

The London to Brighton Veteran Car Run Steering Group (SG)

Terms of Reference

1. Background

The London to Brighton Veteran Car Run (LBVCR) is the world's longest-running motoring event and is held annually on roads between London and Brighton for those eligible vehicles manufactured before December 31st 1904. The event commemorates the passing of legislation in 1896 which liberalised motor vehicle laws in the United Kingdom and re-enacts the first London to Brighton Run of the same year. The Run has taken place most years since its revival in 1927.

In the years 1927-1929, the event was organised and promoted by the Daily Sketch and Sunday Graphic newspapers. In 1928, they were joined by The Autocar and in the same year the sponsoring newspapers entrusted the conduct of the event to the Royal Automobile Club. In 1929 the organisation and promotion of the event reverted solely to the two original newspapers. After the event that year many commentators observed that the appearance of 'comic costumes', cars 'smothered in advertising', a change of date to October, and a significant drop in participation, required a review of approach to ensure continued interest.

For 1930 there was a withdrawal of headline newspaper sponsorship and the organisation of the Run fell under the auspices, and branding, of the Royal Automobile Club. Proceedings were managed under the Club's 'General Competition Rules', which provided for the appointment of judges and stewards, starting, and finishing procedures, production of identification plates, approval of the carriage of passengers, and publication of results. The consensus after the event that year was that the format introduced was a success and it should be continued. The potential interest in veteran motor cars was recognised at the time and led directly to the establishment of the Veteran Car Club of Great Britain in that year. The 1935 event was the first one to be organised in conjunction with the Veteran Car Club of Great Britain and that relationship between the two organisations has continued over the years.

In the ensuing years the Royal Automobile Club retained the London to Brighton Run as a Royal Automobile Club Event and enlisted the support of a range of external organisations to provide logistical resources and expertise, as well as financial sponsorship.

Within the last twenty years it became apparent that for the LBVCR to retain its prominence, relevance, attraction and viability, the interests and needs of all stakeholders would need to be carefully managed and planned for. For these reasons the Steering Group was created as an advisory committee. It was anticipated that the individuals would be contributing to the success of the event through regular engagement on a range of critical topics.

2. Composition

- The Chairman, a representative appointed by the Board of the Royal Automobile Club
- Representative of the Royal Automobile Club
- Representative of the Veteran Car Club of Great Britain, nominated by the VCC
- Four veteran car motorists representing the participants from the United Kingdom and elected by them, who have participated in at least three of the five previous Runs
- Up to three veteran car motorists representing participants from overseas appointed by the SG Chairman
- The SG Chairman may choose to invite individuals, when necessary, with specific knowledge and experience

In Attendance

- The Club's Head of Motoring & members of the Motoring Department
- The Clerk of the Course
- Representatives from the external operations company or equivalent
- The Chairman of the Concours Sub-Committee

3. Role of Steering Group (SG)

The SG is an advisory sub-committee of the Royal Automobile Club. Its overall objective is to ensure that the LBVCR is organised in a manner that meets the expectations of all stakeholders, including the participants, and that good governance is demonstrated by all parties and suppliers to deliver the event. It is anticipated that individual members will represent the event and the stakeholders in a way that positively enhances its prestige and profile.

Its responsibilities include, but are not necessarily confined to, the following:

- a) Conduct of an annual review of the Run Regulations, including the introduction of amendments and approval of pricing structure for entrants.
- b) Receive financial and event summary report from organisers, and with the continuous feedback from participants and other stakeholders, consider future proposals that contribute to the improvement of the event.
- c) Ensuring that a robust risk assessment methodology and operational plan is in place, reflecting a critical assessment of the event logistics to ensure the health and safety of all participants, spectators, staff, and support workers.
- d) Apply the stated eligibility criteria for applicant motor vehicles, agree any exceptions and approve any qualifying vehicles under 'Grandfathers' Rights'. Ensure consistency of approach and refer previously unapproved vehicles to the Dating Advisory Committee of the Veteran Car Club of Great Britain for examination and potential certification.

- e) Offer considered opinion on the proposed product content of the event and route, particularly at the starting point, midway stop, and finishing line, the overall approach to participant communication, and the structure of the organisation proposed to manage the components of the event.
- f) Receive reports of poor conduct and driving by event participants and consider action to be taken to address behaviour, ranging from reprimand to future exclusion.
- g) Responsibilities also extend to advising on the Veteran Car Concours and the Club's Summer Veteran Car Run.
- h) Be prepared to undertake duties in connection with the Run, including those of Steward, concours judge, or any other that is considered necessary for the positive profile of the event.
- i) It is expected that SG representatives will play an active part in the LBVCR, as motoring participants and in the organised stakeholder events that take place around the Run.

4. Frequency of Meetings

Four to six meetings are to be held a year, both virtually or in person.

5. Quorum

A quorum shall be the Chairman and three members of the SG, two of whom must be representatives of the participants.

6. Terms on Steering Group

a. Committee Members: A single term of three years, with a further three-year period at the discretion of the SG Chairman. Any extension to the second term will be on a year-by-year arrangement with approval from the Royal Automobile Club Board (maximum term of nine years). Re-election may be considered after a period of five years following the representatives final term on the SG.

b. Chairman: Nominated by the board of the Royal Automobile Club. Term is decided by the board.

7. Selection of Steering Group Representatives

Each of the four UK representatives would be selected by ballot from amongst the UK LBVCR participants, as and when the vacancies arise. All nominees should have taken part in at least three of the last five LBVCR events. Suitable nominations will be considered by the nominations sub-committee. Nominees are required to provide a photo, a paragraph about themselves and a paragraph on why they should be elected. Voting is then opened up to UK participants who have taken part in at least three of the last five LBVCR event.

8.Obligations & Limitations of SG

The remit of the SG is purely advisory therefore it cannot enter into any contractual agreements on behalf of the Club with any third parties. Any contractual liabilities are between Pall Mall & Woodcote Park Clubhouses Ltd and the relevant contracting party.

9. Communications and Confidentiality

All discussions at SG meetings shall be confidential and only disclosed to external parties if approval has been granted by the Chairman of the SG. SG representatives shall maintain the confidentiality of any records, materials, or discussions and guard against improper access. This confidentiality shall be maintained indefinitely after the representatives final term on the SG.

The SG will ensure that all communications are compliant with General Data Protection Regulations 2018 (GDPR).