

Eligibility Criteria for Historic Registration

From Code of Practice for historic vehicles and prescribed left hand drive vehicles April 2003

All aspects of the vehicle must conform to the spirit of the period of when the vehicle was manufactured. The vehicle's bodywork, paint, interior etc, must be in good condition (allowing for fair wear and tear). Original replacement vehicle components cannot be varied in any way from OEM specifications.

Body

The shape of a vehicle's body, doors, mudguards, bonnet, boot etc, must remain the same as originally manufactured. Any replacement part must be identical to the original component but may be manufactured of an alternative material. Air scoops etc. cannot be added.

The bodywork of vehicles, which were sold in chassis form, must be of a type and style current at the time of manufacture for that period.

Modern equivalent paint and fabrics may be used provided that paint schemes and colours, as well as interior trim fabrics, are of a type and style current at the time of manufacture for that period.

Suspension

Suspension must be of the configuration and type as originally manufactured for that vehicle. Suspension location points must remain as originally manufactured. Springs may be replaced with a newer part provided that they are similar in size and rating as the original part. The lowering of the vehicle's suspension is not permitted and stub axles are to be an original part.

Rear Axle

The rear axle may be upgraded to an alternative, provided that it was an option or available rear axle assembly from the vehicle manufacturer for that make and model at the time of production. Different final drive ratios are acceptable provided they were originally available and the housing remains unaltered.

Steering

The steering box or rack, column and steering wheel are to remain positioned as originally manufactured. However, a vehicle may be converted to right hand drive provided that:

- the conversion is a 'mirror image' of the original steering configuration, and
- the components used in the conversion are from the same era and manufacturer or would replicate a OEM right hand drive derivative of that make and model

OR

- the conversion is performed using a 'chain or angle drive' type system where the original steering components, apart from the lower steering column and shaft remain unmodified.

In all cases, the left to right hand drive conversion must be certified by a Chartered Professional Engineer in accordance with Vehicle Standards Bulletin Number 4.

Brakes

Disc brakes may be fitted provided they were an option at the time of manufacture of the vehicle. If fitted, they must be the same size and type as provided by the OEM, with the same type caliper.

Transmission

The transmission must be as fitted by the OEM, or an option available from the original vehicle manufacturer at the time of manufacture.

Column change can only be altered to a floor change or visa versa if it was an option on that particular model of vehicle. The selector, either manual or automatic, is to be of an original type for that model of vehicle.

Variations to a gear selector can be made to cater for a person's disability if supported by medical recommendations.

Engine

The engine must be of the size, make and configuration as provided by the OEM or an engine that was available to that make, model and year of manufacture. Inlet and exhaust manifolds, carburetion, air cleaner, camshaft and heads to be as originally supplied by the OEM or available as an option. Variations are limited to OEM reconditioning tolerances.

Crankshaft stroke must remain standard for the model and year of the vehicle.

Air cleaners are permitted to be fitted where the OEM did not provide them as original equipment. The fitting of LP Gas as a single or alternative fuel is not acceptable unless originally supplied by the vehicle manufacturer. If already fitted it must be removed within 2 years of the date of this code.

Wheels and tyres

Standard or OEM optional wheels can only be fitted provided they were available on that make, model and year of vehicle. Tyres must be suitable to the size of rim fitted, but may be of modern design. Beaded edge rims and tyres may be replaced with well-based or straight-sided components, provided the external diameter, offset, style, material and width of the rim and the overall diameter of the tyre/rim combination are not altered by more than 10%.

Variations

The electrical system may be upgraded from 6 to 12 volts.

If an original part is no longer available or deemed to have been manufactured to an inferior (unsafe) standard, then the club is to liaise with the Federation, who can provide a determination if the part is considered acceptable.

The part will only be considered if the original cannot be sourced, is deemed unsuitable due to its quality of manufacture, is identical or as close as possible to the original in all aspects and does not affect the performance of the vehicle.

Vehicles manufactured prior to 1949 may be fitted with replacement components from the same make of vehicle manufactured within 5 years from when the original vehicle was manufactured if they do not detract from the spirit of the original vehicle.

Acceptable accessories are restricted to those offered by the OEM or the OEM's authorised dealer at the time of delivery as a new vehicle. ie. GMH/Nasco.

The vehicle owner may be required to submit evidence of the availability of an accessory at the time of delivery.

Any alterations should be restricted to those required to ensure the safe use of the vehicle on the road, or because relevant parts are no longer available or possible to make at reasonable cost.

Vehicle alterations should be in a way that the vehicle can be converted back to original condition with the least possible effort, damage and cost.