

**THE LANDROVER SERIES TWO CLUB**



**GEORGE MIDDLETON'S FLEET OF VEHICLES**

*Newsletter*

**DECEMBER 1988**

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### NEWSLETTER : ARTICLES & MANUSCRIPTS.

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## BANNING OF VEHICLES OVER 20YEARS OLD

Following my article in the last Newsletter, I finally received a reply from William Waldergrave. The gist of this is included in the coloured sheet at the back. Promises, promises and butter wouldn't melt etc. I have subsequently heard that the EEC tend to throw up ideas and if no one objects they force them through...if they do object it just takes a little longer. However I have a signed letter, not a copy, from the Minister of Transport which states that there is no intention to apply retrospective legislation. Other information I have from a member of the Euro parliament (shades of Dan Dare and the World Government?) states that the whole thing was a fabrication by the press.

If this is the case, why has the Historic Vehicle Clubs Committee bothered to arrange for full time lobbying and why have clubs such as the Aston Martin Club and various Bentley Owners Clubs pledged so much money to fight something that will never happen? Or is it that someone somewhere has egg on their face and as true politician is denying that 'it' was ever said. The price of freedom is eternal vigilance. We shall see!

Ross Floyd

FROM GORDON LORD, Technical Officer:

Firstly you rightly drew our attention to the EEC intention to vehicles over twenty years old. This is clearly totally unjustified, on grounds of safety, and the cynics amongst us will see this as merely a means to boost Eurobox car sales and to allow eurocrats to meddle further with our lives. I hope all members will write to both their MPs and the Prime Minister in a strong and persistent manner.

Mention of Euroboxes leads me to the second item which caught my eye. Euroboxes these days are increasingly sporting mechanical and electronic features designed to prevent home repairs and maintenance, and to necessitate the increased use of Dealers and Agents. As your article "Words of learned Length" indicates the Garage Trade is not all populated by expert and honest men, and I am sure most members can give similar examples where they have suffered in the hands of these dummies and charlatons.

It seems that not only do these Eurocrates wish to dictate what vehicles we shall drive, but they also wish to force us to have our repairs and maintenance carried out by these pillocks. I think there is more danger in a modern car driven by someone who knows little of its workings, and maintained by someone who cares less than in twenty year old vehicles driven by someone who cares for it, understands it and looks after it.

Another item in the Newsletter touched also on this subject. It seems that the Suzuki, which some would have us believe is the modern replacement for the Land Rover is unsafe by design. Just how can the EEC justify that old vehicles should be replaced on grounds of safety?

#### A TYPICAL LETTER

I have purchased a Land Rover LWB ser 11 made in 1963. It is fitted with a L/Rover 2 ltr Deisel. When I have come to apply for a registration document, I quoted the chassis no which is the same on the identification plate and the front chassis itself the number being 27601545a. However the DVLC said their record shows the chassis number as 27207942c. I think that this latter must have been an error on the part of the DVLC when the record was first made maybe it is an engine number as one is not noted on their record. Is there any way that a confirmation as to what these differing facts of numbers can be verified from your records of production numbering etc.

D Marriott

What a hotchpotch! The chassis number is presumably correct, so is the year of registration. The engine is from an earlier vehicle and DVLC's number has no relation to anything...unless something fishy has taken place at some time and a previous owner has done some number swapping. After all, a 1963 plate could well be pre suffix, while the later chassis number denotes a 1962 vehicle with a pre suffix plate. Enough said?

#### HE'S GOT ONE!

I have recently become the owner of a 1960 Series II Land-Rover and should like to enrol in your club. I spotted it sitting in the rear yard of my local off licence and it didn't appear to be being used. It looked clean, but neglected so eventually I knocked on a few doors and found the owner. "It's got a nasty oil leak in the rear oil seal, but it goes alright." Together we got it mobile and I took delivery on 17th of May. £450 with a new wiring loom and a spare head light, another £250 for a replacement engine, brake shoes, 2 slave cylinders, coil, battery, leads, distributor, cap, points and a few sundry items. Then the MOT, cracked it, sailed through.

Details for your records are as follows:-

Reg. No	1732 HX
Chassis	141002384
Engine (new)	151909143 2.25 Petrol
Engine (old)	151017111 2.25 Petrol
Body	SWB Full tilt
Colour	Marine Blue with Blue tilt

So can you please send me all the "bumph" you can muster so I can enlist. I've taken a lot of "stick" from the lads at work for buying this and selling my MGB. SO I need all the impressive info' you can let me have.

Vince Fuller

#### RARE VEHICLE

Could you please send details of Series II Register. My vehicle is a 1959, 4 x 2 Truck Cab, 88" ex Royal Navy. Chassis no:- 141901973.

Tony Gainer Whitmore

There are rumours that these were used on aircraft carriers as tugs for flight deck transport.

#### COOLING!

As from two weeks ago I fulfilled one of my ambitions and became yet another proud Landrover owner! It is a series IIA model (c.9/63) with the std petrol engine and I would like to query a few points with you.

1. Firstly and most importantly, the radiator was leaking. It had been repaired previously and so I decided to install a new one. After several fruitless phone calls to various establishments, I contacted M J Fews Ltd at Wotton-Under-Edge. They informed me that the type of radiators for the series IIA were no longer made, but said that the later type radiators of the series III could be used instead. Anyway I bought one of them and installed it (not as easy as it sounds, 25 year old bolts take some persuasion to come undone!) Anyway having run the engine and taken it on several short trips all appeared well except that the engine now seems to run a lot hotter. I put this down to the fact that the series III radiator is about .5 to which means that the engine would have less for cooling and (at last!) run slightly hotter. However, I tend to be nervous about this and would like to ask you if you, or anybody else in the club had had the same problem and if so, what was the result (i.e. am I worried about nothing).

2. Also connected with the cooling system, there isn't any temperature gauge on the instrument panel. There is however a temperature gauge sender unit on the cylinder head and again I would like to ask if it is possible to fit a temperature gauge and if so what type? (an added complication is possibly that the vehicle has been changed from its original positive earth to a negative earth).

3. My last request (Thank God for that, I hear you cry), is for a source of any manuals for the Series IIA. I purchased a "Haynes" manual, but like all their published material, just when it gets to an important item it either illustrates another model or drops it altogether!

As you can imagine (or have experienced) this can be extremely irritating. An "actual" instruction manual/handbook would be useful for finding out exact methods of operation (i.e. choke light when it comes on I presume you reduce choke?)

I am having tremendous fun driving the landrover and although it's noisy, slow and rattles I wouldn't swap it for anything, even if I'm having these few minor teething problems!

John Putney

Teething troubles???\*\*\*!!! We're still having them 10 years on! Don't be too concerned about the temperature as long as nothing is obviously amiss. The Series 3 rad should do well as they have the same engine. You might fit a new thermostat however, but be careful when removing the housing. Shear a stud and the head will have to come off! Plenty of WD40! Any Smiths 12v electric temperature gauge will fit and they do a nice chrome mounting which look correct. +ve

wire from a fused source to the gauge and then to earth through the sender unit connector. It should be powered from the voltage stabiliser if fitted, if not, don't worry, but it will not be completely accurate.

