STATUTORY INSTRUMENTS

1973 No. 1706

ROAD TRAFFIC

The Motor Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 1973

Made - - -	10*th October* 1973
Laid before Parliament	19*th October* 1973
Coming into Operation	9*th November* 1973

The Secretary of State for the Environment, in exercise of his powers under section 40(1) of the Road Traffic Act 1972(**a**) and of all other enabling powers, and after consultation with representative organisations in accordance with the provisions of section 199(2) of that Act, hereby makes the following Regulations:—

1. (1) These Regulations may be cited as the Motor Vehicles (Construction and Use) (Amendment) (No. 3) Regulations 1973 and shall come into operation on 9th November 1973.

(2) The Interpretation Act 1889(**b**) shall apply for the interpretation of these Regulations as it applies for the interpretation of an Act of Parliament.

2. The Motor Vehicles (Construction and Use) Regulations 1973(**c**), as amended(**d**), shall be further amended so as to have effect in accordance with the following provisions of these Regulations.

3. In Regulation 16 (marking of certain vehicles fitted with a protective type of steering mechanism), for sub-paragraph (xi) of paragraph (2) there shall be substituted the following sub-paragraph:—

"(xi) A vehicle manufactured by Lotus Cars Limited, known as the Lotus Mark Seven and first introduced in 1958, or by Caterham Car Sales Limited, known as the Super Seven Series IV and first introduced in 1973; or".

4. In Regulation 33A (marking of certain vehicles propelled by a spark ignition engine), for paragraphs (1) and (2) there shall be substituted the following paragraphs:—

"(1) Except as provided by paragraph (2) below, this Regulation applies to every motor vehicle which is propelled by a spark ignition engine and which—

(**a**) 1972 c. 20. (**b**) 1889 c. 63.
(**c**) S.I. 1973/24 (1973 I, p. 93).
(**d**) The amendments are not relevant to the subject matter of these Regulations.

(*a*) in the case of any vehicle other than a vehicle described in paragraph (1A), (1B) or (1C) below, is first used on or after 10th November 1973;

(*b*) in the case of any of the vehicles described in the said paragraph (1A), is first used on or after 1st March 1974;

(*c*) in the case of any of the vehicles described in the said paragraph (1B), is first used on or after 1st July 1974; and

(*d*) in the case of any of the vehicles described in the said paragraph (1C), is first used on or after 1st December 1974.

(1A) The vehicles referred to in paragraph (1)(*b*) above are vehicles—

(*a*) manufactured by the Reliant Motor Company Limited, known as the Rebel Saloon, Estate or Van, allocated the Vehicle Identification number FW4B or FW4BE2, or

(*b*) manufactured by Chrysler (UK) Limited, known as—

(i) the Imp SC or DL S/C, or

(ii) the Imp Super S/C or Sport T/C, or

(iii) the Commer Semi-Forward Control vehicles allocated the Vehicle Identification number KC-25, KC-30 or KC-40, or

(iv) the Karrier Forward Control Light Commercial Truck allocated the Vehicle Identification number FB3, or

(v) the Commer Forward Control Light Commercial and Passenger Vehicles allocated the Vehicle Identification number PB 1500, PB 2000 or PB 2500.

(1B) The vehicles referred to in paragraph (1)(*c*) above are vehicles manufactured by British Leyland (U.K.) Limited, known as—

(*a*) the Mini 850 Saloon (automatic and manual), allocated the Vehicle Identification number XA2SI, or

(*b*) the Mini 850 Van (manual), allocated the Vehicle Identification number XAV1, or

(*c*) the Mini 850 Pick-up (manual), allocated the Vehicle Identification number XAU1, or

(*d*) the Mini 1000 Saloon (manual and automatic), allocated the Vehicle Identification number XA2SIN, or

(*e*) the Mini 1000 Van (manual), allocated the Vehicle Identification number XAV1, or

(*f*) the Mini 1000 Pick-up (manual), allocated the Vehicle Identification number XAU1, or

(*g*) the Mini Clubman Saloon (manual and automatic), allocated the Vehicle Identification number XA2S2, or

(*h*) the Mini Clubman Estate (manual and automatic), allocated the Vehicle Identification number XA2W2, or

(*i*) the Mini 1275 GT (manual) allocated the Vehicle Identification number XAD2, or

