

## **Minutes of the DAF Owners Club Annual General Meeting held at 1.30 pm on 9<sup>th</sup> March 2025 at The Crispin Inn at Great Longstone, Nr Bakewell, Derbyshire.**

**Present:** Steven Bidwell, Alex Darkes, Robert Enright, Roger Everitt, Tim Everitt  
Andrew Hutchings, Paul Nieuwenhuis, Andrew Renwick, John Simons, and Maggie Smith.

10 Members in Total.

Steven opened the Meeting by welcoming everyone to the 46<sup>th</sup> AGM saying he couldn't really believe it was the 46<sup>th</sup>.

### **1. Apologies**

Apologies were received from Eric Bhojani (Middlesex), Richard Holness (St Ives), Graham Colwill (Salisbury), Michael Scott (Dorset), Richard Butler (Nottingham), Paul Robinson (Derbyshire) John Smith (Harwich) and Graham Meinert Peterborough.

### **2. Minutes of the AGM 2024**

The Minutes were unanimously accepted as a true record.

### **3. Treasurers Report**

Maggie gave an overview of the accounts for the last year.

Postages, Stationery costs, and Magazine Production costs had all increased but the Committee had agreed the current Subscription fees at £36 would be manageable.

Maggie said she was confident we would manage.

Subscriptions had not met the expenses during the year and the shortfall was £161 but sales of spares made up for the shortfall hence the recommendation was that Subscriptions level should remain as previously..

The accounts as presented were proposed for acceptance by Andrew Hutchings and seconded by Paul Nieuwenhuis and the proposal was unanimously accepted.

Maggie said that accessing the local bank to pay in cheques was becoming more and more difficult and asked that the members present agree to future payments to the Club being made by Bank Transfer or by cash payments.

It was agreed that the Club would no longer accept cheque payments.

#### **4. CHAIRMAN'S REPORT DOC AGM 2025**

Over the past year, a number of general issues have come up for discussion in the classic car club world. The continuing need to attract new and younger members is a concern for all clubs. Our DAFs and Variomatic Volvos are more accessible and easier to live with and look after than most, so that helps in our case. There is also the issue that these days, people are less likely to join traditional clubs and parallel old car networks have formed online via social media, reducing the need for clubs in the eyes of many.

A number of our members are active in the online world and of course this helps to promote our cars. However, as mentioned, we have recently had to decide to abandon our Facebook activities as it provides a platform accessible to all, landing us with editorial responsibility. Although, to be fair, Facebook is increasingly also associated with an older demographic. Other social media may be more appropriate in due course. Although, I have recently shifted from X to Bluesky, for obvious reasons and an old car community is slowly building there.

It is interesting that despite social media classic car communication networks, people still feel the need to meet in person (IRL) and in this context, our presence at Rustival 1 and 2 last year was very useful. Both events attracted around 800 cars and many more people and the DAFs and Variomatic Volvos present certainly generated interest.

The role of classic car clubs still remains open to discussion and we have to make the case, perhaps more clearly. In our case we offer the magazine, expert advice, our annual Princethorpe event, now possibly a discount on insurance and ensuring parts supply, especially belts. None of these are exclusive to clubs; DAF parts are also available elsewhere, for example. However, just as important is the role of traditional car clubs as lobbying organisations. Like many other clubs we are members of the FBHVC and it provides the main interface with government and the DVLA on behalf of the classic vehicle movement. Merely relying on social media would be insufficient in preventing or slowing down more restrictions on the use of older cars on our roads. That requires making a clear, well informed and well-argued case by organisations that can prove they represent a significant part of the community. This role is often overlooked by otherwise happy drivers of classic cars outside the club community.

Still, social media are increasingly important and have done a lot to raise awareness of our cars. At the same time, it is still important to physically show our cars at shows, rallies and other events, which can then be reported on social media. In the past year, as a club we have also met up and tightened our links with DCN and DCD and also with the DAF Museum. All of these strengthen our network as a club and could be built on if we go ahead with our Dutch trip. Currently we are likely to aim for some time between 11 and 29 May 2025. More on this later.

**Paul Nieuwenhuis**

#### **5. Secretary's Report**

Steve reported that 2024 has been another quiet year in most respects but there were a few things going on which would have an effect on the Club and they were of such significance that we would have to be mindful and careful.

There is the EU General Product Safety Regulation of 2023 which has just been implemented and introduces a raft of controls around placing goods on the market.

The only exemption to meeting the regulations is to sell goods only to Club Members and to adequately label the goods with a formal declaration. This we will do to take advantage of the exemption but the situation is being monitored by the Club and by the Federation of British Historic Vehicle Clubs to ensure the exemption remains viable.

Next week the Online Safety Act comes into force and this will require any online platforms to review all content and to prevent any legal harms stemming from any online content. The impact of the Act is quite severe and the only way of complying is time consuming and to be honest it is too onerous and we don't have the resources to comply with the Act. The committee have considered the impact and we have agreed

to safeguard the Club by withdrawing from Social Media and as a result Richard will close down the Facebook operation and also our Forum pages.

