NHVC

NOTTINGHAM

HERITAGE VEHICLES CHARITY

Preserving transport heritage for future generations



2025 Annual Report & Accounts

Nottingham Heritage Vehicles Charity

Registered Charity No.1155404

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

The aim of NHVC has always been to preserve, celebrate and acknowledge our local transport heritage for the enjoyment and also the education of current and future generations. This drive and enthusiasm allows us to continue moving forward into 2026.

2025 brought with it the pressures we were seeing in 2024 although eased a bit, we as with other heritage movements, were still seeing significant financial pressures with relatively slow climbing visitor numbers. Our volunteer numbers are still down but they have increased slightly which is a positive for the charity and it's team. We were still determined to press on and keep NHVC driving forward through the year with the same determination and enthusiasm that has seen NHVC through the toughest times in recent years.

Despite the pressures and still struggling Heritage Sector, NHVC has had another positive year. Once again our community engagement has been strong, we have welcomed new members to the team of volunteers without whom NHVC would not be where it is today. Thanks to all for the hard work and effort put in alongside the board of trustees.

As the Chairman of NHVC, I would personally like to thank every single individual who has, and continues to help NHVC achieve its aims. Every bit of time, effort and help has allowed us to keep pressing on and plays a vital part in our aims as a Charity. Even when others may think times are against us, it is thanks to the team that we overcome these and move on.

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

Alex Wight
Chairman NHVC

Introduction

The trustees present their Annual Report and Accounts statement for the period 1st January 2025 to 31st December 2025.

History

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

In 2007 the name was changed to Nottingham Heritage Vehicles to represent the core collection and it’s local history and relevance.

From September 1999 to June 2015 our base was at the former Midland Storage Depot in West Hallam, Derbyshire just outside of Ilkeston. During the time here the organisation continued to evolve. In April 2010 our collection policy was formally adopted, which would refine the structure of our holdings and laid the foundation for the charitable registration

In January 2014 we became a Charitable Incorporated Organisation (CIO), registered with the Charity Commission for England and Wales. Since the early days as a not-for-profit group with charitable aims, our governance and structure have developed and evolved considerably.

NHVC needed a permanent home suitable for the visiting public. In pursuit of this we committed to a 21 year lease of the former Trent Motor Traction bus garage, a 1936 Art Deco building, located on Portland Road, Hucknall, Nottinghamshire. This unique site now serves as our base, where we are developing a working heritage bus garage and museum that engages with the local community and visitors from all over the UK.

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

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 our objectives, governance arrangements, and our operating framework.

Historically, many transport heritage organisations have operated as companies limited by guarantee, members at the time agreed that the then new CIO structure offered a more suitable and forward looking model that aligned with out desired governance approach and our 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 our policy documents are reviewed as and when required to ensure they remain effective, appropriate and compliant with current legislation, regulation 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 to this, a WhatsApp communication platform is used to allow regular discussion for debate on Charity related matters in between formal meetings.

The day to day management of NHVC is delegated to the Chief Executive Officer (CEO), and through him to a Senior Management team, comprising of the CEO, Treasurer, and two trustees. The trustees of whom were in place at the beginning of the year remained in place at the end of 2025.

To support the effective operation of NHVC, a sub-management groups operate within the volunteer team, working under the direction of Trustees. These groups oversee the daily operational activities of NHVC and ensure that they run smoothly across all areas of the Charity.

NHVC operates as a collective organisation, where it's members and volunteers co-operate in the restoration and maintenance of vehicles and artefacts, regardless of individual ownership. All vehicles and artefacts contribute to the aims and objectives of the Charity and are used to enhance educational and preservation prospects.

Throughout 2025 significant work has been undertaken on vehicle projects and the main depot building. The work has been primarily carried out by a small team of dedicated volunteers.

Appointment and induction of Trustees

The Board of Trustees is made up of five members. One member 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 a further term.

When selecting individuals for appointment as a Trustee, the board considers the skills, knowledge and experience required to allow for effective administration and development of the CIO. To ensure there is an appropriate mix of expertise, an annual skills audit is carried out.

The Charity continually seeks to recruit new members and trustees. We seek those that will bring enthusiasm and capability in areas such as Public Relations, community engagement and outreach to education. This supports the Charity's operational objectives.

All new Trustees receive a comprehensive induction, to ensure they are fully informed of what their roles entail and the responsibilities they have. Each Trustee 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 of NHVC reflects on the community we serve and that our public engagement meets the needs of the broadest audience possible.

Risk Management

As in 2024, in December 2025 the CEO in collaboration with the Chairman, conducted another comprehensive review of the Charity's risk management

framework. Once again, the process followed a structured approach designed to identify and mitigate key risks in all areas of the operations of NHVC

Further strengthening of our fundraising resilience has been a strong target for the year, with much enhanced social media advertising. Our reach has increased our followers by nearly 1200. We have also strengthened our collaborative relationships with other museums and heritage groups nationally, along with locally based heritage associations. Support continues from local businesses and this has helped once again to mitigate difficulties moving forward with projects - (Not in a financial manner, but through the loan of equipment and donation of both time and materials).

Policies relating to volunteer retention have been reviewed, ensuring they continue to mitigate the loss of key volunteers and in turn skill sets, which are vital to the Charity.

The Charitys' policies ensure all Trustees, Volunteers, Members and the public understand what it is we do, how we do it and why we do it. It also outlines what we expect from our volunteers and what our volunteers can expect from us.

Charity Objectives

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

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 continues to expand 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 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 areas including education, community engagement and heritage preservation.

The public benefit is unrestricted and inclusive. NHVCs activities are open to all and designed to engage with the widest audience possible. The benefits we provide directly link to our charitable objectives and aims.

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

The teams at NHVC work tirelessly to research local transport heritage, preserve and restore vehicle and artefacts while also collecting and obtaining transport related items for future displays and presentations. Through heritage vehicle outings and museum activities we tell stories beyond just the transport history but tell also of social, urban and engineering history of Nottingham and surrounding areas.

The restoration of all vehicles in our collection is a key aim of NHVC in line with our constitution. Once restored the vehicles are displayed to the public at the museum and wherever else possible allowing all visitors to experience and appreciate the transport of generations before us.

At the museum we have a programme of regular open days throughout the year and work continues on developing into a centre of excellence in road transport restoration for the East Midlands region. The site at Hucknall is continually evolving with new displays and attractions to enhance the visitor experience. Our engagement through social media remains central to our success, and we see again a rise in online interaction throughout the year.

We aim to take vehicles from the collection to shows and museums and other public events nationwide as part of our outreach. Displaying our vehicles at events raises the awareness of what we do and who we are and helps generate broader support for the charity.

The Charity continues the work on expanding its archive, adding more ephemera, design plans, timetables, photographs and other artefacts to the collection that relate to buses and other passenger transport in the Nottingham area. Once again we have been overwhelmed by the generosity shown by the public in donating items of interest to the collection.

We continue to loan some artefacts to other charitable organisations and have made others available to the public to view, extending the educational and heritage value of our holdings.

Education, Engagement and Interaction

We continue to encourage and actively promote schools and educational groups to contact us regarding our program for visits.

Our policy of free access to the general collection remains, with donations welcomed to help with our efforts. Our belief is that visitors should have an enjoyable and informative experience, helping to develop an understanding of our role with heritage and local community. Our working heritage depot regularly opens its doors, providing a positive platform for engagement. It allows visitors to see the finished products of our work as well as all the restoration work undertaken to achieve this.

The website for NHVC has a central role in public engagement. It includes a dedicated section for each vehicle in the collection, archive materials, and a future events space, offering free access to to all. Educational institutions acknowledge the value of the resources which in turn provide supporting research and learning opportunity.

We have an evolving outreach project. This is pivotal to the future progress within NHVC, so we welcome contact from anyone interested in working with us.

We continue to use social media platforms for engagement too with followers reaching over 8,500 on our Facebook page. We use the social media to update and inform supporters of events, restoration work and any other news we have as it happens.

A number of our volunteers are retired or elderly. They contribute to the Charity whilst enjoying like minded company, learn new skills and also share their memories and stories with younger members. As such, we continue to actively promote interaction with local community groups, valuing the collection of stories and experiences that allow us to enrich our understanding of the development of local transport infrastructure and its role in the social history of the area.

Following the report we have a summary of the engagement we have enjoyed, the fundraising activities undertaken and the wonderful preservation work that continues to be undertaken.

