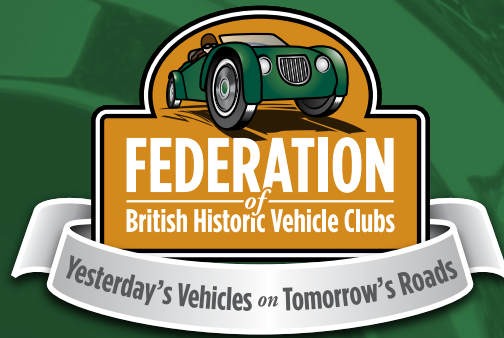




The power of the historic vehicle movement

The FBHVC Manifesto



The power of the historic vehicle movement – The FBHVC Manifesto

The Federation of British Historic Vehicle Clubs (FBHVC) represents 530+ clubs and 250,000 historic vehicle enthusiasts. These enthusiasts embrace all forms of powered road vehicles which are 30 or more years old including motor cars, motor-cycles, buses and coaches, commercial vehicles, steam, agricultural and military vehicles.

Research conducted by the University of Brighton and HVRIⁱ in 2011 valued the historic vehicle movement at £4.3bn per annum, employing 28,000 people in the UK. Retention of specialist skills is fundamental to our work and in 2014 the Federation launched an Ofqualⁱⁱ accredited course in Historic Vehicle Restoration.

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:

In general....

- Recognise the economic significance of the historic vehicle movement and engage accordingly with it.
- Support our activities to gain heritage recognition of historic vehicles.
- Continue to support young people who wish to participate in Historic Vehicle Restoration Apprenticeships.

and specifically through legislative powers....

- Implement the EU Roadworthiness Directiveⁱⁱⁱ sympathetically.
- Extend the historic vehicle Vehicle Excise Duty exemption.

- 1. 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 seek a similar relationship with our MEPs’ in order to represent the movement effectively with all other Member States in the European Parliament. We request all political parties to ensure appropriate resource in terms of finance and infra-structure is maintained within the Department for Transport (DfT), Driver & Vehicle Licensing Agency (DVLA) and the Driver & Vehicle Standards Agency (DVSA) to ensure that, while meeting the needs of all other stakeholders, the needs of the historic vehicle movement continue to be considered.

- 2. 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 UNESCO^{iv} for historic vehicles as mobile heritage in the same way as established for historic ships and railways. The heritage impact within leisure and tourism is significant and provides an opportunity to develop the GDP of the UK community.
- 3. Continue to support young people who wish to participate in Historic Vehicle Restoration Apprenticeships.** The historic vehicle movement supports employment of 28,000 people in the UK. The European Commission is seeking views from industry and the public on ways to revise the Small Business Act for Europe to create an environment in which Small and Medium Sized Enterprises (SMEs’) can prosper and grow. The Small Business Act is designed to facilitate SMEs’ access to finance and markets, to reduce administrative burdens and to promote entrepreneurship – and a particular focus of this new consultation is the concern about the shortage of skilled workers. This initiative is welcome in light of concerns within the historic vehicle movement that the skills necessary to support owners’ restoration and maintenance needs may not be being transferred to younger workers. The Federation has taken a major step in creating the Ofqual accredited Historic Vehicle Restoration Apprenticeship and we encourage political parties to create opportunities to support the employment of young people.
- 4. Implement the EU Roadworthiness Directive sympathetically.** The Directive was formally adopted on 3 April; Member States must now adopt national laws to implement the Directive. These laws must enter into force before 20 May 2018. We call upon our Parliamentarians and government departments to implement the Directive in such a way that the historic vehicles currently using our roads are able to continue to do so.
- 5. Extend the historic vehicle Excise Duty exemption.** The Federation recognises the initiative of the present Government in reintroducing this exemption on a rolling basis for vehicles over 40 years old. Historic vehicles are universally recognised as achieving their status when they become 30 years old^v and we encourage political parties to support an alignment of the exemption with this age criteria.

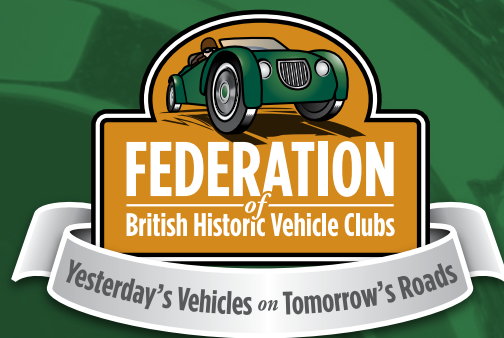
ⁱ HVRI is the Historic Vehicle Research Institute.

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

ⁱⁱⁱ Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC Text with EEA relevance.

^{iv} The United Nations Educational, Scientific and Cultural Organization, **UNESCO**, is a specialized agency of the United Nations (UN).

^v This definition of ‘historic vehicle’ has been universally adopted by the members of FIVA and is enshrined in the Charter of Turin.



Federation of British Historic Vehicle Clubs Limited

Registered Office: Stonewold, Berrick Salome, Wallingford, Oxfordshire OX10 6JR

Telephone: 01865 400845 E-mail: secretary@fbhvc.co.uk



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