We propose to maintain our web page because that is controllable and content can only be added via Richard.

Today, Richard was not able to attend the AGM and he had submitted a report as Editor of the Magazine and his report explained in some detail the problems that social media controls would bring .

Steve read out Richards report.

## **Editor's report to AGM 2025**

Unfortunately, for the first time in many years, I am unable to be at the AGM this year. I shall be involved in "installing a new vicar" this morning then this afternoon I have to be parading with a lot of law court judges. You can be assured that I will be thinking of the DAF Owners Club and my DAF friends.

I am pleased and relieved that again we have managed to publish four issues of the magazine in 2024, all of which being of "the target" of 48 pages.

Following my and others pleas for contributions, it was good to see some new names in the magazine along with new material. We do still though seem to rely on less than a handful of regular contributors. This surprises me a bit, because surely everyone has some sort of story to tell about their current or indeed past DAF ownership experiences. People need not worry or think that "they might not be good enough to write" – it really doesn't matter – the Editor sorts everything out including spelling and grammar. So I would encourage everyone to at least put a few bullet points down and send or email to me.

Producing each issue does take considerable time, but fortunately despite the panic I have wondering how I'm going to fill 40 or more new pages, even I like to see the end result!

Something else that takes some time and effort is the modern world of social media. At the committee meeting early in 2024, we decided to set up a Facebook page, because seemingly the whole world and his wife has to have one. It's no secret that I am no fan of social media – I have seen in other worlds how unintended consequences can quickly occur and things can end in tears.

Within minutes of launching the page, known, but mainly completely unknown people started to "join" the page. A few, well, a handful put pictures and words on about their DAFs, then the page would fill up with completely irrelevant links and content, thanks to algorithms.

In theory, which is understandable, the thought was that the club would gain lots of coverage and new members scrambling to join. You can probably guess how well that worked.

By far the most common thing happening is that people from literally all over the world are signing up, especially perhaps not surprisingly from the Netherlands. And a very common theme is that none of them own DAF cars – trucks, yes, judging by some photos of profiles. There are lots of DAF truckers.

Unfortunately, as is the way some inappropriate messages crept in, so before anything goes live now, it has to be approved. This more of tedium than anything else. Some traders also see our name and reputation as something to perhaps get on the back of.

Given the forthcoming changes to the law and the potential unintended consequences for "hosts and moderators", then I would suggest that as there are so many other "DAF pages" and frankly a small relevant audience so all the same people contribute to anyway, we can say "we tried, but it's not for us", and as far as I know, we haven't actually gained any new actual members of the club.

According to Facebook, we have around 1500 "members" now on there. "Won't they be devastated?" you may ask. I think not – we don't know them.

Therefore I am proposing that we discontinue the DAF Owners Club Facebook page for these reasons.

### **Richard Butler**

The meeting accepted the content and it was unanimously agreed to remove ourselves from uncontrollable social media content.

Steve reported on a new Insurance scheme being offered by the Federation of British Historic Vehicle Clubs and the Club had signed up to the scheme so that Members could take up the offer of insurance through the scheme.

There was no benefit to the Club and any member taking up the insurance would deal directly with the brokers so there would be no burden on the Club. Steve had signed the Club up to the scheme so that members could have access to the scheme which did allow for extra benefits above and beyond the other Insurance brokers offerings.

The Federation of British Historic Vehicle Clubs are undertaking their 5 yearly survey of Historic vehicle usage and the Club had responded to the survey. This year the survey had been widened to include responses from individuals and details were being made available via the Magazine due out in the next couple of weeks and the deadline for submissions would be midnight on 31<sup>st</sup> May 2025

### **6. Election of Officers**

Steve said traditionally we had elected the Officers en bloc and then similarly treated the Committee to the en bloc approach.

Chairman	Paul Nieuwenhuis
Secretary	Steve Bidwell
Treasurer	Maggie Smith
Editor	Richard Butler

Andrew Hutchings proposed the existing Officers be re-elected and Roger Everitt seconded the proposal which was accepted unanimously.

### **8. Election of Committee**

Andrew Hutchings proposed the election of the existing Committee and John Simons seconded the proposal which was accepted unanimously.

Accordingly the Committee comprises Alex Darkes, Roger Everitt, Andrew Hutchings, Graham Meinert, and Paul Robinson.

### **9. Date of next AGM**

After some discussion it was suggested that the AGM in 2026 be held on Sunday 8<sup>th</sup> March.

**The meeting closed at 14.00 hrs.**

**Following the AGM Paul Nieuwenhuis briefed those present on the possibility of a Club visit to Eindhoven in the early summer. More details will be in the March Magazine and anyone interested in taking part was asked to let Paul know of their interest.**