



The Power of the Historic Vehicle Movement

The FBHVC Manifesto



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This document is issued in July 2024 for the benefit of all political parties to share the interest in historic vehicles within the United Kingdom.

The Federation of British Historic Vehicle Clubs (FBHVC) represents 500+ clubs, 50 museums plus individual and trade supporters, in total more than 250,000 historic vehicle enthusiasts. These enthusiasts own and use all forms of powered vehicles which are 30 or more years old including motor cars, motor-cycles, buses and coaches, commercial vehicles, vans, agricultural, military and steam vehicles.

We have a continuous record of Research conducted since 1996 and our latest research, the National Historic Vehicle Survey¹, valued the historic vehicle sector at £7.2bn per annum. Sustainability is inherent in the concept of historic vehicles which were in some cases created in the 19th century and historic vehicle enthusiasts fund the planting of trees in the United Kingdom. At the time of writing, we have carbon balanced more than 5.8 million miles of use.



Here a 1974 Zagato Zele city car powered originally by electricity, attends the 2023 Dinard Elegance which is based in Brittany and was first held in 1921



A typical period country scene with LTA 750 and owner Billy Brayford at the wheel!



Simply stated, our objective is to

“Maintain the freedom to use Yesterdays Vehicles on Tomorrow’s Roads”

To realise the potential of the historic vehicle movement, we call on all political parties to:

- Achieve an equitable outcome to the DVLA Review. The review, launched on 26th July, 2023 will assess the DVLA based on the four pillars set by the Cabinet Office of efficiency, efficacy, accountability and governance.
- Embrace the DVLA Call for Evidence launched on 9th May 2024 with the objective of gaining enthusiast opinion on how the historic vehicle registration process may best accommodate current and future needs.
- Recognise the economic significance of the historic vehicle movement and engage accordingly with it.
- Recognise the benefits of Social Prescribing which extend beyond those directly involved in the movement.
- Support our activities to gain heritage recognition of historic vehicles.
- Continue to support people who wish to participate in Historic Vehicle restoration apprenticeships.

and specifically through legislative powers....

- Extend the Vehicle Excise Duty exemption for historic vehicles.



Aveling Barford W class roller 10 tons. Single cylinder with piston valve gear. 1937, 'Prince of Wales'. Peter Love

1. FBHVC has submitted twelve pages of evidence to the DVLA Review quantifying the specific challenges of registering and operating historic vehicles in the current environment.

All presentations have been made by the chairman of the Federation to senior leaders within the Department for Transport, Driver & Vehicle Licencing Agency and elected representatives including the Parliamentary Under-Secretaries of State for Roads and Local Transport and the Secretary of State for Transport.

2. The Call for Evidence is, we assume, a direct outfall of the DVLA Review. As the format chosen by the Agency was we believe quite complex to complete, the Federation adopted a more focussed approach and invited enthusiasts to respond directly to the Federation. At time of printing, 4,286 questionnaires have been completed and these will be summarised by the Federation to form the enthusiasts' response to government.

3. Recognise the economic significance of the historic vehicle movement and engage accordingly with it. We value our excellent working relationship with the All-Party Parliamentary Historic Vehicles Group (APPHVG) which provides an excellent mechanism for engaging both Houses of Parliament. We request all political parties ensure appropriate resource in terms of finance and infra-structure is maintained within the Department for Transport (DfT) including the Driver & Vehicle Licencing Agency (DVLA) and the Driver & Vehicle Standards Agency (DVSA) and the Department for Education, to ensure that, while meeting the needs of all other stakeholders, the needs of the historic vehicle movement continue to be considered.

4. Recognise the benefits of NHS Social Prescribing which extend beyond those directly involved in the movement. Many individuals and families who are not, for whatever reason, an active part of the historic vehicle movement may nevertheless derive great pleasure from attending historic vehicle events, shows and observing historic vehicles driving on our roads. We request all political parties continue to provide the freedom for these events to thrive.





HRD motorcycle



MACK 7.5 ton 11.6 litre
straight-six petrol
(160hp). Peter Love

5. Support our activities to gain heritage recognition of historic vehicles.

In association with the Fédération Internationale des Véhicules Anciens (FIVA) we seek the recognition of UNESCO² for historic vehicles as mobile heritage in the same way as established for historic ships and heritage railways. The impact within leisure and tourism is significant and provides an opportunity to develop the GDP of the UK economy.

6. Continue to support young people who wish to participate in Historic Vehicle Restoration Apprenticeships.

The historic vehicle movement supports employment of over 34,000 people in the UK. This initiative is welcome in light of concerns within the historic vehicle movement that the skills necessary to service owners' restoration and maintenance needs may not be transferred to younger workers. The Federation initiated the Ofqual³ accredited Historic Vehicle Restoration Apprenticeship and we encourage political parties to support all apprenticeship opportunities.

7. Extend the historic vehicle Excise Duty exemption.

The Federation recognises the initiative of the previous Government in reintroducing this exemption on a rolling basis for vehicles over 40 years old. Historic vehicles⁴ are universally recognised as achieving their status when they become 30 years old and we encourage political parties to support an alignment of the exemption with this age criteria.

¹ The National Historic Vehicle Survey is research conducted by the Federation of British Historic Vehicle Clubs with a data trail extending from 1996.

² The United Nations Educational, Scientific and Cultural Organization, UNESCO, is a specialized agency of the United Nations (UN).

³ The Office of Qualifications and Examinations Regulation (Ofqual) regulates qualifications, examinations and assessments in England and vocational qualifications in Northern Ireland.

⁴ This definition of 'historic vehicle' has been universally adopted by the members of FIVA and is enshrined in the Charter of Turin.



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