to *Bus & Coach*

**Preservation**, this article appeared in the magazine following Nick Larkin's visit in January.

assistance in restoring the PD3 back to a roadworthy condition in due course.

In total contrast is former Nottingham Scania L94UA 'bendy bus' FE02 AKV, which was acquired by the NVHC in 2014.

Since then, mechanical work including airbag, power steering piping and oil cooler replacement has been carried out, along with repainting and repaint. 'It's a great novelty vehicle and people love it,' said Simon. 'The only problem was that the vehicle arrived without seats as Nottingham wanted to use them elsewhere.'

They didn't end up doing this all, so five years later we got a call saying the seats were available along with the destination displays, removed before purchase, but only after we'd put Plaxton President seats in the bus kindly donated by Paul S. Winson Coaches from an ex Lothian vehicle!

Again in contrast is one of several major projects underway. DAU 366C was one of 35 AEC Renowns delivered to Nottingham, being withdrawn after just 11 years service. It then ran with Kirkby's Coaches of Bexleyheath before passing to Denyer Brothers of Standon Massey, Essex, where it stood in the open for 36 years before being acquired by the NVHC in 2016.

So it appears more than a rotting hulk to indifferent members of the public. The bus is exhibited with a description board apparently written by the vehicle itself, and signed 'Ronnie the Renown.' 'It's all about engagement at NHVC and as Simon says: 'Its important to develop a visitor experience that people will want

to return to, not just a display that rarely changes or a building that is just fit for purpose. Vehicles need to be brought to life and their stories told, after all we see historic vehicles on the road but how many of us know their history, the work that goes into them or the successes and pitfalls of their restoration? This is why both restored and untouched vehicles are on display rather than covered up under a tarpaulin like so many others elsewhere.'

Work is well underway is a legendary local bus, new to South Notts 1962 Northern Counties-bodied Leyland PD3/4, 80 NVO.

Trent's first double-decker bought after privatisation, 1989 Alexander-bodied Volvo B10M-50 F600 GVO and East Lancs-bodied Leyland DAB Lion VIL 3382, originally F382 GVO, are among the more modern projects underway, each project having a manager to co-ordinate the restoration.

Definitely a novelty is DFB 704D, a 1966 Bedford VAM5 with 1985-built replica London bodywork to 'B'-Type style.

Needless to say, Nottingham Leyland Atlanteans are represented with under restoration 1965 Weymann-bodied ETO 452C and Northern Counties-bodied MVO 416W, RTV 442X having been converted to partial-open-top. Talking of conversions, Trent's first Optare Solo, V401 JTO is now in cab form only as a play bus.

'It's something different, and something a lot of the public will enjoy.' This policy extends to a model railway being among the depot's many other attractions!

**13** Well-known former Trent Leyland Atlantean, ONN 571P was rebodied by Willowbrook after fire damage.  
NVHC

**14** Still owned by its original operator is this 1961 Trent Alexander-bodied Leyland Tiger Cub.  
NVHC

**15** Barton fleet represented by this 1963 Yeates Europa-bodied Bedford VAL14.  
NVHC

**16** Welcome to our world! Nottingham Vehicle Heritage Trust members, from left: Simon Lowings, Tom Hall, Dave Glover and Adam Lowings.  
NICK LARKIN



13



14



15



16

## Bus & Coach Preservation

With thanks to **Bus & Coach**

**Preservation**, this article appeared in the magazine following Nick Larkin's visit in January.

NHVC FLEETLIST				
Trent 1054 (LRC 454)	1958	Leyland PD3/4/Willowbrook	Restored	
Trent 191 (YRC 191)	1961	Leyland Tiger Cub/Alexander	Restored	
South Notts 80 (80 NVO)	1962	Leyland PD3/4/Northern Counties	Under restoration	
Barton 966 (966 RVO)	1963	Bedford VAL14/Yeates Europa	Restored	
Nottingham 425 (ETO 425C)	1965	Leyland Atlantean PDRI/2/Metro-Cammell	Under restoration	
Nottingham 366 (DAU 366C)	1965	AEC Renown/Weymann	Major project	
Hearson's Holidays, Nuttal DFB 704D	1966	Bedford VAM5/Farrar	Restored	Rebodied 1985
Midland General 146 (FRB 208H)	1970	Bristol RELL6G/ECW	As acquired	
Nottingham 728 (GAU 728L)	1973	Leyland National	Restored	Exhibition unit
Nottingham 540 (OTO 540M)	1973	Leyland Atlantean AN68/East Lancs	Restored	
Trent 571 (ONN 571P)	1976	Leyland Atlantean/Willowbrook	As acquired	
Nottingham 755 (MTV 755P)	1976	Leyland Leopard/Duple Dominant	As acquired	
Paul S. Winson Coaches 1 (EBC 567T)	1979	Bedford YMT/Unicar	Restored	
Nottingham 416 (MVO 416W)	1981	Leyland Atlantean AN68/Northern Counties	As acquired	
Paul S. Winson Coaches 2 (PRO 441W)	1980	Leyland Leopard/Plaxton Supreme V	Restored	Owned by Paul S. Winson Coaches
Nottingham 433 (RNU 443X)	1981	Leyland Atlantean AN68/Northern Counties	Under restoration	
Nottingham 442 (MVO 442X)	1981	Leyland Atlantean AN68/Northern Counties	Under restoration	*
Nottingham 724 (C724 MRC)	1985	Leyland National 2	Under restoration	
Nottingham 382 (F382 GVO)	1989	Leyland DAB Lion/East Lancs	As acquired	Currently registered VIL 3882
Trent 600 (F600 GVO)	1989	Volvo B10M-50/Alexander	Under restoration	
Nottingham 335 (G335 PAL)	1989	Volvo B10M-50/Alexander	As acquired	Demonstrator
South Notts 129 (G129 NRC)	1989	Leyland Olympian/Northern Counties	As acquired	
Nottingham 769 (N769 WRC)	1995	Volvo B10M-55 Alexander	Restored	
Slacks Matlock 1 (N75 FWU)	1996	DAF SB3000/Van Hool Alizee	As acquired	
Nottingham 613 (N613 YRA)	1996	Volvo B10B-58/Alexander	As acquired	
Nottingham 504 (FD02 SDY)	2002	Scania CN94UB/Scania	As acquired	
Nottingham 508 (FG52 WFT)	2002	Scania CN94UB/Scania	As acquired	
Nottingham 704 (FE02 AKV)	2002	Scania L94UA/Wright	Restored	
Felix of Stanley YN05 GZB	2005	Scania L94UB/Wright	As acquired	Notts & Derby
Nottingham 676 (YN05 WFE)	2005	Scania N94UD/East Lancs	As acquired	

\* Bus being converted to semi-open-top spec

### FACTS AND THE FUTURE

The NVHC has a policy of not charging admission to open days. 'We see charging as a barrier to entry,' said Simon.

'Not everyone can afford a family ticket to enter a venue but usually people are happy to make a donation. We've had some really good donations and corporate support which means we can do what we do.' Fundraising also comes from the excellent shop, and food sales.

In addition, some 36,000 photos are listed on Ebay via Transport Nostalgia, run by Caroline Lowings. Pictures are also sold at events from a converted Nottingham Leyland National. A percentage of the profit from these outlets got towards material costs and help with Charity bills above and beyond the Charity's own revenue stream.

The trust hopes to gain an operator's licence over the next 18 months or so.

Meanwhile, restoration projects delayed by Covid are continuing. 'Covid was an absolute nightmare, particularly at the start. We went from having a very active programme of events and fundraising to, well, nothing,' said Simon.

NHVC members come from a wide variety of backgrounds. Dave Glover started work with Nottingham City Transport in 1982, OTO 540M being one of his regular steeds. He later worked for Littles of Ilkeston. 'Coming to the depot here has been a real-life changer for

me - it's great,' he said.

NCT driver Tom Hall said: 'There's such a variety of things to do here and I'm willing to learn.'

Adam Lowings, aged 15, son of Simon, said: 'Not surprisingly I have always been into buses and I absolutely love it here!'

'The trust is aiming to foster further links with local schools and colleges as part of its policy of engaging with the community.'

Vehicles attend local events including rock concerts!

Open days and many other events are organised throughout the year.

Concluded Simon: 'We've done everything we can to do things right, from presentation to organising the stores. Though there has been a lot of stress and incredibly hard work - and we have had setbacks, the policy has paid off.'

So, not only does a unique collection of vehicles have a secure foreseeable future but also so does a building where thousands of people have worked over the years and truly is a part of local history.

### GET INVOLVED

The NVHC welcomes new members to help with a wide variety of tasks. Training will be provided if possible. Full details of this and the many events via [nottinghamheritagevehicles.co.uk](http://nottinghamheritagevehicles.co.uk) or 07971 105491.

## Volunteering opportunities

NHVC  
NOTTINGHAM  
HERITAGE VEHICLES CHARITY



Vehicle restoration and maintenance



Crewing buses and Stewarding



Fundraising activities



Archives

### Other opportunities include:

- Administration
- Marketing and displays
- Educational (working with schools)
- Outreach projects
- Community engagement

Please message via the Nottingham Heritage Vehicles website if you wish to become a supporters club member or an active volunteer.

BUSES  
CLASSIC BRITISH  
DOUBLE-DECKERS

NHVC  
NOTTINGHAM  
HERITAGE VEHICLES CHARITY

TRANSPORT  
Nostalgia

**SPECIAL OFFER**

**16 A3 size posters in a presentation wallet ONLY £10**



We have a limited quantity of these Royal Mail produced packs of A3 size posters to sell for the fantastic price of £10.

Available to collect at this price or can be posted to you for an additional £12.50

These look excellent mounted in frames and wall mounted.

To purchase your set please email

[adam@nhvc.co.uk](mailto:adam@nhvc.co.uk)

Let us introduce ourselves at

TRANSPORT  
Nostalgia

Transport Nostalgia was set up by the original NHV group in pre-charity days, to fundraise to keep the buses on the road. We remain independent of the Charity. We purchase all the stock that you see in the shop and on the fundraising stalls at events. This enables Transport Nostalgia to voluntarily support the Charity, by donating a percentage of the monies taken on an event by event basis and by purchasing items required by the Charity. This enables the Charity to have a small, but reliable income, with no financial risk to itself. All items donated to the Charity are sold by the Charity.

Transport Nostalgia also maintain the social media platforms, website and now the newsletter for the Charity. All marketing and promotional work is also undertaken free of charge by the team. This is a fantastic bonus for the charity allowing members to concentrate all their efforts on the aims and objectives of the charity, while not having to worry about so many other aspects. We thank you for your continued support. Should you have any items you wish to donate to the Charity please email [enquiries@nhvc.co.uk](mailto:enquiries@nhvc.co.uk)

JANUARY 2024

### PROGRESS CONTINUES

A review of the July - December 2023 period and an apology for the late publication !



NEW PANELS GO ON SOUTH NOTTS 80NVO NEARER TO THE ROAD



PALADINS UNITE OUR FANTASTIC VOLVO RUNNING DAY



WE BECAME THE CUSTODIANS OF WALLACE ARNOLD 966

# OMNINEWS

The newsletter for the Friends of Nottingham Heritage Vehicles Charity



## In this edition we take a look at:

South Notts 80s rebuild; the ongoing restoration work to return the Trent Paladin to the Nottinghamshire roads again; the outing to the Isle of Wight Bus and Coach Museum's superb Wightrider event; the replacement of Old Bill's brakes; our very successful Volvo Running Day and much, much more !

To see regular updates on our progress please see our Facebook Page and maybe give us a like.

**MEMBERSHIP CARDS DUE SOON!**



## July 2023

We started out by attending Transport Museum, Wythall's Busfest which is hosted at the British Motor Museum at Gaydon, taking our promotions stand with us alongside the Transport Nostalgia sales stall. During the day Gary tried his hand on the National Express West Midlands driving simulator. To say it wasn't successful, would be an understatement - better luck next time Gary! The following day it was time for our monthly open day where we had a special visitor, Phil Waters. Phil is a past member so he was absolutely delighted to be given the opportunity to take Atlantean 540 (OTO540M) for a spin on our Linby village circular route. The July open day also saw us open up our offsite storage compound for visitors to look around. This proved very popular, with Scania 600 (YN05GZB) carrying two full loads!

The following weekend saw us out and about with the promotional stand again. This time at Transport Museum Wythall's Bristol Gathering. Although a little quiet sales wise, for our friends at Transport Nostalgia it made for a nice weekend out, ahead of a very busy week. It was now time for us to turn our attention back to South Notts 80 (80NVO). Beginning with the emptying off of both decks. Loaded with the cleaned up beading straps, new panels and new timbers for the lower deck sides wasn't to be a 5 minute task. . After much sorting out, we were able to crack on with the nearside of 80 - the first job being removal of the old rotten pillars, on the small bay before the door. After reinstating the pillars with new sapele hard wood it was time for the installation of the new insulation and at last the new panels, the cleaned up window pans and windows. We ended the month with a tidy up of the workshop.



An old friend took 540 for a spin.



We had a very busy compound open day.



80s bodywork progressed



## September 2023

Another month another outing. This time to the Great Central Railway at Quorn and Woodhouse Station for their Diesel Gala. A nice event, which saw FUM (966 W645FUM) have its second outing alongside our promotional stand and the Transport Nostalgia sales stand. The following day was spent getting the sales stock ready for the Buses Festival at Sywell Aerodrome, Northamptonshire. A superb event with plenty of buses in attendance throughout the day.

It was then time for our monthly open day which saw Volvo 769 (N769WRC), Scania 676 (YN05WFE) and Volvo 966 (W645FUM) out on our free local bus rides. It was a very busy open day with most buses going out full. The following week saw a new bus move into the compound in the form of the Hong Kong Bus Association's Dennis Condor G324FWC, ex China Motor Bus DA3. A weekend of cleaning vehicles followed, preparing them for their next outings to various shows across the country. It was then time for Transport Museum Wythall's Statbus event, held at Statfold Country Park near Tamworth. Here 966 (W645FUM) was able to meet up with a couple of other members of the South Staffs Heritage Fleet. It was also nice to see a former friend 720 (C720NNN) which was stored in our compound a few years back. Following the fantastic event at Statfold Country Park it was now time to prepare for our next open day. This one was a special one, themed on South Notts. This meant Olympian 129 (G129NRC) was required at the depot for exhibition purposes. After hooking up the batteries and topping up the fuel, it fired up first time and burst into life faultlessly. With the assistance of Winson Engineering it returned to the depot.



FUM at Quorn and Woodhouse Station; Hong Kong Bus Associations Ex China Motor Bus DA3 (G324FWC) alongside Atlantean 571 (ONN571P) and Tom giving FUM a well deserved clean ahead of Transport Museum Wythall's Statbus event held at Statfold Country Park.



FUM alongside Ex Midland Red Leyland Leopard 227 (JHA227L), also owned by Graham from South Staffs Coach Hire. Former compound resident and Ex Trent 720 (C720NNN) alongside Ex Midland Red 1902 (EEH902Y) at Statbus. Olympian 129 (G129NRC) outside on the yard ready for a well needed scrub up, ahead of the October openday.

## October 2023

The 1st of October saw Ex South Notts Lowlander 82 (82SVO) and Nottingham City Transport 645 (YN15EJA) arrive bright and early for our South Notts themed open day. The October open day seemed to be very popular, with many South Notts enthusiasts attending. We even managed to line up the three different generations of South Notts vehicles towards the end of the day. We must extend our thanks to Brian Catchpole, Roland Graves and team for bringing 82 all the way up from Kent for the event. Our thanks also go to Anthony Carver-Smith and David Astill from Nottingham City Transport for allowing 645 to attend for the event. Working with current operators is important to us.

The following week, Volvo 769 (N769WRC) was dispatched to Mapperley for some film work for well known actress and Nottingham lass Samantha Morton. You can see 769 in the music video for Samantha's song 'Let's Walk In The Night'. The 4th of October was Scania 704s (FE02AKV) time in the spotlight, where film crews descended onto the depot forecourt. Unfortunately we can't remember what the filming was for - but we will keep an eye out for 704 on the TV just incase!

With such a busy schedule of engagement we then found ourselves back at the Great Central Railway, for another Gala before preparing for our jolly boys outing to the Isle of Wight. The Ryde Bus Museum and their Wightrider was our destination - more on this on pages 6 & 7.



A selection of photos from the South Notts Openday



769 out and about



Fimcrews around Scania Bendi 704 (FE02AKV)



# WIGHTRIDER 2023

Isle of Wight Bus Museum's Wightrider event is one of those events our team like to attend every year, as a holiday. It provides a nice break away, to have a laugh with each other without getting our hands dirty or worrying about our own motors. Here we have a selection of photos taken whilst there.





**So, what do we think of the Wightrider event?**

As a group, we all think the Wightrider event is fantastic and by far one of the best organised rallies/running days in the UK - that is why we do our utmost to attend every year. The services cover several parts of the island, which is perfect for tourists and enthusiasts alike. We would most definitely recommend this event to all! Furthermore, it doesn't matter where you stay on the island as the network of services from Southern Vectis are both reliable and quick!

## October 2023 Continued

October also saw the launch of ‘the Great Days Out by Luxury Coach from Nottingham’ programme initially run through Transport Nostalgia before becoming a direct Charity programme operated on a voluntary basis by the TN team with support from other volunteers. This kicked off with a trip to the North Yorkshire coastal town of Whitby. The trip to Whitby allowed the team to relax ahead of a busy week refitting the brakes on Old Bill (DFB704D). The brake shoes having just returned from being relined and the drums having just returned from being skimmed. Another expense but one that was unavoidable. Whilst under the custodianship of the Charity, the vehicles owner met all associated costs. It was nice to see Old Bill outside after the completion of this work. With Old Bill finished, it was time to return the vehicles to their usual parking spaces. Some may not realise, but this alone is no small task, - it can lead to vehicles being seen in very unusual places. Atlantean 433 (RNU433X) and Volvo 127 (L127LRA) were both manoeuvred outside during the depot shuffle.

Another offsite event, albeit late in the season was then on top of us - Transport Museum Wythall’s Twilight Running Day. Although we didn’t take a vehicle of our own to this event, we were able to meet up with Graham and team from South Staffs Coach Hire with their Ex Ulsterbus Leyland Tiger NXI1184. An enjoyable day was had by all despite the cold weather.



South Staffs Coach Hire’s GB23KBZ is seen here loading up on Station Street ahead of the journey to Whitby.



Old Bills brake shoes refitted.



Various vehicles at Wythall



127 and 433 are seen during the depot shuffle.



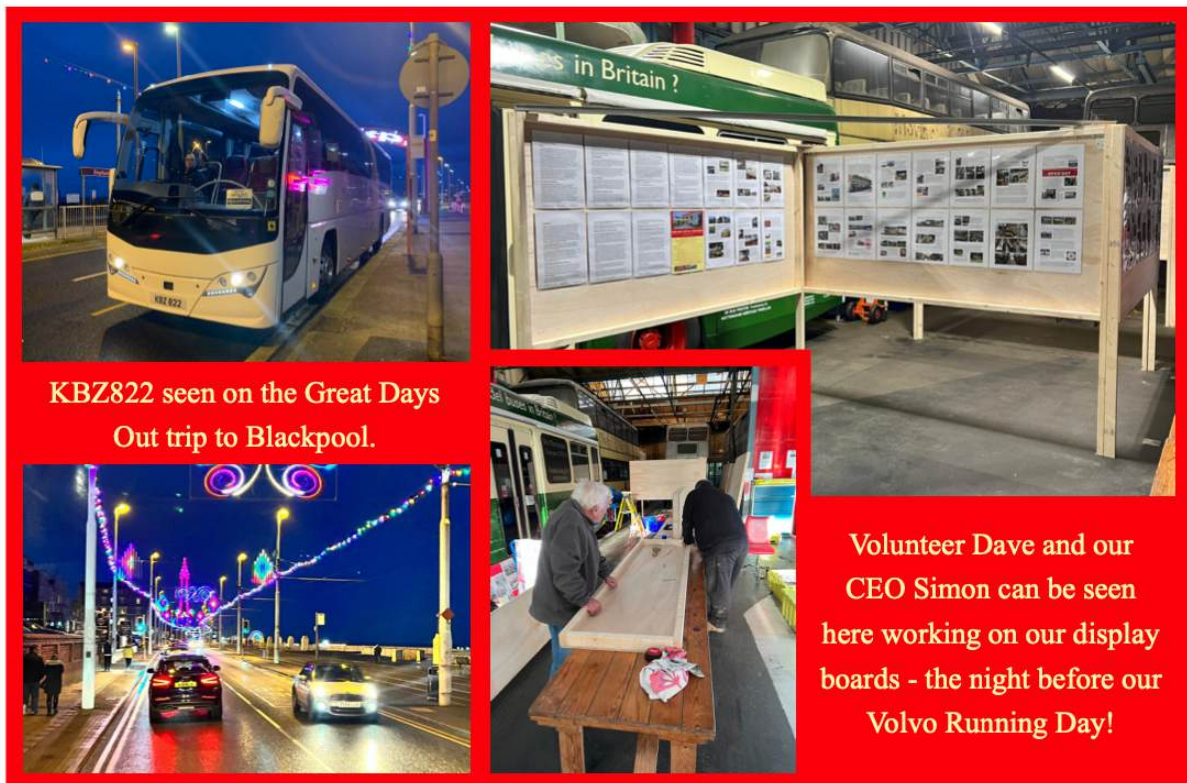
One of Old Bills skimmed brake drums.

## November 2023

November began with a Great Days Out trip to Blackpool, for the Illuminations. A great day was had by all onboard. The team were then busy the following week, building display boards ahead of what proved to be a very busy Volvo themed Running Day. The display boards are built in such a way that we can set them up in the morning and pack them away at night, meaning we can house our precious collection undercover and still have plenty of displays for you to look at.

It was then time for our Volvo Running Day. After many hours of organising we had eight Volvos in attendance: Ex Wallace Arnold Volvo B10M Plaxton Premiere 966 (W645FUM); Ex Nottingham City Transport Volvo B10M Alexander PS 769 (N769WRC); Ex Stagecoach Midland Red Volvo B10M Alexander PS 202 (M202LHP); Ex Mainline Volvo B10M Alexander PS 767 (N767CKY); Ex Trent Volvo B10B Northern Counties Paladin 102 (L102LRA); Ex Trent Volvo B10B Northern Counties Paladin 126 (L126LRA); Ex Trent Volvo B10B Northern Counties Paladin 127 (L127LRA); Ex Trent Volvo B10B Northern Counties Paladin 129 (M129PRA). Yes you have read that correctly - four ex Trent Paladins! The event was a great success and we had fantastic feedback from all that attended. We even had Nick Larkin from Bus & Coach Preservation along, to do an article on the event and an article on the restoration of our Volvo 769 (N769WRC).

We must extend our thanks to the South Yorkshire Transport Trust for bringing along 767; to Tom Penlington for bringing along 202; to Michael Brent for bringing along 102; to Nathan Cartwright for bringing along 126 and last but not least to Mike Elkin for bringing along 129, all the way from Portsmouth!



KBZ822 seen on the Great Days  
Out trip to Blackpool.

Volunteer Dave and our  
CEO Simon can be seen  
here working on our display  
boards - the night before our  
Volvo Running Day!

## November 2023 Continued

Below are a selection of photos taken by a rather relieved Adam - the organiser of this event.



We operated five timetabled free services during the day, with extra free journeys operated by a couple of the owners, all of which went out full. One service in particular that was enjoyed by enthusiasts was the 13:30 Linby Circular, with all three Alexander PS Volvo B10Ms out in convoy. We are looking at organising another Volvo themed openday in 2025 so please keep and eye on our social media channels!

The next few pages are extracts from the Bus & Coach Preservation magazine.



# Volvo devotion

The 30th anniversary of a single-decker that has become an East Midlands legend was celebrated with a gathering of preserved examples, plus other Volvos! NICK LARKIN reports.

**T**he Paladins' might sound like the title of a BBC costume drama but to many enthusiasts of Trent and its sister companies it's the affectionate name given to a more local much-loved piece of transport history.

## PALADIN CELEBRATION

We're referring to the 38 Northern Counties Volvo Paladin-bodied B10Bs delivered to Trent's parent company, Wellglade, in 1993/94. Rugged and reliable, these 49-seaters enjoyed an incredibly long service career.

Had DDA (Disability Discrimination Act) regulations not prevented the regular use of step entrance buses on service from January 2016, many people say the Paladins would probably still be parading today. Come to think about it, one of the buses we will be meeting later was used on schools services in

Portsmouth until earlier this year.

The rear-engined, step-entrance Volvo B10B was launched at the 1992 Geneva Motor Show and aimed at the British market, being seen in some circles as a successor to the Leyland Lynx.

Powered by a 9.6-litre horizontally mounted Volvo engine, it was offered with either a ZF or Voith gearbox. Yorkshire Rider, Nottingham City Transport, GM Buses North and the Oxford Bus Co were amongst the customers for this chassis which remained available until 2001, when the low-floor B10BLE completely took over.

Amongst the bodies available, the distinctive Northern Counties Paladin bodywork was built between 1991 and 1998 on new Volvo, DAF, Dennis and Scania chassis. It also appeared as a re-body option on the Leyland Atlantean chassis.

## TRENT PALADINS

The first batch of buses, numbered 101-28 (L101-10/911 LRA and 112-28 LRA), were delivered between August 1993 and January 1994, Nos 101-23 entering service at Meadow Road, Derby with Trent Buses.

Nos 124-8 started life emblazoned with Barton fleetnames, working out of Ilkeston depot, and used on prestige Rainbow Route R15 from Ilkeston to Old Sawley. This was part of a network of frequent prestige branded services on which the Trent vehicles also starred.

In December 1994 a further batch of buses, Nos 129-38 (M129-38 PRA), joined the Trent fleet for the Rainbow branded Allestree route. The Paladins would eventually be seen across Trentbarton, as Wellglade now calls its operating area, be it on Rainbow and Red Arrow services in Nottingham and Derby and



**I** A delightful sight for Paladin fans. Four preserved Trent examples line up for a 30th anniversary celebration. NICK LARKIN

**18** Bus & Coach Preservation

This is an extract from the Bus & Coach Preservation Magazine

Notham, or in the Peak district.

At around ten-years-old many Paladins were transferred to Wellglade's Notts & Derby, low-cost subsidiary company specialising in contract and tendered services and painted in this operator's blue, green and white livery. Some also went to Kinchbus, another company within Wellglade, based in Loughborough. Paladins even passed to High Peak Buses, a Dove Holes-based joint venture between Wellglade and Centrebus.

All good things must end, and on 3 October 2015 a Notts & Derby Volvo B10B/Paladin Farewell Running Day was organised,

with examples operating in normal service on major routes including the Borrowwash Flyer.

Not bad for buses past their 20th birthday! Although the above-mentioned DDA regulations saw the demise of Paladins with the exception of a couple of driver trainers, a few buses found further use with other operators.

**CELEBRATION**

Thirty years on from their introduction it was definitely time for a Paladin celebration, so the Nottingham Heritage Vehicles Charity (NHVC) organised a Paladin Running Day

based at its headquarters, the Heritage Bus Depot, formerly Trent's 1936-built Hucknall garage, on the 12 November.

Well, that was the original idea. 'The event created so much interest that we expanded it into a Volvo Running Day,' explained NHVC Events Officer Adam Lowings.

Four Paladins were present: L102 LRA, L126 LRA, L127 LRA and M129 PRA. The vehicles made a fine sight for Paladin fans when they lined up together, the largest gathering of these vehicles since they were withdrawn. Three gave rides to the village of Linby, carrying full loads.



2 Rear ends bear detail comparison. NICK LARKIN



3 Its August 1997 and No 133 (M133 PRA) heads into Derby. PRESBUS ARCHIVE/PHILIP LAMB



**▲ L102 LRA, OWNER: MICHAEL BRENT**

This bus was featured in *B&CP*, August 2019. Originally based at Langley Mill, Trent 102 transferred to Notts & Derby, where it was used at Dove Holes on college work. Finally 102 No passed to High Peak Buses, a joint venture between Wellglade and Centrebus as fleet number 681.

The bus was bought for preservation following withdrawal in 2015, but two years later faced being scrapped or converted into a motorhome. 'I couldn't see

this happen,' said Stagecoach Midlands driver Michael, who remembered the Paladins from visits to his auntie and uncle in Ilkeston.