At present our footfall remains at 72% of our pre-pandemic level, highlighting the ongoing recovery from this period. It is clear the problems arising from this time, the ongoing cost of living crisis and changes in peoples social interaction are affecting support greatly.

Income and support

The activities of NHVC 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, supported by depot open days with free bus trips, along with special fundraising events both on and off site. These activities have bolstered donations collected in museum donation tins and online.

To encourage support the charity has a few items for resale (we intend developing a full range in time). This allows visitors to take a souvenir of their visit home with them whilst bringing in a few pence for the Charity. Additional promotional items are produced free of charge for open days, all with clear messaging that donations are greatly welcomed to support NHVC.

NHVC continues to benefit from the donation of 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.

Once again we have operated the Great Days Out by Luxury Coach from Nottingham fundraising events programme for the Charity - we are extremely grateful to our CEO and family that continue to organise and staff these event trips as volunteers for us. I would also like to express our thanks to South Staffs Coach Hire for supporting us with coach hire again this year.

Volunteers

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

Teams of volunteers work across all areas of the Charity including vehicle restoration and maintenance, archive and photo library management, building maintenance and refurbishment, and also fundraising and funding exploration. Volunteers are also key in the development and delivery of our reminiscence projects and engagement with the public to advance the aims of the Charity. Their contribution allows the Charity to be a hub of heritage, education and community engagement,

NHVC actively encourages and welcomes volunteers from all backgrounds, abilities and age groups. We aim to continuously grow and diversify our volunteer base. We recognise that a wide range of perspectives, experiences and skill sets enrich the Charity and strengthens our ability to meet our objectives. The contribution of every volunteer is valued, whether it is hands on work, administrative support, research, or public engagement.

Through the collective efforts, NHVC remains able to deliver and maintain it's objectives and operations and provide a meaningful experience to visitors of all ages. We remain committed to supporting our teams of volunteers with training, guidance and opportunities to develop new skills, ensuring that everyone who chooses to give up time is empowered to make a positive impact.

Reserves

There are currently no reserves held, as all funds available are directed, wherever fundraising allows, towards restoration projects - both for the building and vehicles in the collection. This approach ensures that donations and income directly support the Charity's core charitable activities.

It is hoped in the future that the charity will be in a position to develop a formal reserves policy. In the meantime the charity continues to retain a small working capital in the Charity bank account to cover day to day operational expenditures and any unexpected or emergency expenditures. Doing this ensures the charity can continue to maintain and develop its charitable objectives without

disruption while remaining responsive to any new opportunities and challenges that arise.

Future Plans

The commitment to build on the success of previous years remains at the forefront of both the short term and long term agenda of NHVC. We continue to commit to developing NHVC as a leading centre for transport heritage and education.

Despite footfall still below pre-pandemic levels which still limits fundraising opportunities and in turn our ability to invest into projects, as a Charity we remain ambitious. Our program of fundraising days out events continues and helps offset the reduced footfall at open days. We continue to plan for future vehicle restoration projects and new displays and develop areas of the museum for the future.

All our initiatives are developed and planned carefully to ensure they remain financially sustainable, align with the objectives of the Charity and provide public benefit.

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

Our responsibility in respect of the Trustees Annual Report and Financial Statement

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 1st September 2025 and signed on behalf of the Charity by the CEO Simon Lowings and 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 Jeffery Hall	Depot Co-ordinator
Caroline Marie Lowings	Treasurer & General Secretary
Douglas Simpson	Assistant Treasurer

We are always keen to discuss the addition of other trustees to our board.

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.nhvc.co.uk
Contact Number 07971 105491

2025 - The Year in Focus

January

The New Year got underway with a fundraising and engagement outing to the Vintage bus running day at Wrexham. A long day for the team that attended, but a great start to the year of engagement. The next few days saw work continue on re-bodied Atlantean 55, with framework repair and preparation before panelling. In the coming weeks work continued on 55 with road wheels removed allowing attention to the wheel arch areas and also the underside. A trip out in one of the collection's vehicles, provided opportunity to give the old girl a good run out, clearing cobwebs and allowing enjoyment by our team.

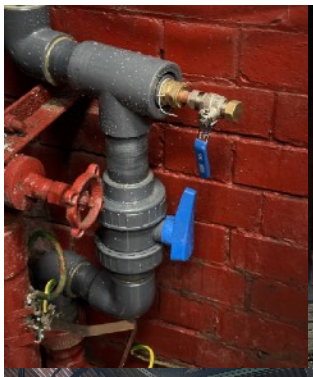


However, all was not smooth! As cold weather and frost set in, this caused the main water supply pipe to the depot to burst one evening. Thankfully the efforts of a small team on a bucket relay saved any of the vehicles or artefacts from water damage. Due to the leak and the water having to be turned off to by Severn Trent Water at the roadway, we were forced to close until repairs were completed. Forced closure added strain to fundraising revenue streams as we were unable to allow visitors into the museum.





An online video was posted on our socials explaining to our supporters what had happened and why we were closed and this helped encourage donations to help with the repairs needed. Work also progressed on the Solo project - with the target of this becoming an interactive Children's play area - with the bodywork being rubbed down for preparation of fibreglass and filler repairs needed before painting. The water pipe repairs were completed by the end of January with assistance from Buxton plumbing. In celebration the depot was once again opened to the public and the Leyland Lion bus got a wash!











January also saw a fundraising trip to Liverpool, whilst on the same day other members of the team saw two ex Hong Kong vehicles leave our storage compound aided by Crouch Recovery. Once back in the workshop, our focus was back on with progressing South Notts 55. The main area of attention being cleaning up and painting the chassis around the rear wheel arches to allow the road wheels to be refitted. New insulation was also installed into the body framework and then the newly cut side panels were fitted.



February

The start of the month saw the ex Wallace Arnold Plaxton Premiere on loan from South Staffs Coaches head home to Tamworth. Meanwhile work continued on 55 with the rest of the new side panels fitted - a great job completed!
A full set of seats for open top Atlantean 442 were sorted out, palletised and wrapped up for future use - these were previously stored on Lion 382. Attention then turned to South Notts 80, the lower saloon floor in particular. The floor had previously been cut and laid into place, but not fastened down due to some framework alterations that were needed. The floor was lifted, alterations made and then laid back down and fastened in. Not an easy task but one that very much needed doing.



The 9th saw us hold an open day at the depot with free bus rides around the local area - our thanks go to Adrian Morton for dropping in with UWW8X on the way home to Cheshire. The open day also saw Atlantean 540 out for the first time in quite a while.







Progress started again after the open day, with 80 receiving attention around the rear emergency door. The two 40mm x 50mm aluminium angle pillars that run up either side of the emergency door frame, had at some stage in its life been bent. These were chopped out in readiness for the purchase and fitment of new pillars later in the year.





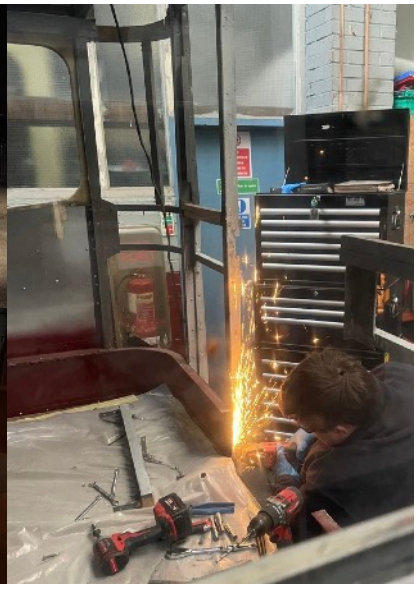


Both Mk1 Nationals then received a well deserved wash and then the following night Adam decided to totally rewire the rear lights in 602. A job that needed to be done as they were rather dim.









A fundraising trip to RAF Cosford and Ironbridge allowed for a much needed break from the workshop - Tom even found a new hat!



The following day, guess what? We were back in the workshop and once again progress remained focused on South Notts 80. The upper deck seats were unbolted and moved downstairs to allow proper access to the internal roof panels and floor covering. The roof panels were removed to allow access to replace rotten roof timbers. The same day, further progress was made on Old Bill with the upper deck floor cut back to allow for replacement timbers to be fitted. The new lower deck body sides were also cut, painted and fitted.





