

Subject: UPDATE - FBHVC alerts forecourts to be aware of classics' fuelling oddities

Date: 16 May 2024 at 9:03:10 am ACST

Please share the following news item with your club members about the result of action taken by the Federation. Although it may be that your club does not encompass the vehicles covered by this, it is possible that your members may own other vehicles which do fall into this category.

The Petrol Retailers Association (PRA) has issued a Technical Update about the refuelling of classic cars.

It comes after the Federation of British Historic Vehicle Clubs (FBHVC) raised concerns with it after recent incidents where people were told they were not allowed to refuel their vehicles.

The PRA represents independent fuel retailers, motorway service operators and supermarkets, accounting for 65% of all UK forecourts.

There are there are several vehicles, mostly classics, that have fuel fillers either in the boot or under the bonnet that require the boot or bonnet to be open during refuelling.

In the Technical Update, issued to all forecourt members, PRA technical director Phil Monger explains best practice: "Modern Ford Transits require the passenger or driver's door to be opened to gain access to the fuel filler in the side of the van.

"Examples of cars are: Hillman Imp and derivatives such as the Singer Chamois and the Sunbeam Stiletto, Renault 10, Fiat 850, and VW Beetle.

"Early Land Rovers have the fuel tank under the driver's seat, so the driver's door has to be open during refuelling,"

This issue relates to the filling of portable containers. The Petroleum (consolidation) Regulations 2014 require only suitable containers to be filled, which are specified. It is an offence to allow the filling of unsuitable containers.

The site operators' guide, The Red Guide, also makes it clear that the filling of a container in the boot not only prevents the bonding to earth of the container, which is done by standing it on the ground, but also leaves a boot full of flammable vapour and high risk of fire or explosion if ignited.

If the bonnet or boot are open, it is impossible to see a container, and an open boot or bonnet would suggest to the forecourt attendant that a container is being filled.

With certain classic cars, this is a legitimate case of filling a vehicle tank, and the issue should be easily resolved by a discussion taking place between attendants and motorists by way of the Tannoy.

The PRA would suggest to the motorist that before attempting to fill the vehicle, to alert the attendant to the need for a raised bonnet or boot lid, and access would be granted.

Kind regards

Mel Holley
Secretary, Federation of British Historic Vehicle Clubs Ltd

**PO Box 1563
Peterborough
PE1 9AU**

