

Dear Friends,

Welcome to our 14th quarterly-ish newsletter, which is a bit of a special edition. There's little fundraising news to report but as promised we have an important announcement about the future funding of the Charity, which comes to you as Newsletter subscriber first. This may raise some questions so we've tried to anticipate those as best we can; if you have more questions of course you're very welcome to raise them with us privately by email or phone, or in public on our Facebook page.

Contact details: Phone 0333 577 5422 / 0756 892 5422

Email info@fords-care.com and FORDS-care on Facebook

ORCi sponsorship of FORDS costs scheduled to end after 2015

To understand what this means, we need to look at how FORDS is funded and run. There are different pots of money coming from different sources, and restrictions on what we can do with each pot.

100% of your donation goes directly to help someone injured at our tracks

As you all know, we pride ourselves on making sure 100% of funds raised to help injured drivers and staff goes to injured drivers and staff. As we keep saying nothing, not a penny, is diverted to pay costs. We also keep saying we rely on public donations and fundraisers. But what does this mean, and how does it work?

Money collected, raised and donated from drivers and the public comes into our bank accounts and is earmarked for paying beneficiaries only. This is called 'restricted' in our annual accounts. We cannot use this, dip into it, borrow it or do anything else with it other than pay beneficiaries. We can't even 'invest' it, for example to buy raffle prizes, to raise more, so it's impossible to lose that money (for instance if a raffle made less money than the cost of prizes and printing tickets). The Buxton Ben Fund money was also put into this pot without question, because it was all raised for the benefit of injured drivers.

The running costs, and how they are currently paid for

Obviously there are running costs. Phone bills, postage, envelopes, printing, insurance, raffle licence, company filing, professional fees, even Ebay seller fees, are all inevitable costs. Any raffle prizes or race trophies we can't get sponsored, those are costs too. Volunteer expenses, like fuel for driving to a fundraiser, are also costs. These costs must come from the general pot, which is called 'unrestricted' in our annual accounts. We can use the general pot to pay beneficiaries if we need to (but we cannot use the beneficiaries' pot to pay costs).

Until the end of 2015, the ORCi will have sponsored those costs in full. Since we achieved Charity status back in October 2013, any Gift Aid reclaimed on donations also goes into the general pot. Thanks to Gift Aid, we have this covered, so ending the ORCi sponsorship of the general running costs is not a problem.

So what is the problem?

There is one more cost for FORDS, and that is one full-time administrator and fundraiser. Exactly why we have a full-time person is discussed on the next page in the Question and Answer Session.

For 18 months in 2012 and 2013, the ORCi covered this cost in full. In 2014 they covered two thirds of it. We are tremendously grateful to them for doing this as it's hard to see how we could have come this far without it. This year they are covering one third, and their financial support is scheduled to end at the end of 2015.

Funding for a full time person is due to end, from 1st January 2016, nothing else.

This means we will need to find alternative sponsorship. There are several options we can look at but let's start by promising that we will never use money from the beneficiaries' restricted funds to pay costs, and we won't ask for payment for individual membership of FORDS.

QUESTION AND ANSWER SESSION

Who are the Trustees of FORDS, and how do I contact them?

The Trustees are:

Dave 'DP' Pierce, promoter at Buxton Raceway 1999-2010.

DP set up the Buxton Ben Fund (which is now absorbed into FORDS)

Nick 'Nico' Hughes, Spedeworth banger rep until 2013

Jon 'Wusty' Worstencroft, retired Banger driver 51

Bob Jones, retired Saloon Stocks 151

The Trustees are responsible for the running of the Charity, making decisions on its finances and operation, and making sure it meets the stringent requirements of its Charity status. To assist them:

Manuela Stento, Secretary & administrator/fundraiser, dealing with the day-to-day running of the Charity;

Greg O'Connor, FORDS Ireland, first point of contact for fundraising and assistance in all Ireland;

Roger 'Blitzman' Hore in the South-West.

Any of us can be contacted direct if you know us, or via the secretary at the contact details given on page 1.

Why does FORDS need a full-time person anyway?

It wasn't the way we planned things, but it's the way it's worked out. Our vision was to have enough helpers that all of it could be done by volunteers, both fundraising and admin. The reality is we don't have enough helpers and we underestimated the work that was needed.