One evening, a quick dash over to Stoke-on-Trent was made to pick up some original ‘new old stock’ Leyland National panels, which will come in very handy. The 23rd of the month saw one of the Great Days Out trips to Goldsborough Hall Snowdrops and Knaresborough.



Back in the workshop, the fuel tanks were dropped out of South Notts 55 to allow for the chassis to be cleaned and treated. The fuel tanks were also fully overhauled and associated framework/straps renewed.

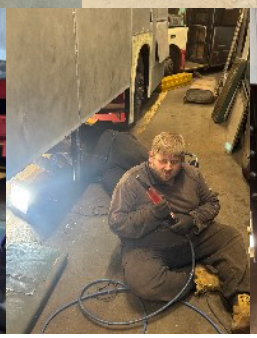
We also found time to refit the boot door to 676 - a job that had waited since June 2024













March

Early into March we had a shuffle around to allow Old Bill to have a dedicated workshop space in the back, so work could continue on the rebuilding of the bodywork.
The move enabled us to rework how vehicles were displayed in the former bodyshop area of the depot. Old Bill was parked at the back, closest to the workshop, with the Trent PD3 & Tiger Cub parked alongside. This created a lovely walk way between the workshop and main museum depot area.





A well patronised fundraising trip to Hampton court took place on the 8th, followed by more progress on 55 and chassis assessment of South Notts 129.















The PD3 had a well deserved clean outside and inside and we removed the worn seats from the lower saloon and placed them upstairs and then sealed off the upper deck area, allowing the bottom deck to be used when needed for future museum events.



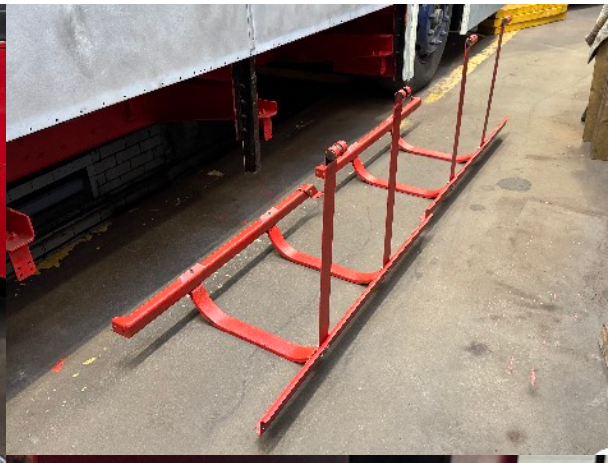


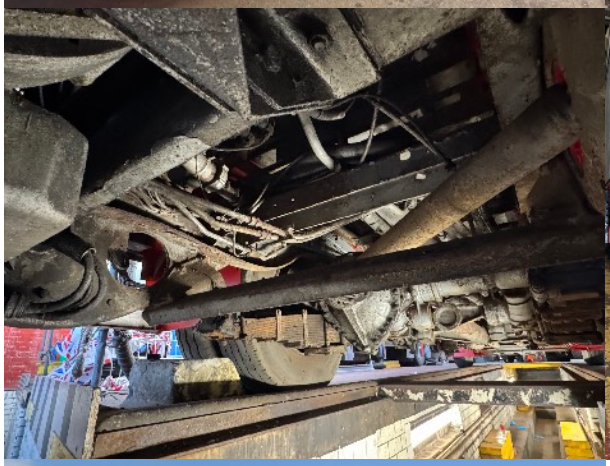




The Great Days Out programme took us north to the Beamish Living Museum where they happen to have one of Old Bills sister vehicles. This allowed the team to get some well needed photographs and inspiration for our restoration project.

Work then turned back to South Notts 55, with the chassis painted, fuel tanks refurbished and framework renewed or repaired it was time to refit them to the bus. We sourced some new specialist fuel hose to replace the joining pipe and filler neck pipe - once those were fitted it was time to fuel her up, bleed the fuel system and let her roar back into life. Attention then moved towards the rear with the exhaust system removed to allow further cleaning and painting of the chassis rails. First job - remove years of grease and oil build up.



The nearside chassis rail on 55 was also needle gunned back and painted.

Towards the end of the month we had a visitor which had sadly failed its test at Yardleys. The owner messaged us and we happily repaired the bus free of charge for them - it then sailed through a retest that afternoon.

April

With spring now upon us and the Rally season starting up, we spent the first weekend of April down in Maidstone on the Friday and Saturday to attend the South East Bus Festival - A very good event for those who haven't been before. The Sunday was then another of the Great Days Out trips - this time to the Beautiful Lake District.



A couple of weeks later and we were out fundraising again, with a trip to Grassington & Knaresborough. The following day was spent raising awareness this time at the London Bus Museum in Surrey for their Spring Gathering - another long weekend for those that helped out.





The following weekend saw another fundraising trip to the Cotswolds - Broadway this time. We travel all the way down there and we still can't escape old buses as we passed this former Damory Olympian on the way into Broadway.

Meanwhile, back at the museum work carried on with our Interactive Kids Zone project with the Solo's bodywork being sanded down. This properly highlighted where repairs were needed to the fibreglass front end. Further fundraising events saw us in Whitby and in Didcot, Oxfordshire.



May

We got May underway with a new arrival for one of our members. We welcomed former Nottingham City Coaches Leyland Lion 383 in to the stable. The group now has both surviving coach specification Leyland Lions out of the five NCT purchased. 383 sadly arrived as a non runner and it's future is yet to be decided but for now it is safe and has a home with us.





With Leyland Lions on our minds, we decided it was time to assess 382s body frame condition. After removing the panels it was clear that 382 was going to be a major restoration project and as such will be assessed fully in due course.

