



"... to uphold the freedom ..."

# PRESS RELEASE

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## **FBHVC DISCUSS KEY ISSUES WITH TRANSPORT MINISTER**

On Tuesday 30 November senior members of the Federation of British Historic Vehicle Clubs accompanied by Rt Hon Greg Knight MP, the chairman of the All Party Parliamentary Historic Vehicle Group, attended a meeting with the Under-Secretary of State for Roads and Motoring, Mike Penning MP and two senior officials from DfT and DVLA.

The main issues raised by Greg Knight and the FBHVC were:

- **DVLA** - The bureaucracy involved with correcting or substituting engine numbers on V5C documents. Similarly, making minor engine capacity changes on old vehicles, which are not taxed on emission levels.
- **DfT** - Amending legislation to allow DVLA to mark V5Cs and computer records 'non-transferable' to enable current owners of historic vehicles to safeguard the permanent attachment of the registration to the original vehicle.
- **VOSA** - The UK should be making full use of the concessions allowed in the EU Roadworthiness Directive for old vehicles. The impact of the planned substitution of government testing stations to ATFs especially relating to Class 5 tests. The inconsistency between braking requirements for classes 5 and 6.
- **Fuels** - The proper labelling of petrol and diesel with a bio-fuel content. The provision of tested additives prior to the widespread introduction of petrol containing up to 10 per cent ethanol. What is the timescale for the publication of the commissioned reports relating to the impact of bio-fuel on historic vehicles?
- **Planning** - What changes are envisaged for modern vehicles which could potentially adversely affect the old vehicle parc?

The Minister made it very clear at the outset that he is sympathetic to the old vehicle movement (being involved personally) and expressed his willingness to look at cutting out unnecessary regulation and bureaucracy where practical. He assured us that his officials would look into our concerns and report back.

Since the meeting the Minister has agreed in principle with the suggestion of exempting cars and smaller vehicles built before 31/12/1920 and PCVs built before 31/12/1940 from MoT testing. He has asked DfT officials to begin the process of consultation and making the necessary legislative changes. It is anticipated that these dates could be reviewed periodically and the introduction of a rolling date provision has not been ruled out.

This measure is welcomed by the FBHVC as it will mitigate many of the problems experienced by the owners of vehicles in these categories at the annual test. We must emphasise that road-going vehicles must be maintained in full working order at all times and we must strive to ensure that our accident level does not rise from the present virtually zero position.

### *NOTES FOR EDITORS*

*The Federation of British Historic Vehicle Clubs works closely with a wide range of organisations and government departments to retain the freedom to use historic vehicles on the UK's roads.*

*Research by the Federation in 2006 showed that the historic vehicle movement is worth over £3 billion annually to UK PLC. The Federation will shortly be embarking in a new survey to re-assess these figures.*

*For further information contact David Hurley, FBHVC director for legislation: Tel: 01903 235192.*

**Federation of British Historic Vehicle Clubs Ltd, Stonewold, Berrick Salome, Oxfordshire OX10 6JR**

Tel: 01865 400845

Fax: 01865 400845

E-mail: [secretary@fbhvc.co.uk](mailto:secretary@fbhvc.co.uk)

Company no 3842316 Registered in England

Registered Office as above

VAT Reg. No. 636 7886 83