(*j*) the Austin 1300 Countryman (manual and automatic), allocated the Vehicle Identification number AAWA, or

(*k*) the Vanden Plas Princess 1300 (manual and automatic), allocated the Vehicle Identification number VAS2, or

(*l*) the Austin-Morris 180/200 J4 Petrol-engined Van, Pick-up, Chassis cab and Chassis front end, allocated the Vehicle Identification number 180 J4 or 200 J4, or

(*m*) the Austin-Morris 250 JU Petrol-engined Van, Pick-up, Chassis cab and Minibus, allocated the Vehicle Indentification number 250 JU, or

(*n*) the Austin 2200 (manual and automatic), allocated the Vehicle Identification number AB4 SE, or

(*o*) the Morris 2200 (manual and automatic), allocated the Vehicle Identification number MB4 SE, or

(*p*) the Wolseley 6 (manual and automatic), allocated the Vehicle Identification number WB4 SE, or

(*q*) the MG-B-GT V8, allocated the Vehicle Identification number GD 2D1.

(1C) The vehicles referred to in paragraph (1)(*d*) above are vehicles—

(*a*) being ambulances manufactured by British Leyland (UK) Limited, allocated the Vehicle Identification number 350 FG; or

(*b*) manufactured by VEB Automobilwerk Eisenach, known as the Wartburg Knight Saloon or the Wartburg Knight Estate, allocated the Vehicle Identification numbers 353-005 and 353-903 respectively; or

(*c*) manufactured by Chrysler (UK) Limited, known as—

(i) the Sunbeam/Hillman Hunter GLS (manual), allocated the Vehicle Identification number 040-Q-2, or

(ii) the Sunbeam/Hillman Hunter GLS (overdrive), allocated the Vehicle Identification number 040-Q-3, or

(iii) the Sunbeam Rapier H120, allocated the Vehicle Identification number 120-Q-3; or

(*d*) manufactured by the Ford Motor Company Limited, known as the 2.0 litre V4 Capri, allocated the Vehicle Identification number ECJ; or

(*e*) manufactured by Bristol Cars, known as the Bristol Model 411 Series IV.

(2) This Regulation does not apply to:

(*a*) a vehicle manufactured before 20th September 1973;

(*b*) a vehicle described in paragraph (1A) of this Regulation manufactured before 1st January 1974;

(*c*) a vehicle described in paragraph (1B) of this Regulation manufactured before 1st May 1974;

(*d*) a vehicle described in paragraph (1C) of this Regulation manufactured before 20th September 1974;

(*e*) a vehicle with less than four wheels, if—

(i) its weight, whether laden or unladen, does not exceed 400 kilograms; or

(ii) it is not so constructed as to be capable of exceeding a speed of 30 miles per hour on the level under its own power; or

(*f*) a vehicle, the weight of which whether laden or unladen exceeds 3500 kilograms.".

5. In Regulation 34 (vehicles propelled by a compression ignition engine to meet certain requirements as to emission of smoke), in sub-paragraph (*a*) of paragraph (3) there shall be inserted after the words "a land tractor", the words "land locomotive,".

Signed by authority of the Secretary of State.

John Peyton,
Minister for Transport Industries,
Department of the Environment.

10th October 1973.

EXPLANATORY NOTE

(*This Note is not part of the Regulations.*)

Regulation 33A of the Motor Vehicles (Construction and Use) Regulations 1973 provides that certain vehicles first used on or after 10th November 1973 (being vehicles which are propelled by a spark ignition engine) shall be marked with a designated approval mark for indicating that the vehicle meets certain requirements concerning the emission of gaseous pollutants by the engine. These Regulations amend Regulation 33A to provide that that Regulation shall apply to vehicles which, in the case of a vehicle described in paragraph (1A) of the Regulation, is first used on or after 1st March 1974, in the case of a vehicle described in paragraph (1B), is first used on or after 1st July 1974, and in the case of a vehicle described in paragraph (1C), is first used on or after 1st December 1974.

The Regulations also extend the exemption from compliance with Regulation 16 (marking of vehicles fitted with a protective type of steering mechanism) to certain vehicles manufactured by Caterham Car Sales Limited and provide that Regulation 34 (emission of smoke from the engines of vehicles propelled by a compression ignition engine) shall not apply to land locomotives.

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