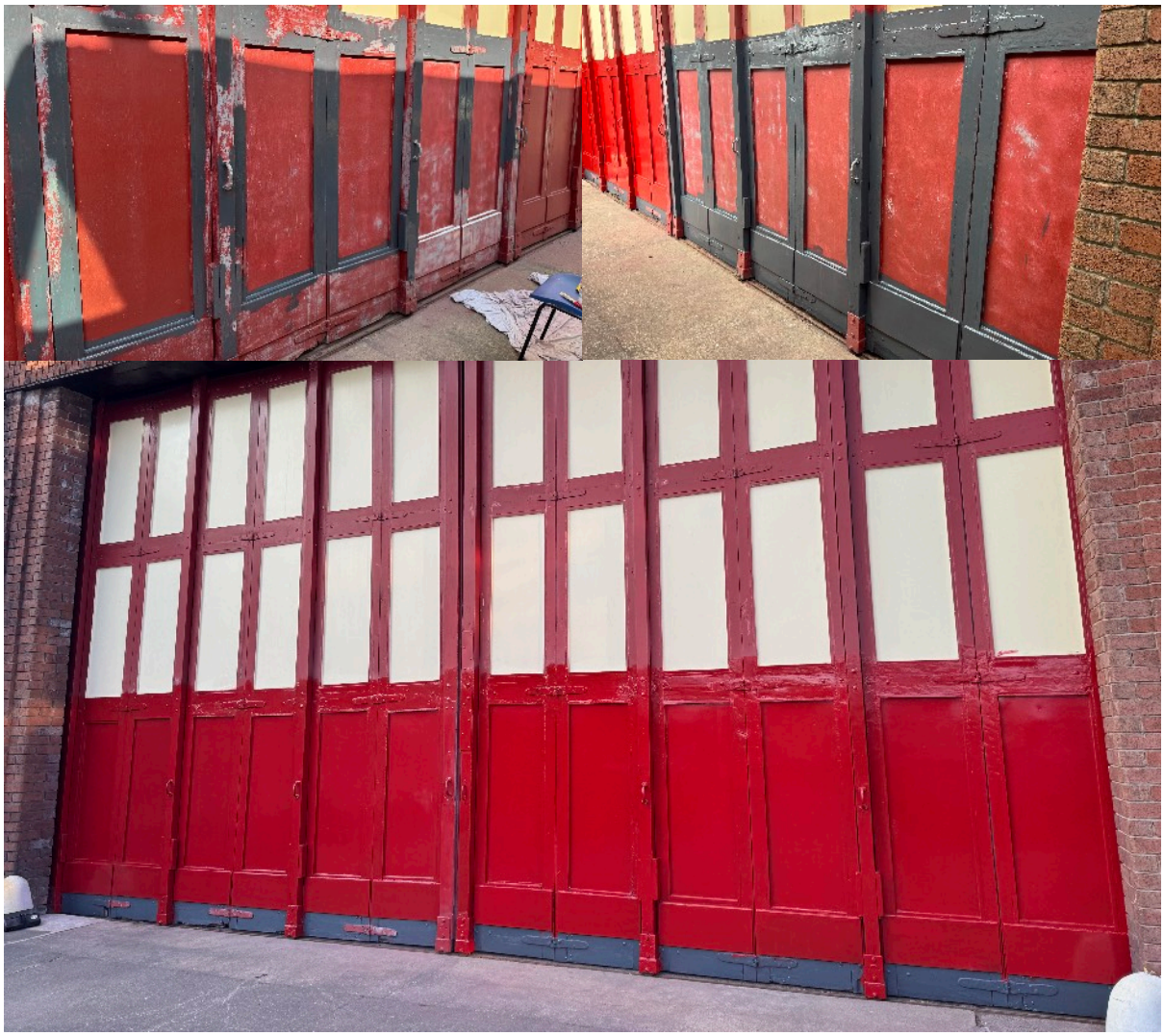




On the 10th & 11th, we held a shop open weekend to raise funds whilst continuing with various jobs around the museum. For some, this meant treating the depot doors, cleaning up the driveway and removing stubborn foliage from the depot walls. Meanwhile, other team members were out on the Great Days Out trip to Bath & Stonehenge.

Much like the work carried out on the underside of our vehicles, the ongoing maintenance of the museum site is often something that goes unnoticed. As much as we love restoring our buses to their former glory, the building itself is a restoration project in its own right.

Keeping the depot in good condition is an ongoing task, and one that takes a considerable amount of time and effort from our volunteers. However, it is just as important as the work carried out on the vehicles, ensuring that we have a safe and presentable home for the collection for many years to come.







During the week, we had a little trip out to Corby to view former Nottingham City Transport Volvo Olympian 466. One of our members had been in touch with Will Lawson with a view to purchasing it. After a ride out around the local area, a deal was struck and 466 was to return home the following month.



New BMAC light rubbers were sourced for the eventual restoration of Trent Atlantean 571. When bits like this come up, you have to snap them up, even if the vehicle they're for is a long way down the restoration queue.



A power steering leak on NCT 769 was also discovered but was swiftly sorted out.



Another great weekend raising awareness was had at the Leicester Transport Heritage Trusts Bus & Train Spectacular, held at GCRs Quorn & Woodhouse Station. We had originally booked Midland Red National 602 in but sadly we discovered an oil leak when we went to collect her from the compound.

We also had a great feature written about us as part of the development of Nottingham City Transport in Coach and Bus Weekly - another way we reach new audiences.



We have a great working relationship with NCT and one we look forward to growing as the years go by.



The Spring Bank Holiday saw the Great Days Out team head west into Wales for the Brecon Mountain Railway - a good day was has by all.





Work continued in the workshop. The new rear pillars were installed on 80, further fibreglass repairs completed on the Solo, framework repairs on the front of 55 and the old leaking fuel tank was removed on Old Bill.

June



The 1st of June saw us head to Kirkby, Merseyside for the North West Vehicle Restoration Trusts Summer event. A great day was had by our team. Other members of the team were enjoying a trip to the seaside at Whitby.

During the week some of our members headed back over to Corby to collect R466RRA - A Volvo Olympian new to NCT in 1998. This vehicle was purchased privately by one of our members. Once back at base, the team cracked on with removing the stickers.

The following weekend was spent at the Fenland Bus Event in Whittlesey, it was a cold, windy but enjoyable day.



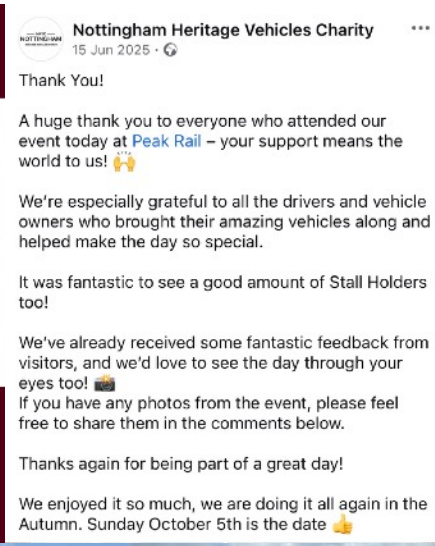


After cutting the skirt panels for 55, it was time to get the return folded on the bottom. Unfortunately our folder is only 4ft wide and the panels for 55 are 5ft wide but thanks to a friend over at Stoke we were able to fold the return ready for them to be fitted.



The following week was spent prepping the two vehicles selected to take to our own event at Peak Rail - 602 and newly acquired 466.
June signalled the arrival of our biggest event for the year - The Derbyshire Dales Bus and Train Festival. Hours of planning, checking of bus routes and issuing vehicle passes takes place before the day. Fathers Day is now the established date for this event, hosted in association with Peak Rail at their Rowsley South station site. Organised entirely by the NHVC Events team, we host a huge selection of vintage and present day buses. running into the local area, linking Peak Rail with Chatsworth, Haddon Hall, Peak Village shopping outlet, Bakewell and Darley Dale. Our CEO also managed to arrange the use of DFS at Darley Dale for a park and ride service, allowing space to be used at Rowlsey for railway activities, Stalls, the bus display, and disabled parking.
The support received for the event was overwhelming, both from visitors, vehicle exhibit owners and other organisations in the heritage sector.













Despite the success of the event we did have a set back. The journey up to Peak Rail in the 30 plus degree heat took its toll on 602. She boiled over on the way up. We managed to limp her to the site with a few cooling down stops enroute. The journey back was somewhat slower than intended, again with several stops, but thankfully it was a little cooler outside in the late evening.









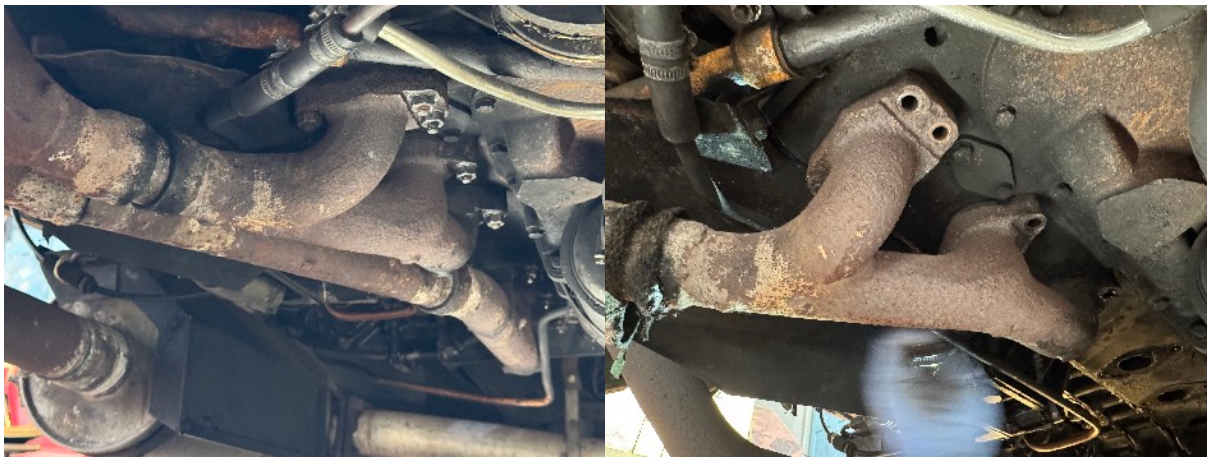
The following weekend was spent working on 55 and attending the Summer Gathering at the London Bus Museum, Brooklands.



The following weekend was our open day so most of the volunteers and trustee's time and efforts that week were ensuring the depot was ready to open, snacks and drinks stocked up and vehicles cleaned ready for use.

July

July started off with some depot maintenance, we had the new electricity meter fitted by EON and BT installed new fibre cables. This work formed part of ensuring the museum meets future demands and remains fit for our purpose for years to come.

