

**PROGRESS REPORT FOR HISTORIC VEHICLE EVENT**  
**23<sup>RD</sup> SEPTMEBER 2015**

	<b>SUBJECT</b>	<b>QUESTIONS</b>	<b>BACKGROUND</b>	<b>PROGRESS</b>
	<b><u>Dating</u></b>			
1	Heritage Certificates (P)	Why does a heritage certificate need to be supported with a dating certificate?	When a Heritage Certificate is issued no checks are made to confirm that the details provided are for the actual vehicle being presented for registration. As such a further confirmation is required to confirm that the vehicle exists. This is often presented in the form of an additional dating certificate.	Ultimately DVLA need to be satisfied that the vehicle exists and details are the same as provided on V55/5 application.  However, the form in which the confirmation has to appear is being considered.
2	NOVA (P)	Is NOVA required for pre 73 vehicles?	When contacting HMRC to establish if NOVA is required for a pre 1973 vehicle, often customers are being advised that there is no VAT interest in the vehicle.	There is a legal requirement to notify details of any vehicle that will be imported/first registered in the UK, to HMRC. A NOVA notification must be made.

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3	Template (P)	Could DVLA provide us with a template dating certificate?	Clubs have requested a template dating certificate to avoid applications being rejected. Notes from the event presentation indicating all information that should be captured on a dating certificate are attached.	<p>DVLA to review. In the meantime clubs should ensure certificates are:</p> <ul style="list-style-type: none"> <li>• an original on letter headed paper</li> <li>• Include contact details of the club providing the letter/certificate</li> <li>• Record the make, model, chassis number/VIN and date of manufacture</li> <li>• Include a date of issue</li> <li>• Explain how the date of manufacture was determined and how the vehicle is linked to that date (i.e. inspection or photos and chassis rubbings)</li> <li>• Reference the source material used to determine the manufacture date (factory records etc)</li> <li>• Be worded so date of manufacturer is clear. ‘representative of’ is not acceptable.</li> </ul>

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4	Expiry Date (P)	Could the 1 year expiry date on a dating certificate be extended to 5 years?	It is reasonable to expect, that following restoration, the dating certificate would be requested shortly before an application is presented to the DVLA. The 1 year expiry date is to safeguard any changes which could be made to the vehicle following receipt of a dating certificate. Some club representatives asked if this could be extended to up to 5 years.	DVLA to review.
5	Manufacturer Dates (P)	How do we correctly date a vehicle if only the period of manufacture is available?	Some clubs have difficulty in providing an exact date of manufacture and can only date a vehicle based on a manufacturer's period of design.	The date of manufacture should be taken from the end of the period.
6	Rejected Applications (O)	Can clubs be made aware on first registration applications why a dating certificate has been rejected?	Clubs explained that rejection letters at 1 <sup>st</sup> registration are unclear as they do not give the customer a specific reason why a dating certificate has been rejected. Also clubs are not advised of the reason. DVLA clerks use a standard letters package for reject letters. Where necessary, letters are tailored. Bespoke letters cannot be produced for every rejected application, nor can they be sent to the club as well as the applicant.	DVLA to review current reject letters.

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	<b><u>V765 SCHEME</u></b>			
7	V765/3 (P)	Can the V765/3 be updated to make it clearer that tax discs alone are insufficient evidence?	Clubs feel the leaflet is misleading. However, the information currently provided in the V765/3 should not be read in isolation. It has always been a requirement to demonstrate a clear link between the vehicle and the registration number. Tax discs on their own do not provide a link as they only contain 'general' details.	DVLA to review at next forms revision.
8	Incomplete Vehicles (P)	Can incomplete vehicles be registered under the V765 scheme?	Vehicles must reflect what they were originally registered as i.e. shown on VE60 /old style log book. The DVLA records must reflect the finished build.	Incomplete vehicles cannot be registered under the V765 scheme.
9	Bodyshell (P)	Can we replace a body shell if it is of a different style?	Clubs were concerned about vehicles fitted with Coach built bodies. Where an application is made under the V765 scheme and a replacement body has been fitted, for coach built bodies the completed vehicle sometimes differs to the evidence presented in support of the claim for the registration.	Initial discussions underway with the Federation of British Historic Vehicle Clubs as to how clubs can evidence this.