Major restoration was carried out to the bus including chassis welding, new wheelarches, extensive lower panel work and brake overhaul. Michael said: 'It was a fantastic sight seeing four Paladins together making it worth the blood, sweat and many tears I've had owning 102 worthwhile'.



4 Superbly restored Trent 102 (L102 LRA). ADAM LOWINGS

5 Paladins 102 and 129 pose at Linby. NICK LARKIN

This is an extract from the *Bus & Coach Preservation Magazine*



- 7 Like many of its sisters, No 127 passed to Wellglade-owned Notts & Derby. NHVC
- 8 Part of the Nottingham Heritage Vehicles Charity fleet, No 127 has just been painted in original livery. ADAM LOWINGS
- 9 Logically laid out cab is an excellent driving environment. NHVC
- 10 Trent 127's interior is receiving some improvement. NHVC
- 11 Speed and thirst from Volvo's 9.6-litre rear-mounted engine. NHVC



**L127 LRA OWNER: NOTTINGHAM HERITAGE VEHICLES CHARITY**

NHVC had wanted a Paladin for its collection and in 2016 approached Wellglade chairman, Brian King, with the view to acquiring one. They were invited to inspect a number of the batch at Langley Mill in 2016. 'We put every potential candidate we could over the pit and 127 was in the best overall condition underneath and had an original interior', said NHVC events officer Adam Lowings.

'The only problem was that it didn't have a driver's seat so the fitter demonstrating the bus had to sit on a carefully secured plastic

chair.' On adding 127 to the collection, the charity was allowed to harvest some usable spares from similar vehicles 117 and 137 prior to these going for scrap.

New to Barton Buses, No L127 LRA was in generally good order but owing to its age and general wear and tear, it had required a lot of mechanical attention in recent years.

The front suspension was replaced including new air bags. New front brake drums and shoes along with shock absorbers were installed. A new alternator, exhaust and oil suction pipe have also been fitted.

As part of 127's extensive restoration, the chassis was needle-gunned, wheelarch linings replaced and painted in original Volvo Wolf Grey and the engine in original Volvo Sea Green.

All windows were removed from the vehicle and the entire body re-panelled. The front corner panels were replaced with better secondhand ones before a repaint was carried out and finished in time for the Volvo Running Day. The bus awaits comprehensive interior refurbishment including replacement of some of the floor covering.

**50 Bus & Coach Preservation**

This is an extract from the Bus & Coach Preservation Magazine

**◀ L126 LRA OWNER: NATHAN CARTWRIGHT**

'As a child of the 1990s, I remember the Paladins on the 241 route from Clay Cross to Mansfield and always had a soft spot for them,' Nathan revealed.

L126 LRA was new to Wellglade's Barton Buses, later transferring to Trent and then Notts & Derby. The bus was sold to Meadway Coaches of Birmingham and then Robert Thomson of Regional Transport in Shrewsbury.

It was then bought by Trentbarton driver Tony Evans, passing to preservationist Pete Towlie, returning to Tony and finally sold to Nathan Cartwright in

2018. Following minor bodywork repairs and some work on the chassis, the bus was recently repainted by McClellan & Sons Commercial Vehicle Painting in Chesterfield, Derbyshire.

Nathan, who has previously driven for Stagecoach and Hulleys of Baslow as well as Nottingham Express Transit said: 'The Paladins are the last interesting bus before things got low-floor and plasticity. With Covid this restoration was a long time coming and I'm glad I did it.'

**16** No 126 looking immaculate on the running day. ADAM LOWINGS



**▶ M129 PRA OWNER: MIKE ELKIN**

New to Trent and used on Allestree Rainbow services, M129 PRA also went to Notts & Derby and was among the last Paladins to be withdrawn, and it's thought the final example in revenue earning service.

The bus was kept in immaculate condition with Lawson's of Corby, Northants albeit upseated in part with 3+2 seating. It was sold to Mike Elkin, managing director of Portsmouth City Coaches last year.

Mike, who brought the Paladin up from Portsmouth for the running day said: 'I have relatives in the Midlands

and have in the past worked for Trent'. 'These Paladins were the best buses Trent had. Everyone loved them.'

When Mike saw the bus was for sale he snapped it up. The Volvo was used on schools in Portsmouth until July 2023, but he has added it to his collection of preserved buses and coaches. A full repaint in Trent colours is planned – only the front of the bus is currently in red and cream. Mike was collecting some original Trent Paladin seats prior to taking the bus back to Portsmouth.

**12** No 129 (M129 PRA) is mid-way through a repaint in Trent red and cream.

**13** No 129's owner, Portsmouth City Coaches MD Mike Elkin, used the Volvo on schools until this year.

**PALADIN CONCLUSIONS AND A PLANNED EVENT**

The Paladins are certainly legends in Trentbarton land, being firm favourites with both drivers and engineering staff as well as enjoying the devotion of enthusiasts. They were familiar sights across Wellglade's operating area and used on just about every duty imaginable.

Truly fit for purpose vehicles with lots of speed, and character, what was not to love? Well, one

aspect of the buses did not cheer up Trent's accountants. Fuel consumption said to be 6/7mpg in heavy service. The vehicles were even offered for sale but there were no takers, but the reliability of the Paladins did compensate and Wellglade certainly got its money's worth with 20 years or more use from the buses.

Carefully driven on a run, Paladins can hit the giddy heights

of around 9/10 mpg we're told. Summing up these buses, NHVC Events Officer Adam Lowings said: 'It's not just one generation which fondly remembers these buses in service, which is partly why they have such a following.' He concluded 'We're really pleased about how many people have come along today.' There's been so much interest not just in the Paladins but other Volvos too.'

'NHVC has already scheduled a Sweden comes to Hucknall event on 27 May 2024 with Scania's and Volvos taking centre stage. Well before that, a free festive open day is planned for Sunday 10 December between 10.00 and 17.30 with a Twilight Running Day on Saturday 16 December between 12.00 and 19.00. Visit nhvc.co.uk for further details.

This is an extract from the Bus & Coach Preservation Magazine



## PS We love you

Nottingham City Transport Alexander PS-bodied Volvo B10M-55 No 769 (N769 WRC) is in preservation with Nottingham Heritage Vehicle Charity. NICK LARKIN finds out more about the marque and No 769.

**I**n the mid-1990s Nottingham City Transport was keen to replace its ageing Leyland Atlanteans with single-deckers, and jumped at the chance to acquire five Alexander PS-bodied Volvo B10M-55s 45-seat dual-purpose saloons, which had formed a diverted Stagecoach order.

These highly flexible vehicles, new in 1995, became regular performers on the 15/16 route from Trinity Square to Rise Park and 38 to Beeston and Chilwell. No 769 was later transferred to the by-then Nottingham City Transport-owned South Notts fleet, eventually being painted in that operator's traditional blue and cream colours.

Consequently it became a regular on the service from Nottingham to Loughborough. Following the phasing out of the South Notts livery, in line with NCT's rollout of its GO2 and Nottingham Network branding, the bus was out-shopped in South Notts Network Green livery. When cascaded Scania Omnidekkas arrived as replacements

**52** *Bus & Coach Preservation*

This is an extract from the *Bus & Coach Preservation Magazine*



**1** Versatile Alexander PS-bodied Volvo B10M-55 looks great back in Nottingham's 1995 livery at Rise Park. ADAM LOWINGS

**2** No 769 (N769 WRC) in its service days on regular route to Rise Park. NHVC

**3** PS was transferred to Nottingham City Transport subsidiary South Notts and painted in traditional blue. NHVC

**4** NCT painted No 769 in this two-tone green livery for services outside the city network. NHVC

**5** PS in Veolia red during its time with that operator. NHVC

for the Volvos in 2009, Nottingham 769 was sold to Veolia, which was attempting to set up a UK bus operating empire, taking over operators including Dunn-Line with its Tuxford depot in Nottinghamshire, from where the Volvo operated prior to Cardiff and finally Worcester. In 2011, Veolia withdrew from bus operation to concentrate on its core business, waste management.

Ensign, the nation's largest bus dealer, agreed the purchase of all now surplus vehicles, leading to No 769 being driven from Worcester to West Hallam, Derbyshire, the then home of Nottingham Heritage Vehicles for inspection with a view to purchase. Needless to say the bus was added to the fleet.

'It was obviously OK mechanically having

completed the 200-mile journey,' said the charity's CEO Simon Lowings. Restoration, however, proved to be a major task. With the replacement of much of the lower aluminium body framework needed, due to previous accident damage, the original intention to simply renew the skirt panels was abandoned. The entire body was sanded back but it was clear from the amount of body filler and imperfections the main body panels would have to be replaced to get the desired finish. Much of the fibreglass mouldings (bumpers and lower front-end) were also in quite a state, so the decision was taken to replace these too. Talking of fibreglass: 'We removed 14 adverts stuck on the back of the bus on top of each other, revealing a huge hole!' The charity also

renewed some of the windows to replace those that were scratched.

Mechanically, the vehicle has had a new turbo, two new radiators, new fuel tanks, new sump plate and a refurbished power steering box. The original seats were 'threadbare' and so replaced with some from Wright Solar bodied Nottingham City Transport Scania L94UA 'bendy bus,' No 705 (YP02 AAN), sister vehicle to NHVC's No 704 (FE02 AKV). Doing this meant the fabrication of new handrails throughout to fit the replacement seat profiles. Finally the bus was ready for repaint in original Nottingham colours, with decals made in house. 'We were very pleased to see this bus restored, representing Nottingham single-deckers from the mid-1990s in our collection,' said Simon.

This is an extract from the Bus & Coach Preservation Magazine



6 Work on wheelarches during restoration. ADAM LOWINGS



7 Major work on panels during restoration. ADAM LOWINGS



8 Interior refurbishment included replacement seats from Nottingham Scania bendy bus. ADAM LOWINGS

9 Volvo makes tight work of Nottingham hills. ADAM LOWINGS

10 Neatly proportioned rear aspect of bus. ADAM LOWINGS



9



10

51 Bus & Coach Preservation

This is an extract from the Bus & Coach Preservation Magazine

## November 2023 Continued

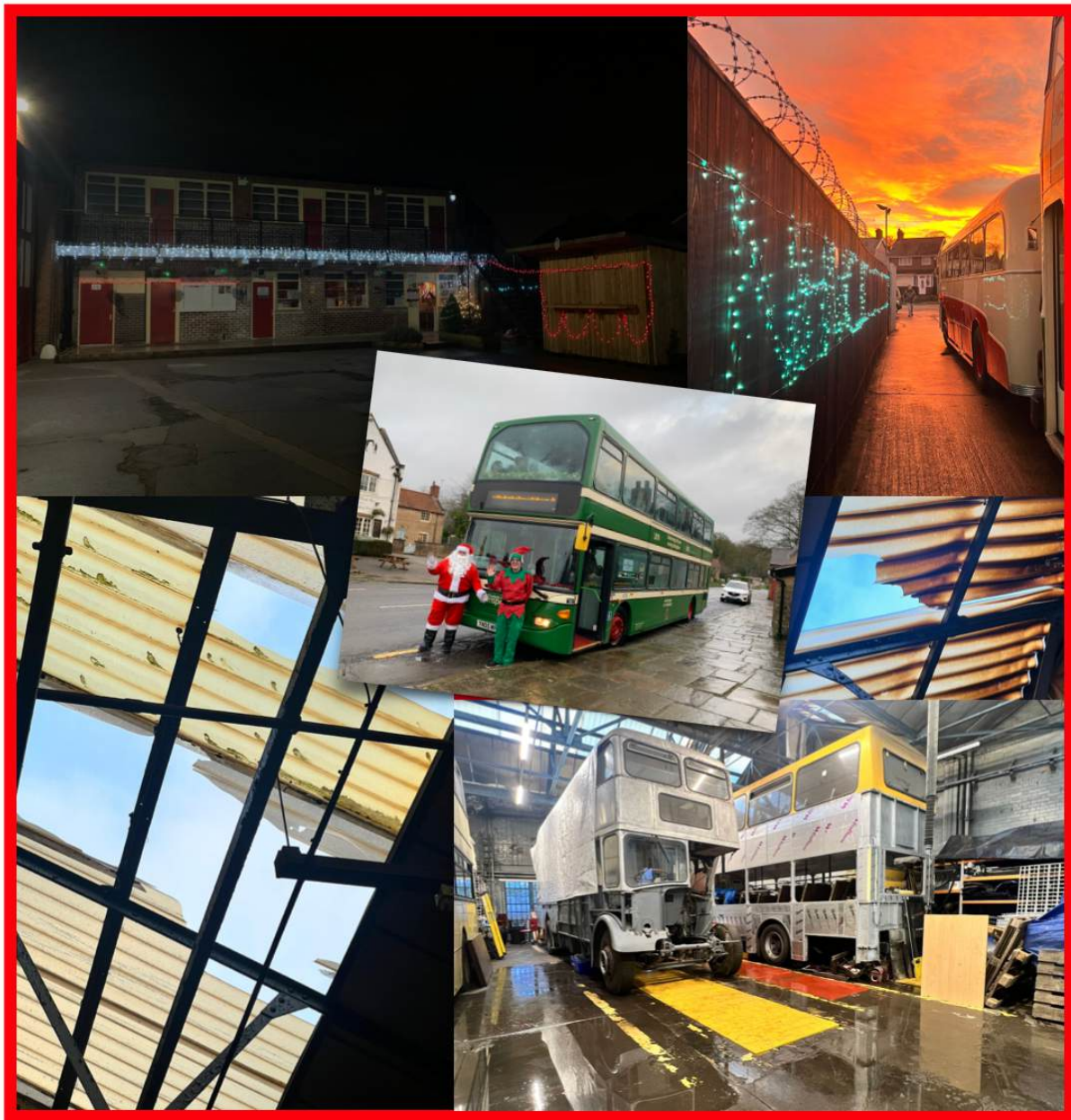
With the nights drawing in, it was wash evening for the majority of the fleet housed in the depot at Hucknall. Paladin 127 (L127LRA), National 728 (GAU728L), Atlantean 540 (OTO540M) and Volvo 966 (W645FUM) were amongst the selection to receive a soapy scrub. The team then spent the last couple of weekdays preparing for the weekends outing to the North West Vehicle Restoration Trusts Nocturnal Event at Kirkby, Merseyside. Although cold, a fantastic time was had by the team with a few members enjoying rides out on vehicles they hadn't experienced before. The team took the promotional stand along with the Transport Nostalgia stand. A very worth while event which we would like to attend in the future. A quick stop was made on the way up for breakfast with a view. Although not the typical scenic view, Manchester Airport's Runway Visitor Parks resident Concorde is certainly a sight to behold.


The following week gave us time to shunt the vehicles around in the offsite storage compound. If storing a vehicle for a long period of time, it is always good to keep their wheels turning and engines running - even if it is just for a short trip around the industrial estate. We finished the month off with three coaches heading out on two separate day trips. The first one for the Great Days Out trip to Birmingham Frankfurt Market with the second & third destined for London.





## December 2023 - Merry Christmas

December proved to be a very challenging month for ourselves. The month started off on a high for us, following the release of last months Bus & Coach Preservation articles. The depot was decorated ahead of our Christmas open days and 676 cleaned and decorated as the Santa bus. All was good until Storm Pia's strong winds hit us on the 21st. Unfortunately we lost a significant amount of the depot roof around our Workshop area, leaving long term projects such as South Notts PD 80 (80NVO) and Trent Volvo 600 (F600GVO) exposed to the elements. With four days to go before Christmas we didn't have any choice other than to move all items in the workshop and sheet over 80. Sadly we weren't able to get the roof looked at until the New Year. On a more positive note, our Christmas open days went well with plenty of visitors and even a couple of visiting vehicles.



	Charity Name		Reg.No.		2023	
	NOTTINGHAM HERITAGE VEHICLES CHARITY		1155404			
	<b>Receipts and payments accounts</b>					
	For the period from		<b>01/01/2023 to 31/12/2023</b>			
<b>Section A Receipts and payments</b>						
	Unrestricted funds		Restricted funds	Endowment funds	Total funds	Last year
	to the nearest £		to the nearest £	to the nearest £	to the nearest £	to the nearest £
<b>A1 Receipts</b>						
Donations (including PayPal giving)	56,397	-	-	56,397	68,701	
Gift Aid claimed	12,706	-	-	12,706	17,575	
Grants	- 0	-	-	-	22,467	
Fundraising activities	3,196	-	-	3,196	3,657	
Interest on deposit account	1	-	-	1	-	
Dividend on investments	- 0	-	-	-	-	
Members subscriptions	- 0	-	-	-	-	
Charitable trading receipts (donated goods)	313	-	-	313	329	
Other Charitable Receipts	1,450	-	-	1,450	2,133	
<b>Sub total (Gross income for AR)</b>	<b>74,063</b>	<b>-</b>	<b>-</b>	<b>74,063</b>	<b>114,862</b>	
<b>A2 Asset and investment sales, (see table).</b>						
Proceeds from sale of fixed assets	- 0	- 0	- 0	-	- 0	
Loan repayments received	- 0	- 0	- 0	-	- 0	
<b>Sub total</b>	<b>- 0</b>	<b>- 0</b>	<b>- 0</b>	<b>-</b>	<b>- 0</b>	
<b>Total receipts</b>	<b>74,063</b>	<b>- 0</b>	<b>- 0</b>	<b>74,063</b>	<b>114,862</b>	
<b>A3 Payments</b>						
Storage after landlord assistance	3,888	-	-	3,888	6,962	
Utilities Gas/Water/Electric	3,036	-	-	3,036	2,607	
Direct Charitable Activity	67,721	-	-	67,721	105,541	
Governance costs	-	-	-	-	-	
Other costs	-	-	-	-	-	
<b>Sub total</b>	<b>74,645</b>	<b>-</b>	<b>-</b>	<b>76,645</b>	<b>115,110</b>	
<b>A4 Asset and investment purchases, (see table)</b>						
Purchase of collection vehicles	- 0	- 0	- 0	-	- 0	
<b>Sub total</b>	<b>- 0</b>	<b>- 0</b>	<b>- 0</b>	<b>-</b>	<b>0</b>	
<b>Total payments</b>	<b>74,645</b>	<b>- 0</b>	<b>- 0</b>	<b>76,645</b>	<b>115,110</b>	
<b>Net of receipts/(payments)</b>	<b>582</b>	<b>-</b>	<b>-</b>	<b>582</b>	<b>- 248</b>	
<b>A5 Transfers between funds</b>						
<b>A6 Cash funds last year end</b>					<b>1,081</b>	
<b>Cash funds this year end</b>	<b>251</b>	<b>-</b>	<b>-</b>	<b>251</b>	<b>833</b>	

**Section B Statement of assets and liabilities at the end of the period**

Categories	Details	Unrestricted funds to nearest £	Restricted funds to nearest £	Endowment funds to nearest £
<b>B1 Cash funds</b>	Current account	251	-	-
	Deposit Account	-	-	-
	Paypal Account	-	-	-
	<b>Total cash funds</b>	<b>251</b>	<b>-</b>	<b>-</b>
	Details	Unrestricted funds to nearest £	Restricted funds to nearest £	Endowment funds to nearest £
<b>B2 Other monetary assets</b>	None	-	-	-
	Details	Fund to which asset belongs	Cost (optional)	Current value (optional)
<b>B3 Investment assets</b>	None	0	-	-
	Details	Fund to which asset belongs	Cost (optional)	Current value (optional)
<b>B4 Assets retained for the charity's own use</b>	Vehicle 452 Nottingham City Transport Atlant.	Unrestricted	Trustee Donated	-
	Vehicle 80 South Notts Leyland PD3	Unrestricted	Trustee Donated	-
	Vehicle 129 South Notts Leyland Olympian	Unrestricted	Trustee Donated	-
	Vehicle 704 Nottingham City Transport Bendy	Unrestricted	5	-
	Vehicle 335 Nottingham City Transport B10M	Unrestricted	1,500	-
	Vehicle 356 Trent Bristol RE	Unrestricted	4,000	-
	Vehicle 613 Nottingham City Transport B10B	Unrestricted	Donated	-
	Vehicle 416 Nottingham City Transport Atlant.	Unrestricted	650	-
	Vehicle 769 Nottingham City Transport B10M	Unrestricted	1,850	-
	Vehicle 401 Trent Optare Solo (FRONT ONLY)	Unrestricted	Donated	-
	Vehicle 127 Trent Volvo B10B	Unrestricted	Donated	-
	Vehicle 600 Trent Volvo B10M	Unrestricted	Donated	-
	Vehicle 755 Nottingham City Transport Leopard	Unrestricted	1,000	-
	Vehicle 366 Nottingham City Transport Renown	Unrestricted	500	-
	Vehicle 724 Nottingham City Transport Nat 2	Unrestricted	3,000	-
	Vehicle 382 Nottingham City Transport Lion	Unrestricted	Donated	-
		Vehicle 204 Nottingham City Transport Scania	Unrestricted	3,500
	Vehicle 676 Nottingham City Transport Scania	Unrestricted	30,000	-
	Vehicle 571 Trent Leyland Atlantean	Unrestricted	500	-
	Details	Fund to which liability relates	Amount due (optional)	When due (optional)
<b>B5 Liabilities</b>	None	n/a	n/a	n/a
Signed by one or two trustees on behalf of all the trustees	<b>Signature</b>	<b>Print Name</b>		<b>Date approved</b>
		ALEX WRIGHT		02/10/2024
		SIMON LOWINGS		02/10/2024

## Section C Notes to the accounts for the period

<b>C1 Nature and purpose of funds</b>	Funds are used entirely for the purpose of fulfilling our charitable objectives, maintaining our collection of vehicles and artefacts and funding the cost of our premises and associated running expenses. Funds are sourced primarily from donations by trustees and members of the public. When it is applicable gift aid is claimed on these donations. Some donated second hand goods were sold. At present we do not receive any external funding whatsoever but intend developing paths towards this	
<b>C2 Grants</b>	No grants received during this period or accepted as we still have projects to complete.	
<b>C3 Trustee remuneration details &amp; authority under which paid.</b>	Remuneration is via expenses claim forms and then bill payment and is only remunerated if either prior arrangement has been sought before anything is purchased or a payment made on behalf of the Charity.	
	<b>to nearest £</b>	
<b>C4 Trustee expenses &amp; details (see additional analysis 2)</b>	All trustee and volunteer expenses ( expenditure on items for charitable purpose/ mileage claims) are donated back into the charity bank account directly where the trustee or volunteer so chooses to do so by way of donation. Such donations where applicable are then subject to a gift aid claim.	29144
	<b><i>Nature of relationship and nature of transaction</i></b>	Transaction £
<b>C5 Transactions with Trustees &amp; connected persons</b>	None in this period other than standard expenses claims and direct reimbursement of costs paid out for approved purchase orders signed off by trustees and reimbursed as expenses.	0

<b>Additional analysis of the receipts &amp; payments accounts for the period (1)</b>			
	<b>Source</b>	<b>to the nearest £</b>	
<b>1. Donations &amp; receipts</b>	Direct donations from individuals direct to bank account including by cheque	47,816	
	Direct donations from individuals at events and open days	7,848	
	Donations into Paypal (incl Paypal giving donations) and deposited to bank	415	
	Donations into Paypal and used for charitable purpose within PayPal (added to income)	210	
	Donations from film & tv set and prop use of vehicles. Offered in lieu of a donation not hired out. Shown as other charitable receipt	1,450	
	Gift aid claimed through all applicable donations where adequate tax is paid and consent held - this includes Gift aid small donations scheme collections of from events	12,706	
	Donation from Amazon Smile	48	
	Donation towards attendance at our Derbyshire Dales event by two stall holders	60	
	Tombola at open days and events	788	
	Catering at open days and depot events	2,408	
	Interest of BMM account deposits	1	
	Sale of second hand donated goods at open day events	313	
		<b>SUB TOTAL</b>	<b>74,063</b>
	Grants	Not applicable - None in this period	-
	<b>SUB TOTAL</b>	<b>-</b>	
Asset & Investment sales	Not applicable - None in this period	-	
	<b>TOTAL</b>	<b>74,063</b>	
<b>2. Payments relating directly to charitable activities</b> (These are paid either directly via bank account bill payment or PayPal account via treasurer - these figures are the totals excluding payments under the same categories made by trustees and claimed as expenses - see below for Analysis 2)	Business rates (20% discretionary awarded along with 80% mandatory)	-	
	Vehicle parts / restoration/ consumables	11,999	
	Vehicle operation , test fees, fuel, parking, road fund licence, recovery and cleaning	2,721	
	Insurance - road insurance, breakdown insurance, trustee indemnity, public and employer liability. (A percentage of these costs were paid privately again this year by a benefactor so not shown)	5,529	
	Online engagement - Web domain and hosting, computer equipment, connection and fees and development	2,969	
	Charity awareness, community engagement, coach hire, event costs, stall fees,	3,225	
	Display material, manufacture, printing and supplies, diorama/layout display and stock.	9,602	
	Building and associated essential maintenance / works, storage and sundries	2,078	
	Assoc Ind. Museums membership / NARTM membership / Bank Charges /Other subscriptions	386	
	Catering - relating to volunteer refreshments and catering	68	
	Expenses claimed - <i>see additional analysis 2</i>	29,144	
	<b>Total</b>	<b>67,721</b>	
<b>Additional analysis of the receipts &amp; payments accounts for the period (2)</b>			
<b>3. Breakdown of expenses claimed for period 1st January - 31st December 2023.</b>	Mileage expenses relating to the period	24,513	
	Expenses relating to vehicle and building works and all associated activity	1,311	
	Expenses relating to vehicle fuel costs	808	
	Expenses relating to Charity volunteers food provision whilst volunteering	2,512	
		<b>Sub Total</b>	<b>29,144</b>
<b>Additional note to the accounts</b>			
<b>Returning to normal</b>	As with much of the heritage sector we are well down on footfall following the pandemic period and as yet are seeing nothing like the previous levels of donation or assistance offered to us. We are doing all we can to remain positive, resourceful and welcome as always support from anyone with an interest in our work.		

Malcolm K Hearson  
11, Ridsdale Road,  
Sherwood,  
Nottingham  
NG5 3GR  
Tel 07971 608008

3rd October 2024

Nottingham Heritage Vehicles Charity  
2023 Annual Records Inspection

Dear Trustees,

Many thanks for your approach yesterday to inspect your annual records. I confirm my acceptance to inspect and scrutinise the accounts for the 1st January -31st December 2023 period.

I would be delighted to provide this report free of charge to the charity.

Having looked at your policies under which the Charity is governed I will arrive at 1500 hours on Thursday 3rd October. If a different date and time is more suitable we can arrange this with a telephone call.

I envisage the inspection will take no more than a few hours and hope to conclude my inspection in one visit. I will then aim to produce my report within a couple of days, well in time for your next trustee meeting.

Yours Sincerely



M.K Hearson

Malcolm K Hearson  
11, Ridsdale Road,  
Sherwood,  
Nottingham  
NG5 3GR  
Tel 07971 608008

5th October 2024

Nottingham Heritage Vehicles Charity  
2023 Annual Records Inspection

Annual report prepared for  
Nottingham Heritage  
Vehicles Charity

To the trustees of Nottingham Heritage Vehicles Charity.

I, Malcolm K Hearson, have undertaken an independent examiner's report to the Trustees of "Nottingham Heritage Vehicles Charity". The Charity concluded that an independent inspection was required as opposed to an accountants audit. With the gross income level falling below £250K, no formal qualification to undertake such an inspection is required. As a former proprietor of a coach holiday business of some 46 years standing, I am fully aware of the requirements of commerce and associated book and record keeping.

I report on the accounts of the Charity for the period 1st January 2023 to 31st December 2023 which are set out to the rear of the 2022 report.

The Charity's Trustees have again been responsible for the production of the accounts. The Charity Trustees consider that an audit is not required for this year under section 144(2) of the Charities Act 2011 (the 2011 Act) or under 10(1)(d) of the Charities Accounts (Scotland) Regulations 2006 (the 2006 Accounts Regulations) and that an independent examination is needed as the income falls below £250K.

As an independent examiner it is my responsibility to :

- a) examine the accounts under section 145 of the Charities Act 2011 and 44(1)<sup>\*</sup> of the Charities and Trustee Investment (Scotland) Act 2005 (The 2005 Act).
- b) to follow the procedures laid down in the General Directions given to the Charity Commission under section 145(5)(b) of the 2011 Act.
- c) to state whether particular matters have come to my attention.

My examination was carried out in accordance with the General Directions given by the Charity Commission as set out by the 2008 Regulations and in accordance with Regulation 11 of the Charities Accounts (Scotland) regulations 2006.