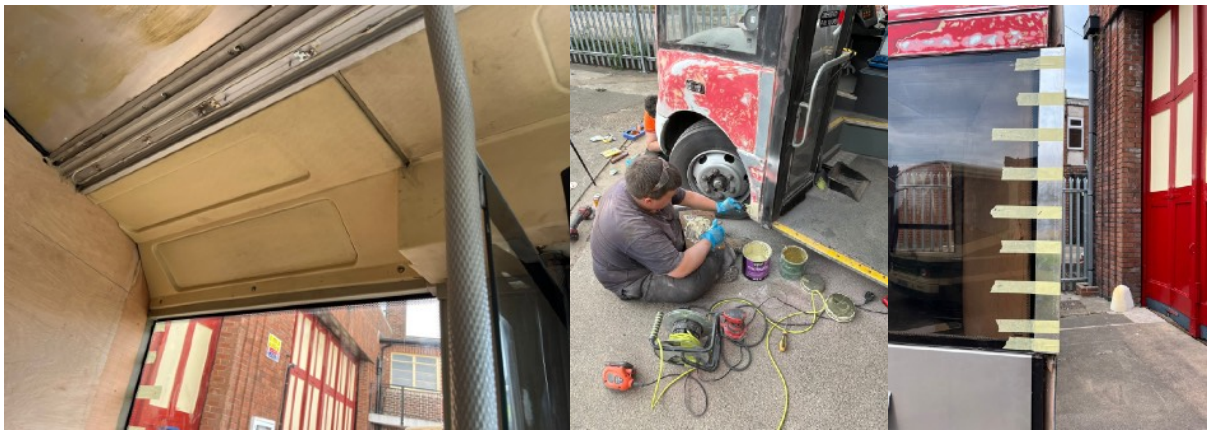


This month saw our resident MKI Leyland National 728 receive a little attention to the engine. The exhaust manifold was removed and cleaned up with new gaskets fitted. Additional work is required in the future. Whilst privately owned and loaned to the Charity, 728 was our flagship vehicle for many years, touring the length and breadth of the UK raising awareness. Now she is 50 years old she has a well earned retirement as a mobile shop inside the depot, although still ventures to the occasional event as an exhibition unit.



Another Weekend, another event. Some of the team attended the open day at Stagecoach East Midland's Grimsby Depot celebrating its centenary.

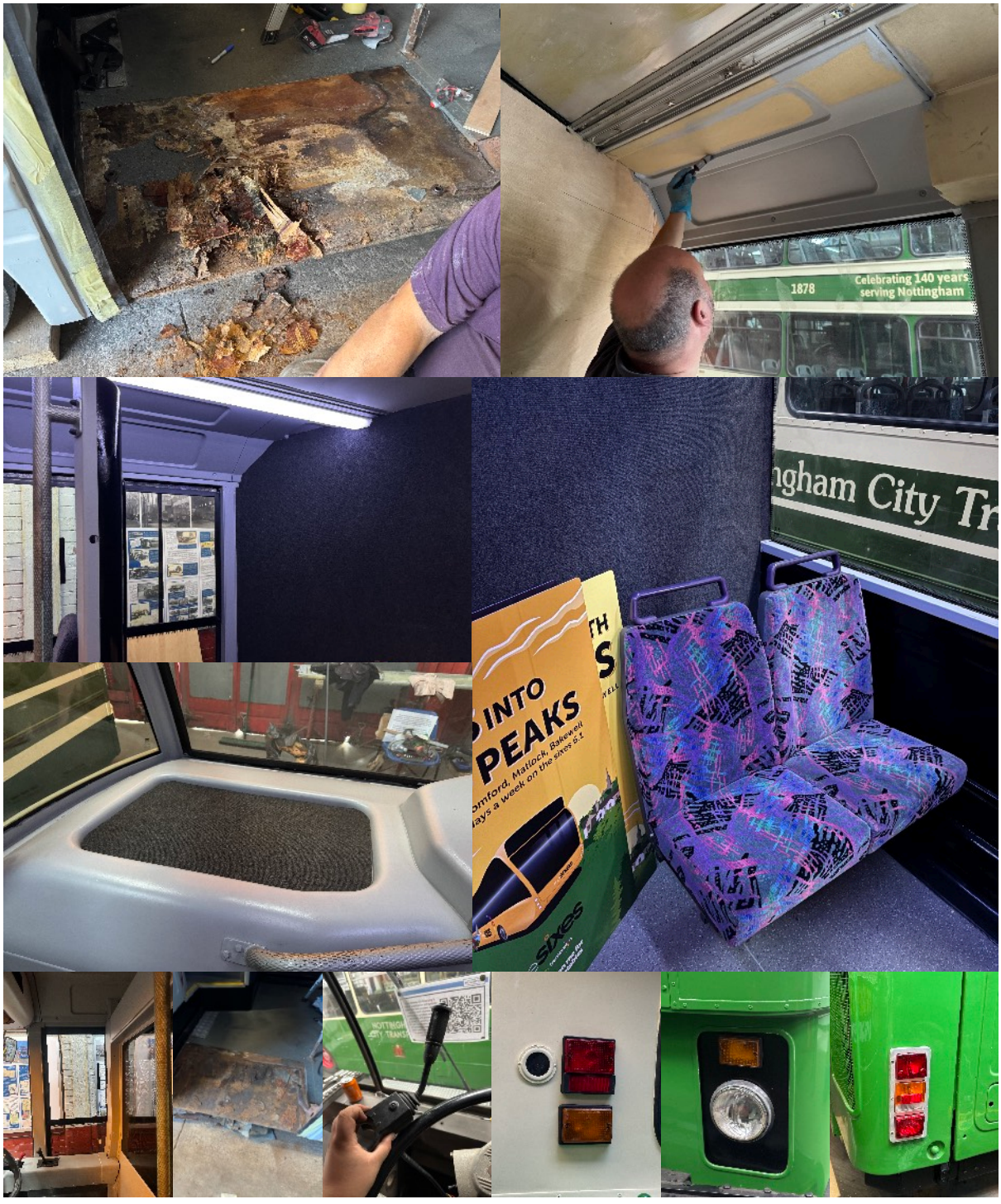
With the weekend out the way, work carried on the following week on the interior of the solo project. Panels were cut and fitted internally. More work was carried out on the fibreglass and filler repairs to external panels and the back wall inside was prepared for the carpeting.



769 also had attention to it's air filter housing after inspection showed it had seen better days. A new one was sourced and fitted along with a new clean air filter and also sorted a couple of minor oil leaks on one of the tanks whilst the air filter housing was removed.



The last three Great Days Out Fundraising trips of the month took us to Filey, Bridlington, Eden Camp and Beamish Living Museum. Progress continued back at base particularly with the Solo. We discovered that the plywood on the front step was rotten so this was removed and a new piece fitted. The interior received several coats of paint to freshen it up, making it a cleaner more welcoming environment. The rear bulkhead was carpeted too! Further electrical work on 442 also took place.



August

We kicked off August by being part of The Greatest Gathering Weekend held at Alstom's Derby Litchurch Lane works to celebrate 200 years of railways. This once in a lifetime event was the biggest gathering of railway locos and units ever. A thoroughly busy weekend with plenty to keep you interested and entertained. We were very lucky to be invited to have a charity stand at this event to raise much needed awareness, alongside Transport Nostalgia.



During the week attention moved to clearing the interior of Lion 383 - it still had a lot of the previous owners items onboard. Once the items were collected by the previous owner, we were able to give 383 a quick clean inside.

The weekend was then once again taken up with a much needed fundraising coach trip to Blackpool Airshow.