I have found Haynes to be a great let down. They may strip a vehicle down and rebuild it, but they miss out huge areas while giving stupid details about things that are really unnecessary. However all other manuals are the same and I suspect they all crib off each other and from the Factory originals! Notice how many diagrams are almost identical. A good set of factory manuals are best, but expensive. If you phone David Bowyer at Overlander, he will advise as they have a huge selection and do mail order. Telephone 03633 666

The Choke light comes on when the engine no longer need any choke.

GOOD LORD! (sorry Gordon!)

I have two reasons for writing following the Sunday Express article which amongst others, featured yourself as "The Engineer Enthusiast". The Lightweight with the taxi diesel conversion sounds interesting and in the correct balance. Details of it would be most appreciated. An Irish registered ex Army Lightweight was recently advertised for sale in Kent, after a bit of haggling, the dealer (who imported the 1984 first registered vehicle) settled for £1600. In putting through a British MOT, it sported a Northern Ireland Certificate expiring in January 1989, the Paddock Wood Testing Centre gave the engine size as 2300 ccs and passed it with clean bill of health. Delivery was subsequently arranged and there was no denying the above average performance over the regular power unit.

Sadly the vehicle has now gone back as the logbook had Petrol not Diesel stated in it with the ccs shown as 2300. We took it in as 2300 diesel and found the Perkins markings had been misread - instead of Type 236 UER the paint partly obscured the numbers and letters giving rise to 2300 i.e. the bottom of the 6 and letter large U could be read as 2300. The NFU insurance agent was quite sure the increased size nearly double a massive 3860 ccs would not move it from Group 1. However the fuel bills of our MF 575 fourwheel tractor (same engine) persuaded us otherwise. Recorded mileage was 37000, series 3 plate tidy too hard top, 7.50 x 16 tyres (photos taken). Suffice to say, an offer and bargain we had to let go, but you couldn't even see the join, a very nice line up into the clutch housing.

I purchased my first Land Rover in what was memorable circumstances, the year was 1967. A Morris 1000 wasn't the ideal prime mover for the pig trailer so we took in the Marine Blue 109 Truck Cab with the brand new 6 cylinder Rover 90 saloon engine. This vehicle LKJ 217F has now done 51000 miles although should mention it was laid up for 9 years when petrol prices moved from 70p upwards, and we ran a Ford.

The 6 cylinder cost £876 less the allowance of £220 on the 8 year Morris 1000 however when I went to collect it from Tunbridge Wells main dealers, the price was £42 cheaper. Later we were to learn the

Salesman had charged for a chassis cab (you will recall the price list was quite complicated) and what a welcome discount???? Today it is a hardtop and station rear door in mint condition despite the pigs and is a favourite with my son who is about to take a full driving test in it. We would therefore welcome Club membership and any information that would lead to owning an "88" size diesel soft or hard, series 1, 1 or 2a. Incidentally, looking back although the 6 cylinder was very quiet and went to Scotland three times at 60 mph, the deal I should have done was £150 for part exchange and bought a regular 4 cyl. .75 hard top, flat lid 88 retail - wait for it ..... yes £604.

Henry O Edwards

#### TRACTORS & SHOGUNS

I wrote to you in September last year from Pound Hill, Crawley, however I have not followed up your prompt response, simply because we have been wholly preoccupied with moving house and with renovating and extending the house which we have moved in to. We are however beginning to see the daylight and I have now found the time to seek out your papers and to complete the application form.

I enclose a picture of my Series II which is in pretty good order externally if a bit tatty on the inside, but then I use it for transporting tools, materials etc. (My primary hobby being based around my vintage Fordson tractor which we take to rallies etc, picture also included just for interest.) Mechanically the Land Rover is pretty sound considering its age, but the engine suffers from crankcase compression and we plan to rebuild it this year (not that I shall be the main executor of the work). My fascination with the series II goes back to the late 1950s when I used to deliver caravans for my wife's uncle. My aim is to keep the old girl in reasonably original condition. I am only moderately interested in off-road activities (I'm not sure the countryside can stand the large number of 4WDs now around.) Incidentally, I am cheating a bit since I also acquired a Shogun last year for the family's sake! I belong to various historic vehicle clubs and enjoy photography.

Ronald Tibbs

#### SOMEONE ACTUALLY READS THE NEWSLETTER

Re your comments about the May 1988 newsletter being "too technical" and ask for comments from readers. Well,

1. It may look it, but we who live Land Rovers don't notice and read every word.

2. Don't change anything I think that the balance is right.

Now that I have started to write, I have other points that may give food for thought. "Land Rover Bashing," you don't have to sell Land Rover to me. I got two both 2A but we must watch what you call tonka-toys. They appeal in looks and comfort to the young man who probably never goes off road (at least I hope not the wheels don't reach the bottom of the mud), but he don't know any better, it's time Land Rover had a look at this side of the market. I'm old enough to remember when nothing could catch Norton or Velocet, where are they now?

Like I said, I have two Land Rovers, I also have a P495 what I like to think the last of the rovers (see photo). All have names, they are ladies, old ladies (Mr Thompson please note), my diesel is "Smelly Nellie", the Truck "Queenie", the P4 "Auntie." Now what do I use them for?

Smelly - She goes everywhere, work, holidays, shopping. You name it, she does it and she wears her scars with pride. We get the odd side glance when we pull onto a caravan park, her in her work gear i.e. winch flood lights, beacon etc, and an up-market 7 grand caravan on the back. But many the time I pull units off after rain, and she loves it (she talks to me you know). That showed them didn't it, she says.

Queenie - We go to RTV trialling. She loves it, so do I. She don't talk she shouts when the going gets tough, things like "I'll get us out" and "Yepee" when we clear a section.

Auntie - Well what can I say, she won't go in the mud, goes well on the road. She is a grand old lady from a proud family, likes to be seen with her sisters, I park them all outside my home just to watch the way that folk stop to look.

Just to round off, I don't see many members for some reason, I met Dave Read at the 87 national, then the same week I met the Ashley Halls on a caravan park at Slapton. I seen Dave Read's Fire Engine at Donnington. Apart from that we seem to pass each other, one day I'll get to meet you lot, till then, Trouble free roving

George Middleton

#### 771'st SERIES TWO

I am the owner of what has been tentatively identified as a '59 Export Model Series II SWB, which would have been delivered with a 2 litre motor. It is a bit confusing as it was sold to me and registered as a '63 'A' reg. Would you have any references that would confirm my identification of Car No 142900771. It is my intention to restore my Land Rover, so any guidance on reference material for this project would be appreciated.

Leland B Hein

Yes! An early, very early series 2 2 litre. There can't be many like this about.... abd PLEASE don't ruin it by fitting a 2.3 engine!

#### A CHRISTMAS MESSAGE

" - normally you don't talk to me unless you want something. We work for th same Department - you go out drinking every night and drive a beaten up heap of a vehicle, I happen to spend my money on a Landrover and have better things to do than get tight and then drive home. I also happen to use my vehicle to get to work - on time - and one of the benefits of it is that when it snows I can get home on time too - . Why have you suddently become my best friend, particularly as you laughed at me only last week - Earth's resources and poseurs driving silly cars? I also happen to drive a Landrover because when there's snow, I can get where I want to go. If I were to stop now, there wouldn't be much point in having it.



"Yes alright, no I'm not in a hurry. Mum can put everything in the microwave, stay in the warm. I'll winch you out and jump the starter from mine - and switch the lights and HRW off until it starts".