The examination included a review of all accounting records kept by the Charity and a comparison of the accounts presented with those records. The detail available to me in the report enabled clear understanding of

any unusual items or disclosures in the accounts and reduced the need for explanations from you as Trustees greatly. No opinion is given as to whether the accounts present a "true and fair view" as the procedures undertaken do not provide all the evidence that would be required in an audit. The report is limited to those matters set out in the next statement.

I can confirm that in my opinion the accounting records provided reflect and relate to the accounts presented for the period. All transactions involving trustees are clearly detailed with any conflict of interest duly noted in line with the guidance given in the policy document followed by the Charity and its own conflict of interest register.

This relates to the purchase of parts privately owned by trustees on occasion allowing the Charity to further its objectives. All decisions to purchase any such parts are debated and agreed by trustees in writing prior to being actioned. Of note is the continued recording of trustees meetings and subsequent typing up of minutes. In this period there have been a number of third party purchases via trustees when charity funds have not permitted direct timely purchase. Trustees (where its been requested, which I note hasn't always been the case) and or volunteers have then been reimbursed through the proper procedures adopted by the Charity and all documentation follows this. All decisions are signed off by four or more Trustees.

I checked several transactions following through from purchase order to purchase, invoice, advice note receipt and any follow on third part accounts statements. The concise detail held on file allowing verification without explanation from any of you as Trustees proved helpful. A random inspection was conducted of receipt and payment records, including following through a selection of gift aid claims ensuring that all expenditure was in line with that for charitable purpose, managed and reimbursed correctly and with supportive documentation. I note that expenses claims are returned by way of donation to the Charity in relation to those I inspected.

Over 50 records were checked with invoices being followed through via either the PayPal records or the Charity bank account to confirm payment method. no specific matters were raised.

There is no evidence of any material expenditure or action contrary to your Charity constitution.

I note some pre payment of accounts due in 2023 occurred relating to storage site rental as the Charity utilised available funding to help bounce back following the Covid period. No grants have been received this year. I asked for the reasoning behind this and an explanation was given by Trustees that they wanted to complete stalled projects over the covid period which were previously part funded. They didn't feel it appropriate to welcome further public money until such time as these projects are completed.

No statement of difficulties for this period occurred.

Therefore it is my pleasure to conclude with my independent examiners statement.

In connection with my examination, no matter has come to my attention which gives me any reasonable cause to believe that in any material respect the requirements to keep accounting records in accordance with section 130 of the 2011 Act and section 44 (1) (a) of the 2005 Act and Regulation 4 of the 2006 Accounts Regulations and to prepare accounts which accord with the accounting records and comply with the accounting requirements of the 2011 Act and section 44 (1) (b) of the 2005 Act and regulation 9 of the 2006 Regulation have been met.

No specific matters have come to my attention as a result of my examination procedure. All matters subject to review as set out by the 2008 Regulations have been met.

Yours Sincerely



Malcom K Hearson

**NOTTINGHAM HERITAGE VEHICLES CHARITY**

England & Wales - Charity number 1155404

---

# Accounts

---

2022 - the year on record !

# Nottingham Heritage Vehicles Charity

Preserving transport heritage for future generations



## 2022 Annual Report & Accounts

Nottingham Heritage Vehicles Charity

# Nottingham Heritage Vehicles Charity

Registered Charity No.1155404

With the the pressures of the past two years signifying massive changes for the charity we entered 2022 with a renewed determination to succeed, to put the difficulties behind us and to move on. Realising we are just one of many heritage attractions in exactly the same boat, with income hit hard and footfall reduced owing to the media brainwashing of many we knew challenges were ahead. However as we sit down to produce this report we reflect on what has been a good year for the Charity. One of reduced income, the loss of some volunteers as they've become too used to being inside at home, but also the welcoming of new friends and support form the community and further afield. So, here we are. We are proud to present the Ninth Trustees report and accounts for Nottingham Heritage Vehicles Charity (NHVC). Working to preserve examples of our local transport heritage for the enjoyment and education of future generations has remained our aim and goal and it's the enthusiasm to do just that will ensure we keep driving forward into 2023.

As we have worked extremely hard this year to bring vehicles back into use, to refurbish the premises and to develop our following we have to reflect on where we've come from. All our progress is as the direct result of the time and effort put in by our trustees and volunteers. They are absolutely fantastic and without them the museum and Charity would not exist. As CEO I can only personally express my gratitude them. Everyones effort large or small, and the determination of the loyal team, have achieved miracles. We hope you can appreciate our aims, direction and progress from this report and look forward to welcoming you as a visitor or even a volunteer at one of our sites in the near future.

Simon Lowings (CEO)

## **Introduction**

The trustees present their Annual Report and Accounts statement for the period 1st January 2022 to 31st December 2022.

## **History**

The Charity roots began back in September 1999 under the name of ‘The Notts and Derby Heritage Transport Group’. We began with two buses, adding further vehicles to the collection as we developed. In 2007 the name changed to reflect the core collection of vehicles to Nottingham Heritage Vehicles, with the word Charity being added in 2010. From September of 1999 to June 2015 we were based at the former Midland Storage Depot at West Hallam in Derbyshire. In April 2010 we took the decision to adopt a formal collection policy which resulted in changes to the structure of the collection and led to us making approaches towards becoming a registered charity. In January 2014 we became a Charitable Incorporated Organisation registered with the Charity Commission. Governance and structure of the charity from the days of being a not-for-profit organisation for charitable purpose has improved greatly.

We have since committed to a 21 year lease of the former 1936 Art Deco Trent Motor Traction Bus Garage on Portland Road, Hucknall. Here we are striving to develop a leading working heritage bus garage/transport museum, engaging all elements of the local community and those from further afield. We also lease an additional offsite storage compound to house projects awaiting attention as the collection develops. Some of our volunteers work on these vehicles here whilst the core assist at the depot.

## **Governing Documents**

Nottingham Heritage Vehicles Charity (“NHVC”), is a registered charity incorporated on the 20th January 2014 as a Charitable Incorporated Organisation (CIO). It is governed by its constitution. Whilst transport heritage charities have previously been operated by companies limited by guarantee, it was felt by members at the time, that the CIO structure and approach was more appropriate and in-line with the structure that we desired and the direction we intended to follow. Any, and indeed, all changes to the structure of the CIOs governing document are approved by the Charity Commission prior to implementation. This creates a transparent model to which we operate. No such

changes have been applied to date. All our policy documents are reviewed as and when required to ensure they remain effective, appropriate, relevant and fully compliant with the latest legislation.

## **Organisation**

The charity is governed by a Board of Trustees (“the Board”). The Board meets regularly for routine business and holds additional meetings to discuss urgent matters as and when the need arises. In addition we use an online WhatsApp platform for discussion and debate of all things charity related on a regular basis. The day to day management of the Charity is delegated to the Chief Executive Officer (CEO), and through him to the Senior management Team consisting of the CEO, Treasurer and two other trustees. The Trustees that were in place at the beginning of the year, still remained in place at the year end after offering themselves for re-election.

To address the daily operation of areas of the Charity we have created sub management groups within the volunteer numbers under the direction of Trustees. The day to day operation and activity of the charity is carried out by these parties and our volunteers.

The charity operates as a collective and all members in a normal year co-operate in the restoration & repair work required on all vehicles and artefacts irrespective of the individual ownership, as all vehicles and artefacts can be, and indeed are, used for the benefit of the charity in fulfilling our aims and objectives. Much work has been carried out on both the premises and on vehicles throughout the year but only by a small nominated team.

## **Appointment and induction of Trustees**

There are five trustees making up the board. The Chief Executive of NHVC is delegated this role from within the Trustee numbers. Trustees are appointed for a period of three years with the option to offer themselves for re-election for a further term. In selecting individuals for appointment as charity trustees, the NHVC charity trustees must have regard to the skills, knowledge and experience needed for the effective administration of the CIO. A skills audit is conducted annually.

The charity is now beginning as we reach the year end to look towards seeking to recruit trustees who are keen to develop public relations, community outreach

projects and education of the public generally so as to fulfil its strategic and operational requirements.

All new trustees are made fully aware of the requirements their role entails and are supplied with a copy of the current CIO governing document and access to all other relevant material. It is our intention to include trustees from all backgrounds and all age groups, enabling a management committee to develop whereby the needs of the broadest selection of the general public are met by the way in which we engage with the public.

## **Risk Management**

The Chief Executive in November 2021, alongside one other trustee, has undertaken a full review of the risk management of the charity. This has been achieved through a structured approach by mitigating risks to fundraising via enhanced online and advertising platforms, sourcing new sponsors, engaging with new audiences and developing the relationship with other museums nationally.

Policies on volunteer retention, introducing an induction scheme for volunteers and a thorough grievance procedure are in place, aimed at reducing the loss of key volunteers and thus key skills. We also have 11 other policy documents in place for safeguarding, data protection, conflicts of interest etc, ensuring everyone knows what we do, how we do it, what we expect from our volunteers and what they and the public at large can expect from us.

## **Charity Objectives**

The objects of the CIO are to advance the education of the public in transport generally, particularly in the Nottingham conurbation through establishing and preserving for posterity, a representative collection of passenger service vehicles and by such other means as the trustees may determine. We form an educational and heritage preservation charity, both conserving and helping to develop an understanding of the role of our transport heritage in the development of the local area. To this aim we have recently increased our digital portfolio engaging with new audiences.

## **Public Benefit - Identifiable benefits**

The aims of Nottingham Heritage Vehicles Charity are expressed by the nature of our objectives. We provide clear and identifiable benefits to the public through our activity. Throughout the management and strategic planning of the Charity and its activity, the Board have maintained a thorough understanding and acknowledgement of the public benefit principles and associated public benefit guidance. The Trustees believe the Charity has delivered in several areas. Public benefit is not restricted and does not exclude anyone. Public benefits are identifiable and related to our aims.

The Board of Trustees receive no private benefit or payments for their role as Trustees of Nottingham Heritage Vehicles Charity. Furthermore the charity does no harm nor detriment through its charitable activities.

## **Heritage, Vehicle and Artefact collections**

Our team works tirelessly in researching the heritage of local companies, preserving vehicles and restoring artefacts, alongside collecting transport related items for future displays. We tell the story on a far wider scope than just transport history by way of heritage vehicle outings. The collection of vehicles and artefacts helps form an important resource to explore, gaining an understanding of the development of engineering and vehicle design through the decades and social and urban history links to Nottingham and the surrounding areas.

Naturally, through the nature of our constitution, we concentrate our efforts on the preservation and restoration of all the vehicles in our collection. Once they are restored we display these vehicles wherever practically possible to the public, allowing them to appreciate the transport of yesteryear.

The museum has now launched a programme of regular open days and is now concentrating on developing into a centre of excellence in road transport restoration for the East Midlands area. Development of the Hucknall site will never come to an end as there are always new avenues to explore, new displays, new ways to engage with our visitors. It is all about developing the visitor experience. Social media outflow is the key to our success with all news shared with our supporters as soon as it becomes available. We've added over 3,000 people to our support following effort in this area.

Next year we have big plans to get back to our nationwide programme, visiting and supporting events from one end of the country to the other. The displaying of vehicles which are of significant historical importance to the Nottingham region alerts others to our work and raises awareness and support.

Throughout 2022 supporters have been kept informed of all our news through social media channels but this month we publish news of our new supporters membership group launching in January 2023. This will see the welcome return of 'Omninews', our supporters newsletter. We took the decision to suspend this during the covid period as there was a distinct lack of positive news !

The Charity continues to add to its collection of ephemera and we are now developing an archive of vehicle design plans showing the evolution of the Nottingham standard bus design. This is complemented by a selection of timetables, photographs and associated artefacts. It is intended that the charity will approach future acquisitions through careful consideration of its collection policy, representing the diversity of transport locally. We have been overwhelmed with the level of support from the general public in donating items of interest to the Charity.

Throughout 2022, material held in our collection has been loaned for display to other charitable groups and accessed by the general public.

## **Education, Engagement and Access**

The senior management committee discouraged engagement with all, with the need to social distance, work from home and isolate during the covid period. As schools and colleges have adapted to the new normal the demand for engagement has significantly reduced in 2022. We have only been out to one school and had an enquiry from another which owing to the logistics of their site were unable to attend with a vehicle. We actively encourage interested parties to contact us with regard to the 2023 engagement programme.

Access to the collection is entirely free with donations welcomed from visitors. It is important, in our view, that the development of an understanding of our purpose and benefit to the community as a whole is an enjoyable experience. Our working heritage depot offers the Charity a great platform to develop our plans further now that the doors are open again on a regular basis.

Our website plays a very prominent role in the day to day engagement of the public. We now have separate sections which are devoted to each vehicle, archive material and future events. Online access is entirely free to all, with educational bodies acknowledging their use.

We look towards developing more outreach projects in the future years and encourage those in a position to work with us to make contact.

As in the past years we provide you with a glimpse into the public's view of our achievements to date. These are all from our supporters received via Facebook and email during 2021:-

“The museum has moved on incredibly since my last visit, marvellous to see somewhere bouncing back after such a difficult period” - Paula T, Selston

“Its fantastic here, great friendly volunteers, nice vehicles and great cakes-keep up the good work, I love visiting whenever I can’ - Tony S, Wolverhampton

“I can’t believe what you’ve created there. Ive been going to other museums for many many years and they’re no a patch on the professionalism, the cleanliness and the friendliest of this hidden gem. Brilliant restorations and a very friendly welcome, not to mention the great model railway. Simply brilliant. I will be back as soon as I can” Claire and John D, Bristol

In 2022 we had 126,563 (compared to circa 106,322 in 2021) independent visitors to our website with 8014 engaging directly with us. We encourage an open and active involvement with everything we do and this is propelled further by twitter ‘tweets’ and Instagram or Facebook posts keeping the public informed and up to date.

A good number of our volunteers are elderly, retired individuals who have offered their time and skills to us in return for a little company, the ability to learn new skills and gain experience in new fields and reminisce. We actively, through all means possible, promote interaction with local community groups. Collecting stories and memories is important to us, as it helps to explore the development of the transport infrastructure. We are bouncing back !

With the suspension of the post-out and online newsletter again this year, its inclusion here has not been possible. Instead we again offer a photographic record of the year, albeit a restricted year as normality still isn’t with us in full.

## **Income and support**

The charitable activities of the Charity are only made possible by the continued support of Charity volunteers and well-wishers through both their time and monetary donations. Small Gift aid donations are returning to pre covid levels with open days now back to full swing. Free bus trips and special open events have bolstered the takings in donation tins housed inside the museum building.

In the hope that things continue to improve we are continuing 'suggested donation' stickers on all items donated to the Charity for resale which allows visitors to take a souvenir of their visit home with them. We are also producing more plastic promotional items, on a free-of-charge basis, for future open days, whilst clearly displaying the fact that we welcome donations. As in previous years we continue to benefit from the donation of display items, on occasion, and in particular materials and monies from Transport Nostalgia on a regular basis by way of a percentage donation from some photograph and model sales; both on and offline. Once again in 2022 this has been partly by way of the donation of local transport imagery for display and archive use and the purchase of required equipment remote of the Charity finances for which we are extremely grateful. The completion of building works undertaken this year and subsequent fit out of the buildings simply wouldn't be possible without their support.

We have maintained a strong advertisement campaign in the press and trade magazines.

## **Volunteers**

The Charity relies entirely on the support of the volunteers with no paid staff within its ranks at any level. They give up their time and offer necessary skills to a wide range of on-going projects. We have teams working with the vehicles, the archive & photo library, the building refurbishment and exploring funding streams, in relation to establishing and operating reminiscence projects and moving the Charity aims forward.

We welcome volunteers from all backgrounds and all abilities. We aim to develop our volunteer base on an ongoing basis. Everyone is welcome.

## **Reserves**

No reserves are currently held, as all monies are used, as fundraising permits, to undertake additional restoration work both on the building and on our vehicle collection. It is hoped, once full museum accreditation is achieved, that the issue of reserves will be addressed. It is intended to retain a small working capital at present in the charity bank account, for day to day working capital requirements and unforeseen circumstances, allowing the Charity to maintain and develop its charitable objectives without issue.

## **Plans for the future**

At the forefront of our short-term and long-term agenda is the desire and belief that we can build on the success of our previous years.

With the lack of footfall through the enforced break in opening owing to covid, the progress made on developing the site has been fantastic. We now look towards our planned programme of increased membership numbers, more interaction from members and a much enhanced offsite engagement at events nationwide either with vehicles, displays or indeed our fundraising stall.

Inside the depot we look to develop an audio visual area or two and work towards much improved wall displays and children play areas. We want our little museum to be known for the overall visitor experience for families. We will ensure that we meet and deliver these aims in complete alignment with our financial standing and for public benefit. We will further develop our Open days to appeal to a wider audience, especially those in the locality of the depot.

## **Our responsibility in respect of the Trustees Annual Report & Financial statements**

Charity law requires that Trustees are responsible for preparing the Trustees Annual Report and financial statement in-line with current regulations. In preparing this report the Trustees deem the report to be a fair and proper account of the activities of the Charity in this period and its financial standing.

This report was approved by the Board of Trustees on the 24th July 2023 and signed on behalf of the Charity by our Chairman Alex Wright.

## **Statement on the inspection of our accounts**

Owing to our accounts and the annual gross income falling above £25,000, the Board of Trustees decided to examine the accounts and then in-line with current legislation to invite an external independent scrutineers report.

Accounts are produced on a receipts and payments format.

## **Trustees and Contact details**

### **Board Of Trustees:**

Alex Wright	Chairman
Simon Ian James Lowings	CEO & Marketing, Publicity & Events
Paul Brian Winson	Technical Officer & Membership Secretary
Caroline Marie Lowings	Treasurer & General Secretary
Douglas Simpson	Assistant Treasurer & Depot Co-Ordinator

We are currently seeking a further two trustees to join the board.

### **Senior Management Team**

This consists of the CEO, Chairman, Technical Officer and Treasurer

### **Registered Office:**

Nottingham Heritage Vehicles Charity  
C/O 49 Valley View  
Berry Hill Park  
Mansfield  
Nottinghamshire  
NG18 4US

### **Principal Bankers:**

HSBC  
26 Clumber Street Nottingham  
NG1 3GA

Website address [www.nottinghamheritagevehicles.co.uk](http://www.nottinghamheritagevehicles.co.uk)

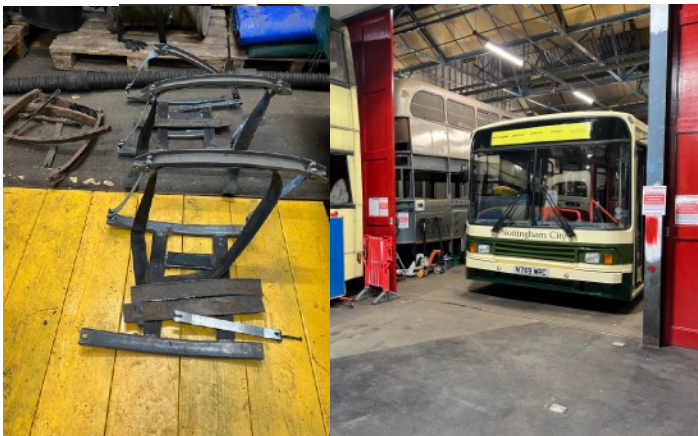
Contact Number 07971 105491

## 2022 -We made it this far despite the lockdown period !



As the new year arrived we began to look towards ensuring more vehicles were ready for the road in 2022. It started with the need to replace the fuel tank straps on our Volvo PS following one strap breaking.

Not the best start with a full tank of fuel but we managed it without spilling a drop.



This was followed by servicing a few other vehicles and then the movement of one or two from the offsite storage facility to the depot, despite a lack of indoor space.

The move was made to allow the offsite storage site to be completely cleared of weeds and undergrowth thanks to the help of volunteers and time input, plus levelling



2022 - the year on record !



and rolling equipment from charity supporter Brian Barlow - many Thanks Brian.

Many hours were spent in early January achieving this and much debris removed offsite.



Meanwhile back at the depot others sorted out the stores area for the front block after the acquisition of suitable boxes and racking late last year. Certainly makes for a very useful space moving forward



Then despite the low temperatures every stored vehicle got a wash before parking back up for continued storage awaiting their turn in the workshop. Here's Brian and Pete doing their bit.



The 16th January saw us promoting the Charity at the Great Central Railway at Loughborough followed by another weekend at the same venue later the same month.



As preparations at the museum turned towards our first open day of the year, we were also well underway with creating a warm "mess" room within the seat store area. With the necessary movement and sorting out of surplus cushions and trim, came the building of a new internal structure, completed some weeks later as time allowed.




**FREE Open day Sunday 6th Feb. 2022**  
 Free bus rides, displays, site tours, sales stands and model railways.  
 A Great road and rail model, book, and photo shop onsite.  
 Refreshments too! There's something for everyone.  
**Nottingham Heritage Vehicles Charity, The Heritage Bus Depot**  
 Portland Road, Hucknall, Notts NG15 7SF 07971-105491

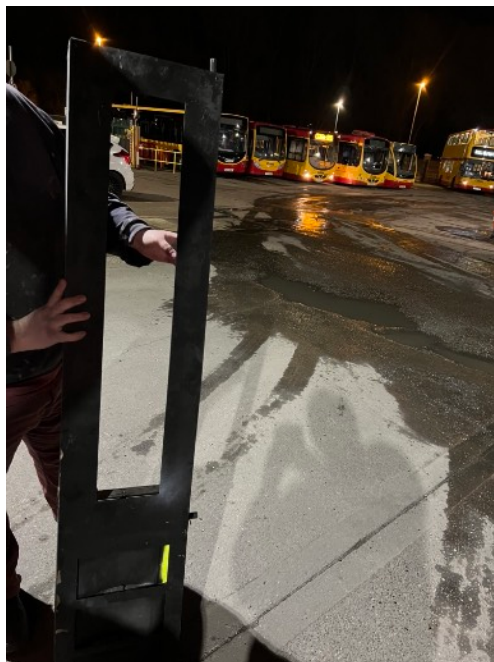
**10am - 4pm**

Follow us on facebook or look at our website for all the latest events, news, opening times, membership details and special offers.  
 From March we will be open all year round!

The open day proved to be a massive success with an



unexpected number of visitors meaning we had to enrol the help of a visiting vehicle with some of the free bus journeys.



The same week saw a quick trip down to Midland Classic at Burton to collect a

destination box kindly donated to us for use in the Volvo PS - Thankyou Jacob!

With the success of the February open day, we decided to publish the dates for other



**Nottingham Heritage Vehicles Charity**  
**FREE EVENT DAYS**  
featuring nostalgic bus rides, vehicle displays, site tours, a model railway layout and wall displays. Home to a fantastic road and rail discount bookshop. Die-cast model and photo shop too! Homemade refreshments in our cafe.

Follow us on facebook or view our website for the latest event news, membership details, additional opening times, and special offers. We are now open all year round!

	Sunday 13th March	Sunday 30th October	
	Sunday 3rd April	Sunday 4th December	
	Sunday 22nd May	Sunday 18th December	
	Sunday 5th June	Friday 23rd December	
	Sunday 10th July	Open selected weekdays and some Saturdays too.	
	Sunday 28th August	Contact 07971105191	
	Sunday 18th September		

Find us at **The Heritage Bus Depot, Portland Road, Hucknall, Notts NG15 75F**  
Limited parking available onsite. Please use public car parks or public transport.

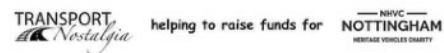
Registered Charity No 1155064

events throughout the year, giving people as much notice as possible.

On site work was carried out to modify the old gate and reposition it at the end of the driveway to reduce the risk of inconsiderate parking blocking our driveway - something we had encountered in the past on return to the depot after attending events.



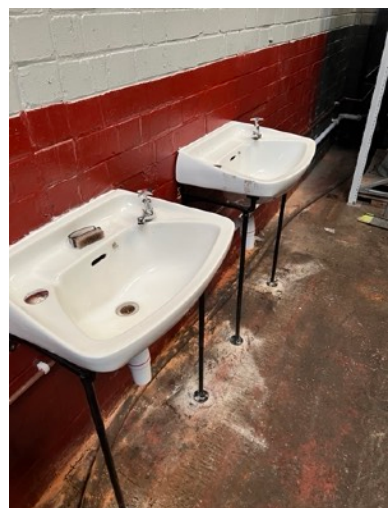
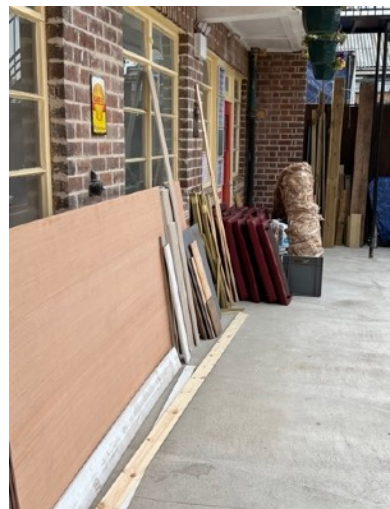
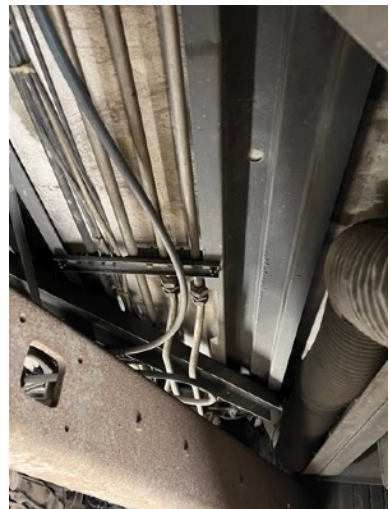
It became clear that the fundraising through our friends at Transport Nostalgia and their 'great days out by luxury coach' programme, organising coach trips wouldn't be going ahead this season, owing to an increase in coach hire fees above those expected through higher fuel costs. This was a knock to the efforts of our supporters but one we hope they will overcome in due course.



February into March saw much work undertaken on the Leyland National; the open topper in preparation of painting; the building and projects offsite, including the painting of the Trent Palladin. Hundreds of volunteer man hours and a great deal of effort was given to the Charity over this period, as with all other times of the year, for which we are extremely appreciative.

Away from bus-orientated tasks, the team also began to rewire one of the model railways with the intention of extending it for public display starting mid 2023.

Here are a few images of work underway at the depot.



As you can see, plenty of variety for our volunteers. Followed by views of the Trent Volvo at the paintshop. Great work all round!



This vehicle was returned to us late in 2022 and will be returned to a usable condition by late 2023.

One bit of bad news came upon inspection of the Barton Leopard with a view to ensuring all was fit for further use. We were alarmed to find major corrosion to the Plaxton body frame beyond a level we felt we could justify repairing at the expense of the Charity when the vehicle is privately owned. Therefore it was decided to park it up until such time as funding



became available as the space was needed for other projects. Towards the end of the year the vehicles owner decided to withdraw the vehicle from the display collection and to house it and his Barton DAF at his own business premises. Disappointing for the Charity but for financial reasons probably the best outcome. With these two leaving the fold we decided to look at undertaking some of the work on the unique Barton VAL that had joined us earlier in 2021. This needs a complete new exhaust system, overhaul of the braking system and attention to other parts. However as the pictures show its in much finer fettle

underneath than the newer Leopard. All capable of being repaired with the financial input available from the owner.




The March open day went well with volunteers enjoying the model railway too! A much quieter affair than the February one but possibly owing to a clash with other



events happening locally and a major transport collectors fair in Manchester.


April saw the launch of our discounted book sale. These are books that are donated to us by Transport Nostalgia, so, although they don't fly out, they are sold at no risk to the Charity.



**BOOK SALE**  
**ALL £5 or less**  
**One day only**  
 making way for new stock

At our **FREE** Open day this Sunday 3rd April  
 We also have **Free bus rides**, displays, site tours, sales stands and model railways. A Great road and rail model and photo shop onsite.  
 Refreshments too ! There's something for everyone.

**Nottingham Heritage Vehicles Charity, The Heritage Bus Depot**  
 Portland Road, Hucknall, Notts NG15 7SF 07971-105491



We also used the Easter open day as an opportunity to further push our volunteer recruitment drive.