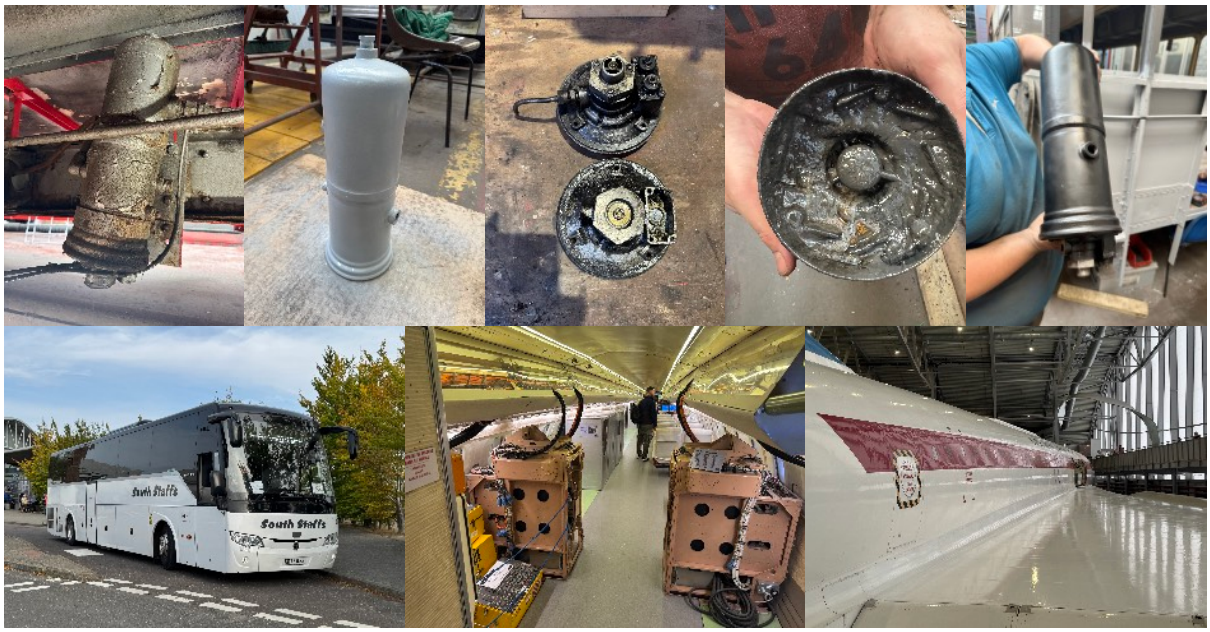
For the remaining days of August, our main focus was to complete the front end refurbishment on South Notts 55. However, we did spend a day putting the rear interior stress panels back into 80. The Great Days Out programme took us out to Fountains Abbey and Ullswater. We also found time to clean a couple of motors at the compound.





September

September started off with an air dryer overhaul for 55. Years of sludge from the air tanks not being drained regularly had clogged up the air system and in particular the air dryer. We also discovered that at some point the air dryer had itself been ground out on the floor, meaning it was missing several vital components. Luckily we had a spare one on the shelf so we 'borrowed' some bits off this one to make 55s good.



A coach trip to the Imperial War Museum at Duxford followed at the weekend. The week after we were delighted to welcome yet another new addition to one of our members - B736GCN a 1985 Leyland Olympian new to Northern in 1985. The member in question used to catch this bus to school, during the 20 years it was owned and operated by Johnson Bros Tours (Mansfield).







This month we once again attended the annual Stagecoach London depot open day - this time held at Catford Garage in support of Macmillan Cancer Support. It was a very long day for the 3 that went but we did have a great day raising awareness of what we do. It was fantastic to meet so many of those who follow what we do from the London area.



We also had a look at the cooling system on ex Stagecoach MK1 National 602 after the issues enroute to our Peak Rail event.

We drained the coolant and discovered heavy discolouration of the fluid in the system. We therefore decided to remove more pipes and to flush the entire system through, including the radiator. After several minutes we had clear water running through again. We refitted all the pipework, topped the vehicle up with fresh coolant and ran her up to operating temperature. It was whilst running her up we noticed the fan speed wasn't changing with the engine revs as it should. Further inspection found the belt was heavily worn and it too needed replacing. Unfortunately a previous owner has modified the assembly.



Further vehicle washing took place at both the compound and at the depot. New addition 736 in particular was treated to a good scrub before flying the NHVC flag at the Statfold Country Park Statbus event.

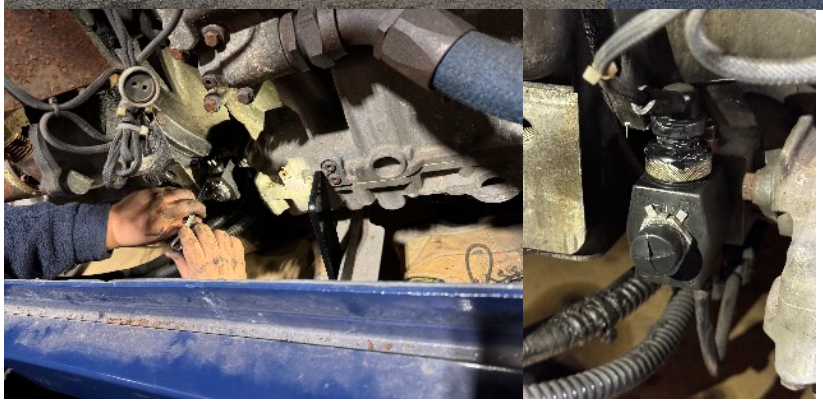


More work was undertaken on South Notts 80, this time with attention focused on removing the rotten areas in the cab and the offside front wing.



The weekend brought a Great Days Out fundraising trip to London on Saturday and then Statbus on Sunday. 736 performed faultlessly and those who went were very pleased.





A new retarder solenoid valve was fitted to 129 making the vehicle movable inside the depot once again.

October

October brought more hard graft in the workshop and yet another new addition. 129 was moved onto the pit to have a coolant leak fixed and a wash off. Work continued on 55, with the overhaul of the front demister unit and power steering ram.









On the 5th October, B738GCN joined the group after a drive down from York. 738 is owned by the same member that owns 736. 738 is a 1985 Leyland Olympian new to Northern - it also served with Johnson Bros/Redfern Travel for 20 years.



Work continued on getting vehicles ready for our October open day - the first one for both 736 & 738. 602 was moved back down to the compound - the first movement since the cooling system had been flushed. On the last road before turning into the compound, she decided to blow a small pipe off that runs up to the pod. This has since been repaired and we've had no subsequent problems. We can only assume it had not had the full flow of water around the system for sometime.



October also brought five clean MOT passes to the group for 466, 676, 736, 738 & 769 - a very successful month. The open day was also a great success and the two new Olympians went down a treat. Just before the open day, 736 had East Midland fleet names fitted to make the current livery locally relevant.



On the way back from the test centre, 466 decided it was going to develop a small coolant leak from the gearbox oil cooler. Once back at base this was removed and sent away for repair. The team also visited one of the Barnsley scrap yards in the hope of finding a spare, sadly this didn't happen but a replacement was sourced from Ireland. The radiator was also removed on Atlantean 433 ahead of gearbox removal to replace a seal that had started leaking. The cab on Paladin 127 was treated to a coat of paint and 55s front step was removed ready for replacement and offside skirt panels fitted.



November

1st November saw us attend the annual NWVRT twilight running day in Kirkby near Liverpool. The event was from midday until late evening so the team made a day of it with a quick visit to Manchester Airport viewing area and the Concorde exhibition on the way up. A bitterly cold but enjoyable day.



With the event season coming to a close for another year November allows the team more time in the workshop trying to keep warm on the cold wet days.

55 had it's front step framing and flooring replaced after years of water ingress left it in a sorry state. Work also continued on the framing under the cab.



The power steering ram was also refitted, with new pipes fitted which were made by a company in Nottingham.

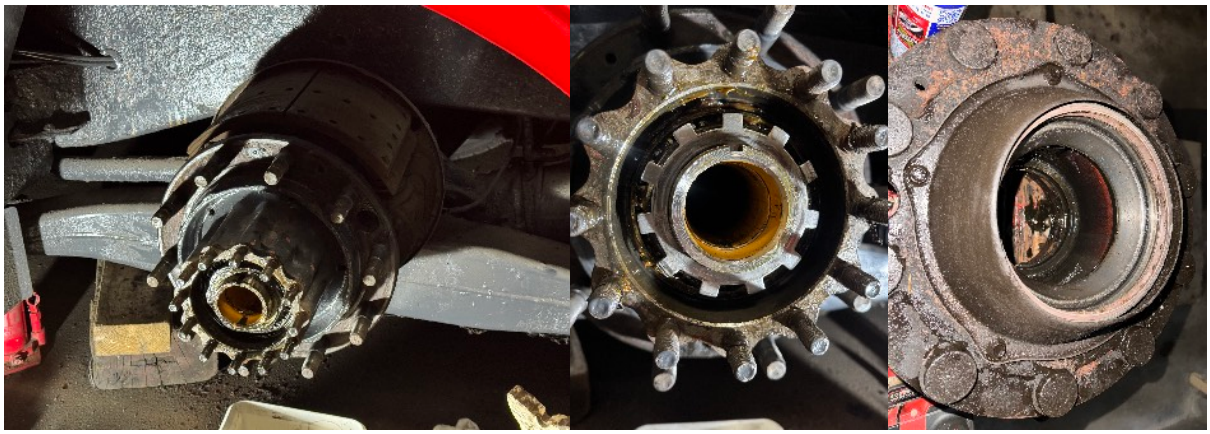




The following week the gearbox was removed from 433, to allow the oil lip seal on the output shaft to be replaced. The oil cooler from Ireland was fitted to 466 to get that back up and running again. The following day, the repaired oil cooler returned from the radiator company, this has been cleaned up, painted and placed in the stores for future use.



