

# HISTORIC COMMERCIAL VEHICLE SOCIETY

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Supporting the vehicle preservation movement since 1958



## IMPORTANT INFORMATION FROM THE HISTORIC COMMERCIAL VEHICLE SOCIETY REGARDING PRESERVED LORRY MOTs

Dear Fellow Vehicle Preservation Organisation

HCVS/April 2019

As you may know, The Historic Commercial Vehicle Society (HCVS) has been involved in two distinct areas regarding the new Road Worthiness Testing Regulations (MOTs) introduced last May for preserved lorries over 3.5 tonnes not only for our Society members but for all the lorries preserved with other clubs.

1. To confirm that all pre-1960 lorries over 3.5 tonnes are exempt as they were before regardless of type. This we have achieved and below is a recent letter sent to the HCVS confirming this from the Driver & Vehicle Standards Agency (DVSA).

### **Letter received by HCVS from the Heavy Vehicle Process Manager DVSA**

*"I confirm that the exemption from the requirement to be Plated and Tested for heavy goods motor vehicles first used (registered) prior to 1 January 1960, and trailers manufactured prior to that date, continues to apply regardless of the style of bodywork and type of use that may previously had its separate exemption which was removed from 20th May 2018.*

*Provisos to the above statement are that the vehicle is used unladen and not drawing a laden trailer, and that the vehicle or trailer has not undergone substantial changes in the technical characteristics of their main components. If either of these provisos are not complied with then the vehicle is required to continue to be Plated and Tested unless another exemption applies.*

*To expand on these provisos, carrying fixed bodywork or a small amount of camping equipment would not be considered to be being used laden. However carrying e.g. other vehicles, or items for sale at an autojumble, would be considered as carrying a load. Minor modifications especially where original parts are not available, would not be considered significant changes in technical characteristics, nor would any change carried out prior to 1988. More recent alterations to chassis length, higher powered engines, transmissions, braking or steering gear would be considered as a significant change. DVSA do not plan to inspect vehicles to establish whether this exemption applies but rather it is up to the honesty of the applicant in claiming the exemption at the time of taxation using item 27 of DVLA form V112G".*

2. To try and get all preserved lorries over 3.5 tonnes from 1960 to 40 years old exempt, as are indeed all other vehicles. This is an on-going procedure in conjunction with the FBHVC and will probably be over a long drawn out period. All these vehicles, including fire engines not used solely for fire fighting purposes, require a Road Worthiness Test (MOT) at the moment.

We have presented a document to the All Parliamentary Historic Vehicle Group setting out our case and await their response. We have also taken advice from an ex Government Minister, the FBHVC, and other influential people including Earl Attlee, one of our members, who is also assisting us on another subject – 10 year old tyres. He has tabled a question in the House of Lords regarding the tyre situation for preserved vehicles.

We would like to hear from your organisation confirming your support for our campaign by formal headed paper or official e-mail, confirming your member numbers and preferred method of contact. It is numbers which will count. Don't worry we will not be asking for funds or volunteers.

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