As a Charity we are basically a business with no product to sell, and the people paying in are not always the same as the people receiving the Charity's services. That was always going to be a challenge! What's more, we have all the regulations of a limited company plus all the requirements of a Charity, so there's much more to deal with than there is for a commercial company, even though we're non-trading.

By the end of our first year it was already clear it would not be possible for one person to do all this on evenings and weekends. Promoters offered to help but within a few months we realised this could never be enough and this is why we asked instead for their short-term sponsorship of a full-time person.

Why don't the ORCi carry on funding the administrator/fundraiser?

It's important that the Charity is completely independent. Although sponsorship doesn't buy a say in the way the Charity is run, it's best to keep our relationships with sponsors as clear as possible and to take active measures to guard against any possible potential conflict of interests. This is also why since our Trustee Nico left his full-time job at Spedeworth we have resolved that future Trustees cannot be actively involved in racing.

It's also important to the Charity Commission, our main regulator, that the Charity is fully independent and that sponsorship contracts are made in writing with clear details of what (if any) benefits the sponsor receives. The ORCi does not receive any benefit in return for sponsoring our costs. So in short there's absolutely nothing wrong with the ORCi having sponsored our costs so far, and Promoters continue to support our work in every other way. But it's just that bit healthier, clearer, transparent and unambiguous that they don't carry on sponsoring our costs long-term.

Why won't you charge drivers to be covered by FORDS?

A very good question. At one time we did discuss with the ORCi whether some funding could come through the race licence. The Promoters decided against, because drivers already pay enough to race and they did not want to add another £5 or £10 to the annual licence.

If FORDS charged for individual membership, this would make us a kind of insurance, which we can't be. We're all about being inclusive, being a safety net for everyone. Having to refuse help to non-members would totally make a mockery of what we're all about. It would also be an impossibly huge strain on resources to administer and collect contributions from somewhere around 8000 drivers.

Charging for membership is simply not a viable option.

What about the £1 drivers' levy?

NONE of the £1 levy comes to FORDS. The levy is the ORCi's health and safety fund. When FORDS first began, the ORCi diverted the levy from one meeting per track per year to FORDS. From 2012 when they began sponsoring the cost of a full-time administrator/fundraiser, that stopped. A lot of people still believe the levy is for FORDS but from the horse's mouth that is simply not true.

Do Promoters put anything into the drivers' pot?

Yes, some do! We are given a great deal of freedom and support to do our fundraising at all ORCi tracks, as long as it's possible and reasonable. Some put a lot of effort into helping us with our fundraisers or even do some fundraising for us. Voluntary donations have also been received from some Promoters.

Is the future of the Fund at risk?

NO, absolutely not. The value of the Fund to the people who have received our support in the past 4 years is so great that there is no way we would ever wind up the Fund. If we can't get funding for a full-time person, and if we can't get enough volunteers, then the standard of service may inevitably suffer. Remember it's the funding for a full-time person we're losing, not any income for our work. Although if we can't get around to raise the funds, we might run short in the future, but that is not an issue at the moment.

Is a Fund for injured drivers really needed?

Another excellent question. There is a point of view that they know the risks when they go out on track, and that if they had some other hobby like scuba-diving, sky-diving or skiing, there is no Fund that would help them. All of that is true. If those sports want to start their own funds, we wish them all the best, but we are concerned with amateur short oval racing, and we believe there is a need.

Over the past two decades, legislation and cost-cutting have resulted in very few people getting full pay from work if they are off sick. Statutory Sick Pay is £86 a week and you only get it for 28 weeks. Employment Support Allowance, which you get instead of SSP if you're self-employed or after your 28 weeks SSP has run out, is £72 a week. ESA can take a long time to process and they don't always backdate the first 13 weeks. The insurance provided by ORCi Promoters pays £50 a week and most mortgage insurance policies start after 3 months.

But it's not all about money. Our administrator is only ever a phone call away, assisting injured drivers and staff to access other support services, to explain things, or just for a chat when being laid up gets a bit lonely.

Developing the Charity

FORDS Care aims to become a 6 figure annual turnover enterprise, to fully meet the needs of our beneficiaries for the future as well as allowing for expansion and building reserves. Does this sound high to you? Read on.

So far:

FORDS has distributed £77,000 to over 90 injured drivers and staff over the 3¹/₂ years since we were established.