It was then time for our three coach outing to Haddon Hall and Castleton. A fundraising trip that always goes really well!



The work didn't stop there! We returned to the workshop the following day to replace a leaking hub seal on 127. A trip was also made to Easingwold near York to pick up three brand new Volvo B10M air filter housings. The gearbox out of 433 received a thorough clean off and the front demister box and air dryer were refitted into 55. The rear bulkhead of 433 also received a good clean and paint to protect it for years to come.



November turned out to be one of the busiest months we have had in the workshop catching up on the little jobs that build up. It was then time to decorate the building ready for our Christmas open days.



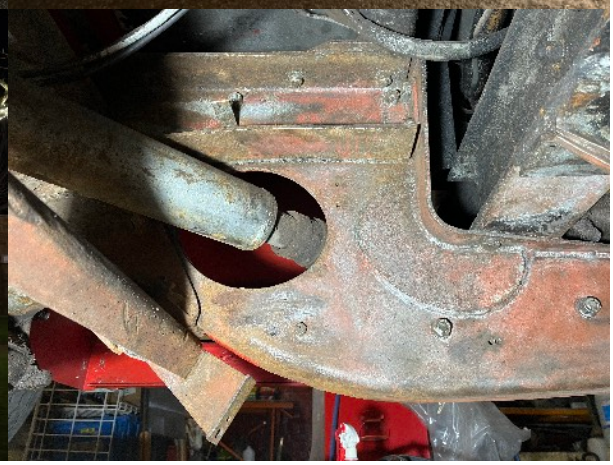


We then saw the month out with one final coach trip to Stratford-upon-Avon & Broadway and another day in the workshop working on 55.









December

The Christmas season was kick-started with a Great Days Out fundraising trip to Chatsworth House & Christmas Market. Sadly not the busiest of trips, but it was an enjoyable one nonetheless.





The following week saw 433s gearbox refitted and a replacement radiator installed too. No easy task, especially when its 2 degrees but it was great to see 433 back together and leak free.



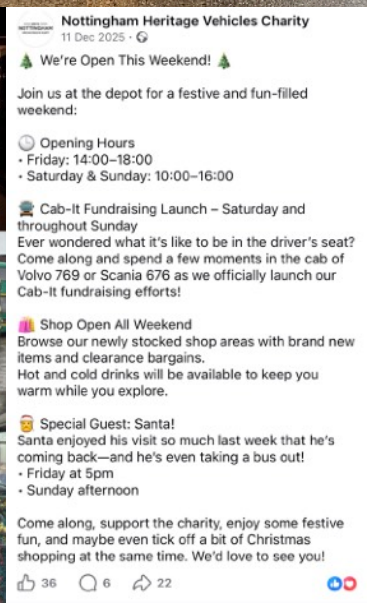
Our Christmas themed events started off with our main open day, with an appearance from the main man himself! Lots of positive feedback received, both on the day and through our socials. We even had a visiting vehicle from Madeira, which is now in preservation locally in Chesterfield.

Throughout December we opened the shop numerous times for those wanting that special gift for the transport enthusiast in their lives, or even just for themselves. Whilst we were open we gave guided tours of the museum which a was taken up by majority of the shop visitors.









Progress didn't stop because it was cold… we cracked straight on with rebuilding 129s internal staircase which had certainly seen better days. This was ahead of it going away for chassis repairs in the new year. The team were also kept busy keeping the place clean and tidy ready for our next big event on New Years Day - a first for us! A quick visit to Stoke was made to collect a few more Leyland National panels - all of which will come in handy in future years. You can never have too many spare parts!









2025 has been another year of progress and achievement for the team at NHVC but without the support of our followers, visitors, our friends at Transport Nostalgia and the volunteers & operators who help run our Great Days Out Fundraising Programme some of what we do would not be possible.

We also have to thank our volunteers and Trustees for another year of time, effort and devotion to NHVC and ensuring it's operation continues.



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

8th October 2026

Nottingham Heritage Vehicles Charity
2025 Annual Records Inspection

Dear Trustees,

Thank you for approaching me yesterday regarding the independent examination of the Charity's annual accounts.

I am pleased to confirm my acceptance of the invitation to inspect and scrutinise the Charity's financial records for the period 1 January to 31 December 2025.

I would be delighted to undertake this work free of charge, as a contribution towards supporting the Charity.

Having reviewed the Charity's governing policies and procedures, I propose to attend at 1400 hours on Monday 19th October to commence the examination. Should an alternative date or time, prior to then be more convenient, please feel free to contact me by telephone to make suitable arrangements.

I anticipate that the examination will take no more than a few hours and hope to complete the necessary checks during a single visit.

Following the examination, I aim to prepare and submit my report within a couple of days, allowing sufficient time for the Trustees to consider my findings ahead of their next meeting.

Yours sincerely,

M. K. Hearson

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

20th October 2026

Nottingham Heritage Vehicles Charity
2025 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 examination of the accounts of Nottingham Heritage Vehicles Charity for the financial year ended 31 December 2025.

The Trustees have determined that an independent examination, rather than a statutory audit, is appropriate, having considered the Charity's gross income, assets and the applicable statutory requirements.

As the Charity's gross income falls below £250,000, there is no requirement for the independent examiner to hold a prescribed professional accountancy qualification, provided the examiner has the necessary competence, experience and independence.

As the former proprietor of a coach holiday business spanning some 46 years, I have considerable practical experience of commercial operations, financial administration and associated accounting and record-keeping requirements.

I report on the accounts of the Charity for the period 1 January 2025 to 31 December 2025, as presented within the Charity's annual financial report.

Responsibilities of the Trustees and Independent Examiner

The Charity's Trustees are responsible for the preparation of the accounts in accordance with the requirements of the Charities Act 2011 (the 2011 Act).

My responsibility as independent examiner is to examine the accounts under section 145 of the 2011 Act and, in carrying out that examination, to follow the applicable Directions given by the Charity Commission under section 145(5)(b) of the Act.

I am also required to report whether any matters have come to my attention which must be disclosed under the applicable reporting requirements.

Basis of Independent Examination

My examination was carried out in accordance with the applicable Directions issued by the Charity Commission, together with its guidance for independent examiners contained in publication CC32.

The examination included a review of the accounting records maintained by the Charity and a comparison of the accounts presented with those records.

The detailed information available within the Charity's financial records enabled me to gain a clear understanding of the transactions examined, including any unusual items or disclosures requiring consideration.

The comprehensive nature and organisation of the supporting documentation considerably reduced the need for additional explanations from the Trustees.

An independent examination is not an audit. The procedures undertaken do not provide all the evidence that would be required in a statutory audit and, consequently, no audit opinion is expressed as to whether the accounts present a true and fair view.

Review of Accounting Records and Trustee Transactions

The accounting records provided were consistent with the accounts presented for the reporting period, insofar as could be established through the examination procedures undertaken.

Particular attention was given to transactions involving Trustees, including the sourcing of vehicle parts and components at vehicle shows and through heritage contacts, where such purchases were made to further the Charity's objectives.

The records examined demonstrated that potential conflicts of interest had been identified and documented in accordance with the Charity's established procedures and conflict of interest register.

The supporting documentation indicated that relevant proposed purchases had been considered by the Trustees, with decisions recorded in writing before the transactions were undertaken.

During the reporting period, there were also occasions when purchases and payments were made personally by Trustees or volunteers on behalf of the Charity, particularly where the immediate availability of charitable funds did not permit a direct or timely purchase.

Where reimbursement was subsequently requested, the records examined demonstrated that these payments were supported by appropriate documentation and processed through the Charity's established procedures.

I also noted that reimbursement had not been sought in every case.

The trustee decisions examined were recorded in writing, with documentation showing approval by four Trustees.

The records provided clear supporting information concerning these transactions and the decision-making procedures followed.