We all fall for it.

Anon

#### REGISTRATION PLATES

There is a lot of money to be made from the transfer and sale of old number plates as more and more people seek to personalise their Euroboxes and almost any pre suffix number is worth three figures. Many older Land Rovers are now offered for sale with number plate extra or with price adjusted to account for the value.

In my opinion older numbers should stay with the original vehicle. To deprive a potentially historic vehicle of its number and give it one which is quite out of context is a shame, and it also prevents restoration by any subsequent owner. Authenticity has gone for ever. Obviously there must be exceptions, but a number plate is part of the vehicle's history, and any vehicle which has survived over 25 years and is still road worthy must be considered for preservation.

Some time ago, DVLC went on to computer. At this point, any untaxed vehicles had to be registered if they were to keep the original number plate. There was a considerable period of grace, after which a new number would be allocated when the vehicle was re taxed. This was originally a 'Q' plate and more recently a relevant suffix plate of no value.

This distressed a lot of people who forgot or who did not know about the new rules. It also upset a lot of people who traded in number plates or who subsequently found vehicles with valuable plates which were now useless as the previous owner had not registered them. There is a lot of money to be made if valuable plates can be reinstated and then transferred. To make matters worse, the craze for transferring plates had not really begun at the time of the cut off date and thus there was no financial incentive to register. With today's prices it is worth going to considerable lengths to get a plate re-registered, by fair means or foul.

A few genuine enthusiasts were also upset as their vehicles lost the original number and hence all authenticity and to cater for these people DVLC did give some hope for genuine cases. Because of the possibility of fraud, it was made deliberately difficult, but not impossible, to reinstate a number.

To obtain the original number once it has lapsed, the following criteria apply: The vehicle must be road worthy, with MOT and it must have had important historic connections with an event, place or person. Following an inspection by the local licencing department and various physical and documentary evidence, DVLC will make an exception and re issue the old number. The aim is to ensure that the number is not fictitious and as far as possible historically important. In some cases where the vehicle is rare but not historic, and rare does NOT mean well preserved, a confirming letter from a reputable Club or organisation might be sufficient documentary

evidence. In practice, a good deal of leeway is available and the rules are interpreted with sense rather than draconian accuracy, but within the broad general outlines.

Unfortunately many owners of potentially valuable plates assume that a supporting letter from a Club will automatically gain the number but this is not so. While support will help a case, it will not make it, and the final say is with DVLC and the local officials who inspect. Unfortunately the Club officials who deal with the matter are often perceived as being entirely responsible for the outcome. This can lead to resentment! While no one can be blamed for wanting to reinstate a number, I think it is very sad that once reissued, these numbers can then be sold like any others. It makes a mockery of the procedure if a historic or rare vehicle can then lose its number. I know of several cases where a vehicle has been purchased solely for this reason.

I wrote to DVLC and suggested that they consider non transferrable numbers. The reply was as follows:

"The question of making some numbers non-transferable has been looked at in the past by the Department. The present arrangements, are, however, based on the premise that it is reasonable to allow the transfer of a number from one vehicle to another provided that the integrity and accuracy of the vehicle record is not impaired. Ministers do not believe it is justified to prohibit particular types of transfer unless there has been, or is likely to be, clear abuse of the system. Otherwise we would be depriving those individuals who might at some stage wish to transfer such numbers the opportunity of doing so."

Surely a registration number is as much part of the vehicle as the chassis number. Given the few vehicles with old style registration plates which are still available for transfer and the increasing demand, there is increasing pressure to reinstate. This in turn leads to questionable actions and pressure. Finally, if a vehicle is worthy of its original number, then by the guidelines given by DVLC it must be historic or rare and as such is part of our heritage. It should not then be possible to transfer the number for profit.

#### REINSTATEMENT OF REGISTRATION NUMBERS a Club view.

As Land Rovers have a long life, they have more than their fair share of 'nice' plates. As the Series 2 and 2a span the period when registration suffix letters were introduced there is an increased need for vigilance before authenticating a vehicle. When the Club started it appears that many people saw us as an easy method of gaining a letter of authentication. Over the first year we had a steady stream of owners who wrote, phoned, and even visited, demanding that we tell Swansea that their vehicle was unique, original and deserved to keep its number. It was unbelievable to have a complete stranger phoning after 10pm and demanding that we support verbal information with a letter within 24 hours. Some callers were reasonably polite but we had several who were aggressive to start with and damn rude by the end.

Maybe there was a sudden glut of old Land Rovers or perhaps the appearance of a specialist Club gave people the idea of attempting re registration. Suffice to say that the majority of people with whom we had contact were not knowledgeable or enthusiastic about the marque and were interested only in the chance of regaining the old number for sale.

Only two of our members asked for help. Both seemed genuine and we gladly did what we could with letters and data. We also received enquiries from non members who regarded the Club as a Public Service rather than a small group of enthusiasts. Information was expected free of charge and by return. To begin with we hoped that by helping non-members, where suitable, we would gain numbers, but this simply did not happen. We spent hours checking up and writing letters, and never even had a thank you....no, not once. We received a complaint from a non member that our information was not sufficient and another had the cheek to say that he would see if our letter helped him get his number and might join if it did! Unfortunately he never applied!!!!!!!

From running a Land Rover marque club for a relatively small group of enthusiasts, we were catapulted into arguments with greedy people wanting us to confirm that a vehicle we had never seen was 'unique'; at best to strip old vehicles of their registration numbers and at worst to expect us to be accessories to fraud; some of the registration and chassis numbers that we were supposed to authenticate were to say the least hopeful although we suspected worse.

With some plate values well into four figures, some times five figures, you can imagine the situation! In desperation we took the phone number out of circulation and finally rented a PO Box. We have never objected to assisting bona fide enthusiasts, even if not actually members, but to provide research and then write to the enquirer, and DVLC, all free of charge when some one else would make a handsome profit is not on! In addition to support a spurious case would seriously undermine our relations with DVLC were they ever to find out, that would not help the few genuine cases.

Our current policy is to assist members where the vehicle meets the Swansea guidelines. Non members receive a letter explaining that we only assist members who have been in the Club for over 3 months, although in fact we are not too strict on this. We enclose an application form. The drop out rate is to say the least, considerable!

All this may seem bloody minded, but past experience has made us wise! At least we know that the next phonecall is unlikely to be some clown trying to argue the toss over his pile of scrap metal found in a barn. AND there is your Secretary's secret weapon; Gill, after a bad day, does not take too kindly to complete strangers demanding anything!

## THE DIESEL IN WINTER

NOTE: This article may alarm some diesel drivers. However, don't panic as fuel problems on Land Rovers are rare, particularly once the engine has started. This is due to the thoughtful siting of the filters in the warmth of the engine bay and the heat given off by the transmission which keeps fuel warm. It is very unlikely that treated fuel will wax over night and if it should there are simple ways to solve the problem!

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In spite of millions of pounds worth of equipment, weather ships, balloons and satellites, the good old British Weathermen can't seem to get it right. There have been many occasions when a quick look down Channel from the office window has given far better results than listening to the weather forecast - and when the main road goes quiet, that usually means it's snowing. It is surprising however that in spite of the terrible domestic forecasts, the marine weather is usually correct - after all lives depend on it, (apologies to those doing the Fastnet Race) Having a Marine VHF radio and being in range of Swansea Coastguard Station has considerable benefits if you REALLY want to know.