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10	VES (O)	Could there be more information on the Vehicle Enquiry System (VES) to indicate if a vehicle is a late conversion?	Clubs asked whether there could be information on VES to indicate if a vehicle is a late conversion and therefore a different process will need to be followed. However, a late conversion application can only be submitted if the applicant/keeper is in possession of a late conversion letter issued by the DVLA and is irrespective of what may or not be shown on VES.	Due to the volumes of late conversion applications annually (30 processed 2014-2015); it is not cost effective to make system changes. The addition of other more beneficial information would be given priority.
11	Records (O)	Could Customer Enquiry Group (CEG) confirm there is a full record in VSS?	Clubs asked if they could call DVLA's customer enquiries to check if a full record is held before submitting a V765 application. The 0300 790 6802 number is the DVLA general customer contact centre number for vehicle related enquiries.	Clubs should not be calling the DVLA contact centre for confirmation if a vehicle record exists. Where a customer has a vehicle that is displaying a registration number but they are not in possession of a registration certificate the advice is to complete a V62 and DVLA will investigate on receipt.

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12	Contact Details (O)	Could contact details for individual clerks be provided?	Clubs asked for specific contact details for individual clerks.	DVLA are unable to provide specific contact details for individuals. A 'V765' and 'kits and rebuilds' email address are already in place for clubs to contact the relevant processing team with enquires.
13	VE60 (O)	If a VE60 is sent in with a V62 the VE60 is not always returned, why?	Clubs asked why VE60s are not returned to keepers when an application for a registration document is made using a V62 form. The current practice is to return VE60/Old style log books, when received with V62 applications.	Clerks are instructed to return the VE60 in all cases.
	<b><u>RE-CONSTRUCTED CLASSICS</u></b>			
15	Rebodied (P)	Where a replacement body (under 25 years old) is used, can a vehicle still be considered under the scheme?	A reconstructed classic must be built from a collection of all genuine period parts, over 25 years old. This includes the body, which must be appropriate to the vehicle. A vehicle built from a mix of old and new parts is not acceptable.	Initial discussions underway with the Federation of British Historic Vehicle Clubs.

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16	Definitions (P)	Could definitions be provided for rebuilt, restored and repaired vehicles?	Clubs asked for definitions of each of the terms in order to ensure correct terminology is used on the applications.	This will be considered, however, it should be noted that there is difficulty in providing definitions as they depend on the nature of the work carried out.
17	DVLA VIN (P)	Why do DVLA issue VIN'S to reconstructed classics, why can't original identity from a chassis/frame be kept?	Vehicles built with components from more than one source vehicle, cannot be considered as the original vehicle, and will require a DVLA VIN. These are newly constructed vehicles using old parts and therefore a new entity. The vehicle cannot be allowed to retain the identity from one particular component part because it is just that – a component.	DVLA to review.
18	Non Transferable (P)	Once a vehicle becomes an historic vehicle can the vehicle registration mark automatically be made non transferable?	Where a vehicle is re-registered and assigned a pre 1963 registration number, it is currently allocated on a non-transferable basis. Clubs suggested in order to retain the historical integrity of the vehicle, the VRN becomes non transferable when moved into the Historic tax class.	This is something that DVLA have also considered, and will look at going forward.

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	<b><u>OTHER</u></b>			
19	Process Map (P/O)	Could we have a process map for clubs showing different registration routes?	It was clear from the event that there is confusion about different registration routes.	A process map will be considered.
20	Post Office (P/O)	Could Post Office® branches authenticate documents?	Clubs asked if Post Office® branches could authenticate documents. Other clubs in an applicant's immediate area can already authenticate documents. It does not have to be the club for the marque.	Post Office® branches will not be authenticating documents.
21	Rolling 40 year exemption (P)	Can a vehicle move into the historic tax class without a licence being issued?	Currently, a change of tax class can only be carried out when a licensing application is made.	DVLA to review.

(P) - POLICY  
(O) - OPERATIONAL