Examination of Receipts, Payments and Supporting Documentation

I examined a selection of transactions, tracing them from the original purchase order through to the corresponding invoice, delivery or advice note, receipt and, where applicable, third-party supplier statements.

The concise and well-organised documentation enabled these transactions to be verified without requiring extensive additional explanation from the Trustees.

A sample examination of receipts and payments was undertaken, including a selection of Gift Aid records and transactions involving expenditure incurred for charitable purposes.

The examination also considered whether the selected expenditure had been appropriately recorded, supported and, where applicable, reimbursed in accordance with the Charity's established procedures.

I noted instances in which expenses reimbursed to individuals had subsequently been returned to the Charity by way of donation.

More than 45 financial records were examined, with supporting invoices traced, where appropriate, through the Charity's PayPal records or bank account to establish the corresponding payment method. An

understanding of the sum up payment pathway for fundraising events was also requested to confirm that transaction fees were taken at source before monies became available to the charity.

No material discrepancies were identified within the transactions sampled.

Nothing arising from the examination of these records indicated material expenditure inconsistent with the Charity's stated charitable purposes or governing document.

Grant Funding and Outstanding Projects

I noted that no grant income was recorded during the 2025 financial year.

Having identified a similar position in the preceding financial year, I requested an explanation from the Trustees.

The Trustees advised that certain projects, previously supported in part by grant funding, had experienced delays associated with the COVID-19 period and remained outstanding.

They explained that their priorities for 2026 included progressing both projects towards completion.

The Trustees further advised that they did not consider it appropriate to seek additional public grant funding until satisfactory progress had been made with these existing commitments.

I considered this explanation as part of my review of the Charity's financial activities and supporting records.

Conclusion of Examination

The examination was completed without any material discrepancies or other matters arising from the records reviewed which required specific disclosure in this report.

The financial documentation was presented in a clear and accessible manner, with supporting records available for the transactions selected for examination.

I now conclude with my formal independent examiner's statement.

Independent Examiner's Statement

I have completed my examination of the accounts of Nottingham Heritage Vehicles Charity for the year ended 31 December 2025.

I confirm that no material matters have come to my attention in connection with the examination which give me cause to believe that, in any material respect:

1. Accounting records were not kept in accordance with section 130 of the Charities Act 2011; or
2. The accounts do not accord with the accounting records.

I have no concerns and have come across no other matters in connection with the examination to which attention should be drawn in this report in order to enable a proper understanding of the accounts to be reached.

Malcolm K. Hearson

Independent Examiner



Charity Name	Reg.No.	2025
NOTTINGHAM HERITAGE VEHICLES CHARITY	1155404	

Receipts and payments accounts

For the period from 01/01/2025 to 31/12/2025

Section A Receipts and payments

	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 £
A1 Receipts					
Donations (including PayPal giving)	32,660	-	-	32,660	43,900
Gift Aid claimed	8,293	-	-	8,293	9,251
Grants	- 0	-	-	-	-
Fundraising activities	56,520	-	-	56,520	36,419
Interest on deposit account	- 0	-	-	-	-
Dividend on investments	0	-	-	-	-
Members subscriptions	- 0	-	-	-	-
Charitable trading receipts (donated goods)	5,057	-	-	5,057	-
Other Charitable Receipts	- 0	-	-	-	70
***Sub total**(Gross income for AR)*	102,530	-	-	102,530	89,640
A2 Asset and investment sales, (see table).					
Proceeds from sale of fixed assets	- 0	- 0	- 0	-	- 0
Loan repayments received	- 0	- 0	- 0	-	- 0
Sub total	- 0	- 0	- 0	-	- 0
Total receipts	102,530	- 0	- 0	102,530	89,640
A3 Payments					
Storage after landlord assistance	5,983	-	-	5,983	6,838
Utilities Gas/Water/Electric	3,042	-	-	3,042	3,602
Direct Charitable Activity	94,389	-	-	94,389	78,224
Governance costs	- 0	-	-	-	-
Other costs	- 0	-	-	-	-
Sub total	103,414	-	-	103414	88,664
A4 Asset and investment purchases, (see table)					
Purchase of collection vehicles	- 0	- 0	- 0	-	- 0
Sub total	- 0	- 0	- 0	-	0
Total payments	103,414	- 0	- 0	103,414	88,664
Net of receipts/(payments)	884	-	-	884	976
A5 Transfers between funds	- 0	-	-	-	-
A6 Cash funds last year end	1,227	-	-	1,227	251
Cash funds this year end	343	-	-	343	1,227

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

Categories	Details	Unrestricted funds	Restricted funds	Endowment funds
		to nearest £	to nearest £	to nearest £
B1 Cash funds	Current account	343	-	-
	Deposit Account	-	-	-
	Paypal Account	-	-	-
	Total cash funds	343	-	-

		Unrestricted funds	Restricted funds	Endowment funds
	Details	to nearest £	to nearest £	to nearest £
B2 Other monetary assets	None	-	-	-
	Details	Fund to which asset belongs	Cost (optional)	Current value (optional)
B3 Investment assets	None	0	-	-
	Details	Fund to which asset belongs	Cost (optional)	Current value (optional)
B4 Assets retained for the charity's own use	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)
B5 Liabilities	None	n/a	n/a	n/a
	Signature	Print Name		Date approved
Signed by one or two trustees on behalf of all the trustees		ALEX WRIGHT		18/10/2026
		SIMON LOWINGS		18/10/2026

Section C Notes to the accounts for the period

C1 Nature and purpose of funds	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. In this period we have been proactive in organising fundrasising events to ensure we keep the charity solvent. These are both on and offsite.
C2 Grants	No grants received during this period or accepted as we still have projects to complete.

C3 Trustee remuneration details & authority under which paid.	Remuneration is via expenses claim forms and then bill payment and is only renumerated if either prior arrangement has been sought before anything is purchased or a payment made on behalf of the Charity.	
		to nearest £
C4 Trustee expenses & details (see additional analysis 2 for all 5 trustees)	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.	25197
	Nature of relationship and nature of transaction	Transaction £
C5 Transactions with Trustees & connected persons	None in this period other than expenses claims and direct reimbursement of costs paid out for approved purchase of items through purchase orders signed off by other trustees and reimbursed.	

Additional analysis of the receipts & payments accounts for the period (1)

1. Donations & receipts	***Source***	**to the nearest £**
	Direct donations from individuals direct to bank account.	30,028
	Direct donations from individuals at events and open days	2,445
	Donations into Paypal and deposited to bank	132
	Donations into Paypal and used for charitable purpose within Paypal (added to income)	55
	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	8,293
	Fundraising event payments onsite at open days and through fundraising event trips.	56,520
	Sale of second hand donated goods and new goods at the museum	5,057
	Interest of BMM account deposits	-
	SUB TOTAL	**102,530**
Grants	Not applicable - None in this period	-
	SUB TOTAL	**102,530**
Asset & Investment sales	Not applicable	-
	TOTAL	**102,530**
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)	Business rates (20% discretionary awarded along with 80% mandatory) (refunded-see above)	-
	Vehicle parts / restoration/ consumables	5,578
	Vehicle operation , test fees, fuel, parking, road fund licence, recovery and cleaning	1,822
	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)	7,403
	Office supplies, 0nline engagement - Web domain and hosting, computer equipment, connection and fees and development, including internet and phone costs.Display production, printing and associated stationery costs	3,544
	Charity awareness, community engagement, advertising and fundraising event costs & stall fees	47,481
	Building and essential maintenance / works, including tooling and sundries	1,402
	Association of independent museums, NARTM, ICO, other subscriptions and banking fees.	1,532

	Catering - relating to volunteer refreshments	430
	Expenses claimed - ***see additional analysis 2***	25,197
	Total	**94,389**

Additional analysis of the receipts & payments accounts for the period (2)

3. Breakdown of expenses claimed for period 1st January - 31st December 2025.	Mileage expenses relating to the period	10,982
	Expenses relating to vehicle and building works and all assoc activity	7,557
	Expenses relating to vehicle fuel costs	1,388
	Expenses relating to Charity helpers catering	1,693
	Expenses relating to fundraising events and museum displays.	3,577
	Total	**25,197**

Additional note to the accounts

We are doing all we can to remain positive, resourceful and welcome as always support from anyone with an interest in the work we do. Fundraising activity has been our prime objective this season to ensure all costs are met. Every penny has been utilised for charitable purpose ensuring our work on preservation projects continues.