For most people, a wrong weather forecast in winter can mean a flat battery and icy screen, but for people with diesel vehicles, it can mean a disaster; not just a case of a boost charge, but blocked engine filters and jelly like fuel. In many cases the weather can change over night, and even driving along in extreme cold can lead to fuel solidifying in the filters. Worse still, unless you have a self bleeding system, and ours are not, the engine runs out of fuel and needs to be bled after the fuel system has thawed. That is messy and time consuming. Unless the fuel can be warmed and anti freeze mixed with it, it will happen again as soon as the engine is started. That's why you see dead lorries all along the motorways when there is a cold snap!

## COLD TEMPERATURES AND DIESEL

As diesel cools down, and this must be well below 0°C, the heavier parts of the fuel, which are largely waxes, begin to separate and make the fuel cloudy. The temperature at which this occurs is known as the cloud point. This does not cause a problem immediately, but as the temperature drops further, the waxes begin to drop out of the fuel and to solidify, blocking filters and pipes. When it starts to happen the first indication is a misfire and then engine failure. This lower temperature is known as the Cold Filter Plugging Point and is the minimum operating temperature in still air for the engine with that fuel. One must of course remember the 'chill factor' which can reduce the temperature of the fuel still further. This mostly affects HGV's with exposed tanks and filters and is less of a problem on Land Rovers as they have under the bonnet filters. However before they warm up, it can still have an effect.

The standard for diesel is BS2869 which all branded fuel in the UK should reach (unless you are naughty and use red diesel!) However this specifies -9°C as the CFPP, which is easily exceeded during a really cold spell, particularly with wind chill. BP Winter Grade Diesel incidentally for instance has a CFPP of -15°C and cloud point of -5°C maximum so you are OK to -15!

Now we add outright terror for diesel drivers. All diesel engine lubricants slowly become diluted as the fuel tends to seep past the piston rings and also pump gaskets (if you think diesels are bad, you should try TVO or paraffin engines where oil life is a matter of hours - one of the reasons for total loss lubrication on early stationary engines.) If you don't change the oil regularly, you can get a build up of diesel in the sump, and if that waxes and enters the oil pump and oil galleries, you have potentially catastrophic engine failure. However, before you really panic, this is almost inconceivable as the engine's heat will prevent it, but on a very cold morning it could occur if you started and drove off immediately without gently warming up. If in doubt, check the oil and run the engine for a few seconds at a time until some background heat has developed. However with routine maintenance, this will not happen and if you don't change your oil regularly, you deserve everything that fate is about to hurl in your direction. BP by the way advise the use of Vanellus 15/30 which gives easier starting and is an oil designed for diesels.

#### PREVENTION

For a Land Rover, the best bet is a general sump and block heater and the Kenlowe Hot Start takes some beating. It is a 3kw heater unit, costing about £70 which fits into the heater line and runs off the mains. Plug it in and 15 minutes later, you have a fully warmed up engine. No need to use heater plugs and full power at once. This also works for a petrol engine where the effect is equally dramatic! There is also the benefit of a fully working heater and demister at once.

As the Land Rover fuel filter/s are under the bonnet, they are warmed by the engine and it is most unlikely that they will freeze once the engine has warmed up. The fuel lines are not exposed either. It is possible to purchase fuel line heaters and filter heaters, but on a Land Rover, these are not really necessary, particularly as they take a large current which would drain the battery before starting. If you are really concerned, a block heater or 'Hotstart' with a coil of heater hose wound round the filter bowl and held firmly to prevent chafing is all the protection that you will need.

#### CURE

Don't flatten the battery! No smoke from the exhaust when cranking will be a telltale sign of trouble. Find a waggon driver with a warm cab and join him! There will undoubtedly be others in similar trouble, but unless you are near home, damage limitation may be better than getting filthy, because if it has happened once, it will do so again as soon as you re-start. You may be able to re route a

heater pipe or deflect airflow from the fan onto the filters, or pour hot water over system. If you can get some diesel anti-freeze, you can try this in the tank, or in an emergency add up to 10% petrol, but this latter is extremely inadvisable and dangerous. In any case, you will need to mix the fuel in the tank and then get the mixture to the engine which may be difficult without tools! In a life and death situation you could remove the filter/s but this will do serious damage to the engine. Hot water on the lines and filter will work, and on a Land Rover, the residual engine heat would probably re-thaw the system in time, but unless you can solve the basic problem, filter cleaning and bedding will only prolong the agony and make you FILTHY and COLD at a time when your life may depend on being clean and warm. Heat is the only answer and if you are at hope and the engine won't start, a thermos of hot water or perhaps a hair dryer will get you going, but NEVER use a naked flame. Diesels always leak fuel and the result WILL be an immediate and un-stoppable conflagration (fire). Don't do what I did last winter and turn a blow lamp on the fuel filter of our standby generator. I carefully wiped the fuel lines clean and forgot about the floor and the inside to the cooling fins. The resulting run across the paddock for the garage fire extinguisher nearly killed me, although it certainly warmed the fuel up and the ancient Lister started first swing!

#### PRACTICAL PREVENTION!

Your best bet to keep out of trouble is to buy a proprietary diesel additive and use it. Use a good fuel, such as BP, and check that it is a winter grade. Our local, country, petrol station doped up their fuel again to ensure there are no problems. Redex make a fuel conditioner and anti freeze. It is VERY expensive and comes in a pretty green bottle. But it works. My own trick is to run our Lightweight on the right hand tank with ordinary diesel and to keep the left hand tank as reserve, with heavily doped winter diesel. If it freezes, a flick of the fuel tap before switching off at night ensures easy starting in the morning. If you have a single tank, keep an eye on the weather and if a cold snap threatens, pop outside and dose your fuel tank with Diesel Redex, and then run the engine to get it into the system. Then stop worrying.

Always assuming the weather forecasters have got it right!

My thanks to BP for information about BP Winter diesel and lubricants.

A.S. Dic

LAND ROVER SERIES 2/2A MODELS

By: Andrew Turford

I have produced a list of Land Rover models either diecast or plastic, past and present. None of the listed diecasts are available now but should be available from toy stalls at jumbles or toy swapmeets. The plastic kits are available from good model shops as are the Wiking and Eko H0/00 Scale Land Rovers

DIECASTS

	Ref No	Type	Colour	Comment
Dinky	282	LWB Fire Engine	Red	Post 1969 Lights i.e. in Wings
	344	LWB P/U	Blue/Silver	" "
	1032	LWB PU/Army	Green	Dinky Action Kit
	1033	LWB P/U Break-down	Red/White	build at home - sold built as 442
Dinky Publo	073	SWB T/C	Green	+ Horsebox (Orange) and Horse (Brown)
Spot On	161	LWB Safari	Grey/White	Spare on Bonnet
	308	LWB + HD	Green	HD Brown + TRL (Brown)
	402	LWB P/U Break down	Orange	Motorway Crash Service on side in Blue
	409	LWB Fire Dept	Red/Brown	Complete with 2 Firemen
	415	LWB RAF	Blue/Grey	Fire pump, hose
	805	as 409		+ TRL Gift Set
	808	as 402		Gift Set
		Spot on Models are rare and hence any that survive are expensive.		
Matchbox	12b	SWB Open	Green	
	12c	LWB Safari	Green	Also Blue or Gold Luggage on Roof
	57c	LWB Fire Engine	Red	109" FC Kent Fire Brigade

Corgi

7	LWB P/U	Green	Black stripes "Daktari" Gift Set
8	LWB P/U	N/A	"Lions of Longleat" Gift Set
14	LWB P/U	Green	Black stripes Giant "Daktari" Gift Set
15	LWB P/U	Blue	+ Rice Horsebox & Horses Gift Set
17	LWB P/U	Red/Green	+ Ferrari Race Car on TRL Gift Set
19	LWB P/U	Green/Brown	+ Red Yellow Air- Craft Gift Set
438	LWB P/U	Red or Green	also in Other Colours
477	LWB Breakdown	Red/Yellow/ Silver	Cover on Back

Also Corgi produced a Loudspeaker vehicle based on a Land Rover Number 471 but I have no details on it.

