

NCT Regulations for Vintage Cars

Suzanne Keane | Nov 11, 2014 | 1 comment | Edit Post



Vintage Cars currently don't need to hold a valid NCT cert but for how long more? The RSA seem to think it's time to change the law writes Suzanne Keane.

Under current legislation in Ireland private cars that were first registered before 1980 do not need to hold a valid NCT cert (or equivalent). However the RSA will be reviewing this exemption over the coming months to bring it in line with EU legislation. The options below that they are considering will allow Vintage Cars which are used just for social and domestic purposes to remain exempt (Any vehicle being used for commercial purposes will require a roadworthiness test)! The options the RSA are looking at are outlined below –

- 1. Exempt Vehicles Used for Social and Domestic Purposes which were First Registered Prior to 1st January 1960 from Compulsory Roadworthiness Testing**
- 2. Exempt Vehicles Used for Social and Domestic Purposes which were First Registered Prior to 1st January 1980 from Compulsory Roadworthiness Testing**
- 3. Exempt Vehicles Used for Social and Domestic Purposes which are 40 years old or more from Compulsory Roadworthiness Testing**
- 4. Exempt Vehicles Used for Social and Domestic Purposes which are 30 years old or more from Compulsory Roadworthiness Testing**

So why shouldn't all vehicles have to undergo a roadworthiness test? The NCT as it currently exists has been specifically designed for testing cars over 4 years old. Many of the safety systems they test don't exist in older vehicles or don't work to the same extent (lamp focusing etc.). An NCT is also hard going on a vintage engine – have you ever notice how engines are revved up for emissions testing or how the suspension test shakes a car? Put simply, one size doesn't fit all. Even with a more modern vehicle for example – a 4 wheel drive car's brakes cannot be tested inside the test centre!

However the RSA are proposing that any testing carried out reflects the period in which the vehicle was built – i.e. a Vintage car will produce higher emissions than an “eco” car. There is also a proposal to allow for voluntary testing of exempt vehicles for insurance and road safety purposes.

The EU legislation only allows for exemption of testing for vehicles belonging to the armed forces, law enforcement and the fire service. This could be implemented in that only a minimal level of testing would need to be carried out on a vintage vehicles – Identification, Brakes, Steering, Visibility, Lights, Electrics, Axles, Wheels, Tyres, Suspension, Chassis, Seat belts (if fitted). The legislation also sets minimum standards for inspection of Noise & Emissions and this would need to be carried out with the year of manufacture in mind. However it does also state that Vehicles of historic interest could be exempt and that a member state can establish their own testing standards for same!

The RSA are looking for public feedback on this so if you'd like [more information click here](#) or to have your voice heard download the [response form from here](#)!

Closing date for submissions is **14th November 2014**.

Please send consultation responses to: Vintage Vehicles Consultation, RSA Vehicle Standards Division, Moy Valley Business Park, Primrose Hill, Ballina, Co. Mayo. E-mail to: vintagevehicles@rsa.ie. Tel No: 096 25014

When completing the Response Form, please ensure that you complete Part I of Annex A and answer the questions posed in Part II. Note that if you are responding on behalf of a club or organisation, please indicate who it represents, and where applicable, how the views of members were assembled.

P.S. – I'm voting for option 4!

Suzanne Keane 13th October, 2014

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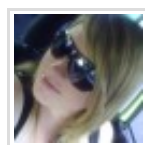
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About the Author

A confirmed petrol head with a penchant for Retro VW's, Suzanne has been taking apart (and



sometimes putting back together) her own cars for years! You can follow Suzanne on Twitter at [@g60girl](#)

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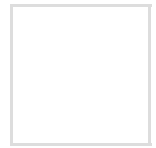
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Brendan says:

October 13, 2014 at 17:50 ([Edit](#))



Many thanks for publicising this Suzanne.

The consultation is driven by the need to harmonise EU vehicle testing but it is worth noting that the EU have a derogation for 'vehicles of historical interest' (cars over 30 years old that have not been significantly modified). This is close to our current system, Option 4, if the RSA and Dept of Transport accept it.