**Nottingham Heritage Vehicles Charity**  
The Heritage Bus Depot, Portland Road, Hucknall, Nottingham NG15 7SF



**DO YOU WISH TO VOLUNTEER ?**  
 We are recruiting NOW



Have you visited our art deco bus garage to soak up a little nostalgia ?  
 If it has given you the desire to be able to volunteer please let us know and thank you very much for your interest.  
 Do you have a few spare hours ?  
 Do you wish to be part of a great project ?  
 Have you thought of joining us ?  
 We are looking for volunteers and they will be based at the depot in Hucknall. You will be part of a team that will be working on the restoration and maintenance of the bus fleet and will be a pleasure to work with.  
 Please come along for a chat ....



**FREE EASTER OPEN WEEKEND**  
 Vehicle displays, site tours, sales stands and model railways.  
 Massive fundraising sale of books, models and photos  
 Refreshments too ! There's something for all. Limited parking onsite  
**Nottingham Heritage Vehicles Charity, The Heritage Bus Depot**  
 Portland Road, Hucknall, Notts NG15 7SF 07971-105491

For children & families:  
**Colouring competition & Easter Puzzle to win a prize !**



**10am - 4pm each day**  
**Friday to Monday inc.**



The ticketing company Ticketer kindly provided some plastic ducks to assist us with one of our children games in the depot - helping to keep the non transport visitor entertained.





April saw us visit both the London Transport Museum at Brooklands and the Birmingham and Midland Motor Museum at Wythall to promote the Charity and attempt to raise funds along the way. Great to see a local bus at Wythall too!



With despatch of the open-topper for paint and collection of the Palladin, we then decided to jump at the opportunity to add another fine vehicle to the collection. Albeit it privately owned, it is now on extended zero-cost loan to the Charity.

This is the ex Slacks of Tansley Van Hool DAF. Fantastic condition for its age but parked up for nearly two years as result of the covid period. We now aim to have this in use for the next season.



May and June open days were well received. Nottingham City Transport kindly offered their recently repainted Scania to mark the Queens Platinum Jubilee. This was very much appreciated by our visitors.



2022 - the year on record !



June saw us commit to add an ex Felix Scania from Notts & Derby to the collection once again through private purchase. We also viewed a former Nottingham Atlantean but this was deemed to be too far gone.



Peak Rail and the Chesterfield 123 Group, invited us to their bus gala in June, so we decided to give the Scania Omnidekka an airing.



Following this weekend, it was all hands to the pump stripping a Trent Scania owned by a Charity member for useable parts before despatching it for scrap. Sadly this was the only way forward with this vehicle, following the discovery of major cracks in the main chassis frame above the rear anti-roll bar bushes. With de-lamination of the frame, the cracks hadn't been spotted on a recent PSV inspection, which made it even harder for the owner to accept. However with its departure and the withdrawal



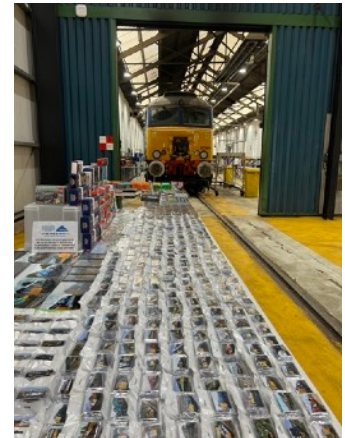
of several similar vehicles from Trentbarton, the opportunity has developed for such vehicles to be harvested for useful parts to allow the Felix example to be tidied up at relatively low expense.

The July open day saw the launch of many new railway themed sales items again donated by a couple of local companies to assist with our fundraising efforts. Thanks !





Very last minute we decided to book a stall at the Direct Rail Services depot open day at Crewe to both promote the charity and to fundraise. This proved to be a very successful day with the funds going. Towards the refurbishment of the Atlantean at the paintshop.



This was followed by an outing to the Connexions

buses celebration event at Harrogate racecourse.



Then it was time to turn our attention to the Charity's involvement with the Splendour music festival in Nottingham. We had kindly agreed to supply a bus to be used as a seating area



for students appearing on the Confetti college stage, along with exhibiting a vehicle ourselves alongside our awareness and small fundraising stall. What a fantastic weekend this proved to be. As a gesture of goodwill and support towards the fantastic work of Vicky McClure with the 'Our Dementia Choir', we offered an additional vehicle to them for use as a



seating area backstage. Always happy to help wherever we can with any worthwhile project.

By the end of July it was time to collect the Palladin from the paintshop and inspect the open-topper, which was also nearing completion. Recent weeks had been ones of concern for a long standing supporter of the Charity who eventually lost his battle with illness as the month drew to a close.

With an agreed commitment to supply bus 540 for his funeral, August became a month of heavy maintenance,

returning Atlantean 540 to the road after period of inactivity. New floor bearers, step



framing and other work were required. We were fortunate to have the use of an operator's facilities to undertake this work, allowing other work to continue at the museum. Our CEO Simon, alongside Paul,



worked hard on fabricating new steel sections and fitting them in time for the vehicles use at the funeral marking Stephens passing. A very sombre period for all, but we gave him a send-off to be proud of.



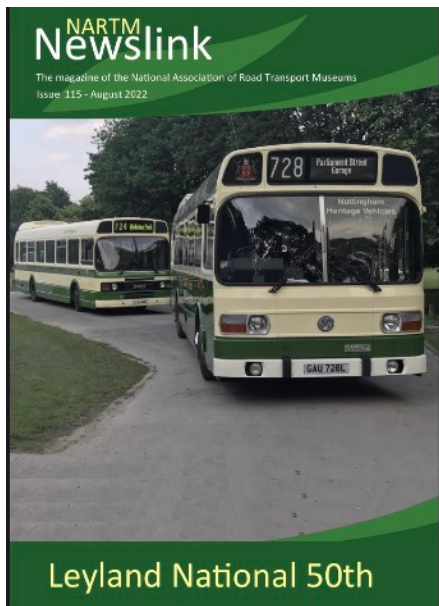
Whilst undertaking this work the open-topper had been completed at the paintshop too, so it was decided to collect this and bring it over to Loughborough for inspection too. On return to the museum depot the opportunity had to be taken for a



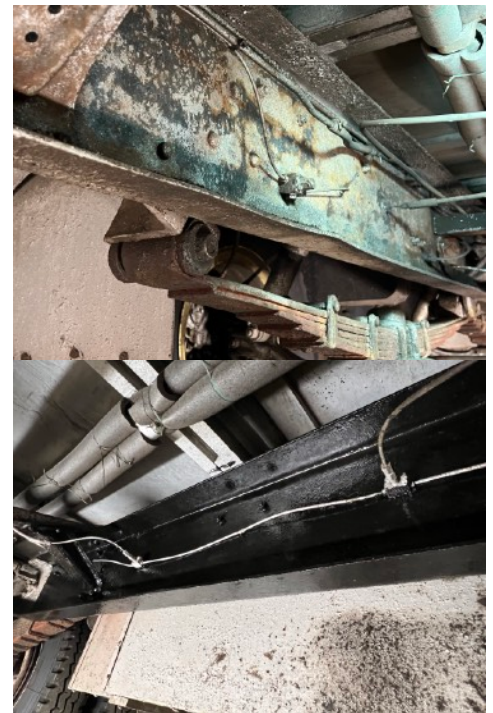
long anticipated photo shoot!

We also featured in pride of place on the cover of the latest issue of the National Association of Road Transport Museums Newslink newsletter.





Depot-based restoration continued with the removal of the exhaust system from the Barton Bedford Val and commencement of the chassis overhaul and treatment. It is hoped that by March 2023, a new

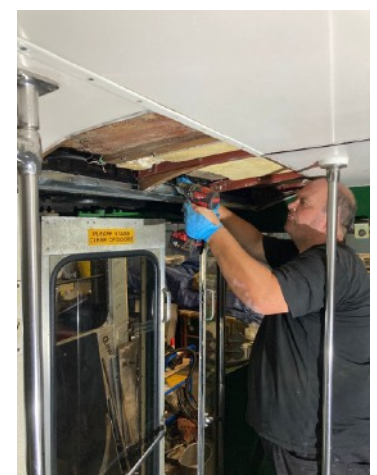


exhaust system will be fabricated and in place. Work will then commence on other areas of this fine vehicle, owned by Charity member Brian.



The Scania training vehicle owned by one of our members had the driver instruction seat removed, enabling the vehicle to be returned to use as a passenger carrying vehicle. There's a little work to do on this vehicle but we aim to have it on the road during 2023.

Additional work was undertaken on Nottingham Atlantean 540 involving the re-building of the entrance and exit door rails. The effort paid off and the vehicle was hugely popular on its return to use at the August open day event, alongside recently acquired ex Felix vehicle 600 and the pseudo National Express liveried Leyland Leopard, housed with the collection on a free loan basis, but owned by Paul Winson Coaches of Loughborough.



The open day was one of our busiest in terms of visitor numbers and the colouring competition was well received, with a number of



**This SUNDAY 28th AUGUST 2022**  
**10am-4pm FREE MUSEUM OPENDAY & VINTAGE BUS RIDES**  
Vehicle displays, sales stands and model railways. New stock of over 500 model buses and 1000 transport books. Over 100,000 photos too! Refreshments available. There's something for all.  
**Nottingham Heritage Vehicles Charity, The Heritage Bus Depot**  
Portland Road, Hucknall, Notts NG15 7SF 07971-105491



prizes on offer for the best liveried vehicles. Here we see one very happy young lad receiving his colouring box. Well done!

During the month, we attended three other events offsite, including one at Stow-on-the-Wold, where we were delighted to see a local vehicle and at the Great Central Railway, Quorn & Woodhouse station. Both excellent engagement opportunities for us.



With so much work on projects taking place, we decided that the funding pot needed a little bolstering. Therefore it was decided to hold several enthusiasts days. These were



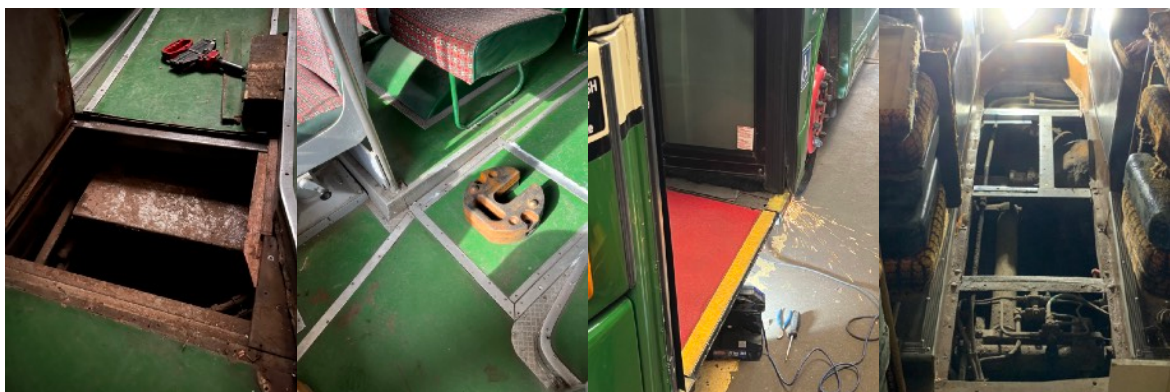


in addition to our usual open days and gave transport enthusiasts the opportunity to browse through our fundraising items without opening the full museum or having to run vehicles. These, coupled with our September running day event, made for a worthwhile month.

Attendance at outside events saw us at the Sutton Bonnington show with one of the Atlanteans and then at the Showbus event at the Hertfordshire show ground.



Much work was underway on vehicles too, The Trent Tiger cub needed a replacement section of flooring at the front end, whilst Atlantean 433 underwent



a replacement of its lower saloon rear floor. South Notts 80 was shuffled onto



the centre pit for the new flooring to be secured into place and Omnidekka 676 received some attention to its front entrance step. Even the open-topper got its upper saloon floor sealed and painted. Busy busy!



The open day went ahead despite the passing of Her Majesty Queen Elizabeth II, but we marked the day by displaying the commemorative liveried bus kindly loaned to us by Nottingham City Transport - Thankyou Anthony.

The day also proved to be a suitable moment to name our outdoor catering hut in memory of our loyal friend and

supporter Stephen Swinn, ensuring his memory lives on within NHVC.





As September came along we were back at the scrapyards, removing more useful parts from vehicles that were suitable for use on our own collection.

Much work was undertaken on plans for next years membership launch and events, along with a plan developed for sorting out the workshop space, selling off surplus parts and having a general tidy up.



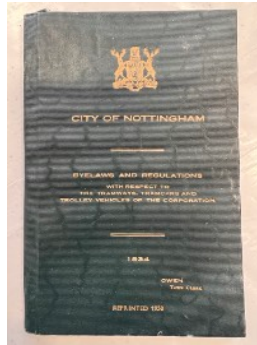
We enjoyed a well earned rest in the Isle of Wight with one of the vehicles,

attending and taking part in the Isle of Wight Transport Museum event.



Work to restore the flooring in Atlantean 433 continued alongside the commencement of welding work to the chassis framing on Trent Volvo 600.

Some of the team concentrated on bringing one of the office block rooms into use as a meeting and audio visual room, whilst others



kept out of October's and November's terrible weather by working on the archive, developing new displays for launching later next year.



One of our members agreed to purchase another former Nottingham Scania Omnicity vehicle, this time from Portsmouth City Coaches.

This was delivered on the day of our October open day and pressed straight into use on our free bus runs prior to the sign over of the vehicle.



The event was very popular with some visitors given an insight into the work being undertaken behind the scenes on the new model railway and in our office area, creating such items as the latest

fleetlists for display. Volunteers are always welcome to help out in any area of the project.



Andy Martin is at Nottingham Heritage Vehicles Charity. 1h · Hucknall · 📍

It felt like a school day, even though they are way in my past now. Nevertheless a ride around the Nottinghamshire countryside in a 49 year old Leyland Atlantean brought memories of travelling to college every day flooding back - most notably the gloriously raucous engine noise captured in this short video - with the main discernible differences being high-vis jackets and mobile phones. Pump up the volume! — at Nottingham Heritage Vehicles Charity



youtube.com  
Nottingham City Transport Leyland Atlantean OT0540M

It is always good to see our efforts are appreciated on social media, with some great feedback and comments appearing following events throughout the year.

Away from the events, the Scania training bus decided to fail us with a calliper seizing up on its way for



annual test, resulting in a tow back to the museum followed by more expense. The vehicle is now, we believe ready for re-testing early next year - and hopefully won't play up again !




**NOTTINGHAM Model Railway Society AUTUMN SHOW 2022**

Comes by train nearest stop Butter's Hill

Ilkeston - Town

Top quality layouts plus trade support  
Saturday 12<sup>th</sup> November 10.00am - 5pm  
Sunday 13<sup>th</sup> November 10.00am - 4pm  
St John's Church Hall, Nottingham Road, Hucknall, NG15 7DN.  
Admission £5. Accompanied under 16s FREE  
www.nottingham-model-railway.org.uk www.facebook.com/NottinghamMRS  
Major debit cards accepted



Mid-November we held an event to complement the local model railway society.

Although very little footfall ensued, it was good to engage with a different group of people, spreading the word about our Charity and its work.

**SALE BARGAINS !**

Rail and Bus Books, Memorabilia, Photos & Models galore. Something for all!

**THIS SATURDAY 12th November**  
1030-1600 Parking available onsite

Nottingham Heritage Vehicles Charity.  
The Heritage Bus Depot, Portland Road,  
Hucknall, Notts NG15 7SF

**DONT MISS OUR NEXT RUNNING DAY ON 4th DEC !**

Naturally, pressing jobs such as cleaning the yard and vehicles ready for the festive period, along with decorating the depot had to factor into the next few weeks workload. All the fundraising areas were re-vamped with the help of the Transport Nostalgia team.



Work continued apace on the Optare Solo with the aim of getting this display up and running for the Children early next year. Naturally painting onsite is an issue over the cold winter months.



So, as the year drew to an end we launched enhanced publicity for our festive events. A great deal of time and effort went into a promotional video with the help of our new supporter Logan, and of, course Santa.

One of our supporters supplied a selection of cushions in transport moquette to us by way of donation and these have proved popular.



Festive events have been a huge success and have even featured in the main industry weekly magazine, CBW.



The effort by Volunteers throughout 2022 has been fantastic, so to end the year on a high is appropriate.

We can not thank all those that have supported the Charity this year enough. Big thanks go to Another Level Building Repairs for their assistance with numerous tasks throughout the year, Terratruck for the use of their forecourt on open days and, of course, our wonderful catering team who keep us all going by way of donating time, effort and, more importantly cakes, for our many events. Well done ALL.

**NHVC**  
**NOTTINGHAM**  
HERITAGE VEHICLES CHARITY

**Free Festive Open Days**  
Sun 4th/18th December  
Fri 23rd December

FREE Bus rides, Santas magical bus,  
Fundraising Stalls, Tombola, Model  
Railway, Bus & Rail memorabilia, Drinks  
and light refreshments - heated rooms !

Nottingham Heritage Vehicles Charity.  
The Heritage Bus Depot, Portland Road,  
Hucknall, Notts NG15 7SF 1030- 1730

**Soak up a little transport nostalgia**

For more info please phone 07971105491





## INDUSTRY HERITAGE

# Museum's Christmas appeal

A Nottingham museum is preparing for Christmas in style, reports **Nick Larkin**

While most transport museums wind down for Christmas, one concern is holding two major events in the week up to the big day. Nottingham Heritage Vehicles Charity is organising five event days at its museum, the former Trent depot at Hucknall in Nottinghamshire, on Sunday 18 and Friday 23 December. Attractions will include classic bus rides, vehicle displays, a site tour and shop, not forgetting home-made refreshments in a new cafe and an appearance by Santa. Spokesperson Simon Lowings explained: "After Covid-19 and everything we really wanted to celebrate the festive season this year. We've decorated the museum for Christmas and we want people to come along and have a great time. Although these are festive events there's plenty to enjoy if you've had enough of Christmas and want to get away from it!"

Some 35 vehicles are based at the art deco depot, with Nottinghamshire connections. They range from former Nottingham City Transport Wighibus-bodied Scania 'bendytus' FD02 AKV, new to the municipal company, and several examples of that operator's iconic Leyland Atlanteans with bodywork to its own specification. South Notts is represented by G129 NRC, a Northern Counties-bodied Leyland Olympian, and Trent vehicles include 1962 Alexander-bodied Leyland Tiger Cub, YRC 591. Barton vehicles are another important part of the collection.

Nottingham Heritage Vehicles Charity, which runs the museum, as the name suggests became a registered charity in 2010, moving into the depot in 2014, and carrying out an extensive renovation, much of it during the Covid-19 pandemic. New volunteers are always welcome, the charity says.

**i** [nottinghamheritagevehicles28.weebly.com/07971105491](http://nottinghamheritagevehicles28.weebly.com/07971105491)

There's lots to buy in the museum shop if you're short of a Christmas gift. **SIMON LOWINGS**

Several major restoration projects, including this 1945 Nottingham AEC Renown, are based at the museum. **SIMON LOWINGS**

The heritage bus depot is decorated for Christmas. **SIMON LOWINGS**

Spot Santa in this after dark picture of the museum. **SIMON LOWINGS**

East Lancs-bodied Leyland Atlantean OTO 340M was one of many examples designed to Nottingham's unique specification. **SIMON LOWINGS**



It is now time to look forward to the new year and more progress, a greater number of volunteers onboard and further events to attend. Hopefully, the troubles of the past two years are behind us. If anyone reading this report wishes to get actively involved or become a member of our support group then please visit us, look at our website

or follow our feeds on Facebook.

We welcome everyone to be part of preserving our transport heritage for future generations.

Malcolm K Hearson  
11, Ridsdale Road,  
Sherwood,  
Nottingham  
NG5 3QR  
Tel 07971 608008

23rd June 2023

Nottingham Heritage Vehicles Charity  
2022 Annual Records Inspection

Dear Trustees,

Many thanks for your approach today to inspect your annual records. I confirm my acceptance to inspect and scrutinise the accounts for the 1st January -31st December 2022 period.


I would be delighted to provide this report free of charge to the charity.

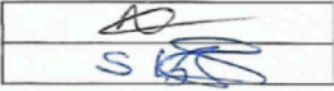
Having looked at your policies under which the Charity is governed I will arrive at 1000 hours on Monday 10th July. If a different date and time is more suitable we can arrange this with a telephone call.

I envisage the inspection will take no more than a few hours and hope to conclude my inspection in one visit. I will then aim to produce my report within a week or so, well in time for your next trustee meeting.

Yours Sincerely

M.K Hearson

	Charity Name		Reg.No.		<b>2022</b>
	NOTTINGHAM HERITAGE VEHICLES CHARITY		1155404		
	<b>Receipts and payments accounts</b>				
	For the period from	<b>01/01/2022 to 31/12/2022</b>			
<b>Section A Receipts and payments</b>					
	<b>Unrestricted funds</b>	<b>Restricted funds</b>	<b>Endowment funds</b>	<b>Total funds</b>	<b>Last year</b>
	to the nearest £	to the nearest £	to the nearest £	to the nearest £	to the nearest £
<b>A1 Receipts</b>					
Donations (including PayPal giving)	68,701	-	-	68,701	51,851
Gift Aid claimed	17,575	-	-	17,575	11,139
Grants	22,467	-	-	22,467	65,514
Fundraising activities	3,657	-	-	3,657	
Interest on deposit account	- 0	-	-	-	4
Dividend on investments	0	-	-	-	-
Members subscriptions	- 0	-	-	-	-
Charitable trading receipts (donated goods)	329	-	-	329	-
Other Charitable Receipts	2,133	-	-	2,133	35
<b>Sub total (Gross income for AR)</b>	<b>114,862</b>	<b>-</b>	<b>-</b>	<b>114,862</b>	<b>128,543</b>
<b>A2 Asset and investment sales, (see table).</b>					
Proceeds from sale of fixed assets	- 0	- 0	- 0	-	- 0
Loan repayments received	- 0	- 0	- 0	-	- 0
<b>Sub total</b>	<b>- 0</b>	<b>- 0</b>	<b>- 0</b>	<b>-</b>	<b>- 0</b>
<b>Total receipts</b>	<b>114,862</b>	<b>- 0</b>	<b>- 0</b>	<b>114,862</b>	<b>128,543</b>
<b>A3 Payments</b>					
Storage after landlord assistance	6,962	-	-	6,962	6,208
Utilities Gas/Water/Electric	2,607	-	-	2,607	4,553
Direct Charitable Activity	105,541	-	-	105,541	127,557
Governance costs	- 0	-	-	-	-
Other costs	- 0	-	-	-	-
<b>Sub total</b>	<b>115,110</b>	<b>-</b>	<b>-</b>	<b>115,110</b>	<b>138,318</b>
<b>A4 Asset and investment purchases, (see table)</b>					
Purchase of collection vehicles	- 0	- 0	- 0	-	- 0
<b>Sub total</b>	<b>- 0</b>	<b>- 0</b>	<b>- 0</b>	<b>-</b>	<b>0</b>
<b>Total payments</b>	<b>115,110</b>	<b>- 0</b>	<b>- 0</b>	<b>115,110</b>	<b>138,318</b>
<b>Net of receipts/(payments)</b>	<b>- 248</b>	<b>-</b>	<b>-</b>	<b>-248</b>	<b>- 9,775</b>
<b>A5 Transfers between funds</b>		-	-	-	-
<b>A6 Cash funds last year end</b>	<b>1,081</b>	<b>-</b>	<b>-</b>	<b>1,081</b>	<b>10,856</b>
<b>Cash funds this year end</b>	<b>833</b>	<b>-</b>	<b>-</b>	<b>833</b>	<b>1,081</b>
<b>Section B Statement of assets and liabilities at the end of the period</b>					
<b>Categories</b>	<b>Details</b>	<b>Unrestricted funds</b>	<b>Restricted funds</b>	<b>Endowment funds</b>	
		to nearest £	to nearest £	to nearest £	
<b>B1 Cash funds</b>	Current account	833	-	-	
	Deposit Account	-	-	-	
	Paypal Account	-	-	-	
	<b>Total cash funds</b>	<b>833</b>	<b>-</b>	<b>-</b>	

		<b>Unrestricted funds</b>	<b>Restricted funds</b>	<b>Endowment funds</b>
	<b>Details</b>	<b>to nearest £</b>	<b>to nearest £</b>	<b>to nearest £</b>
<b>B2 Other monetary assets</b>	None	-	-	-
	<b>Details</b>	<b>Fund to which asset belongs</b>	<b>Cost (optional)</b>	<b>Current value (optional)</b>
<b>B3 Investment assets</b>	None	0	-	-
	<b>Details</b>	<b>Fund to which asset belongs</b>	<b>Cost (optional)</b>	<b>Current value (optional)</b>
<b>B4 Assets retained for the charity's own use</b>	Vehicle 452 Nottingham City Transport Atlant.	Unrestricted	Trustee Donated	-
	Vehicle 80 South Notts Leyland PD3	Unrestricted	Trustee Donated	-
	Vehicle 129 South Notts Leyland Olympian	Unrestricted	Trustee Donated	-
	Vehicle 704 Nottingham City Transport Bendy	Unrestricted	5	-
	Vehicle 335 Nottingham City Transport B10M	Unrestricted	1,500	-
	Vehicle 356 Trent Bristol RE	Unrestricted	4,000	-
	Vehicle 613 Nottingham City Transport B10B	Unrestricted	Donated	-
	Vehicle 416 Nottingham City Transport Atlant.	Unrestricted	650	-
	Vehicle 769 Nottingham City Transport B10M	Unrestricted	1,850	-
	Vehicle 401 Trent Optare Solo (FRONT ONLY)	Unrestricted	Donated	-
	Vehicle 127 Trent Volvo B10B	Unrestricted	Donated	-
	Vehicle 600 Trent Volvo B10M	Unrestricted	Donated	-
	Vehicle 755 Nottingham City Transport Leopard	Unrestricted	1,000	-
	Vehicle 366 Nottingham City Transport Renown	Unrestricted	500	-
	Vehicle 724 Nottingham City Transport Nat 2	Unrestricted	3,000	-
	Vehicle 382 Nottingham City Transport Lion	Unrestricted	Donated	-
		Vehicle 204 Nottingham City Transport Scania	Unrestricted	3,500
	Vehicle 676 Nottingham City Transport Scania	Unrestricted	30,000	-
	Vehicle 571 Trent Leyland Atlantean	Unrestricted	500	-
	<b>Details</b>	<b>Fund to which liability relates</b>	<b>Amount due (optional)</b>	<b>When due (optional)</b>
<b>B5 Liabilities</b>	None	n/a	n/a	n/a
Signed by one or two trustees on behalf of all the trustees	<b>Signature</b>	<b>Print Name</b>		<b>Date approved</b>
		ALEX WRIGHT		24/07/2023
		SIMON LOWINGS		24/07/2023
<b>Section C Notes to the accounts for the period</b>				
<b>C1 Nature and purpose of funds</b>	Funds are used entirely for the purpose of fulfilling our charitable objectives, maintaining our collection of vehicles and artefacts and funding the cost of our premises and associated running expenses. Funds are sourced primarily from donations by trustees and members of the public. When it is applicable gift aid is claimed on these donations. Some donated second hand goods were sold via facebook. At present we do not receive any external funding whatsoever but intend developing paths towards this.			
<b>C2 Grants</b>	Business support grants for both our sites from Gedling and Ashfield councils were received . Culture recovery appeal funding was received after application and paid in full during this period.			