Key

- LWB - Long Wheel Base
- SWB - Short Wheel Base
- PU - Pick Up
- T/C - Truck Cab
- HD - Hood
- TRL - Trailer

PLASTIC

Tamiya

3576	LWB "Pink Panther"	1/35	)Called "British K )SAS Pink Panther"
3582	LWB Ambulance	1/35	I )called "British T )3/4 ton Ambulance )Rover.

Wiking

10- 100	SWB Hard Top	1/86	Small but accurate model.
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Eko

2033	SWB Open	1/86	Crude, wheel on bonnet.
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NOTE

Commiserations to Ann Khor's dog Bracken. He disturbed a wasp nest and was chased and badly bitten about the tail.



## MORE DOOM AND GLOOM

You probably know, the Club is deluged with information; if you want to drive a green lane do it while you still can, because shortly I fear they will all be gone. The maverick attitude of certain Clubs, Japanese tinplate toys and their stupid advertising (a whole age recently in the telegraph) and downright bloody irresponsible magazines have almost ruined our heritage. All have encouraged off roading by right, advertised it, smashed open tracks closed for years, implied that you had better go off road at once before your toy rusts away underneath you and publicised what used to be a quiet and individual activity.

The worst culprits must surely be the magazines who have publicised the whole aspect of Green Laning regardless of long term effect and now waste acres of tropical rain forest agonising over a self induced problem. Not that much can be said for advertisements which imply that you have not reached manhood until you have a set of huge tyres and a highlift jack.

It seems that many popular green lanes are being turned to pulp, so that they are impassable for walkers and horses. Great offence has been caused by opening unused routes. Basically, too many people now want to drive off road and not unnaturally the easier to reach and more popular routes just can't take the strain. To make matters worse, the representative from LARA, a biker, resigned claiming 4x4 to be an environmental disaster. The opposition, ramblers and riders, smell blood.

Unfortunately they have a very good point.

### A VOLUNTARY CODE OF CONDUCT

1. Ensure you and your vehicle fulfill all the legal requirements.
2. Do not travel in large groups. We suggest a maximum of 4 vehicles. Remember that competition numbers and clothing can make you look aggressive to other users.
3. Take care not to damage the road surface, especially in wet weather.
4. Remember that Green Lanes are very popular with horse riders. Give horses a wide berth and when passing from behind, call out a warning if the rider does not appear to have noticed you. Stop and switch off engines where necessary.
5. Respect other users. Keep noise to a minimum and drive at a leisurely and unobtrusive pace (suggested maximum 25 mph) and honour the country code.
6. Avoid the Ridgeway on summer Sundays (May-October) and Bank Holidays when there are many casual trippers around.
7. Remember that you are an ambassador for your pastime and other users will judge us all on your behaviour. If you see motor vehicles using the Ridgeway illegally, tell the Ridgeway Wardens or the Police. Why not join a motor or motor cycle club and get maximum enjoyment from your recreation?

The LAND ACCESS and RIGHTS ASSOCIATION (LARA) seeks to protect the interests of responsible vehicle users in the countryside.  
Miller House, Corporation Street, Rugby CV21 2DN Tel: (0788) 540519

Sorry - Wrong Number !

After 50 years in the number plate trade I am very conscious of the number of fine veteran, vintage and classic cars which display number plates not in keeping with the vehicles' year of manufacture.

Assuming you are fortunate enough to have retained the original registration number, availability may be your only problem but with a little searching it is possible to locate plates to suit most vehicles. In fact one small company is still producing die-pressed aluminium plates utilising the original pre-war dies and presses - and you can't get more original than that ! The good old pressed aluminium plate spans nearly 60 years and was popular for the basic production line cars.

More up-market vehicles carried a fair range from Ace Silver Peak, Ace White Peak, Ace translucents (for illuminated boxes) Bluemel White Peak, Bluemel translucents, Hills Silverdome, Hills Ivorite, Hills Puraloy, Hills Flexwyt and many others.

Some letters and numbers are still available - you may be lucky, it is certainly worth a try. Small caches of these original components are in half-forgotten stocks up and down the country. Some letters in Manchester, some figures in a cellar in Birmingham, a small quantity in a garage loft in Southend. It may well be possible to gather together your registration.....

The following table will give some idea of the relative sizes, types, years and availability:

		<u>Character section</u>
1903 onwards	<u>Veteran</u> <u>3½" characters on 21" x 5" and 14" x 9½"</u> Hand painted steel plate. Some produced. Heavy castings (alum) Still available.	F R
1920's	Flat cast digits on steel ground. Not available.	R
1930's	<u>Vintage</u> <u>3½" characters on 21" x 5" 11" x 9½" &amp; 14" x 9½"</u> Heavy gauge pressed alum. Still available. Flat cast digits, white enamelled. Copies available.	R R
until	<u>Classic</u> <u>3½" characters on 21" x 5" 11" &amp; 14" x 9½"</u> Ace Silver Peak Certain numbers and letters available. Ace White Peak " " " " " White Plastic All numbers and letters available. Ace Translucent Some numbers and letters available. Hills Silverdome None available	P P TP TP D
1962	Hills Ivorite None available	D
1963	<u>Classic</u> <u>3.1/8" chars. on 20.5/8" x 4½" &amp; 11.11/16" x 8.3/8"</u> Ace Silver Peak 3.1/8" some available Ace White Peak 3.1/8" all available Ace Translucents 3.1/8" some available	P P P
until	Wrights Silver Peak 3.1/8" all available. White plastic 3.1/8" all available Silver plastic 3.1/8" all available.	P TP TP
1973	Pressed Aluminium 3.1/8" all available.	R

I can offer you a search and supply service for number plates to suit your vehicle. A stamped addressed envelope will bring a comprehensive size and price list from Kenn Davis, The Coach House, Kennerley's Lane, Wilmslow, Cheshire, SK9 5EQ Tel: 0625 526147

Key to abbreviations: R = Rectangular P = Pyramid D = Domed  
TP = Truncated Pyramid F = Flat

# kenn davis

vintage and classic  
number plates

the coach house  
kennerleys lane  
wilmslow ches  
sk9 5eq  
0625 526147



1923 Austin Seven 'Chummy'



1932 Ford Model Y

All prices per pair.

Single plates 2/3 of pair price.

