

Current arrangements for re-registering a motorcycle with its original registration**a) Introduction**

In November 1990, the Driver and Vehicle Licensing Agency (DVLA) at Swansea launched a new scheme to allow old vehicles without a modern Registration Document – and which had probably been off the road for many years – to be re-registered with their original registration numbers. This was called the V765 Scheme – named after the identifying code of the DVLA form that applicants have to complete.

As a partner in the scheme, the L.E. Velo Club has been approved by the DVLA as the appropriate organisation to supervise applications from owners of Velocette post-WWII lightweight twin cylinder motorcycles:

L.E. Mks I, II & III – 149 and 192cc sv models	- 1948 - 1971
Valiant – 192cc ohv model	- 1957 - 1963
Viceroy Scooter – 248cc two-stroke model	- 1961 - 1965
Vogue – 192cc L.E. powered model	- 1963 - 1968

The Velocette Owners Club deals with re-registration applications from owners of single cylinder Velocettes. Their contact is David Hoskins, 115 Rose Way, Cirencester, Gloucestershire GL7 1PS, or e-mail Veloskins@sky.com. A large number of classic motorcycle and car clubs are also approved to handle re-registrations for other marques. The DVLA can supply a list of clubs, which has their identification code V765/1. Contact the DVLA, Swansea SA6 7JL, or use this link to view a copy:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/832539/v765x1-list-of-vehicle-owners-clubs.pdf

b) Background

Late in 1983 the DVLA had closed its books to vehicles that weren't already on their files. This meant machines that were put on the road after this deadline were allocated an age-related registration number – a previously unissued mark. Re-registering vehicles with their original registration number was restricted to a few historically significant machines – the oldest survivor of a particular model, a machine once owned by somebody famous, etc.

It soon became clear that there were lots of unlicensed vehicles with plenty of paperwork to prove that their registrations were original. A head of steam began to build up as these applications were refused. The V765 Scheme was designed to resolve this problem by asking the owners clubs – rather than Swansea’s civil servants – to check applications. Providing some original documentation exists, it should now be possible to re-register your machine with its original mark.

c) How to make a V765 Scheme application

A useful first step is to contact the DVLA and ask if a record exists of the registration you are claiming. This can be done by entering the registration mark on-line at this link: <https://www.gov.uk/get-vehicle-information-from-dvla>

If there is a DVLA record, complete form V62 *Application for a Vehicle Registration Certificate* and which is also available on-line at:

<https://www.gov.uk/government/publications/application-for-a-vehicle-registration-certificate>

You may just be lucky – that a previous owner did register the machine, but the documentation has been lost. Most enquiries produce a negative response, of course – usually with a recommendation to use the V765 scheme.

Two forms are required. These are available by post from the DVLA, Swansea SA99 1BE, or on-line as:

<https://www.gov.uk/search/all?keywords=V55%2F5&order=relevance>

V765 - *Application to register a vehicle under its original registration number*

V55/5 - *Application for a First Licence for a used Motor Vehicle and Declaration for Registration*

As well as these two forms, some additional documentation is required:

- i) Evidence to link the registration to your particular machine.** The most reliable document is the original buff or green log book. However if this is not available, then an original tax disc, MoT test or insurance certificate, bill of sale etc. may be acceptable. Recent guidance from the DVLA notes that acceptable documentation should link the machine’s frame number to the registration. Thus an original tax disc is unlikely to be acceptable as evidence on its own.

As a last resort, the original licensing record may still exist. These were produced by local licensing authorities and were superseded by the DVLA when it was set up in the 1970s. Many of the records from city authorities have been destroyed, but surviving files are often held by county record offices, who will provide a copy for a nominal charge.

A detailed record of surviving local licensing files is held by a charity called the Kithead Trust, De Salis Drive, Hampton Lovett, Droitwich, WR9 0QE. <http://kitheadtrust.org.uk/surviving-motor-taxation-records>

- ii) **Photographs.** Two photographs are required of the complete machine – one of each side – clearly showing the registration number. If no front number plate is fitted, take three quarter rear views. Photographs or pencil rubbings of the engine and frame number stampings are also necessary.
- iii) **A fee.** There is no DVLA fee for a V765 application. However, there is a Club charge of £10 – to cover out-of-pocket expenses such as postage and photocopying. Cheques should be made payable to *Dennis J Frost*. An additional £26 fee is charged to non-members. Cheques should be made payable to *L.E. Velo. Club Ltd*.

Send the completed forms and other documents to the Club Historian, who will process the application. The Club produces a certified copy of any original licensing paperwork and signs it as evidence of authenticity. The copy is attached to the application and the original returned to the owner.

Once processed, the Club Historian will forward the application to the DVLA at Swansea. A new style log book – a United Kingdom Vehicle Registration Document V5C – will be issued and sent direct to the owner, along with return of the supporting documents.

d) Is a machine inspection necessary?

In most cases, yes. Recent advice from the DVLA states, 'it is standard practice for clubs to inspect vehicles.' Inspections will be done by a network of Club members. The inspector may visit, or you will be asked to take the machine to a pre-arranged location. The inspector will contact you to agree the most convenient arrangement. There is no formal fee, although you should offer to reimburse the inspector for their travelling expenses – if appropriate.

e) What condition does the motorcycle need to be in?