<b>C3 Trustee remuneration details &amp; authority under which paid.</b>	Remuneration is via expenses claim forms and then bill payment and is only remunerated if either prior arrangement has been sought before anything is purchased or a payment made on behalf of the Charity.	
		<b>to nearest £</b>
<b>C4 Trustee expenses &amp; details (see additional analysis 2 for all 9 trustees)</b>	All trustee and volunteer expenses ( expenditure on items for charitable purpose/ mileage claims) are donated back into the charity bank account directly where the trustee or volunteer so chooses to do so by way of donation. Such donations where applicable are then subject to a gift aid claim.	64459
	<b>Nature of relationship and nature of transaction</b>	<b>Transaction £</b>
<b>C5 Transactions with Trustees &amp; connected persons</b>	None in this period other than standard expenses claims and direct reimbursement of costs paid out for approved purchase orders signed off by trustees and reimbursed as expenses.	
<b>Additional analysis of the receipts &amp; payments accounts for the period (1)</b>		
<b>1. Donations &amp; receipts</b>	<b>Source</b>	<b>to the nearest £</b>
	Direct donations from individuals	67,997
	Paypal giving donations	704
	Tombola & catering takings via suggested donation labels on open days and events	1,357
	Website directed Membership renewals less PayPal fee	-
	Gift aid claimed through all applicable donations where adequate tax is paid and consent held - this includes Gift aid small donations scheme collections of £5303 from event and open days	17,575
	Other charitable receipts	2,133
	Interest of BMM account deposits	-
	Fundraising event payments PSV Circle, Together Agency, DHP Family	1,150
	Sale of second hand donated goods via facebook	329
	Amazon smile payments	39
	<b>SUB TOTAL</b>	<b>91,284</b>
	<b>Grants</b>	<i>National Heritage - Culture Recovery fund application (% of previous award grant paid this year )</i>
	<i>National Heritage - Culture Recovery fund application (90% of award grant paid this year )</i>	14,220
	<i>Covid Business Support Leisure/Heritage Grants via Gedling Borough Council for Bestwood site</i>	2,667
	<i>Covid Business Support Leisure/Heritage Grants via Ashfield District Council for Hucknall site</i>	4,000
	<b>SUB TOTAL</b>	<b>22,467</b>
<b>Asset &amp; Investment sales</b>	Not applicable	-
	<b>TOTAL</b>	<b>113,751</b>

<b>2. Payments relating directly to charitable activities</b> (These are paid either directly via bank account bill payment or PayPal account via treasurer - these figures are the totals excluding payments under the same categories made by trustees and claimed as expenses - see below for Analysis 2)	Business rates (20% discretionary awarded along with 80% mandatory) (refunded-see above)	-
	Vehicle parts / restoration/ consumables	3,520
	Vehicle painting	-
	Vehicle operation , test fees, fuel, parking, road fund licence, recovery and cleaning	2,192
	Insurance - road insurance, breakdown insurance, trustee indemnity, public and employer liability (A large percentage of these costs were paid privately this year by a benefactor so not shown here)	4,541
	Online engagement - Web domain and hosting, connection and fees and development	1,096
	Charity awareness, engagement, advertising and event costs / stall fees / PPE equipment	1,412
	Display material / manufacture / diorama stock etc	5,136
	Photo processing / storage boxes/ anything else in association with archive	643
	Building essential maintenance / works, storage and sundries	22,138
Catering - relating to volunteer refreshments and catering fit out	404	
Expenses claimed - <i>see additional analysis 2</i>	64,459	
	<b>Total</b>	<b>105,541</b>
<b>Additional analysis of the receipts &amp; payments accounts for the period (2)</b>		
<b>3. Breakdown of expenses claimed for period 1st January - 31st December 2022.</b>	Mileage expenses relating to the period	58,806
	Expenses relating to vehicle and building works and all assoc activity not split into categories	4,347
	Expenses relating to vehicle fuel costs	297
	Expenses relating to Charity helpers catering	1,009
		<b>Sub Total</b>
<b>Additional note to the accounts</b>		
<b>Returning to normal</b>	The charity like most in the heritage sector is working hard to bounce back but is finding moving forward is only possible in gradual steps as finances are extremely tight and volunteer numbers heavily reduced following the covid period. We are working hard to address this.	

Malcolm K Hearson  
11, Ridsdale Road,  
Sherwood,  
Nottingham  
NG5 3GR  
Tel 07971 608008

24th July 2023

Nottingham Heritage Vehicles Charity  
2022 Annual Records Inspection

Annual report prepared for  
Nottingham Heritage  
Vehicles Charity

To the trustees of Nottingham Heritage Vehicles Charity.

I, Malcolm K Hearson, have undertaken an independent examiner's report to the Trustees of "Nottingham Heritage Vehicles Charity". The Charity concluded that an independent inspection was required as opposed to an accountants audit. With the gross income level falling below £250K, no formal qualification to undertake such an inspection is required. As a former proprietor of a coach holiday business of some 46 years standing, I am fully aware of the requirements of commerce and associated book and record keeping.

I report on the accounts of the Charity for the period 1st January 2022 to 31st December 2022 which are set out to the rear of the 2022 report.

The Charity's Trustees have again been responsible for the production of the accounts. The Charity Trustees consider that an audit is not required for this year under section 144(2) of the Charities Act 2011 (the 2011 Act) or under 10(1)(d) of the Charities Accounts (Scotland) Regulations 2006 (the 2006 Accounts Regulations) and that an independent examination is needed as the income falls below £250K.

As an independent examiner it is my responsibility to :

- a) examine the accounts under section 145 of the Charities Act 2011 and 44(1)° of the Charities and Trustee Investment (Scotland) Act 2005 (The 2005 Act).
- b) to follow the procedures laid down in the General Directions given to the Charity Commission under section 145(5)(b) of the 2011 Act.
- c) to state whether particular matters have come to my attention.

My examination was carried out in accordance with the General Directions given by the Charity Commission as set out by the 2008 Regulations and in accordance with Regulation 11 of the Charities Accounts (Scotland) regulations 2006.

The examination included a review of all accounting records kept by the Charity and a comparison of the accounts presented with those records. The detail available to me in the report enabled clear understanding of

any unusual items or disclosures in the accounts and reduced the need for explanations from you as Trustees greatly. No opinion is given as to whether the accounts present a "true and fair view" as the procedures undertaken do not provide all the evidence that would be required in an audit. The report is limited to those matters set out in the next statement.

I can confirm that in my opinion the accounting records provided reflect and relate to the accounts presented for the period. All transactions involving trustees are clearly detailed with any conflict of interest duly noted in line with the guidance given in the policy document followed by the Charity and its own conflict of interest register. This relates to the purchase of parts privately owned by trustees on occassion allowing the Charity to further its objectives. All decisions to purchase any such parts are debated and agreed by trustees in writing prior to being actioned. In this period there have been a number of third party purchases via trustees when charity funds have not permitted direct timely purchase. Trustees and or volunteers have then been reimbursed through the proper procedures adopted by the Charity and all documentation follows this. All decisions are signed off by four or more Trustees.

I checked several transactions following through from purchase order to purchase, invoice, advice note receipt and any follow on third part accounts statements. The concise detail held on file allowing verification without explanation from any of you as Trustees proved helpful. A random inspection was conducted of receipt and payment records, including following through a number of gift aid claims ensuring that all expenditure ws for charitable purpose, managed and reimbursed correctly and with supportive documentation. I note that expenses claims are returned by way of donation to the Charity in relation to those I inspected.

Over 40 records were checked with invoices being followed through via either the PayPal records or the Charity bank account to confirm payment method. no specific matter were raised. There is no evidence of any material expenditure or action contrary to your Charity constitution.

I note Grants relating to covid support and helping the Charity bounce back have been received from National Heritage and through local government. These have been correctly utilised and accounted for within the annual accounts on file.

No statement of difficulties for this period occurred.

Therefore it is my pleasure to conclude with my independent examiners statement.

In connection with my examination, no matter has come to my attention which gives me any reasonable cause to believe that in any material respect the requirements to keep accounting records in accordance with section 130 of the 2011 Act and section 44(1) (a) of the 2005 Act and Regulation 4 of the 2006 Accounts Regulations and to prepare accounts which accord with the accounting records and comply with the accounting requirements of the 2011 Act and section 44(1) (b) of the 2005 Act and regulation 9 of the 2006 Regulation have been met.

No specific matters have come to my attention as a result of my examination procedure. All matters subject to review as set out by the 2008 Regulations have been met.

Yours Sincerely



Malcom K Hearson  
11, Ridsdale Road,  
Sherwood,  
Nottingham.  
NG5 3GR

**NOTTINGHAM HERITAGE VEHICLES CHARITY**

England & Wales - Charity number 1155404

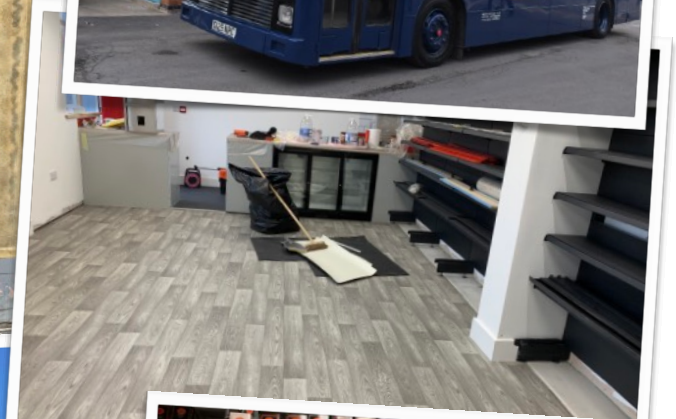
---

# Accounts

---

# Nottingham Heritage Vehicles Charity

Preserving transport heritage for future generations



## 2021 Annual Report & Accounts

# Nottingham Heritage Vehicles Charity

Registered Charity No.1155404

Well we had hoped 2021 would bring an end to the lockdown but for many months the restrictions hampered our progress. However before we begin with a few words from our Chairman of Trustees and our Chief Executive we must say a massive THANKYOU to everyone who has offered the Charity, support, advice, and encouragement once again this year.

Whilst we are proud to present the Eighth Trustees report and accounts for Nottingham Heritage Vehicles Charity (NHVC), we must also reflect on the changes the last two years have brought with them. Whilst not on our own, this is a period we hope to never experience the likes of again. Working to preserve examples of our local transport heritage for the enjoyment and education of future generations has remained our aim and goal and it's the enthusiasm to do just this that has driven us forward.

With the cancellation of more and more events, sensible yet unrealistic attempts to open the museum promptly after the easing of restrictions, we have battled on. We are thankful of the covid recovery fund for their assistance towards the costs of expenditure, along with other recovery support and remain forever appreciative of the tremendous efforts of our supporters and volunteers.

As CEO I can only personally express my gratitude to local trades who have assisted us, suppliers who have gone that extra mile to keep our material costs down and the incredible support from the likes of local councillor Phil Rostance and local MP's Ben Bradley and Mark Spencer in encouraging our path forward. With the building works originally planned in 2019/2020 we have somehow now completed much of the intended work with huge input from certain individuals. Everyones effort large or small, assistance from government and the determination of the loyal team, have achieved miracles. We hope you can appreciate our aims, direction and progress from this report and look forward to welcoming you as a visitor or even a volunteer at one of our sites in the near future.

Alex Wright (Chairman) and Simon Lowings (CEO)

## **Introduction**

The trustees present their Annual Report and Accounts statement for the period 1st January 2021 to 31st December 2021.

## **History**

The Charity roots began back in September 1999 under the name of ‘The Notts and Derby Heritage Transport Group’. We began with two buses, adding further vehicles to the collection as we developed. In 2007 the name changed to reflect the core collection of vehicles to Nottingham Heritage Vehicles, with the word Charity being added in 2010. From September of 1999 to June 2015 we were based at the former Midland Storage Depot at West Hallam in Derbyshire. In April 2010 we took the decision to adopt a formal collection policy which resulted in changes to the structure of the collection and led to us making approaches towards becoming a registered charity. In January 2014 we became a Charitable Incorporated Organisation registered with the Charity Commission. Governance and structure of the charity from the days of being a not-for-profit organisation for charitable purpose has improved greatly.

We have since committed to a 21 year lease of the former 1936 Art Deco Trent Motor Traction Bus Garage on Portland Road, Hucknall. Here we are striving to develop a leading working heritage bus garage/transport museum, engaging all elements of the local community and those from further afield. We also lease an additional offsite storage compound to house projects awaiting attention as the collection develops. Some of our volunteers work on these vehicles here whilst the core assist at the depot.

## **Governing Documents**

Nottingham Heritage Vehicles Charity (“NHVC”), is a registered charity incorporated on the 20th January 2014 as a Charitable Incorporated Organisation (CIO). It is governed by its constitution. Whilst transport heritage charities have previously been operated by companies limited by guarantee, it was felt by members at the time, that the CIO structure and approach was more appropriate and in-line with the structure that we desired and the direction we intended to follow. Any, and indeed, all changes to the structure of the CIOs governing document are approved by the Charity Commission prior to implementation. This creates a transparent model to which we operate. No such

changes have been applied to date. All our policy documents are reviewed as and when required to ensure they remain effective, appropriate, relevant and fully compliant with the latest legislation.

## **Organisation**

The charity is governed by a Board of Trustees (“the Board”). The Board meets regularly for routine business and holds additional meetings to discuss urgent matters as and when the need arises. In addition we use an online WhatsApp platform for discussion and debate of all things charity related on a regular basis. The day to day management of the Charity is delegated to the Chief Executive Officer (CEO), and through him to the Senior management Team consisting of the CEO, Treasurer and two other trustees. The Trustees that were in place at the beginning of the year, still remained in place at the year end after offering themselves for re-election with the exception of David Nightingale.

To address the daily operation of areas of the Charity we have created sub management groups within the volunteer numbers under the direction of Trustees. The day to day operation and activity of the charity is carried out by these parties and our volunteers.

The charity operates as a collective and all members in a normal year co-operate in the restoration & repair work required on all vehicles and artefacts irrespective of the individual ownership, as all vehicles and artefacts can be, and indeed are, used for the benefit of the charity in fulfilling our aims and objectives. Much work has been carried out on both the premises and on vehicles throughout the year but only by a small nominated team to enable safe working under covid restrictions.

## **Appointment and induction of Trustees**

There are six trustees making up the board. The Chief Executive of NHVC is delegated this role from within the Trustee numbers. Trustees are appointed for a period of three years with the option to offer themselves for re-election for a further term. In selecting individuals for appointment as charity trustees, the NHVC charity trustees must have regard to the skills, knowledge and experience needed for the effective administration of the CIO. A skills audit is conducted annually.

The charity seeks to recruit trustees who are keen to develop public relations, community outreach projects and education of the public generally so as to fulfil its strategic and operational requirements.

All new trustees are made fully aware of the requirements their role entails and are supplied with a copy of the current CIO governing document and access to all other relevant material. It is our intention to include trustees from all backgrounds and all age groups, enabling a management committee to develop whereby the needs of the broadest selection of the general public are met by the way in which we engage with the public.

## **Risk Management**

The Chief Executive, alongside other trustees, has undertaken a full review of the risk management of the charity. This has been achieved through a structured approach by mitigating risks to fundraising via enhanced online and advertising platforms, sourcing new sponsors, engaging with new audiences and developing the relationship with other museums nationally.

Policies on volunteer retention, introducing an induction scheme for volunteers and a thorough grievance procedure are in place, aimed at reducing the loss of key volunteers and thus key skills. We also have 11 other policy documents in place for safeguarding, data protection, conflicts of interest etc, ensuring everyone knows what we do, how we do it, what we expect from our volunteers and what they and the public at large can expect from us.

## **Charity Objectives**

The objects of the CIO are to advance the education of the public in transport generally, particularly in the Nottingham conurbation through establishing and preserving for posterity, a representative collection of passenger service vehicles and by such other means as the trustees may determine. We form an educational and heritage preservation charity, both conserving and helping to develop an understanding of the role of our transport heritage in the development of the local area.

## **Public Benefit - Identifiable benefits**

The aims of Nottingham Heritage Vehicles Charity are expressed by the nature of our objectives. We provide clear and identifiable benefits to the public through our activity. Throughout the management and strategic planning of the Charity and its activity, the Board have maintained a thorough understanding and acknowledgement of the public benefit principles and associated public benefit guidance. The Trustees believe the Charity has delivered in several areas. Public benefit is not restricted and does not exclude anyone. Public benefits are identifiable and related to our aims.

The Board of Trustees receive no private benefit or payments for their role as Trustees of Nottingham Heritage Vehicles Charity. Furthermore the charity does no harm nor detriment through its charitable activities.

## **Heritage, Vehicle and Artefact collections**

Our team works tirelessly in researching the heritage of local companies, preserving vehicles and restoring artefacts, alongside collecting transport related items for future displays. We tell the story on a far wider scope than just transport history by way of heritage vehicle outings. The collection of vehicles and artefacts helps form an important resource to explore, gaining an understanding of the development of engineering and vehicle design through the decades and social and urban history links to Nottingham and the surrounding areas.

Naturally, through the nature of our constitution, we concentrate our efforts on the preservation and restoration of all the vehicles in our collection. Once they are restored we display these vehicles wherever practically possible to the public, allowing them to appreciate the transport of yesteryear. The collection will shortly be open as a museum of excellence in road transport for the East Midlands area. Whilst the development of the Hucknall site progresses we undertake to hold regular FREE open doors days to engage with interested parties from near and far. Naturally, as our open day programme was cancelled through covid restrictions, this has not happened as planned this year. We have, however, increased our social media outflow in an attempt to engage with as many people as possible and retain regular contact with our supporters and volunteers.

Once normality returns, we hope to continue with our mobile museum, both visiting and supporting events from one end of the country to the other, displaying vehicles which are of significant historical importance to the Nottingham region.

Throughout most of 2021 the charity has been struggling to open without any restriction but where possible, continued with improving the Hucknall premises, making them fit for more regular public access and thus improving the home for the collection.

Our ‘Omninews’ newsletter has still to be restarted following suspension on costs grounds last year owing to the lack of positive news and a lack of events. Instead we have continued to issue regular posts on all social media channels, keeping everyone up to date with our current position and tasks in hand. The decision to reinstate the paper and online omninews has been made for mid 2022 once we hope things are somewhat more settled.

The Charity continues to collect ephemera throughout the pandemic period although we have encouraged many to hang onto things until it is safe to drop them off or for us to collect. In addition to this we are developing an archive of vehicle design plans showing the evolution of the Nottingham standard bus design, alongside that of timetables, photographs and associated artefacts. It is intended that the charity will approach future acquisitions through careful consideration of its collection policy, representing the diversity of transport locally. We have been overwhelmed with the level of support from the general public in donating items of interest to the Charity.

Naturally throughout 2021, material held in our collection has not been loaned for display to other charitable groups, museums or indeed accessed by the general public owing to the pandemic.

## **Education, Engagement and Access**

The senior management committee would normally encourage engagement with all, however with the need to social distance, work from home and isolate, that simply hasn’t been possible and as such despite the lifting of most restrictions towards the end of the year we felt it more appropriate to curtail this activity for the remainder of 2021. This decision has recently been reassessed and engagement will continue early next year. Access to the collection is entirely free with donations welcomed from visitors. It is important, in our view, that the

development of an understanding of our purpose and benefit to the community as a whole is an enjoyable experience. Our working heritage depot offers the Charity a great platform to develop our plans further once the doors are open again on a regular basis.

Our website plays a very prominent role in the day to day engagement of the public, even more so, as so many of us have spent months stuck at home. We now have separate sections which are devoted to each vehicle, archive material and future events. Online access is entirely free to all, with educational bodies acknowledging their use.

We look towards further developing outreach projects in the future years and encourage those in a position to work with us to make contact.

Despite being closed much of the year we have received some favourable comments from our supporters received via Facebook and email during 2021:-

“Fantastic to see the success you are making in these difficult times. Keep up the good work and ill be over once freedom returns “ - Jack N , Guernsey

“Amazing progress with such few of you allowed onsite. It must be difficult but I’m pleased to see your efforts are being nationally recognised by the Culture award - brilliant !”- Janine C, Eastwood

In 2021 we had 106,322 (compared to circa 91,000 in 2020) independent visitors to our website with 6017 engaging directly with us. We encourage an open and active involvement with everything we do and this is propelled further by twitter ‘tweets’ and Instagram or Facebook posts keeping the public informed and up to date.

A good number of our volunteers are elderly, retired individuals who have offered their time and skills to us in return for a little company, the ability to learn new skills and gain experience in new fields and reminisce. We actively, through all means possible, promote interaction with local community groups. Collecting stories and memories is important to us, as it helps to explore the development of the transport infrastructure. Naturally, a massive blow has been dealt to this engagement but we have every confidence that it will bounce back.

With the suspension of the post-out and online newsletter this year, its inclusion here has not been possible. Instead we offer a photographic record of the year, albeit a very restricted year for so many of us.

## **Income and support**

The charitable activities of the Charity are only made possible by the continued support of Charity volunteers and well-wishers through both their time and monetary donations. Small Gift aid donations are down this year with there being no Open Doors events nor free bus trips with donation tins inside the museum building.

In the hope that things improve we are continuing 'suggested donation' stickers on magazines donated to the Charity which allows visitors to take a souvenir of their visit home with them. We are also producing more plastic promotional items, on a free-of-charge basis, for future open days, whilst clearly displaying the fact that we welcome donations. As in previous years we continue to benefit from the donation of display items, on occasion, and in particular materials and monies from Transport Nostalgia on a regular basis by way of a percentage donation from some photograph and model sales; both on and offline. Once again in 2021 this has been partly by way of the donation of local transport imagery for display and archive use and the purchase of required equipment remote of the Charity finances for which we are extremely grateful. The building works undertaken this year simply wouldn't be possible without their support.

We have maintained a strong advertisement campaign in the press and trade magazines.

## **Volunteers**

The Charity relies entirely on the support of the volunteers with no paid staff within its ranks at any level. They give up their time and offer necessary skills to a wide range of on-going projects. We have teams working with the vehicles, the archive & photo library, the building refurbishment and exploring funding streams, in relation to establishing and operating reminiscence projects and moving the Charity aims forward.

We welcome volunteers from all backgrounds and all abilities. We aim to develop our volunteer base on an ongoing basis. Everyone is welcome.

## **Reserves**

No reserves are currently held, as all monies are used, as fundraising permits, to undertake additional restoration work both on the building and on our vehicle collection. It is hoped, once full museum accreditation is achieved, that the issue of reserves will be addressed. It is intended to retain a small working capital at present in the charity bank account, for day to day working capital requirements and unforeseen circumstances, allowing the Charity to maintain and develop its charitable objectives without issue.

## **Plans for the future**

At the forefront of our short-term and long-term agenda is the desire and belief that we can build on the success of our previous years.

In 2021, this progress was hindered greatly by the lack of footfall. However this break in opening has enabled much more onsite development and refurbishment. We will ensure that we meet and deliver these aims in complete alignment with our financial standing and for public benefit. We will further develop our Open days to appeal to a wider audience, especially those in the locality of the depot.

## **Our responsibility in respect of the Trustees Annual Report & Financial statements**

Charity law requires that Trustees are responsible for preparing the Trustees Annual Report and financial statement in-line with current regulations. In preparing this report the Trustees deem the report to be a fair and proper account of the activities of the Charity in this period and its financial standing.

This report was approved by the Board of Trustees on 13th October 2022 by digital means and signed on behalf of the Charity by our Chairman Alex Wright.

## **Statement on the inspection of our accounts**

Owing to our accounts and the annual gross income falling above £25,000, the Board of Trustees decided to examine the accounts and then in-line with current legislation to invite an external independent scrutineers report.

Accounts are produced on a receipts and payments format.

## **Trustees and Contact details**

### **Board Of Trustees:**

Alex Wright	Chairman
Simon Ian James Lowings	CEO & Marketing, Publicity & Events
Paul Brian Winson	Technical Officer & Membership Secretary
Caroline Marie Lowings	Treasurer & General Secretary
John Morris (upto July)	
Douglas Simpson	Assistant Treasurer & Depot Co-Ordinator

We are currently seeking a further two trustees to join the board.

### **Senior Management Team**

This consists of the CEO, Chairman, Technical Officer and Treasurer

### **Registered Office:**

Nottingham Heritage Vehicles Charity  
C/O 49 Valley View  
Berry Hill Park  
Mansfield  
Nottinghamshire  
NG18 4US

### **Principal Bankers:**

HSBC  
26 Clumber Street Nottingham  
NG1 3GA

Website address [www.nottinghamheritagevehicles.co.uk](http://www.nottinghamheritagevehicles.co.uk)

Contact Number 07971 105491

## 2021 - what a year as we learn to adapt.

As you may imagine previous winter periods have been full of activity on vehicle restoration. This year with the pandemic restrictions still in place, social distancing, and one way system requirements needing to be met until late summer, we have, in effect been prevented from opening for most of the season due to the danger of failing to meet distancing requirements.

However, we have used this period, our fundraising efforts and available funds to strive forward in ensuring that the additional front block floor space can be used upon re-opening. This has meant a tremendous effort by a very dedicated team of four, so as not to break covid restrictions throughout the lockdown.

We thought the best way to display our efforts was by showing you. It wouldn't have been possible without the fantastic assistance and teamwork from Another



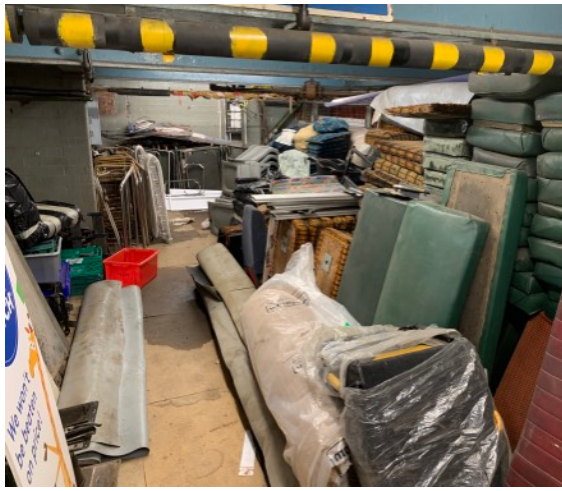
Level Building repair and maintenance of Wellow, Chris and Mark at Ward Electrical, Mansfield and Terratruck (next door - for when we need that elusive bit of kit).

Quite a transformation.



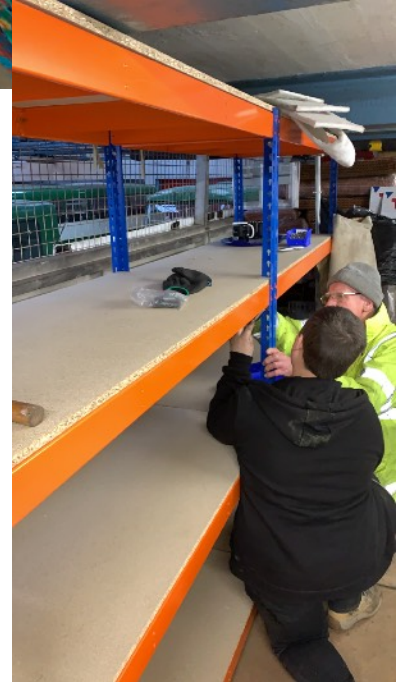
January to February progress, centred around completing the plastering and moving onto sorting out the seat storeroom whilst the plaster dried out. Slow work even with the de-humidifiers !





Seats galore, followed by new racking has made preserving spare seats much easier.

As the second fix of the electrics progressed, new electrical sockets, cat 5 data cable links and HDMI ports appeared throughout the front block.



This was followed by an infra red heating system being installed, freeing up valuable wall space, and steering the Charity away from the need for a gas fuelled boiler system.

LED lighting is now installed throughout the premises making the site more energy efficient. This includes the high bay garage lights.

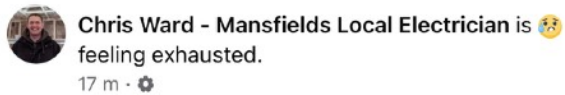
We then moved onto fitting skirtings and door architrave, creating a cupboard area within the old boiler house, enabling the front portion to eventually be developed into a disabled toilet.



Whilst sorting a storage solution for the seats, working every minute available onsite and getting used to our new security system we still found time for a little fun.



On occasion our tradesmen joined in too much to the amusement of our great bunch of volunteers !

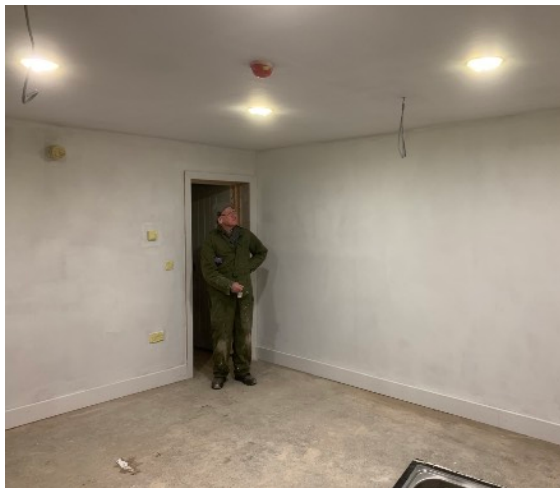


⚡ The weekend is here... And what a week it has been! Everyone has worked so hard! ⚡



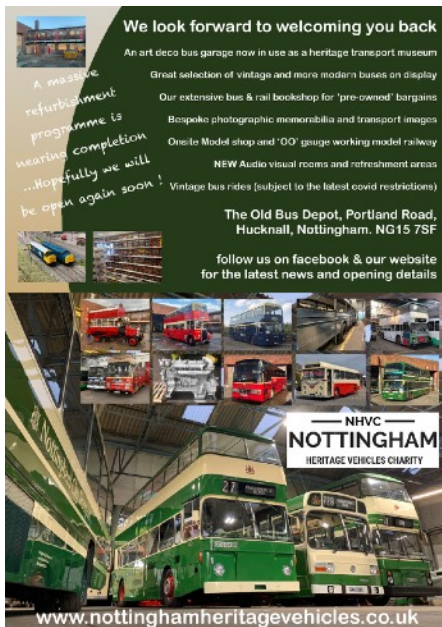
✔️ Nottingham Heritage Vehicles Charity refurbishment work reaches electrical completion (almost...) Mark made sure trustee Tom had clear instructions, for what was a very busy day! He didn't disappoint either! Vide of the job to follow on actual completion.