## Pre 1963 vehicles

- 3 $\frac{1}{2}$ " Raised white characters rivetted to black enamelled aluminium background with bevelled edges. Six character combination or less. Oblong 21" x 5" Square 11" x 9 $\frac{1}{4}$ " or 14" x 9 $\frac{1}{4}$ "  
£11 carr. paid
- 3 $\frac{1}{2}$ " Embossed characters in die pressed aluminium, polished on black enamelled background with or without raised polished border. Oblong 21" x 5" Square 11" x 9 $\frac{1}{4}$ " or 14" x 9 $\frac{1}{4}$ "  
Heavy gauge £25 carr. paid (with border)  
Medium gauge £14 carr. paid (no border)
- 3 $\frac{1}{2}$ " Veteran type in heavy cast aluminium. 3 $\frac{1}{2}$ " characters and raised border buffed smooth. Rugged finish in keeping with period. Oblong 21" x 5" Square 11" x 9 $\frac{1}{4}$ " or 14" x 9 $\frac{1}{4}$ "  
£40 carr. paid
- 3 $\frac{1}{2}$ " Ace Translucent characters for illuminated rear boxes, most characters still available.  
£10 per character  
carr. paid

## Post 1963 vehicles

- 3.1/8" Raised white characters rivetted to black enamelled aluminium background with bevelled edges. To suit registrations with year suffix 'A' to 'L' Oblong 20 $\frac{1}{2}$ " x 4 $\frac{1}{2}$ " Square 12" x 8 $\frac{1}{2}$ "  
£10 carr. paid
- 3.1/8" Raised silver characters rivetted to black enamelled aluminium background with bevelled edges. To suit registrations with year suffix 'A' to 'L' Oblong 20 $\frac{1}{2}$ " x 4 $\frac{1}{2}$ " Square 12" x 8 $\frac{1}{2}$ "  
£12 carr. paid
- 3.1/8" embossed characters in die pressed aluminium, polished or satin finish on black enamelled background complete with raised  $\frac{1}{4}$ " border. Oblong 20.5/8" x 4 $\frac{1}{2}$ " Square 12" x 8 $\frac{1}{2}$ "  
£10 carr. paid (satin)  
£14 carr. paid (polished)

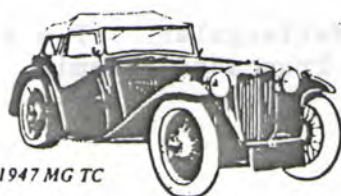
If you have any special requirements outside the scope of the above, please do not hesitate to write. I have a lifetime of experience in the number plate trade and offer my services for your guidance.

Remember, a fine, restored vehicle, which will be your pride and joy can lose authenticity by the display of number plates not in keeping with the year of manufacture.

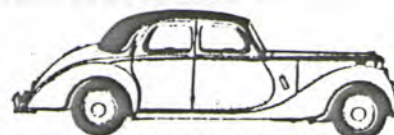
Photograph of the above range available on request. S.A.E please.



1927 Morgan Acro



1947 MG TC



1947 Riley 2 1/2ltr. RMB

Tony LEE



MICHAEL PERKINS



FRANK MYATT.

All from the same factory.

Members vehicles and their different character!

All to the same design!

WE URGENTLY NEED MORE MATERIAL FOR THE NEWSLETTER  
CAN YOU HELP?

FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS

LEADED & UNLEADED GASOLENE

IC engines designed to run on leaded gasolene cannot operate satisfactorily on unleaded gasolene without an additive to protect the valves and valve seats.

Cars designed to run on unleaded gasolene can be run on leaded gasolene so long as they do not have a catalytic converter.

The catalyst of catalytic converters is invariably damaged by leaded gasolene.

It is almost certain that leaded gasolene will be available to the turn of the century, after which a high octane unleaded gasolene with an additive to protect the valve seats will become available but at a price higher than other gasolenes. It will include reformed gasolenes.

Any new additives for gasolene will undoubtedly have to be compatible with the environment.

In Britain 10,000 tonnes of Tetra Ethyl Lead are used to blend into gasolene each year.

Tetra Ethyl Lead is a poison which can enter the body both through the skin and the respiratory system.

It was first used as an octane booster and valve seat protector by General Motors in 1922, and has 100 times greater capability of increasing the octane rating than any other known chemical.

In the U.K. it is used in gasolenes in percentages up to 0.15%. The health and safety data sheet on Tetra Ethyl Lead carries clear warnings of its dangerous nature.

Countries in the fore front of moves to ban leaded petrol are:-

Germany  
Switzerland  
Austria  
Holland  
Norway  
Sweden  
Spain

U.K., France and Italy lag behind, but any new reports on the dangers of lead could alter this.

\* \* \* \* \*

Octane ratings:	Unleaded	95
	* *	90
	* * *	93
	* * * *	97

## THE NEWSLETTER

The Newsletter has reached a circulation approaching 200. However with the growth of the Club has come a problem. Production of the Newsletter. This has grown in size and has a fairly healthy input (HINT). HOWEVER, the Club is being run by a small group of professional people, three who do administration and three who provide services. On a daily basis, the majority of work resides with the Secretary. We all enjoy the Club, but we also have to earn a living. When the Club begins to encroach into 'working time' something must be done quickly.

To give you an idea, the administration of the Club takes something in the region of 10 hours per week of my spare time while the Newsletter takes around 80 man hours to produce from manuscript form. When we had 50 or 60 copies to produce it was much easier, but we now have to deal with almost 3000 sheets of paper per issue; plus stencil cutting, mockups, layout and the nightmare of collation. It has become almost impossible to 'persuade' people to help as the work is deadly boring and kneeling on our lounge floor is most uncomfortable! We now collate in two rooms due to the space required.

The only answer is to pay to have the Newsletter produced commercially, and that is going to cost about £150.00 per issue, plus postage and envelopes. Up to now it has cost about £45.00. However a commercial printer will achieve a much better quality product with more illustrations and better printing. Indeed the reason for the grotty printing of this issue is that neither Jerry nor I have had the time to duplicate the Newsletter and my poor Secretary has had the job of running 180 double sided copies of every page through the office copier. This is charged to the Club at cost price but is still time consuming and of dubious quality. My Secretary has better things to do!

Having costed the Club as a going concern, we are going to have to increase subscriptions to fund the Newsletter. My costings came out at £ 8.30p each per year and we hope that by setting the charge at £9.00 we should cover all the other costs such as insurance, stickers and publicity. In three years a small group of friends and a 3 page newsletter, has become an organisation with a four figure budget!

As from the February 1989 Newsletter, we intend to try a commercial printer and to increase subscriptions to £9.00. The joining fee (which will not affect existing members) will remain at £3.00. I hope that this will not put anyone off - given the cost of running a Landrover I doubt it - if you feel aggrieved please feel free to bring the subject up at the AGM where we will vote on the matter.

If anyone does not approve of the increase they are more than welcome to donate some 800 hours per year, and drive around 1500 miles each year on Club business, all without claiming any expenses or remuneration of any kind. This is the administrative time and does not include work done by Frank, Gordon, David and our many contributors to the Newsletter!! So before you moan, be careful, lest you are volunteered for a job!

R.F.