Vehicles registered with the V765 scheme do not have to be road ready, but must be complete. Many owners like to re-register 'as found' machines straight away, so there is no delay when the restoration is complete. In almost all cases, the new Vehicle Registration Document will list the taxation class as *Historic Vehicle*, allowing it to be licensed at a local post office for use on the road.

f) I own an L.E. – what can I do if the frame number plate is missing?

This can be a particular problem on the L.E. model. The patent number plate inside the toolbox lid can become detached and lost – meaning that the machine's frame number cannot be identified. The frame number is not stamped anywhere else. In these circumstances, a replacement plate (part number LE468, /2 or /3 depending on the marque) can be obtained from the Club's Spares Scheme. The Club Historian can then have the plate stamped with the machine's original identifying numbers. The Club's ownership of the Velocette factory's motorcycle despatch records allows an independent check to be made

of this information before a decision is taken to re-stamp a new plate. This stamping service costs £6 – cheques payable to the *L. E. Velo Club Ltd*.

g) What if no original documentation exists?

In these circumstances, the machine will be allocated an age-related registration number. If the machine was originally registered in the 'pre-suffix' era, then a previously unissued three letter/three number registration (sometimes reversed) will be allocated, which will not look out of place on the machine. For a vehicle that was first registered after 1963, its original suffix mark will be replicated. So, and as an example, a 1964 machine will be allocated another 'B' suffix mark. If in the future some original documentation is found, then the age-related number can be traded in for the original – see **j)** below.

h) How to make an application for an age-related registration.

Age related applications are dealt with differently. Only form V55/5 is required, along with some other documents:

- i) Evidence of the machine's date of manufacture.** In the absence of any original documentation, the DVLA will want to see some independent paperwork. The Club Historian can provide a dating certificate, which the DVLA will find acceptable as evidence of the machine's age. A certificate costs £5 – cheques payable to *L.E. Velo Club Ltd* – and lists details from the Velocette factory's motorcycle despatch records, most of which are owned by the Club.
- ii) Photographs.** Two photographs are required – one of each side.
- iii) A fee.** There is a DVLA fee of £55 for an age-related application. There is also a Club charge of £10 for out-of-pocket expenses, such as postage and photocopying. Cheques should be made payable to *Dennis J Frost*.

In the first instance, send details of the machine, plus photographs and the £10 fee to the Club Historian. If an age-related application looks possible then, following a machine inspection, a dating certificate will be issued and sent to the owner. Unlike a V765 scheme application, the documentation – form V55/5, proof of name and address, the dating certificate etc. – should be posted by the applicant direct to the DVLA.

i) What condition does a motorcycle have to be in for an age-related application?

The machine will need to be running and road ready. Since May 2018 almost all our machines – with the exception of substantially rebuilt examples – no longer require a MoT test because they are over 40 years old. A re-registration application should include a signed DVLA form V112 – *Declaration of exemption from MoT*. This can be downloaded from the DVLA's web site via this link:

<https://www.gov.uk/government/publications/declaration-of-exemption-from-mot>

Some owners like the reassurance of a voluntary MoT test. The Federation of British Historic Vehicle Clubs publish a list of historic friendly testing stations via this link: <http://fbhvc.co.uk/historic-friendly-mot-stations>

Do bear in mind that if your motorcycle fails its test – even though the procedure is voluntary – it cannot be ridden on the road until the required faults have been corrected.

j) What about a machine which has an age-related registration, but where paperwork exists showing the original number?

This situation often occurred between 1983 and 1990, when only age-related applications were allowed. The original registration can now be reclaimed using the V765 scheme. Send completed forms V765 and V55/5 to the Club Historian – along with original documentation, photographs, the Club fee and evidence of the applicant's name and address. The Vehicle Registration Document (V5) showing the current age-related registration, is also required.

This situation can also occur when, after an age related application, documents relating to the original registration have been found. In these circumstances, it should be possible to re-apply for the original registration. See also **g)** above.

Finally, an age-related registration may have been allocated because the original has previously been sold into the cherished numbers market. The recommended contact with the DVLA suggested in **c)** above, will establish things like this.

Re-registration – scale of charges

- Processing fee for all applications - (cheque payable to <i>Dennis J Frost</i>)	- £10
- Dating certificate – (cheque payable to <i>L.E. Velo. Club Ltd</i>)	- £5
- Stamping new LE468 patent number plate when original has been lost – (cheque payable to <i>L.E. Velo. Club Ltd</i>)	- £6
- Inspection fee – offer to pay inspector's travelling costs	- variable
- V765 Scheme application	- no fee
- Non-member application – (cheque payable to <i>L.E. Velo. Club Ltd</i>)	- £26
- Age-related application to DVLA local offices (cheque payable to <i>DVLA</i>)	- £55

k) Finally, where should I send my application?

Applications for re-registrations should be posted to:

Dennis Frost, L.E. Velo Club Historian & Registrar, 16 Atwell Place, THAMES
DITTON, Surrey KT7 0BP.

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