It was then onto screeding the lower level floors, to make them a little more level and introducing the first of many litres of paint to most surfaces.

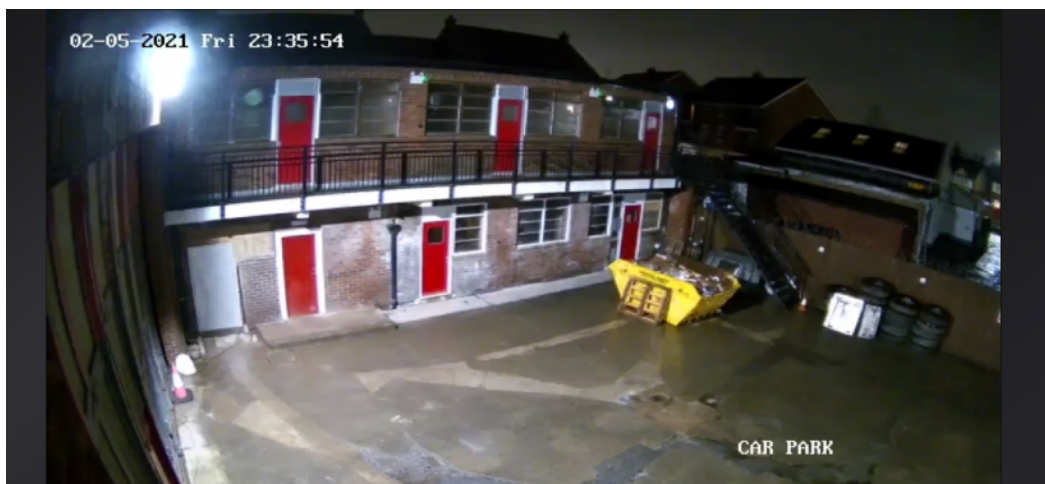




As work progressed at some pace our thoughts turned to reopening later in the year. Thus, from April onwards, a robust publicity campaign began, albeit dates weren't possible at this stage, but being proactive was.

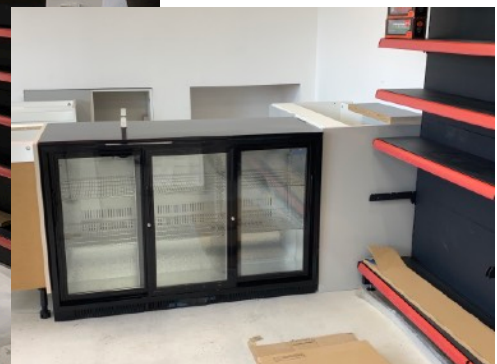


So, we were now in late February with no end in sight to opening restrictions being lifted. We held our regular online trustee meet and reflected on the progress to date and discussed concerns that covid-19 was causing. However one of our members had uploaded some very positive images, helping to keep us all focussed on where we were going. Before and after views of some areas onsite.





The main display/  
shop room - hardly  
recognisable as the  
same floor space.





This is the room whose roof had started to leak, leading to the works being required in 2020. It is now the meeting room on the first floor. Water ingress from this had brought down the lower floor ceilings too.

Working late into the night, often after a days work elsewhere, progress carried on.

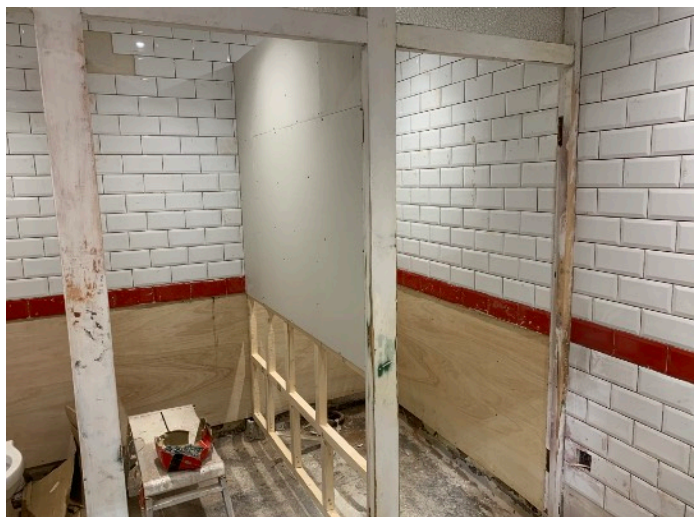
Following on from onsite asbestos removal by a registered company in 2020, we were able to

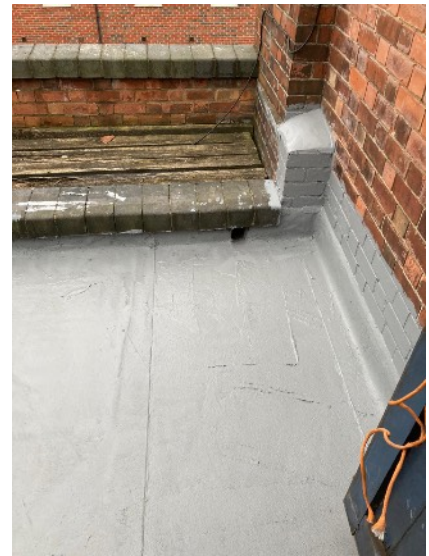
focus on the depot toilets. We wanted a traditional but practical look and feel to them. With much effort, we feel this has been achieved, with a good deal of cost saving by Simon our CEO doing the plaster boarding and tiling too !





While this work was underway, Tom and Adam turned their attention to coating the flat roof area over the seat store, with a protective elasticated roofing compound.





The washroom fittings started to go into place. This was followed by painting the removed cubicle doors. Tiling of the disabled toilet area then followed, along with racking out the store room, fitting



more items and painting, followed by yet more painting.



March had also seen our South Notts Olympian, requested by Nottingham City Transport, for use in a commemorative send off for Gotham Garage - the former home of South Notts. With a little work required for its test, after a year standing in the shed, it was duly ticketed. This gave us a great opportunity for a little free publicity, in trade press and local media.





The last new bus for South Notts as an independent operator, became the last rear engined South Notts bus to leave the depot.

Late March led us to shuffling vehicles in the compound, followed by much more work on the depot building.



It was then off to Gotham depot, following its closure, to collect a few spares for one of the vehicles in our care, owned by a Charity member



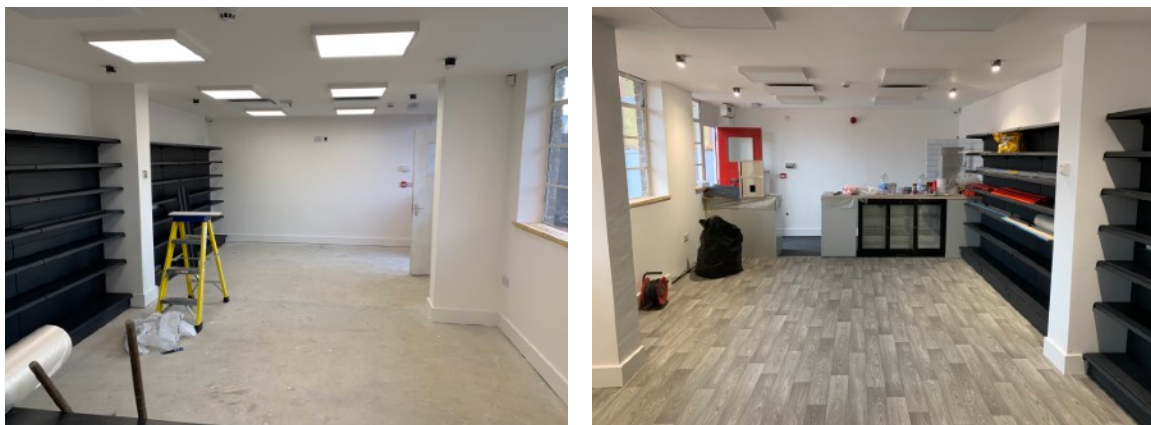
Now it was time to tackle the first stage of the main depot door repairs. Where to start was the issue. It was very clear that replacement timbers needed to be let in along with new panel trim and reinforced panelling. This was the start of weeks of work often in poor weather.



Then, out came the broken window panes to be replaced for now with 6mm Polycarbonate which is impact resistant and difficult to break. Frames were treated and undercoated as they were reassembled.



Heating was installed in the disabled toilet and the drainage connected by the builder into the main sewage outlet. It was then back to painting inside the main block and fitting out with new flooring and the start of the furniture.





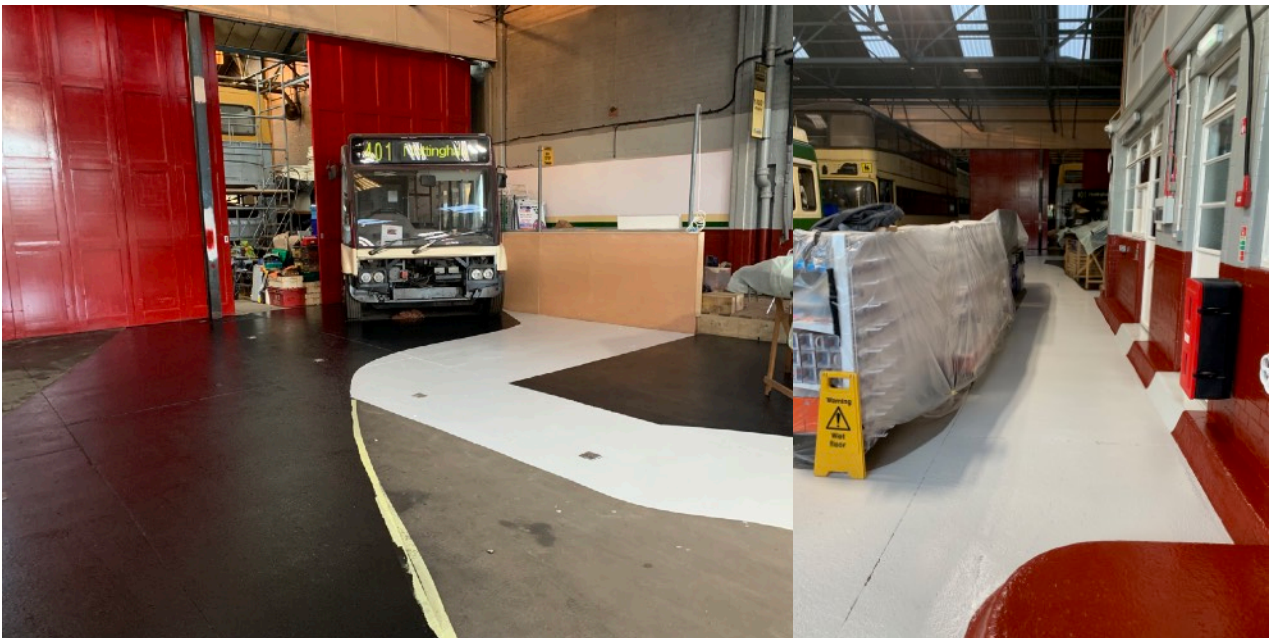
It was then up to Glasgow, to see our friends at the Glasgow Vintage Vehicle trust, to collect 5 rolls of NCT graffiti moquette for use on Charity vehicles at a later stage.

With the news that restrictions were being relaxed from July onwards, we started preparing for re-opening. A massive tidy up of the depot and cleaning of vehicles was required. It became apparent that 18 months of standing, since our last open day in December 2019, had resulted in a thousand and one issues with some of the vehicles. These ranged from batteries no longer holding charge to damaged airbags, weeping seals and defective electric modules. To date we are still working our way through many of these issues, slowly returning previously mobile vehicles back to the road.



Our new outdoor queuing tent was aired inside the depot ready for opening.

A start has been made to lining out the depot floor making use of walkways and in time a dedicated display roadway across the depot.



The rear roof area has been treated to prevent water ingress. Brickwork has been pointed where necessary, with work still to complete in this area.



We then moved onto preparing and building a disabled ramp and raised area for seating and disabled step free access to the lower

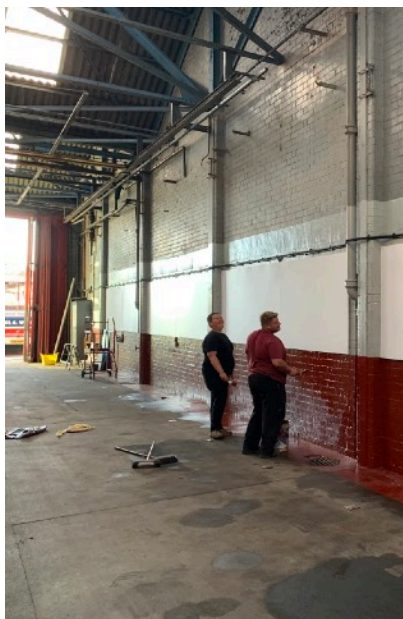
floor of the front block. Sadly 1930s construction methods prevent an internal lift being installed so we remain open ended on future options on this aspect of our plans.





July saw the start of outside public engagement, with the vehicles, by displaying at Hucknall market place. Sadly the day was rather quieter and wetter than ideal. However it was good to be out again and meeting people.

The planting of a little greenery and colour improved the depot enormously. Then it was onto the new display wall in the depot with several sheets of frames and trim being erected over the new display electrics installed some three years ago !



The construction of the outdoor catering unit, for teas and coffees, along with light snacks (produced offsite), followed. This will hopefully be in use for 2022.



Door and window painting followed, before the weather started to turn. They certainly look much better despite only getting one top coat of gloss on the exterior to date.



Donations were encouraged towards the cost of the extensive restoration works being undertaken on the building and the new catering facility.



Inspections and repair work is now underway, to return vehicles to the road. This will take time, as you will appreciate, as all reserves have been depleted undertaking the works onsite, and ensuring all bills are met.



Some of the fleet is already back out raising awareness of our work.

Others have had new tyres fitted, to meet the new 10 year tyre rule on steering axles, and now await further use next season.

The first of our wall banners are starting to arrive back from the printers, bringing greater colour and interest to the depots walls.



With a very successful open day in September, it became apparent getting donation levels back to those of pre-covid periods was going to be a hard task to achieve.



We opted for a more focused online campaign and on vehicle advertising to highlight how we can only succeed with continued support through donations and support towards the catering outlets and fundraising areas of the site. It worked, as we installed more donation tins at key points, - and encouraged donations towards the cost of operating the free bus runs, when passengers returned to site from such outings. A big effort has been made to thank everyone who visits for being a part of our story, and helping us to succeed, by simply being onsite with us on event days.

We introduced feedback forms allowing a clear path for any constructive feedback to filter back. With active volunteer numbers at an all time low following the lockdown period with many afraid to return to their pre covid social activities we also started with an online appeal for new helpers. To date this has only had limited success.



Following the open day, it was necessary to start clearing surplus items from the workshop area as the development of the front block had meant it was time to focus our efforts elsewhere.



With vehicles being parked up for in excess of 18 months, the resultant problems weren't too long in raising their heads as we returned motors to the road. The omnidekka failed on its way to test with a binding brake calliper followed by an engaged starter resulting in more expense.

The recently completed Volvo decided that it would spring a slight leak from the sump gasket but it was decided to renew the sump plate at the same time owing to a visible crack developing.

With the need for more funds we tried to attend as many events as possible with a great deal of donated items from our friends at Transport Nostalgia. These proved a great way to raise awareness of the Charity in areas we perhaps wouldn't usually visit with one of the vintage vehicles.

By the end of the month it was time to set the fundraising area up properly. Much donated stock was added to the shelves.



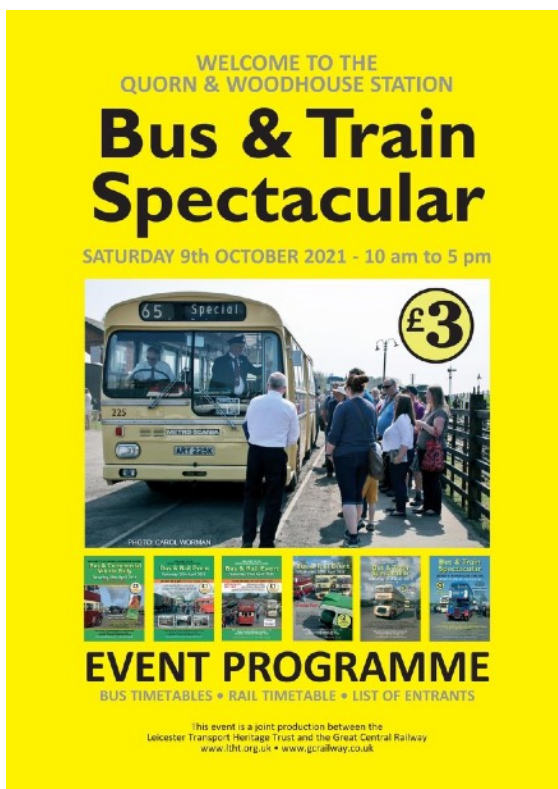


By October we were looking at any outdoor event to attend for fundraising purposes and raising awareness.

We had an enjoyable weekend at the Great Central Railway even though the books disappeared under the smoke at times.



We also started our regular fundraising days opening the sales area at the museum.



More offsite events were attended with the vehicles to promote the work of the Charity and encourage further volunteers onboard.



www.hucknalldispatch.co...

**Dispatch**

The Nottingham Heritage Vehicles Charity, based at the Old Bus Depot on Portland Road, will be open tomorrow (Saturday) and Sunday, October 24, from 10am to 4pm each day with free entry throughout the weekend.

Several old buses and coaches will be on display and visitors can enjoy free vintage bus rides, books and models for sale, a tombolla, and model railway layouts in operation, as well as a full selection of hot and cold drinks along with sandwiches and cakes.

This will be the second time in the last month the centre has held an open weekend and volunteers are hoping for another bumper weekend like the last one.



Followed by another open day late October at the museum.

More progress was made on the Solo project and seat parts obtained from Vallances towards a new project

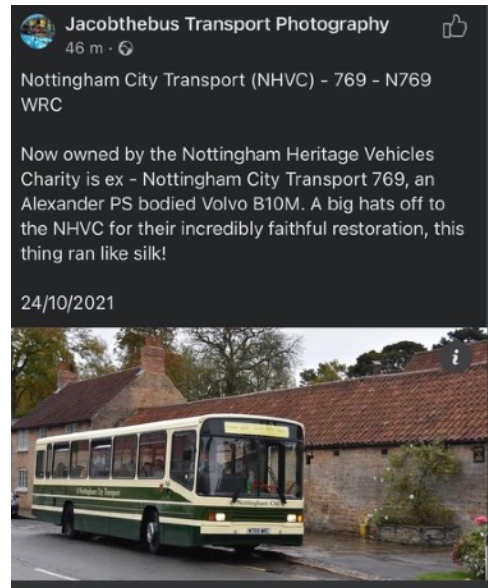


During November our efforts turned to maintenance and repairs on our Bendybus with new parts being bought in from Spain along with our local Scania dealer.

With a surplus of seat trim, one of our supporters began turning off-cuts into seat cushion covers which proved very popular with local transport enthusiasts. A suggested donation for each one worked well towards fundraising efforts.



With the efforts of the team on fundraising its always nice to see appreciative comments online from visitors relating to our restored vehicles. This encouraged us in a drive towards more volunteers once again.



Towards the end of November and throughout December our fund-raising efforts continued with themed open evenings and days. We even managed a rainbow over the depot as hope improved for a bounce back from the lockdown period. Santa and his helpers called in for a day or two to assist.



Sadly patronage was a little below the levels we expected, probably owing to the change in outdoor temperature.

However we received fantastic news of an award for further funding through the Culture recovery fund.



**Culture Recovery Fund for Heritage: Continuity Support**

Dear CHLOE ROBISON SMITH CRF1 then OLIVIA HEWKIN replaced by MADIHA MAJID CRF2,

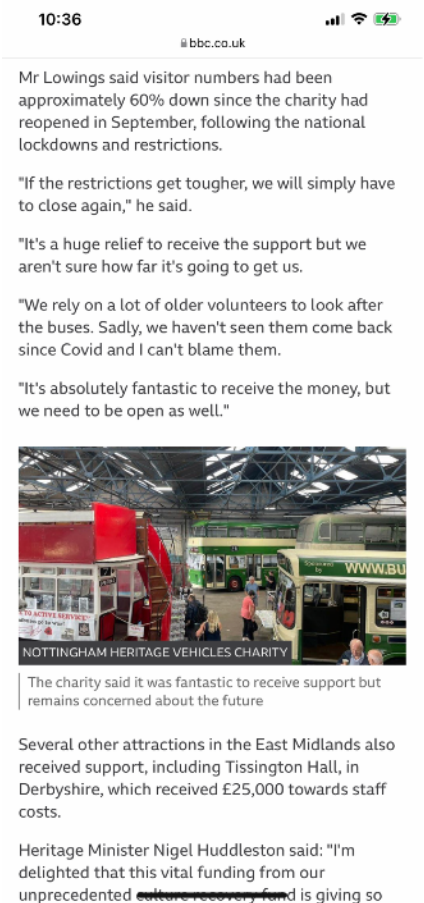
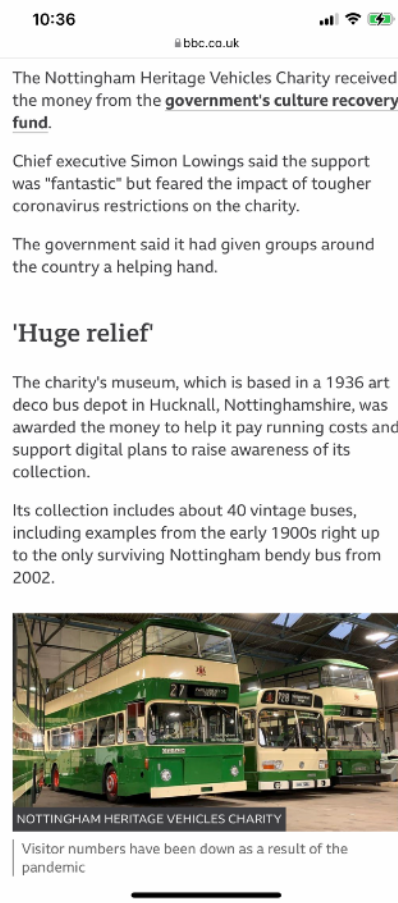
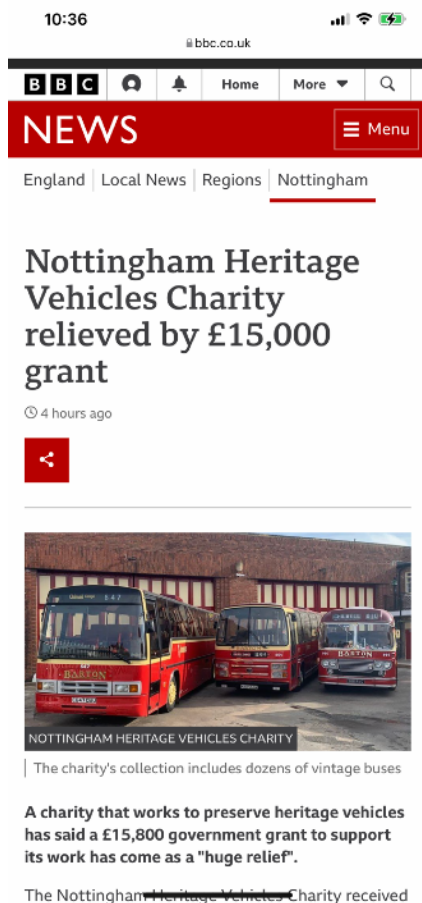
**Project Ref: #CSAPP-000196**  
**Project Title: Nottingham Heritage Vehicles Charity**

Thank you for submitting an application to the Culture Recovery Fund for Heritage: Continuity Support.

The National Heritage Memorial Fund is distributing this government funding in partnership with Historic England, based on criteria set by the Department for Digital, Culture, Media and Sport (DCMS). The programme was established to safeguard cultural and heritage organisations across England from the economic impact of COVID-19.

We are pleased to inform you that we have decided to award you a grant of up to £15800 towards the costs outlined in your application. Please note that if

The award soon filtered through to national news outlets and a whole raft of free publicity ensued, raising the profile of the charity when we needed it the most.




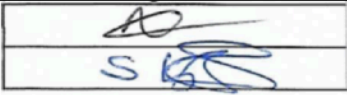
As the year drew to a close optimism returned for a better 2022 and we reflected on the fantastic progress achieved during one of the most difficult



periods ever experienced by us all.

With a few new recruits onboard, including Dan pictured here in the Bartons DAF we hope to fulfil all our goals next year. For now though a massive thankyou to all that have helped us survive 2021.