## From the Secretary

All misery this time, sorry. Banning vehicles, costs going up, freezing diesel, green lanes going, Bracken having his tail stung, number plates; disaster all round! Don't forget that we run a classified ad. section if required. Not terribly effective, but then it can't be if no one will use it in the first place.

The ARC yearbook has been taken over by Land Rover Owner who aim to produce it in the near future. I've heard that one before! There will be a small charge for p&p which is yet to be fixed.

Anyone who wants a video of the ARC National 1988 can get one for £12.50. Via the P.O. Box asap, please. Cheques, crossed, to the Series 2 Club. I have a demonstration copy but it's on VHS and we have an ancient Beta! Incidentally, the Greens have got up a protest group claiming that the ARC did terrible damage to the environment at Trentham and are trying to get British Coal to ban 4x4 events on their land. Why is it that we are becoming a Nation of greedy spoilsports?

Membership time looms again. Thank you indeed for your prompt response last year. I can't recall ANYONE who didn't pay up promptly when asked and this really did make things easier. We have our new system in operation and renewals should be very much easier, but do spare a thought for us with all that paper to sort through! Renewal forms will arrive in February.

My own vehicle is currently off the road for a major rebuild. It began because the engine bay was dirty and the bulkhead needed a paint. Now the wings are off, the radiator is to be rebuilt, I'm fitting LWB brakes, the engine is coming out...for painting. The Garage is full of bits at the one time of year when I want to use it to keep frost off the car! Our winter transport is Gill's 1974 series 3FFR with a BMC diesel.... still at least the Army bought a good heater, and a fertiliser bag over the grille works wonders! It is advisable to take bearings on prominent Landmarks every few minutes to see if you're moving!

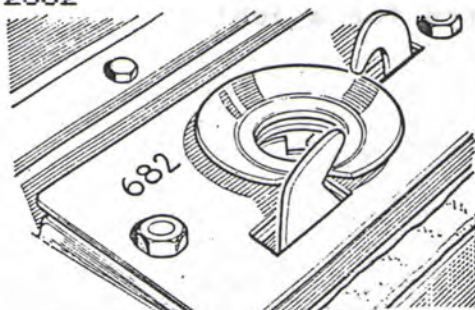
The RAC Motorsport Association who control ALL motorsport in the UK have recently banned alcohol at events. The acceptable blood level is now NIL and random checks will be made at competitions; and that includes ARC events. Now why can't they do that on public roads as well!

### SMALL ADS.

==SWB SII Full Tilt and sticks etc in new condition for £100 for sale and Mr J R Kiernan, 79 Hillier Road, LONDON. SW11 6AX

==Full tilts, 109" with windows. Rover part. £ 45.00  
3/4 tilts, 109" without windows. £ 45.00 + VAT + Carriage.  
Albert Farnell Ltd. Yorkshire. 0943 - 73141

Sheet metal one offs and rust repairs to assemblies. Pinstriping.  
Keith Love. 01 574 2562



## Fuel and injection system, Diesel models

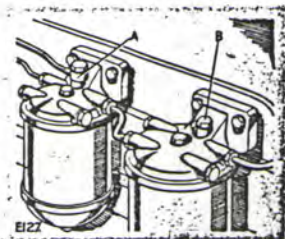
Absolute cleanliness is essential when handling any part of the fuel injection system.

The fuel system comprises the fuel tank, pipe lines, sediment bowl filter, mechanically operated pump, paper element type filter, injectors and injection pump. It is most important that the system be kept clean and free from leaks.

### Priming the fuel system, Diesel models (Single or twin filter system)

A—When the filter bowl has been cleaned or the paper element changed on either or both fuel filters the system must be primed as follows:—

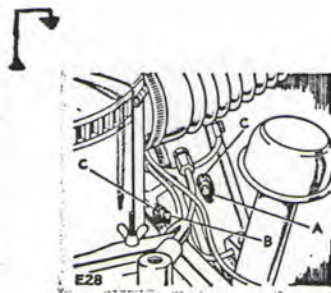
1. Do not attempt to start the engine hoping to draw the fuel through in this way, otherwise the full priming procedure will be necessary.
2. Slacken the bleed pipe or air vent screw as the case may be, on the top of the filter which has had the replacement element fitted.
3. Operate the hand priming lever on the mechanical pump, until fuel free from bubbles emerges.
4. Tighten the bleed pipe or air vent screw.
5. Operate the hand priming lever once or twice to clear the last bubbles of air into the filter bleed pipe.
6. Start engine in normal way and check for leaks.



Air vent on filter, Diesel models  
Twin filter system illustrated  
A—Bleed pipe  
B—Air vent screw

B—When fuel system has been completely emptied proceed as follows:—

7. Carry out operations above, 1 to 5 inclusive.
8. Release air vent screw 'A' on distributor body.



Priming the distributor pump,  
Diesel models

A—Air vent screw on distributor body  
B—Air vent screw on distributor control cover  
C—Fuel orifice

C—When distributor pump only has been drained it is only necessary to carry out operations 8 to 12 inclusive.

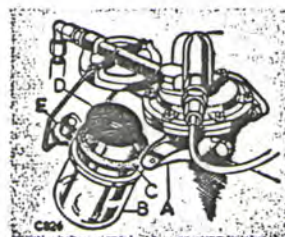
Always ensure that fuel pump lever is on the bottom of the operating cam when priming the fuel system, otherwise maximum movement of the priming lever will not be obtained.

9. Operate the fuel pump hand priming lever until fuel free of air emerges.
10. Retighten the air vent screw.
11. To ensure that all air is exhausted from the pump it may also be necessary to slacken air vent screw 'B' in the distributor control cover and repeat items 9 and 10.
12. Start the engine in the normal way and check for leaks.

### Fuel pump and filter, Diesel models

The mechanically operated pump, with hand primer, is located on the right-hand side of the engine. The sediment bowl filter is attached to it. The bowl and filter gauze should be cleaned every 12,000 miles (20,000 km.) or if an appreciable amount of foreign matter has collected in the bowl. To clean the filter proceed as follows:

1. Remove the glass bowl by slackening the thumb-screw and swinging the wire holder aside.
2. Remove the gauze filter from the body of the unit and wash it and the bowl in petrol or fuel oil.
3. Ensure that the sealing washer is in good condition.
4. Replace the gauze correctly over the square inlet nozzle.
5. Fill glass bowl with fuel oil, refit bowl, re-position the wire holder and tighten thumb-screw.
6. Prime by operating the pump hand lever. Air in the system will be expelled through the air bleed pipe on top of the container for the paper element fuel filter.



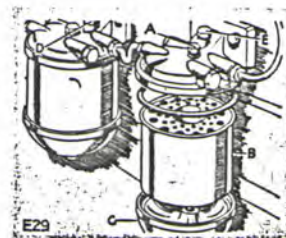
Fuel pump and sediment bowl,  
Diesel models

A—Hand priming lever  
B—Sediment bowl  
C—Sealing washer  
D—Gauze filter  
E—Retainer

### Fuel filter, paper element type

Where one fuel filter is fitted the paper element must be renewed every 12,000 miles (20,000 km.) or as found necessary according to the cleanliness of the fuel used.

When two fuel filters are fitted, the paper element in the first one which is fed direct from the fuel pump, must be renewed every 12,000 miles (20,000 km.); the paper element in the second fuel filter which feeds straight to the distributor pump must have the paper element renewed every 36,000 miles (60,000 km.); in both cases more frequent changes may be necessary according to the cleanliness of the fuel used.



