



Items of interest from the FBHVC newsletter

Scrappage scheme

A recent article by David Landers in *Classic Motor Monthly* criticised FBHVC for not getting historic vehicles excluded from the scrappage scheme and suggested we should press for similar protection for old vehicles as is afforded to historic buildings. I would like to make the following comments.

The FBHVC's prime purpose is to ensure that the existing freedom to use our elderly vehicles alongside the modern vehicles continues. What individuals decide to own, preserve, modify and operate, or even destroy, is also a personal freedom. Despite guidance from clubs, the FBHVC and journalists it is inevitable that some projects will fall by the wayside for any number of reasons especially under the current economic climate.

It would be a draconian measure for the government, FBHVC, its member clubs, or journalists to dictate what individuals choose to preserve, modify etc and introduce 'listing' with all the restrictions, limitations and controls that are applied to heritage buildings. The resultant bureaucracy would certainly cause many to give up their hobby and discourage new recruits to our movement. It is pertinent to point out that very few post war (1945) buildings are listed.

The Federation's policy in responding to legislative proposals and consultations has to take into account our prime purpose and any response must be proportionate and realistic.

The current temporary scrappage scheme was introduced in the Chancellor's April 2009 Budget - a fiscal measure to prop up new car sales. As with many Treasury moves there is no prior consultation.

Every year vehicles are scrapped, the vast majority are time expired or unroadworthy and inevitably a very small percentage consisting of aborted restoration projects (mainly vehicles that nobody else wants) are regrettably broken up. One can argue for an age related exclusion from this voluntary temporary scheme, but this would deprive owners of their freedom of choice especially if the sum offered by the dealer is considerably in excess of any other offers. Should the FBHVC be seen to override the personal freedom of an individual? I personally think not.

Car trailers

Vehicle dealers risk being stung by an on-the-spot £200 fine if they are caught using a low-loader trailer behind their tow vehicle if it is not fitted with a tachograph, warns the Retail Motor Industry Federation (RMIF).

The law states that a tow vehicle can have a gross vehicle weight (GVW) up to 3500kgs without a tachograph being required. However these vehicles will have a gross combination weight (GCW) in excess of 3500kg when towing a trailer. Therefore the tow vehicle has to be fitted and operated with a tachograph. This regulation also covers heavy 4x4 cars as well as commercial vehicles that are towing trailers.

However this should not apply to historic vehicles where the trailer is not being used for hire or reward and the driver is a private individual. Trade members could be caught out by this.

And now for something completely different...

Club, Register member and Japan resident, Peter Nunn, has sent me this photo:



'I thought you might like to see this pic of these sad, abandoned Berlina's here in Japan - yes Japan! - keeping some old Rootes group machinery company by the side of the road....not so far from Honda's Twin Ring Motegi circuit. What are they all doing there etc? And why? Anyway, so sad.....'

Benvenuto!

The Register welcomes: Ian Waters (1750 GT Veloce Mk1), Andrew Cloney (1750 GT Veloce Mk1), Nick Reed (2000 GT Veloce) and Nigel Beacroft (1750 Spider Veloce roundtail).



Nick Reed's Giulia 2000 GT Veloce fresh from the paintshop – *photo credit Nick reed*

And finally ... Have you spotted the famous driver of the Giulia GTA in MGS Coachworks' new display advert? A nice piece of transposing Mr Spenceley !



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