	Charity Name		Reg.No.		2021
	NOTTINGHAM HERITAGE VEHICLES CHARITY		1155404		
	<b>Receipts and payments accounts</b>				
	For the period from	<b>01/01/2021 to 31/12/2021</b>			
<b>Section A Receipts and payments</b>					
	<b>Unrestricted funds</b>	<b>Restricted funds</b>	<b>Endowment funds</b>	<b>Total funds</b>	<b>Last year</b>
	to the nearest £	to the nearest £	to the nearest £	to the nearest £	to the nearest £
<b>A1 Receipts</b>					
Donations (incl.corporate & PayPal giving)	51,851	-	-	51,851	64,059
Gift Aid claimed (incl. GASDS)	11,139	-	-	11,139	14,705
Grants	46,794	18,720	-	65,514	64,112
Fundraising activities	-	-	-	-	742
Interest on deposit account	4	-	-	4	5
Dividend on investments	-	-	-	-	-
Members subscriptions	-	-	-	-	-
Charitable trading receipts (donated goods)	-	-	-	-	-
Other Charitable Receipts (Amazon smile)	35	-	-	35	555
<b>Sub total(Gross income for AR)</b>	<b>109,823</b>	<b>18,720</b>	<b>-</b>	<b>128,543</b>	<b>144,178</b>
<b>A2 Asset and investment sales, (see table).</b>					
Proceeds from sale of fixed assets	- 0	- 0	- 0	-	- 0
Loan repayments received	- 0	- 0	- 0	-	- 0
<b>Sub total</b>	<b>- 0</b>	<b>- 0</b>	<b>- 0</b>	<b>-</b>	<b>- 0</b>
<b>Total receipts</b>	<b>109,823</b>	<b>18,720</b>	<b>- 0</b>	<b>128,543</b>	<b>144,178</b>
<b>A3 Payments</b>					
Storage after landlord assistance	6,208	-	-	6,208	3,306
Utilities Gas/Water/Electric after assistance	4,553	-	-	4,553	1,449
Direct Charitable Activity	127,557	-	-	127,557	131,972
Governance costs	-	-	-	-	-
Other costs	-	-	-	-	-
<b>Sub total</b>	<b>138,318</b>	<b>-</b>	<b>-</b>	<b>138,318</b>	<b>136,727</b>
<b>A4 Asset and investment purchases, (see table)</b>					
Purchase of collection vehicles	-	- 0	- 0	-	-
<b>Sub total</b>	<b>-</b>	<b>- 0</b>	<b>- 0</b>	<b>-</b>	<b>-</b>
<b>Total payments</b>	<b>138,318</b>	<b>- 0</b>	<b>- 0</b>	<b>138,318</b>	<b>136,727</b>
<b>Net of receipts/(payments)</b>	<b>- 9,775</b>	<b>-</b>	<b>-</b>	<b>-9,775</b>	<b>7,451</b>
<b>A5 Transfers between funds</b>					
<b>A6 Cash funds last year end</b>				<b>10,856</b>	<b>3,405</b>
<b>Cash funds this year end</b>	<b>1,081</b>	<b>-</b>	<b>-</b>	<b>1,081</b>	<b>10,856</b>
<b>Section B Statement of assets and liabilities at the end of the period</b>					
<b>Categories</b>	<b>Details</b>	<b>Unrestricted funds</b>	<b>Restricted funds</b>	<b>Endowment funds</b>	
		to nearest £	to nearest £	to nearest £	
<b>B1 Cash funds</b>	Current account	1,081	-	-	
	Deposit Account	-	-	-	
	Paypal Account	-	-	-	
	<b>Total cash funds</b>	<b>1,081</b>	<b>-</b>	<b>-</b>	<b>-</b>

		Unrestricted funds	Restricted funds	Endowment funds
	Details	to nearest £	to nearest £	to nearest £
<b>B2 Other monetary assets</b>	None	-	-	-
	Details	Fund to which asset belongs	Cost (optional)	Current value (optional)
<b>B3 Investment assets</b>	None	0	-	-
	Details	Fund to which asset belongs	Cost (optional)	Current value (optional)
<b>B4 Assets retained for the charity's own use</b>	Vehicle 452 Nottingham City Transport Atlant.	Unrestricted	-	100
	Vehicle 80 South Notts Leyland PD3	Unrestricted	-	9,000
	Vehicle 129 South Notts Leyland Olympian	Unrestricted	-	4,000
	Vehicle 704 Nottingham City Transport Bendy	Unrestricted	5	10,000
	Vehicle 335 Nottingham City Transport B10M	Unrestricted	1,500	500
	Vehicle 356 Trent Bristol RE	Unrestricted	4,000	4,000
	Vehicle 613 Nottingham City Transport B10B	Unrestricted	-	300
	Vehicle 416 Nottingham City Transport Atlant.	Unrestricted	650	650
	Vehicle 769 Nottingham City Transport B10M	Unrestricted	1,850	1,850
	Vehicle 401 Trent Optare Solo	Unrestricted	-	2,000
	Vehicle 127 Trent Volvo B10B	Unrestricted	-	500
	Vehicle 600 Trent Volvo B10M	Unrestricted	-	800
	Vehicle 755 Nottingham City Transport Leopard	Unrestricted	1,000	300
	Vehicle 366 Nottingham City Transport Renown	Unrestricted	-	100
	Vehicle 724 Nottingham City Transport Nat 2	Unrestricted	3,000	3,000
	Vehicle 382 Nottingham City Transport Lion	Unrestricted	-	500
		Vehicle 204 Nottingham City Transport Scania	Unrestricted	3,500
	Vehicle 676 Nottingham City Transport Scania	Unrestricted	30,000	30,000
	Vehicle 571 Trent Leyland Atlantean	Unrestricted	500	500
	Details	Fund to which liability relates	Amount due (optional)	When due (optional)
<b>B5 Liabilities</b>	None	n/a	n/a	n/a
Signed by one or two trustees on behalf of all the trustees	Signature	Print Name	Date approved	
		ALEX WRIGHT	13/10/2022	
		SIMON LOWINGS	13/10/2022	
<b>Section C Notes to the accounts for the period</b>				
<b>C1 Nature and purpose of funds</b>	Funds are used entirely for the purpose of fulfilling our charitable objectives, maintaining our collection of vehicles and artefacts and funding the cost of our premises and associated running expenses. Funds are sourced primarily from donations by trustees and members of the public. When it is applicable gift aid is claimed on these donations. At present we do not receive any external funding whatsoever but intend developing paths towards this.			
<b>C2 Grants</b>	We were eligible for business support for both our sites from both Gedling and Ashfield councils. Culture recovery appeal funding was received after application. Funding was also received from the Arnold Clark community fund towards the flooring costs in the main room of the depot.. Details shown in appended analysis			

<b>C3 Trustee remuneration details &amp; authority under which paid.</b>	Remuneration is via expenses claim forms and then bill payment and is only remunerated if either prior arrangement has been sought before anything is purchased or a payment made on behalf of the Charity.	
<b>to nearest £</b>		
<b>C4 Trustee expenses &amp; details (see additional analysis 2 for all 9 trustees)</b>	All trustee expenses ( expenditure on items for charitable purpose/mileage claims) are donated back into the charity bank account directly where the trustee so chooses to do so by way of donation. Such donations where applicable are then subject to a gift aid claim.	14980
	<b>Nature of relationship and nature of transaction</b>	Transaction £
<b>C5 Transactions with Trustees &amp; connected persons</b>	Trustee S.Lowings - Purchase of privately owned vehicle parts amassed over 15 years as and when required by the Charity and when made available cheaper than elsewhere after quotes are obtained. ALL purchases are agreed and authorised by our technical officer and 3 other trustees before actioning. Payment where parts are not donated free of charge by Simon is by bill payment or PayPal via the treasurer	N/A
	Trustee P.Winson - Purchase of services in association with recovery of vehicles and vehicle repairs that the Charity is unable to undertake or for the purchase of parts whereby Paul can source cheaper through trade contacts. Invoices are paid by Bill payment or by other arrangement and documented. ALL purchases are agreed and authorised by our technical officer, approved by the Chairman or CEO and 3 other trustees before actioning.	672
<b>Additional analysis of the receipts &amp; payments accounts for the period (1)</b>		
<b>1. Donations &amp; receipts</b>	<b>Source</b>	<b>to the nearest £</b>
	Direct donations from individuals	47,736
	Paypal giving donations	490
	Tombola & catering takings via suggested donation labels on open days and events	1,225
	Website directed Membership renewals less PayPal fee	-
	Gift aid small donations scheme collections from event and open days	1,558
	Gift aid claimed through all applicable donations where adequate tax is paid and consent held	9,781
	Other charitable receipts - Amazon smile payments	35
	Interest of BMM account deposits	4
	Corporate donation from CT4N	2,200
	<b>SUB TOTAL</b>	<b>63,029</b>
	<b>Grants</b>	
	<i>National Heritage - Culture Recovery fund application</i>	17,720
	<i>Covid Business Support Leisure/Heritage Grants via Gedling Borough Council for Bestwood site</i>	19,169
	<i>Covid Business Support Leisure/Heritage Grants via Ashfield District Council for Hucknall site</i>	27,625
	<i>Arnold Clark Community fund</i>	1,000
	<b>SUB TOTAL</b>	<b>65,514</b>
<b>Asset &amp; Investment sales</b>	Not applicable	-
	<b>TOTAL</b>	<b>128,543</b>
	Business rates (20% discretionary awarded along with 80% mandatory) (refunded-see above)	-

<b>2. Payments relating directly to charitable activities</b> (These are paid either directly via bank account bill payment or PayPal account via treasurer - these figures are the totals excluding payments under the same categories made by trustees and claimed as expenses - see below for Analysis 2)	Vehicle parts / restoration/ consumables/tools/road fund licence/fuel	27,254
	Vehicle cleaning	274
	Insurance - road insurance, breakdown insurance, trustee indemnity, public and employer liability (A large percentage of these costs were paid privately this year by a benefactor so not shown here)	3,891
	Online engagement - Web domain and hosting, connection and fees and development	3,907
	Charity awareness, engagement, advertising and event costs / stall fees / Displays	5,077
	Photo processing / storage boxes/ anything else in association with archive	847
	Building essential maintenance / works, storage and sundries	67,856
	Direct marketing, Postage and printing, computer consumables, and misc stationery	2,252
	Catering - relating to volunteer refreshments and catering fit out	1,219
	Expenses claimed - <i>see additional analysis 2</i>	14,980
	<b>Total</b>	<b>127,557</b>
<b>Additional analysis of the receipts &amp; payments accounts for the period (2)</b>		
<b>3. Breakdown of expenses claimed for period 1st January - 31st December 2020.</b>	Mileage expenses relating to the period	13,282
	Expenses relating to vehicle and building works	792
	Expenses relating to vehicle fuel costs	-
	Expenses relating to Charity helpers catering	906
	<b>Sub Total</b>	<b>14,980</b>
<b>Additional note to the accounts</b>		
<b>COVID ASSISTANCE</b>	Naturally these accounts reflect an extraordinary period where the Charity finances are inflated initially by very generous donations from supporters and trustees upon enforced closure. With the inability to reopen we were offered business support funding and at the same time applied for everything we could to keep commitments fulfilled. This led to online appeals and a CRF approach.	

*Malcolm K. Hearson,  
11, Ridsdale Road,  
Sherwood,  
Nottingham.  
NG5 3GR  
Tel. 07971 608008.*

*4th October 2022.*

*Nottingham Heritage Vehicles Charity  
2021 Annual Records Inspection.*

*Dear Trustees and members,*

*Many thanks for your approach today, the 4th October 2022 to inspect your annual records.*

*I would be delighted to do this task completely free of charge to assist your endeavours.*

*I would like to visit your premises on the 12th October inst. to carry out the procedure. If this date meets with your approval, I shall arrive at 1000hrs. If a different date and time is more suitable, we can set this with a telephone call.*

*The inspection will take as long as it takes but I envisage it will be concluded in one visit.*

*Yours Sincerely,*



*M.K.Hearson*

*Malcolm K. Hearson,  
11, Ridsdale Road,  
Sherwood,  
Nottingham.  
NG5 3GR  
Tel. 07971 608008.*

*12th October 2022*

*Annual report prepared for  
Nottingham Heritage Vehicles  
Charity.*

I, Malcolm K Hearson, have undertaken an independent examiner's report to the Trustees of "Nottingham Heritage Vehicles Charity". The Charity concluded that an independent inspection was required as opposed to an accountants audit. With the gross income level falling below £250K no formal qualification to undertake such an inspection is required. As a former proprietor of a coach holiday business of some 46 years standing, I am fully aware of the requirements of commerce and associated book and record keeping.

I report on the accounts of the Charity for the period 1st January 2021 to 31st December 2021 which are set out to the rear of the 2021 report.

The Charity's Trustees have been responsible for the preparation of the accounts. The Charity's Trustees consider that an audit is not required for this year under section 144(2) of the Charities Act 2011 (the 2011 Act) or under regulation 10(1)(d) of the Charities Accounts (Scotland) Regulations 2006 (the 2006 Accounts Regulations) and that an independent examination is needed as the income falls below £250K.

As an independent examiner it is my responsibility to:

- a) examine the accounts under section 145 of the Charities Act 2011 and section 44(1)(c) of the Charities and Trustee Investment (Scotland) Act 2005 (the 2005 Act).
- b) to follow the procedures laid down in the General Directions given to the Charity Commission under section 145(5)(b) of the 2011 Act.
- c) to state whether particular matters have come to my attention.

My examination was carried out in accordance with the General Directions given by the Charity Commission as set out by the 2008 Regulations and is in accordance with Regulation 11 of the Charities Accounts (Scotland) Regulations 2006.

The examination included a review of the accounting records kept by the Charity and a comparison of the accounts presented with those records. It also included consideration of any unusual items or disclosures in the accounts, although seeking explanations from you as Trustees concerning such matters was not necessary owing to the detail available in the Annual Report. The procedures undertaken do not provide all the evidence that would be required in an audit and consequently no opinion is given as to whether the accounts present a "true and fair view" and the report is limited to those matters set out in the next statement.

I can confirm that in my opinion the accounting records provided reflect and relate to the accounts presented for the period. All transactions involving Trustees are clearly detailed with any conflict of interest duly noted in line with the guidance given in the policy document followed by the Charity and associated Conflict of Interest Register. This relates to continued transactions between the Charity and Paul S. Winson Coaches in terms of outsourcing of heavy repairs and vehicle parts where the Charity is unable to source said services more competitively elsewhere. It also applies to transactions between the Charity and Trustees over the acquisitions of privately owned parts purchased by the Charity from Trustees in order to assist the Charity to further its objectives. All decisions of this nature appear to be debated and agreed in writing by four or more Trustees prior to being actioned.

Several transaction details were checked with clear and concise detail being documented allowing verification without the requirement of explanation from any of you as Trustees. I conducted a random inspection of both receipts and payment records, including following through a number of gift aid claims, although smaller than those in previous years due to covid 19 and the forced closure of the depot, looking at where the donation arose and for what purpose the expenditure in the case of expenses returns was conducted - ensuring that all such expenditure was duly associated to charitable purposes. I note that such expense claims have been duly returned to the Charity by way of donation in respect to those claims that I inspected.

Invoices have been selected and bill payments corresponding to those confirmed on either the bank statements or Pay-Pal transaction record. A random selection of 30 records was conducted in total alongside a viewing of all held records without any specific matters being raised.

There is no evidence of any material expenditure or action contrary to your Charity constitution.

I have taken note that the charity has accessed grants available to them by the Government, Gedling Borough Council, Ashfield District Council, Lottery funding and The Charity Commission to cover expenditures during the continuing covid 19 period to sustain viability. These have been clearly accounted for as has the correct usage of the said grants.

No statement of difficulties for this period occurred.

Thus it my pleasure to conclude with my independent examiners statement. In connection with my examination, no matter has come to my attention which gives me any reasonable cause to believe that in any material respect the requirements to keep accounting records in accordance with section 130 of the 2011 Act and section 44(1)(a) of the 2005 Act and Regulation 4 of the 2006 Accounts Regulations and to prepare accounts which accord with the accounting records and comply with the accounting requirements of the 2011 Act and section 44(1)(b) of the 2005 Act and regulation 9 of the 2006 Regulations have been met.

No specific matters have come to my attention as a result of my examination procedure. All matters subject to review as set out by the 2008 Regulations have been met.



Malcolm K. Hearson,  
11, Ridsdale Road,  
Sherwood,  
Nottingham.  
NG5 3GR

12th October 2022



**NOTTINGHAM HERITAGE VEHICLES CHARITY**

England & Wales - Charity number 1155404

---

# Accounts

---

# Nottingham Heritage Vehicles Charity

Preserving transport heritage for future generations



## 2020 Annual Report & Accounts

# Nottingham Heritage Vehicles Charity

Registered Charity No.1155404

What a year ! Before we begin with a few words from our Chairman of Trustees and our Chief Executive we must say a massive THANKYOU to everyone who has offered support, advice, and encouragement to us this year.

Whilst we are proud to present the seventh Trustees report and accounts for Nottingham Heritage Vehicles Charity (NHVC), we must also reflect on the changes this year has brought with it. From its inception in 2010 as a charity in terms of HMRC classification onwards to our acceptance as a charitable incorporated organisation (CIO) in 2014, we have not experienced a period quite like it. Working to preserve examples of our local transport heritage for the enjoyment and education of future generations has remained our aim and goal and it's the enthusiasm to do just this that has driven us forward.

This year has been one marked and steered by the extraordinary challenges posed by the Covid-19 pandemic. A total loss of income through the enforced closures, cancellation of massive events at Wollaton Park, Great Central Railway, Loughborough and of course the hugely popular depot opendays, has hit us hard. Nationally events have gone by the wayside and, as such, we have adapted to remote working, online fundraising appeals and social media communication towards supporters and volunteers, along with exploring the avenues of practical and financial support available to us.

With the closure of the museum depot from March onwards, we have where possible, ensured essential maintenance has continued, more so on the building than the vehicles. Reserves have been depleted as the need to install increased security arose following undesirable activity. We are thankful of the covid recovery fund for their assistance towards the costs of this unanticipated expenditure, along with other recovery support.

We look forward to developing all areas of our work once the pressures of the pandemic ease and aim to look towards increasing participation from community members further whenever it is possible to do so.

We hope you can appreciate our aims, direction and progress from this report and look forward to welcoming you as a visitor or even a volunteer at one of our sites in the near future.

Alex Wright (Chairman) and Simon Lowings (CEO)



One of our online awareness appeals launched to combat loss of income as a result of the pandemic.



Another forced period of closure puts a stop to our November relaunch !



**After months of closure**  
We open our accessible areas for **FREE**



Devastation as water ingress brings part of the roof down on the main building,

## Introduction

The trustees present their Annual Report and Accounts statement for the period 1st January 2020 to 31st December 2020.

## History

The Charity roots began back in September 1999 under the name of ‘The Notts and Derby Heritage Transport Group’. We began with two buses, adding further vehicles to the collection as we developed. In 2007 the name changed to reflect the core collection of vehicles to Nottingham Heritage Vehicles, with the word Charity being added in 2010. From September of 1999 to June 2015 we were based at the former Midland Storage Depot at West Hallam in Derbyshire. In April 2010 we took the decision to adopt a formal collection policy which resulted in changes to the structure of the collection and led to us making approaches towards becoming a registered charity. In January 2014 we became a Charitable Incorporated Organisation registered with the Charity Commission. Governance and structure of the charity from the days of being a not-for-profit organisation for charitable purpose has improved greatly.

We have since committed to a 21 year lease of the former 1936 Art Deco Trent Motor Traction Bus Garage on Portland Road, Hucknall. Here we are striving to develop a leading working heritage bus garage/transport museum, engaging all elements of the local community and those from further afield. We also lease an additional offsite storage compound to house projects awaiting attention as the collection develops. Some of our volunteers work on these vehicles here whilst the core assist at the depot.

## Governing Documents

Nottingham Heritage Vehicles Charity (“NHVC”), is a registered charity incorporated on the 20th January 2014 as a Charitable Incorporated Organisation (CIO). It is governed by its constitution. Whilst transport heritage charities have previously been operated by companies limited by guarantee, it was felt by members at the time, that the CIO structure and approach was more appropriate and in-line with the structure that we desired and the direction we intended to follow. Any, and indeed, all changes to the structure of the CIOs governing document are approved by the Charity Commission prior to

implementation. This creates a transparent model to which we operate. No such changes have been applied to date. All our policy documents are reviewed as and when required to ensure they remain effective, appropriate, relevant and fully compliant with the latest legislation.

## **Organisation**

The charity is governed by a Board of Trustees (“the Board”). The Board meets regularly for routine business and holds additional meetings to discuss urgent matters as and when the need arises. In addition we use an online WhatsApp platform for discussion and debate of all things charity related on a regular basis. The day to day management of the Charity is delegated to the Chief Executive Officer (CEO), and through him to the Senior management Team consisting of the CEO, Treasurer and two other trustees. The Trustees that were in place at the beginning of the year, still remained in place at the year end after offering themselves for re-election with the exception of Tim Branson. During the year, our Chairman John Morris stood down owing to health issues and Alex Wright was voted in to, once again, take the helm.

To address the daily operation of areas of the Charity we have created sub management groups within the volunteer numbers under the direction of Trustees. The day to day operation and activity of the charity is carried out by these parties and our volunteers.

The charity operates as a collective and all members in a normal year co-operate in the restoration & repair work required on all vehicles and artefacts irrespective of the individual ownership, as all vehicles and artefacts can be, and indeed are, used for the benefit of the charity in fulfilling our aims and objectives. Much work has been carried out on both the premises and on vehicles throughout the year but only by a small nominated team to enable safe working under covid restrictions.

## **Appointment and induction of Trustees**

There are six trustees making up the board. The Chief Executive of NHVC is delegated this role from within the Trustee numbers. Trustees are appointed for a period of three years with the option to offer themselves for re-election for a further term. In selecting individuals for appointment as charity trustees, the NHVC charity trustees must have regard to the skills, knowledge and

experience needed for the effective administration of the CIO. A skills audit is conducted annually.

The charity seeks to recruit trustees who are keen to develop public relations, community outreach projects and education of the public generally so as to fulfil its strategic and operational requirements.

All new trustees are made fully aware of the requirements their role entails and are supplied with a copy of the current CIO governing document and access to all other relevant material. It is our intention to include trustees from all backgrounds and all age groups, enabling a management committee to develop whereby the needs of the broadest selection of the general public are met by the way in which we engage with the public.

## **Risk Management**

The Chief Executive, alongside other trustees, has undertaken a full review of the risk management of the charity. This has been achieved through a structured approach by mitigating risks to fundraising via enhanced online and advertising platforms, sourcing new sponsors, engaging with new audiences and developing the relationship with other museums nationally.

Policies on volunteer retention, introducing an induction scheme for volunteers and a thorough grievance procedure are in place, aimed at reducing the loss of key volunteers and thus key skills. We also have 11 other policy documents in place for safeguarding, data protection, conflicts of interest etc, ensuring everyone knows what we do, how we do it, what we expect from our volunteers and what they and the public at large can expect from us.

## **Charity Objectives**

The objects of the CIO are to advance the education of the public in transport generally, particularly in the Nottingham conurbation through establishing and preserving for posterity, a representative collection of passenger service vehicles and by such other means as the trustees may determine. We form an educational and heritage preservation charity, both conserving and helping to develop an understanding of the role of our transport heritage in the development of the local area.

## **Public Benefit - Identifiable benefits**

The aims of Nottingham Heritage Vehicles Charity are expressed by the nature of our objectives. We provide clear and identifiable benefits to the public through our activity. Throughout the management and strategic planning of the Charity and its activity, the Board have maintained a thorough understanding and acknowledgement of the public benefit principles and associated public benefit guidance. The Trustees believe the Charity has delivered in several areas. Public benefit is not restricted and does not exclude anyone. Public benefits are identifiable and related to our aims.

The Board of Trustees receive no private benefit or payments for their role as Trustees of Nottingham Heritage Vehicles Charity. Furthermore the charity does no harm nor detriment through its charitable activities.

## **Heritage, Vehicle and Artefact collections**

Our team works tirelessly in researching the heritage of local companies, preserving vehicles and restoring artefacts, alongside collecting transport related items for future displays. We tell the story on a far wider scope than just transport history by way of heritage vehicle outings. The collection of vehicles and artefacts helps form an important resource to explore, gaining an understanding of the development of engineering and vehicle design through the decades and social and urban history links to Nottingham and the surrounding areas.

Naturally, through the nature of our constitution, we concentrate our efforts on the preservation and restoration of all the vehicles in our collection. Once they are restored we display these vehicles wherever practically possible to the public, allowing them to appreciate the transport of yesteryear. The collection will shortly be open as a museum of excellence in road transport for the East Midlands area. Whilst the development of the Hucknall site progresses we undertake to hold regular FREE open doors days to engage with interested parties from near and far. Naturally, as our open day programme was cancelled through covid restrictions, this has not happened as planned this year. We have, however, increased our social media outflow in an attempt to engage with as many people as possible and retain regular contact with our supporters and volunteers.

Once normality returns, we hope to continue with our mobile museum, both visiting and supporting events from one end of the country to the other, displaying vehicles which are of significant historical importance to the Nottingham region.

Throughout 2020 the charity has been unable to attend any events to promote its activities and raising awareness of its objectives has been hampered. As commitments were made with tradesmen towards the end of 2019 we have, where possible, continued with improving the Hucknall premises, making them fit for more regular public access and thus improving the home for the collection.

Our 'Omninews' newsletter has been suspended this year owing to the lack of positive news and a lack of events. Instead we have issued regular posts on all social media channels, keeping everyone up to date with our current position and tasks in hand. The decision to reinstate the paper and online omninews will be made once the pandemic is over. We are aware some supporters and interested parties are not computer literate so to keep all news digital would lose the charity support in the long term, as the newsletter details all our engagements, activities and project appeals throughout each quarter.

The Charity continues to collect ephemera throughout the pandemic period although we have encouraged many to hang onto things until it is safe to drop them off or for us to collect. In addition to this we are developing an archive of vehicle design plans showing the evolution of the Nottingham standard bus design, alongside that of timetables, photographs and associated artefacts. It is intended that the charity will approach future acquisitions through careful consideration of its collection policy, representing the diversity of transport locally. We have been overwhelmed with the level of support from the general public in donating items of interest to the Charity.

Naturally throughout 2020, material held in our collection has not been loaned for display to other charitable groups, museums or indeed accessed by the general public owing to the pandemic.

## Education, Engagement and Access

The senior management committee would normally encourage engagement with all, however with the need to social distance, work from home and isolate, that simply hasn't been possible since mid-March this year. We have allowed access to the collection to two groups of people in February and early March. Access to the collection is entirely free with donations welcomed from visitors. It is important, in our view, that the development of an understanding of our purpose and benefit to the community as a whole is an enjoyable experience. Our working heritage depot offers the Charity a great platform to develop our plans further once the doors are open again on a regular basis.

Our website plays a very prominent role in the day to day engagement of the public, even more so, as so many of us have spent months stuck at home. We now have separate sections which are devoted to each vehicle, archive material and future events. Online access is entirely free to all, with educational bodies acknowledging their use.

We look towards further developing outreach projects in the future years and encourage those in a position to work with us to make contact.

Despite being closed since mid-March, we have received some favourable comments from our supporters received via Facebook and email during 2020:-

“You are doing a great job keeping all of us at home entertained. Its lovely to see what you're doing to keep the vehicles alive during such difficult times. I just wish it would all go away and we could get over to see you again. Great work don't give up” Tony, Lincoln

“How do you do it ? No income, what appears to be little official support and yet you keep going and somehow pull it out the bag. Fantastic to hear that you've got a little bit of funding from local councillors. Ive put a bit towards the facebook appeal and only sorry I can't spare more but now made redundant. Cant wait to get over when were allowed to enjoy life again” Mal, Crewe

In 2020 we had 91,184 (compared to 63,467 in 2019) independent visitors to our website with 4918 engaging directly with us. We encourage an open and active involvement with everything we do and this is propelled further by

twitter 'tweets' and Instagram or Facebook posts keeping the public informed and up to date.

A good number of our volunteers are elderly, retired individuals who have offered their time and skills to us in return for a little company, the ability to learn new skills and gain experience in new fields and reminisce. We actively, through all means possible, promote interaction with local community groups. Collecting stories and memories is important to us, as it helps to explore the development of the transport infrastructure. Naturally, a massive blow has been dealt to this engagement but we have every confidence that it will bounce back.

With the suspension of the post-out and online newsletter this year, its inclusion here has not been possible. Instead we offer a photographic record of the year, albeit a very restricted year for so many of us.

## **Income and support**

The charitable activities of the Charity are only made possible by the continued support of Charity volunteers and well-wishers through both their time and monetary donations. Small Gift aid donations are down this year with there being no Open Doors events nor free bus trips with donation tins inside the museum building.

In the hope that things improve we are continuing 'suggested donation' stickers on magazines donated to the Charity which allows visitors to take a souvenir of their visit home with them. We are also producing more plastic promotional items, on a free-of-charge basis, for future open days, whilst clearly displaying the fact that we welcome donations. We continue to benefit from the donation of display items, on occasion, and in particular materials and monies from Transport Nostalgia on a regular basis by way of a percentage donation from some photograph and model sales; both on and offline. Once again in 2020 this has been partly by way of the donation of local transport imagery for display and archive use and the purchase of required equipment remote of the Charity finances for which we are extremely grateful. The building works undertaken this year simply wouldn't be possible without their support.

We have maintained a strong advertisement campaign in the press and trade magazines.

## **Volunteers**

The Charity relies entirely on the support of the volunteers with no paid staff within its ranks at any level. They give up their time and offer necessary skills to a wide range of on-going projects. We have teams working with the vehicles, the archive & photo library, the building refurbishment and exploring funding streams, in relation to establishing and operating reminiscence projects and moving the Charity aims forward.

We welcome volunteers from all backgrounds and all abilities. We aim to develop our volunteer base on an ongoing basis. Everyone is welcome.

## **Reserves**

No reserves are currently held, as all monies are used, as fundraising permits, to undertake additional restoration work both on the building and on our vehicle collection. It is hoped, once full museum accreditation is achieved, that the issue of reserves will be addressed. It is intended to retain a small working capital at present in the charity bank account, for day to day working capital requirements and unforeseen circumstances, allowing the Charity to maintain and develop its charitable objectives without issue.

## **Plans for the future**

At the forefront of our short-term and long-term agenda is the desire and belief that we can build on the success of our previous years.

In 2021, once Covid-19 restrictions lift, we aim to further encourage the involvement of others in the locality, engaging schools, colleges, workplaces and interested parties in every stage of our activities.

We will ensure that we meet and deliver these aims in complete alignment with our financial standing and for public benefit. We will further develop our Open days to appeal to a wider audience, especially those in the locality of the depot.

## **Our responsibility in respect of the Trustees Annual Report & Financial statements**

Charity law requires that Trustees are responsible for preparing the Trustees Annual Report and financial statement in-line with current regulations. In

preparing this report the Trustees deem the report to be a fair and proper account of the activities of the Charity in this period and its financial standing.

This report was approved by the Board of Trustees on 19th October 2020 by digital means owing to some members still being affected by the Coronavirus pandemic and signed on behalf of the Charity by our Chairman Alex Wright.