Paper element filter,  
Diesel models  
Twin filter system illustrated

A—Element retaining bolt  
B—Element  
C—Element holder  
D—Bleed pipe  
E—Air vent screw

Proceed as follows:

1. Support element holder and unscrew the special bolt on the top of the filter, the element holder can now be removed.
2. Remove and discard the used element.
3. Wash the element holder in petrol or fuel oil.
4. If necessary renew both the large rubber washer and the small rubber washer in the filter top, also renew the large rubber washer in the element holder.
5. Push the new element on to the filter top spigot with the perforated holes in the element to the top.
6. Fit the element holder to the bottom of the element, and secure with the special bolt.
7. Prime the system and check for fuel leaks.





MINISTER  
FOR ROADS AND TRAFFIC

DEPARTMENT OF TRANSPORT  
2 MARSHAM STREET LONDON SW1P 3EB

My ref: B/PSO/9737/88

Your ref:

The Hon William Waldegrave MP  
House of Commons  
LONDON  
SW1A 0AA

- 6 SEP 1988

*Dear William*

/ Thank you for your letter of 11 August enclosing this leaflet from your constituent Mr Ron Floyd about legislation affecting the use of historic vehicles.

Neither the Government nor, I am sure, the Commission has plans to make any proposals that would adversely affect the many historic vehicle enthusiasts in Europe. I stressed this in answer to a Parliamentary Question from Graham Riddick MP on 12 July.

/ Here is a copy of a press notice we have issued which gives my answer in full.

*Tom  
Pete*

PETER BOTTOMLEY



## THE DEPARTMENT OF TRANSPORT

### PETER BOTTOMLEY REASSURES VETERAN CAR OWNERS

European Community legislation on vehicle safety and environmental standards, and on roadworthiness testing, will not adversely affect historic vehicles.

This message, a welcome reassurance for all historic vehicle enthusiasts, was given today in a Parliamentary Answer to a Question from Graham Riddick MP (Colne Valley) by Peter Bottomley, Minister for Roads and Traffic.

Mr Bottomley said:

"Everyone with an interest can be assured that there are no plans to restrict the use of historic vehicles through the introduction of retrospective legislation.

"It would be unreasonable to require the original features of old vehicles to be adapted or replaced in order to comply with the various EC Directives which apply to new vehicles.

"Recent EC Directives on vehicle emissions will apply only to new vehicles. There is no question of their being made retrospective.

"We know of no European Commission plans to put forward proposals that would adversely affect vehicles owned by the many historic vehicle enthusiasts in Europe."

### EMISSIONS

Stringent emission limits, for new cars only, were agreed by the Council of Environment Ministers in the European Community on 3 December 1987 (EC Directive 88/76/EEC). A preliminary agreement on a second stage of limits for small cars only (below 1400cc) was reached during the Environment Council meeting on 28/29 June. Final agreement is expected later this year. The new limits should affect new small cars in 1992.

Press Enquiries: 01-276 0888 - Out of Hours: 01-276 5999

Public Enquiries: 01-276 3000 - ask for Public Enquiry Unit

## SUMMARY OF RESTRICTIONS UNDERSTOOD TO APPLY IN OTHER EUROPEAN COUNTRIES

- France  
Owners of cars over 25 years old without logbooks have difficulty obtaining full-use log books - instead they are offered "collectors" log books (carte grise de collection) which restrict use to departement of registration and to adjoining departements. Wider use requires permission of Federation Francaise des Vehicules d'Epoque and of the prefecture.
- Germany  
Cars not capable of 38 mph are banned from the Autobahn. Cars without electric lights may be banned from night use. Projections on vehicles are banned - ears on knock-on wheel hubs are an example. Vehicle test every two years. Technical requirements include:-  
flashing indicators  
hazard warning lights  
main beam warning light  
safety glass  
anti-theft device  
demister, sun visor  
adjustable seat  
wipers  
speedometer  
mudflaps  
tachograph (for vehicles over 7½ tons)  
Concessions are possible on application with supporting documents. In practice, local testing stations are tolerant. Engine and chassis modifications believed to be forbidden.
- Belgium  
Vehicles over 25 years old exempt from vehicle test unless used for publicity. They have a lower rate of taxation, are restricted to within 15 km of home and may not be used at night.  
Cars over 25 years old used for ceremonial use are heavily taxed and subject to twice yearly vehicle tests.
- Holland  
Vehicle test is required. Tax concessions for vehicles over 30 years old used less than 60 days per year. Cars without four wheel brakes may not be used at night or on motorways. Similar restrictions may apply to other vehicles which have a particular specification.  
Imported cars have to meet certain current construction regulations such as see-through brake fluid reservoirs, safety belts, washers, flashers, modern braking standards. Concessions are being sought on this.
- Denmark  
Cars without electric lights may not be used at night. technical regulations of 1955 (not stringent) apply to pre-1956 cars. Later vehicles must comply with appropriate regs. Concessions on technical regulations tend to be given to pre-war cars.  
Flashing indicators and stop lights are required. Modifications from standard specification may not be permitted (awaiting confirmation).
- Luxembourg  
No modifications to original specification required.  
Tax concession (£3 pa) applies for vehicles over 30 years old.
- Austria  
No restrictions on use. Technical regulation concessions are possible "on a special request to the government, if so described in the car's papers".  
Up to three cars may be taxed and insured at single-car rate.

Italy	Compulsory vehicle test. Safety related components must be to original specification. Replacement parts must have had less than seven years use. Certain categories of vehicles are restricted to rallies etc., and then only if they have special permit. No information at present about cut off date.
Portugal	No known restrictions. Exemptions from road tax for older vehicles - cut off date not known.
Greece	Pre war cars given tax exemption if registered with representative body (PHILPA), but are then restricted to PHILPA organised events and journeys required for repairs or maintenance. Special plates have to be issued for these purposes. Free circulation is possible if all taxes are paid, but then all modern technical regulations (in theory) apply. High taxes on imported post-war cars.
Finland	Indicators & stop lamps are required. Concessions for cars over 25 years old in restored/preserved condition if usage is restricted to 30 days per year.
Norway	Vehicle tests according to standards of year of manufacture for vehicles over 30 years old. No taxes payable on cars over 30 years old. Cars 15-30 years old can be tested according to standards of year of manufacture if the representative body gives dispensation on grounds of historical/technical/aesthetic interest. Imported cars (?over 30 years old?) must not "impede the regular traffic" - this can be interpreted as not allowing everyday use.
Sweden	Pre-1951 vehicles exempt from taxation, just having to pay an annual f4 registration fee. Vehicle test (tough) requires pre-1940 vehicles to be tested in accordance with the standards in force at the time of manufacture. Post 1940 cars are tested to standards at the discretion of the testing station. The Representative body can help. Technical requirements include:-
	rear or l.h. exhaust exit two dipping headlamps indicators on closed cars two rear lamps stop lamps 1971 emission regs apply no dangerous mascots wing/door mirror speedo in km (1955 on)

It is emphasised that this list is by no means exhaustive, nor can we guarantee the accuracy of the information given. We are striving both to create a complete picture of regulations as they apply to old vehicles throughout Europe and to check that the information we already have is accurate.