**Edited Highlights from Federation News Issue 2/2022**

*These notes are presented as simplified highlights of key topics. Further details can be found in Federation News itself, all copies of which are available at* [*www.fbhvc.co.uk/newsletter-archive*](http://www.fbhvc.co.uk/newsletter-archive)

***In case of doubt the definitive version is that published in the magazine.***

**Clean Air Zones/Low Emission Zones**

These continue to be introduced across the country including a Zero Emission Zone in central Oxford but the agreed exemption for vehicles registered in the ‘historic’ tax class is being honoured in all cases. The same applies to the proposed further extension of the London ULEZ.

**Road Pricing**

A discussion by the Transport Select Committee on the subject of road pricing, i.e. a charge per mile, is noted. At this time the Federation has no fixed position on this subject but will obviously monitor developments carefully. A more detailed examination of the many issues will appear in Issue 3/2022 of News.

**HPI Reports**

The item in issue 1/2022 concerning possibly misleading information in HPI reports on older vehicles generated considerable interest and amongst the responses was a suggestion that in the case in question the General Data Protection Regulation may have been breached. In fact both the Federation and the vehicle owner had considered that possibility and sought guidance from the Information Commissioner’s Office. Their ruling was that no breach had occurred.

**DEFRA Landscapes Review Consultation**

This contentious topic has received much attention in motoring and motorcycling circles, both historic and contemporary and from various organisations representing their interests because of proposals to restrict access to sealed and unsealed roads (green lanes) to motor vehicles. The Federation has taken a very carefully considered position which both recognises the pressures on some of our National Parks and similar locations but also appreciates that such restrictions would affect many historic vehicle owners. A limited response has been submitted on these lines.

**DVLA Statistics**

Some further statistics are provided from DVLA, these particularly concerning the two sections of most interest to historic vehicle owners, that is, Kits & Rebuilds and First Registrations. We also report on the setting-up of a pool of ’Subject Matter Experts’ within First Registrations to assist with the resolution of problems and reduce the number of applications that it is necessary to return to the applicant. DVLA also tell us that a significant number of applications are rejected for reasons unrelated to the vehicle in question, e.g. applicant identity or fee payment.

**Replacement Chassis Plates**

DVLA have now clearly confirmed that if a plate bearing the chassis number is replaced by a newly manufactured plate the vehicle is considered to have lost its identity. As a result they are likely to issue a Q registration which in turn, of course, requires an IVA. Thus the original plate should be retained no matter how degraded.

**Returning Exports**

If a UK registered vehicle is permanently exported (i.e. for more than 12 months) the registration will remain on the record with an ’export’ marker against it. Should the vehicle return to the UK the correct procedure to regain the original registration is to submit a completed V55/5 as for a first registration although no first registration fee is payable.

**Guidance on the use of Red Diesel**

A detailed article on the permitted uses of ‘red diesel’ following changes to the regulations from April 2022 provides valuable guidance to those with historic agricultural vehicles and similar.

**Making Tax Digital**

The presentation given at Club Expo in January by Barbara Whale is reproduced in full and provides a useful reference on a complex and rapidly changing topic.

**Carbon Capture Scheme**

Further information is provided by Tree-V on the development of the FBHVC carbon balancing scheme and the interest it generated at both Club Expo and the Practical Classics Classic Car & Restoration Show. Many clubs and events have adopted this admirable scheme and the interest continues to grow – there’s a joke there somewhere!

**Practical Classics Classic Car & Restoration Show**

A report from the expansive FBHVC stand at the show featuring Tree-V, Drive It Day with Childline®, In Comm Training and Betsy! Betsy being a 1931 Alvis 12/50 which was displayed with the question – restore or preserve? A clear majority of visitors voted for preserve.

**Club Expo 2022**

A report from what was generally considered to have been the best Club Expo to date including presentations from Rt Hon Sir Greg Knight MP, Bob Wilkinson (Classic Car Loan Project), Peter James Insurance and Genus IT.

**Other Interesting Features Cover –**

* Regular updates on events including the new online event submission process **List your Club Event** – <https://www.fbhvc.co.uk/list-your-club-event>
* Forthcoming events at museums including the move of the largest historic model car collection in Wales to the Llanfair Caereinion terminus of the Welshpool and Llanfair Light Railway.
* The founders of the farm machinery manufacturers Massey-Harris-Ferguson, now Massey Ferguson.
* One family’s amazing collection of restored commercial vehicles seen at the Classic Motor Show last November
* Restoring the headlamps on the 1972 Wings Tour Bus
* The World’s Fastest Jensen, a long and technical article updating the progress on this project including the preparation of a gearbox able to stand the colossal torque produced by the turbocharged engine which has featured on the Federation stand at Race Retro.

*Remember the complete FBHVC News magazine can be found at* [*www.fbhvc.co.uk/newsletter-archive*](http://www.fbhvc.co.uk/newsletter-archive)