### **Statement on the inspection of our accounts**

Owing to our accounts and the annual gross income falling above £25,000, the Board of Trustees decided to examine the accounts and then in-line with current legislation to invite an external independent scrutineers report.

Accounts are produced on a receipts and payments format.

### **Trustees and Contact details**

#### **Board Of Trustees:**

Alex Wright	Chairman
Simon Ian James Lowings	CEO & Marketing, Publicity & Events
Paul Brian Winson	Technical Officer & Membership Secretary
Caroline Marie Lowings	Treasurer & General Secretary
John Morris	
Douglas Simpson	Assistant Treasurer & Depot Co-Ordinator

### **Senior Management Team**

This consists of the CEO, Chairman, Technical Officer and Treasurer

### **Registered Office:**

Nottingham Heritage Vehicles Charity  
C/O 49 Valley View  
Berry Hill Park  
Mansfield  
Nottinghamshire  
NG18 4US

## Principal Bankers:

HSBC  
26 Clumber Street Nottingham  
NG1 3GA

Website address [www.nottinghamheritagevehicles.co.uk](http://www.nottinghamheritagevehicles.co.uk)

Contact Number 07971 105491

## 2020 - the year we will never forget



At the start of the New Year we had great plans for the season ahead. A new arrangement had been made for a full programme of day outings and trips organised by the Great Days Out team and using luxury coaches from two local operators, all in support of the Charity. Along with a fantastic offsite event programme starting in April, we had great hope for the year. Then reality set in.



With work progressing nicely on south Notts Leyland PD3 80NVO



The Solo project was also progressing well with the purchase of a disability ramp which would allow safe access onboard the bus via a raised walkway, also to lead to an elevated viewing platform for the model railway and display boards.



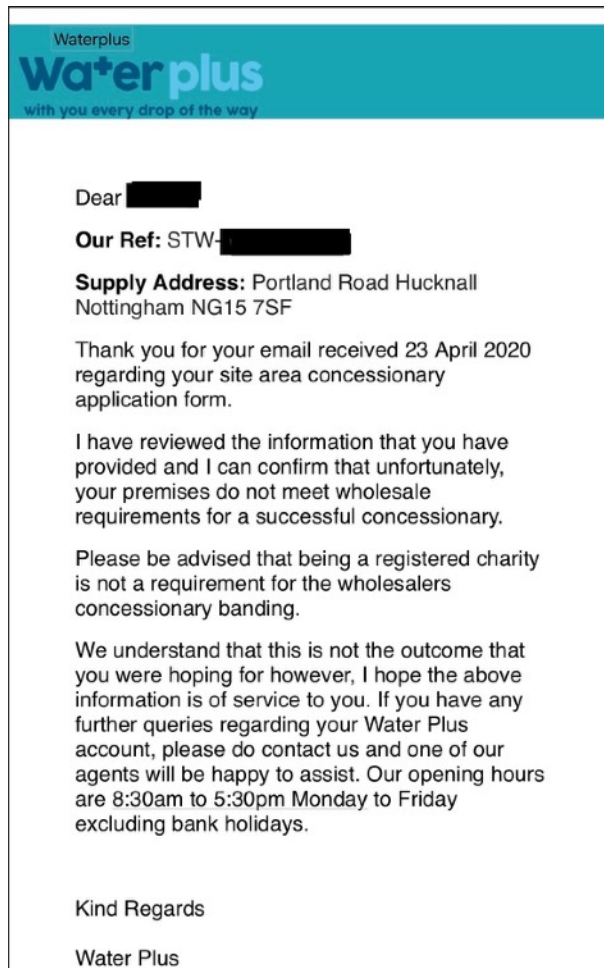
Volvo 769 was resealed and prepared for its full class 6

PSV test, returning to the road for the first time in 9 years, albeit it just for the run back from the test centre in Loughborough to Hucknall before everyday life changed.



The national was undergoing an overhaul, exposing just how good she still is at some 47 years of age !

Until the March enforced closure, progress on all aspects of the project were looking good. We then hit a brick wall. No income, no volunteers onsite meaning no gift aid from mileage allowances etc and nothing but bills to pay.

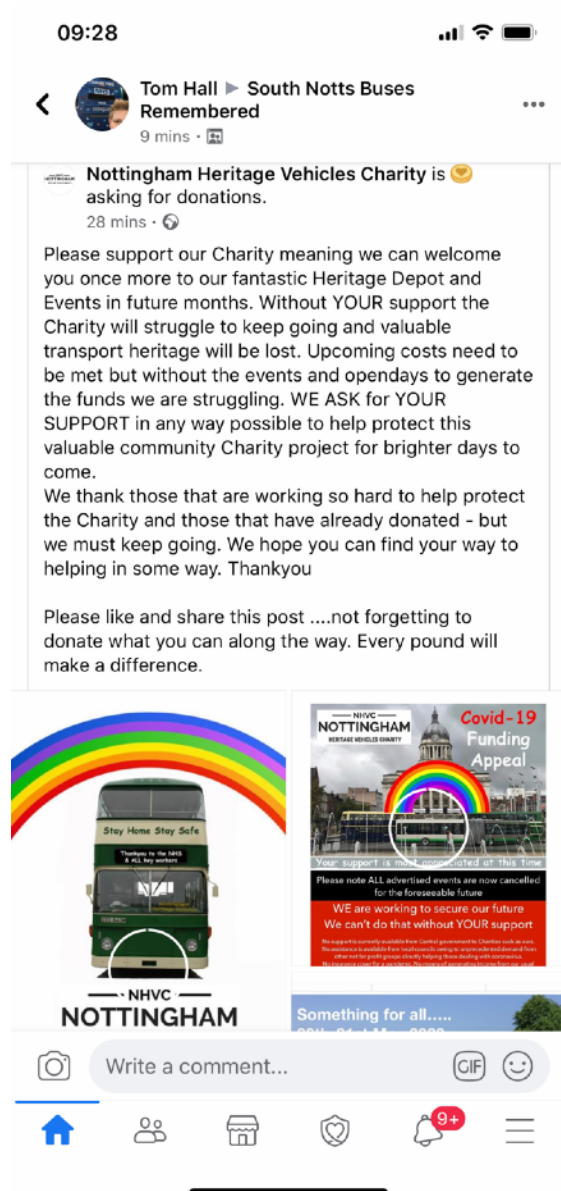


We battled with our insurers for some redress owing to loss of income only to be fobbed off. We struggled with bills such as surface water drainage as per the email enclosed here. We fought for time to pay utility bills, insurances and every other day to day expenditure.



### **For the Charity to survive we had to act quickly.**

Commitments had been made in 2019 for essential electrical work and building works to be undertaken, with trades booked for April onwards. If these were postponed the project would stall. We therefore took a different approach. A very determined online fund-raising appeal was launched with press and social media coverage. supporters nationwide shared the appeals and national enthusiasts magazines featured our story. Help started to roll in with discounted bills, written off costs and so much trustee and supporters help we were amazed.



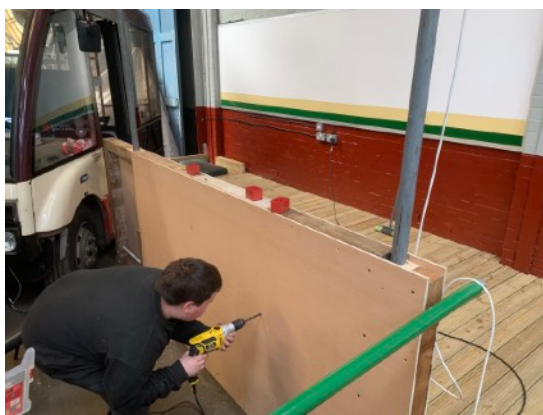
**All appeals were thankfully successful.**

With the added assistance of local councillors through their discretionary grant schemes, a donation from Severn Trent and the commencement of the Covid Business Support grants for heritage and leisure attractions in July, we have managed to stay afloat.

A successful appeal was made to the National Heritage fund to enable some work on necessary areas of the project, tackling both resilience and recovery period paths for the charity, which added greatly to our ability to adapt to the “new normal”.

**We move forward safely**

With a massive input from trustees in particular and a few of our regular hands on team, we raised the necessary funds to move the decking project forward, meaning that the disability ramp could eventually be put in place for the Solo project. With “lockdown” in place, three people from two households decided to form a bubble and work tirelessly on this project with the depot shut to all others.





Work then commenced on panelling and insulating the rear of the Solo, although we couldn't go any further owing to the need for funding which would enable the new electrics to be installed.



**It was then onto the storeroom.**



Repurposed racks, new storage bins and a good few coats of paint have made this a much better area to find that elusive part.

As some restrictions were relaxed but opening still not permitted, we moved onto other areas of the building.



Funding had been sourced for security cameras and an alarm system so this has been installed throughout the site.



With the obvious need to bring the front block into use, to enable more space to be created onsite for visitors, we ploughed on with the roof repairs, getting a building and roofing company onsite. Although costs were high, it was agreed that a few of the team would work with them to undertake much of the preparatory work. Trustees found the funds from their own pockets to replace the external staircase and balcony, condemned through untreatable rust and decay.





So much effort by a few of us, alongside trades where needed, has worked wonders on this area of the site. There is still plenty to be done but at the time of writing this report, it is hoped to be fully in use by late 2021.





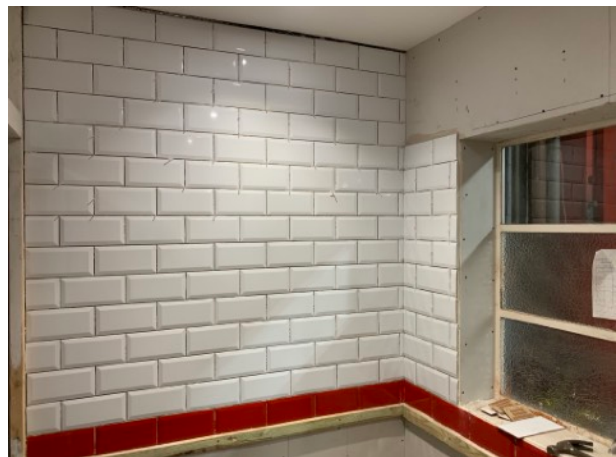
We have also started to address the new 10 year life of a tyre rule for the front axle of our vehicles with a replacement programme underway as funds allow. Usable tyres are being retained for the rear axles and wheel rims stored ready for shot blasting and repainting.

It was thought we would be able to open again in September but this was set back with further restrictions imposed. Therefore the appeals were stepped up a gear once again. Funds derived were used towards commencement of the toilet refurbishment required before reopening.



**After months of closure**  
**We open our accessible areas for FREE**

Nottingham Heritage Vehicles Charity  
 Portland Road, Hucknall Notts NG15 7SF  
 10am-4pm on the following dates  
**SUNDAYS** 1st/15th and 21st November  
**WEDNESDAYS** 18th and 25th November  
 Massive fundraising efforts onsite with social distancing in place. Limited refreshments available. Please email via our website or book through facebook to attend. See you soon!  
[www.nottinghamheritagevehicles.co.uk](http://www.nottinghamheritagevehicles.co.uk)




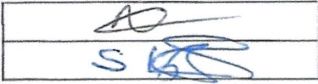
As we look towards 2021 our doors remain closed but our online support grows. The vehicles remain locked away and we hope for better times ahead.



### **Special thanks !**

We wish to thank everyone who has supported our efforts throughout 2020. Special thanks go to Trent Motor Traction, Nottingham City Transport, Chris and Mark at Ward Electrical, Terratruck, Lindleys Autocentre, Yardleys, Digraph, Paul Winson Engineering, Presbus, Great Central Railway (Loughborough), Les Simpson, Phil Rostance, Ben Bradley, the team at the CRF fund and EVERYONE who offered support to any of our online appeals.

	Charity Name		Reg.No.		2020
	NOTTINGHAM HERITAGE VEHICLES CHARITY		1155404		
	<b>Receipts and payments accounts</b>				
	For the period from	01/01/2020 to 31/12/2020			
<b>Section A Receipts and payments</b>					
	Unrestricted funds	Restricted funds	Endowment funds	Total funds	Last year
	to the nearest £	to the nearest £	to the nearest £	to the nearest £	to the nearest £
<b>A1 Receipts</b>					
Donations (including PayPal giving)	64,059	-	-	64,059	75,916
Gift Aid claimed	14,705	-	-	14,705	17,149
Grants	42,332	21,780	-	64,112	3,760
Fundraising activities	742	-	-	742	974
Interest on deposit account	5	-	-	5	-
Dividend on investments	-	-	-	-	-
Members subscriptions	-	-	-	-	-
Charitable trading receipts (donated goods)	-	-	-	-	-
Other Charitable Receipts	555	-	-	555	-
<b>Sub total(Gross income for AR)</b>	<b>122,398</b>	<b>21,780</b>	<b>-</b>	<b>144,178</b>	<b>97,799</b>
<b>A2 Asset and investment sales, (see table).</b>					
Proceeds from sale of fixed assets	- 0	- 0	- 0	-	- 0
Loan repayments received	- 0	- 0	- 0	-	- 0
<b>Sub total</b>	<b>- 0</b>	<b>- 0</b>	<b>- 0</b>	<b>-</b>	<b>- 0</b>
<b>Total receipts</b>	<b>122,398</b>	<b>21,780</b>	<b>- 0</b>	<b>144,178</b>	<b>97,799</b>
<b>A3 Payments</b>					
Storage after landlord assistance	3,306	-	-	3,306	4,577
Utilities Gas/Water/Electric after assistance	1,449	-	-	1,449	1,568
Direct Charitable Activity	131,972	-	-	131,972	81,680
Governance costs	- 0	-	-	-	-
Other costs	- 0	-	-	-	-
<b>Sub total</b>	<b>136,727</b>	<b>-</b>	<b>-</b>	<b>136,727</b>	<b>87,825</b>
<b>A4 Asset and investment purchases, (see table)</b>					
Purchase of collection vehicles	-	- 0	- 0	-	9,100
<b>Sub total</b>	<b>-</b>	<b>- 0</b>	<b>- 0</b>	<b>-</b>	<b>9100</b>
<b>Total payments</b>	<b>136,727</b>	<b>- 0</b>	<b>- 0</b>	<b>136,727</b>	<b>96,925</b>
<b>Net of receipts/(payments)</b>	<b>7,451</b>	<b>-</b>	<b>-</b>	<b>7451</b>	<b>874</b>
<b>A5 Transfers between funds</b>					
<b>A6 Cash funds last year end</b>	<b>3,405</b>			<b>3,405</b>	<b>2,531</b>
<b>Cash funds this year end</b>	<b>10,856</b>	<b>-</b>	<b>-</b>	<b>10856</b>	<b>3,405</b>
<b>Section B Statement of assets and liabilities at the end of the period</b>					
Categories	Details	Unrestricted funds	Restricted funds	Endowment funds	
		to nearest £	to nearest £	to nearest £	
<b>B1 Cash funds</b>	Current account	356	-	-	
	Deposit Account	10,500	-	-	
	Paypal Account	-	-	-	
	<b>Total cash funds</b>	<b>10,856</b>	<b>-</b>	<b>-</b>	

		Unrestricted funds	Restricted funds	Endowment funds
	Details	to nearest £	to nearest £	to nearest £
<b>B2 Other monetary assets</b>	None	-	-	-
	Details	Fund to which asset belongs	Cost (optional)	Current value (optional)
<b>B3 Investment assets</b>	None	0	-	-
	Details	Fund to which asset belongs	Cost (optional)	Current value (optional)
<b>B4 Assets retained for the charity's own use</b>	Vehicle 452 Nottingham City Transport Atlant.	Unrestricted	-	100
	Vehicle 80 South Notts Leyland PD3	Unrestricted	-	9,000
	Vehicle 129 South Notts Leyland Olympian	Unrestricted	-	4,000
	Vehicle 704 Nottingham City Transport Bendy	Unrestricted	5	10,000
	Vehicle 335 Nottingham City Transport B10M	Unrestricted	1,500	500
	Vehicle 356 Trent Bristol RE	Unrestricted	4,000	4,000
	Vehicle 613 Nottingham City Transport B10B	Unrestricted	-	300
	Vehicle 416 Nottingham City Transport Atlant.	Unrestricted	650	650
	Vehicle 769 Nottingham City Transport B10M	Unrestricted	1,850	1,850
	Vehicle 401 Trent Optare Solo	Unrestricted	-	2,000
	Vehicle 127 Trent Volvo B10B	Unrestricted	-	500
	Vehicle 600 Trent Volvo B10M	Unrestricted	-	800
	Vehicle 755 Nottingham City Transport Leopard	Unrestricted	1,000	300
	Vehicle 366 Nottingham City Transport Renown	Unrestricted	-	100
	Vehicle 724 Nottingham City Transport Nat 2	Unrestricted	3,000	3,000
	Vehicle 382 Nottingham City Transport Lion	Unrestricted	-	500
	Vehicle 204 Nottingham City Transport Scania	Unrestricted	3,500	3,500
	Vehicle 676 Nottingham City Transport Scania	Unrestricted	30,000	30,000
	Vehicle 571 Trent Leyland Atlantean	Unrestricted	500	500
	Details	Fund to which liability relates	Amount due (optional)	When due (optional)
<b>B5 Liabilities</b>	None	n/a	n/a	n/a
Signed by one or two trustees on behalf of all the trustees	<b>Signature</b>		<b>Print Name</b>	<b>Date approved</b>
			ALEX WRIGHT	18/10/2020
			SIMON LOWINGS	18/10/2020
<b>Section C Notes to the accounts for the period</b>				
<b>C1 Nature and purpose of funds</b>	Funds are used entirely for the purpose of fulfilling our charitable objectives, maintaining our collection of vehicles and artefacts and funding the cost of our premises and associated running expenses. Funds are sourced primarily from donations by trustees and members of the public. When it is applicable gift aid is claimed on these donations. An eBay shop is managed by one of our trustees for the charity with 100% of the proceeds going directly to the charity bank account by bank transfer or used to purchase or pay for services online via PayPal for charitable purpose. No trading has taken place on this platform during this period. Some donated second hand goods were sold via facebook to the sum of £742 during lockdown. At present we do not receive any external funding whatsoever but intend developing paths towards this.			
<b>C2 Grants</b>	Discretionary grants were received from local supporting councillors prior to any government funding being made available. Then we were eligible for business support for both our sites from both Gedling and Ashfield councils. Culture recovery appeal funding was received after application and 90% of that paid in this year. Funding was also received from Severn Trent in lieu of inability to zero rate surface water drainage costs. Details shown in appended analysis			

<b>C3 Trustee remuneration details &amp; authority under which paid.</b>	Remuneration is via expenses claim forms and then bill payment and is only remunerated if either prior arrangement has been sought before anything is purchased or a payment made on behalf of the Charity.	
to nearest £		
<b>C4 Trustee expenses &amp; details (see additional analysis 2 for all 9 trustees)</b>	All trustee expenses ( expenditure on items for charitable purpose/mileage claims) are donated back into the charity bank account directly where the trustee so chooses to do so by way of donation. Such donations where applicable are then subject to a gift aid claim.	10955
	<b>Nature of relationship and nature of transaction</b>	Transaction £
<b>C5 Transactions with Trustees &amp; connected persons</b>	Trustee S.Lowings - Purchase of privately owned vehicle parts amassed over 15 years as and when required by the Charity and when made available cheaper than elsewhere after quotes are obtained. ALL purchases are agreed and authorised by our technical officer and 3 other trustees before actioning. Payment where parts are not donated free of charge by Simon is by bill payment or PayPal via the treasurer	500
	Trustee P.Winson - Purchase of services in association with recovery of vehicles and vehicle repairs that the Charity is unable to undertake or for the purchase of parts whereby Paul can source cheaper through trade contacts. Invoices are paid by Bill payment or by other arrangement and documented. ALL purchases are agreed and authorised by our technical officer, approved by the Chairman or CEO and 3 other trustees before actioning.	2319
<b>Additional analysis of the receipts &amp; payments accounts for the period (1)</b>		
<b>1. Donations &amp; receipts</b>	<b>Source</b>	<b>to the nearest £</b>
	Direct donations from individuals	61,423
	Paypal giving donations	2,636
	Tombola & catering takings via suggested donation labels on open days and events	-
	Website directed Membership renewals less PayPal fee	-
	Gift aid small donations scheme collections from event and open days	-
	Gift aid claimed through all applicable donations where adequate tax is paid and consent held	14,705
	Other charitable receipts - refund of council business rates incorrectly charged by Gedling B.C.	555
	Interest of BMM account deposits	5
	Sale of second hand donated goods via facebook during lockdown	742
	<b>SUB TOTAL</b>	<b>80,066</b>
	<b>Grants</b>	<i>Nottinghamshire County Council Discretionary fund (from local councillors)</i>
	<i>National Heritage - Culture Recovery fund application (90% of award grant paid this year )</i>	21,780
	<i>Covid Business Support Leisure/Heritage Grants via Gedling Borough Council for Bestwood site</i>	5,403
	<i>Covid Business Support Leisure/Heritage Grants via Ashfield District Council for Hucknall site</i>	32,429
	<i>Severn Trent Covid support grant</i>	2,000
	<b>SUB TOTAL</b>	<b>64,112</b>
<b>Asset &amp; Investment sales</b>	Not applicable	-
	<b>TOTAL</b>	<b>144,178</b>
	Business rates (20% discretionary awarded along with 80% mandatory) (refunded-see above)	555

<b>2. Payments relating directly to charitable activities</b> (These are paid either directly via bank account bill payment or PayPal account via treasurer - these figures are the totals excluding payments under the same categories made by trustees and claimed as expenses - see below for Analysis 2)	Vehicle parts / restoration/ consumables	29,278
	Vehicle painting	-
	Vehicle operation , test fees, fuel, parking, road fund licence, recovery and cleaning	629
	Insurance - road insurance, breakdown insurance, trustee indemnity, public and employer liability (A large percentage of these costs were paid privately this year by a benefactor so not shown here)	4,823
	Online engagement - Web domain and hosting, connection and fees and development	1,683
	Charity awareness, engagement, advertising and event costs / stall fees / PPE equipment	1,735
	Display material / manufacture	2,520
	Photo processing / storage boxes/ anything else in association with archive	1,219
	Building essential maintenance / works, storage and sundries	71,991
	Direct marketing, Postage and printing, computer consumables, and misc stationery	4,962
	Catering - relating to volunteer refreshments and catering fit out	1,622
	Expenses claimed - <i>see additional analysis 2</i>	10,955
	<b>Total</b>	<b>131,972</b>
	<b>Additional analysis of the receipts &amp; payments accounts for the period (2)</b>	
<b>3. Breakdown of expenses claimed for period 1st January - 31st December 2020.</b>	Mileage expenses relating to the period	8,452
	Expenses relating to vehicle and building works	1,072
	Expenses relating to vehicle fuel costs	1,066
	Expenses relating to Charity helpers catering	365
	<b>Sub Total</b>	<b>10,955</b>
<b>Additional note to the accounts</b>		
<b>COVID ASSISTANCE</b>	Naturally these accounts reflect an extraordinary period where the Charity finances are inflated initially by very generous donations from supporters and trustees upon enforced closure. With the inability to reopen we were offered business support funding and at the same time applied for everything we could to keep commitments fulfilled. This led to online appeals and a CRF approach. We would rather be open !	

*Malcolm K. Hearson,  
11, Ridsdale Road,  
Sherwood,  
Nottingham.  
NG5 3GR  
Tel. 07971 608008.  
25th September 2021.*

*Nottingham Heritage Vehicles Charity  
2020 Annual Records Inspection.*

*Dear Trustees and members,*

*Many thanks for your approach today, the 25th September 2021 to inspect your annual records.*

*I would be delighted to do this task completely free of charge to assist your endeavours.*

*I would like to visit your premises on the 12th October inst. to carry out the procedure. If this date meets with your approval, I shall arrive at 1000hrs.*

*The inspection will take as long as it takes but I envisage it will be concluded in one visit.*

*Yours Sincerely,*



*M.K.Hearson*

Malcolm K. Hearson,  
11, Ridsdale Road,  
Sherwood,  
Nottingham.  
NG5 3GR  
Tel. 07971 608008.

16th October 2021

Annual report prepared for  
Nottingham Heritage Vehicles  
Charity.

To the Trustees of Nottingham Heritage Vehicles Charity,

I, Malcolm K Hearson, have undertaken an independent examiner's report to the Trustees of "Nottingham Heritage Vehicles Charity". The Charity concluded that an independent inspection was required as opposed to an accountants audit. With the gross income level falling below £250K no formal qualification to undertake such an inspection is required. As a former proprietor of a coach holiday business of some 46 years standing, I am fully aware of the requirements of commerce and associated book and record keeping.

I report on the accounts of the Charity for the period 1st January 2020 to 31st December 2020 which are set out to the rear of the 2020 report.

The Charity's Trustees have been responsible for the preparation of the accounts. The Charity's Trustees consider that an audit is not required for this year under section 144(2) of the Charities Act 2011 (the 2011 Act) or under regulation 10(1)(d) of the Charities Accounts (Scotland) Regulations 2006 (the 2006 Accounts Regulations) and that an independent examination is needed as the income falls below £250K.

As an independent examiner it is my responsibility to:

- a) examine the accounts under section 145 of the Charities Act 2011 and section 44(1)(c) of the Charities and Trustee Investment (Scotland) Act 2005 (the 2005 Act).
- b) to follow the procedures laid down in the General Directions given to the Charity Commission under section 145(5)(b) of the 2011 Act.
- c) to state whether particular matters have come to my attention.

My examination was carried out in accordance with the General Directions given by the Charity Commission as set out by the 2008 Regulations and is in accordance with Regulation 11 of the Charities Accounts (Scotland) Regulations 2006.

The examination included a review of the accounting records kept by the Charity and a comparison of the accounts presented with those records. It also included consideration of any unusual items or disclosures in the accounts, although seeking explanations from you as Trustees concerning such matters was not necessary owing to the detail available in the Annual Report. The procedures undertaken do not provide all the evidence that would be required in an audit and consequently no opinion is given as to whether the accounts present a "true and fair view" and the report is limited to those matters set out in the next statement.

I can confirm that in my opinion the accounting records provided reflect and relate to the accounts presented for the period. All transactions involving Trustees are clearly detailed with any conflict of interest duly noted in line with the guidance given in the policy document followed by the Charity and associated Conflict of Interest Register. This relates to continued transactions between the Charity and Paul S. Winson Coaches in terms of outsourcing of heavy repairs and vehicle parts where the Charity is unable to source said services more competitively elsewhere. It also applies to transactions between the Charity and Trustees over the acquisitions of privately owned parts purchased by the Charity from Trustees in order to assist the Charity to further its objectives. All decisions of this nature appear to be debated and agreed in writing by four or more Trustees prior to being actioned.

Several transaction details were checked with clear and concise detail being documented allowing verification without the requirement of explanation from any of you as Trustees. I conducted a random inspection of both receipts and payment records, including following through a number of gift aid claims, although smaller than those in previous years due to covid 19 and the forced closure of the depot, looking at where the donation arose and for what purpose the expenditure in the case of expenses returns was conducted - ensuring that all such expenditure was duly associated to charitable purposes. I note that such expense claims have been duly returned to the Charity by way of donation in respect to those claims that I inspected.

Invoices have been selected and bill payments corresponding to those confirmed on either the bank statements or Pay-Pal transaction record. A random selection of 30 records was conducted in total alongside a viewing of all held records without any specific matters being raised.

There is no evidence of any material expenditure or action contrary to your Charity constitution.

I have taken note that the charity has accessed grants available to them by the Government, to cover expenditures during the covid 19 period to sustain viability. These have been clearly accounted for as has the correct usage of the said grants.

No statement of difficulties for this period occurred.

Thus it my pleasure to conclude with my independent examiners statement. In connection with my examination, no matter has come to my attention which gives me any reasonable cause to believe that in any material respect the requirements to keep accounting records in accordance with section 130 of the 2011 Act and section 44(1)(a) of the 2005 Act and Regulation 4 of the 2006 Accounts Regulations and to prepare accounts which accord with the accounting records and comply with the accounting requirements of the 2011 Act and section 44(1)(b) of the 2005 Act and regulation 9 of the 2006 Regulations have been met.

No specific matters have come to my attention as a result of my examination procedure. All matters subject to review as set out by the 2008 Regulations have been met.



Malcolm K. Hearson,  
11, Ridsdale Road,  
Sherwood,  
Nottingham.  
NG5 3GR

16th October 2021