Expansion:

We expect this to increase as more people get to know this help is available. There may be more we can do to help, with more funds available, for example if someone has to take time off work unpaid to look after the injured person. This would apply to juniors, who don't get help from FORDS as such because they don't work, so they don't need financial support themselves. But parents might need time off work to look after them. So there is great potential for growth for the Charity, all subject to resources.

Building reserves:

At the moment, times are hard for everyone. There couldn't be a worse time to have started a Charity, in terms of raising funds, yet there couldn't have been a more important time to do so for our beneficiaries. If we can survive this round of hard times, and build reserves when the economic climate improves, we can be ready for the next tough times. We would also be ready if there was a particularly expensive year, or an investment opportunity,

ACCOUNTS AND REPORTS 2013


Our accounts for 2013 are attached with our supplementary report including a breakdown of how funds were raised and closer analysis of the people we helped. With Charity status the format of the accounts themselves has changed considerably, with much more reader-friendly detail, more explanation of our work and how this meets the Public Benefit requirement.

These are much later than we anticipated due to a multitude of delays and problems, but we promise the 2014 accounts will be available promptly, in the spring. A series of problems both with us and for our accountants resulted in a last-minute fluster, though the accounts were filed on time with Companies House as required.

OTHER NEWS

Ebay news

We now have an Ebay for charities account, so any item sold with a benefit to FORDS can be done direct, with reduced charges. Between 10% and 100% of the sale may be donated and paid direct to FORDS. Plus it's transparent for your bidders. Listings made with a donation to FORDS will look like this:

Description	Postage and payments
Seller assumes all responsibility for this listing.	
	<p>100% of the sale of this item will benefit FORDS Care Offering financial support to amateur racing drivers and staff injured while racing at short ovals</p> <p>ebay FOR CHARITY</p> <ul style="list-style-type: none">• Official eBay for Charity listing Learn more• Sale benefits a verified partner

Emma Alldridge's sky-dive

This takes place at Langar Sky-dive on Saturday 25th April 2015, which also happens to be the 4th anniversary of the Fund. Please support her, you can sponsor her at our BT MyDonate page or see her, Dave Goddard or our secretary Manuela at racing to put your name on paper. Remember to Gift Aid it, too, as this is a free donation to FORDS from Her Majesty's Revenue and Customs, and we don't want to miss out on those.

To sponsor Emma via MyDonate, please click the link in the email this Newsletter came with. Alternatively, access our general MyDonate page, at our website www.fords-care.com for the MyDonate link in the bottom left corner.

Changes to our sponsored events

Experience is a wonderful thing and as a result of it this year we are making a couple of changes for people taking part in sponsored events. These are a popular and successful way to raise funds, giving many people a chance to experience racing for the first time, to try a new formula, and to use other activities like sky-diving and football to support us. It's also a good way to generate that all-important Gift Aid.

However we are bringing in the following rules which apply to ALL sponsored races and events from now on:

- ◇ Sponsor forms will only be sent by post direct from us.
- ◇ We will not accept bookings without verified contact details.
- ◇ A deposit must be paid when booking in.
- ◇ Events will be cancelled if there are not enough advance bookings.
- ◇ There will be a cut-off date for collection of funds.
- ◇ Forms are just as important as hard cash and will be chased up relentlessly!

This is in accordance with Charity regulation and Fundraising Standards good practice.

Changes to payments made to beneficiaries

We will no longer make an interim payment before receiving evidence of reduced income. There is no value in going into details here as it will affect very few people, but sadly this is another decision we've had to make with the benefit of experience.

As a reminder, we no longer pay a fixed £50 per week, to comply with requirements of Charity status. We no longer pay for a work absence of one week or less not needing a doctor's certificate. FORDS is as well as, not instead of, any Promoters' insurance.

Thank you once again for your wonderful support, and here's looking forward to a great racing season ahead.

Manuela

Secretary
on behalf of the Trustees

Chairman Dave Pierce; Nick Hughes; Jon Worstencroft; Bob Jones



Visit us at www.fords-care.com ∞ tel 0333 577 5422 / 0756 892 5422 ∞ email info@fords-care.com

FORDS Care is a Charity and company limited by guarantee registered in England at 102 Willow Close Patchway Bristol BS34 5SQ,
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