



with the production numbers and data for individual cars. Those Heritage certificates bear the BMIHT seal to authenticate them. Details of how you can purchase a Heritage certificate online are available in the Archive Services section of the BMIHT website.

[www.heritage-motor-centre.co.uk](http://www.heritage-motor-centre.co.uk)

### Postal record of your application

As your tax class change and NIL value disc application will contain important documents - V5C, MOT and insurance certificates and a Heritage certificate - we strongly advise using a Royal Mail recorded delivery service or even the registered post option to be certain you have evidence of your posting those documents to DVLA. It will also be prudent to take good quality photocopies of each document so you can retain them.

### How can I get a preliminary indication of the "build" date for my car?

The V8 Register can provide an indication of the "build date" for your car from a handmade copy of the Factory production control records made by the late Geoff Allen in the last weeks before the MG Plant finally closed. He was concerned the original records might be binned and lost for ever. As it was a handwritten copy we cannot guarantee the accuracy of the data in every case but so far, from the checks made comparing that data with the information on several Heritage certificates from BMHIT Gaydon, there were no signs of serious variances in key dates like the "Date through paint finishing". So for the modest charge of only £5 members can buy a Factory records search for their V8 online on our V8 Grapevine website. [www.v8grapevine.net](http://www.v8grapevine.net)

### How have members' applications gone during 2014 and 2015?

**Paul Batho** posted an update on the V8 Bulletin Board saying "I am pleased to report that I was able to submit the tax class change to Historic at my local Post Office and be issued with a 'free' tax disc yesterday. My car (with an October 1973 date of manufacture on the V5C) had previously been on SORN for a month; this did not appear to make a difference and the Post Office did not ask to see the MOT certificate, insurance etc. I was particularly anxious to get this done yesterday morning as I needed the car to go to the airport for a business trip in the afternoon. With the new disc installed on the screen of the V8, I fired her up . . . and could not get the car into gear! With no time to investigate, the elderly Magnette was pressed into service and now sits forlornly at the airport as I write - I hope!

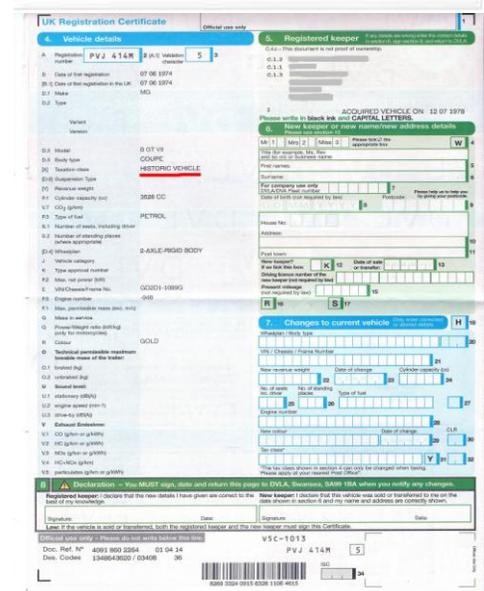
**Victor Smith** reports "I have just received in the post a letter from DVLA enclosing the NIL value tax disc (copy alongside) for my MGBGTV8 built in December 1973 and first registered in June 1974. The DVLA covering letter dated 1st April 2014 says "Please find enclosed your new tax disc. I am also returning any original documents that you sent with your application. If you sent a Registration Certificate (V5C) for changes or an "Application for a vehicle registration certificate" (V62), a new V5C will follow shortly". This is clearly a standard letter because the original documents with my application (including the valuable Heritage certificate) were returned over a week ago and I am not quite sure how the V62 might come into this process, but nonetheless what a relief! Two days later he reported "I received a new red V5C in the post this morning with the taxation class shown as "Historic Vehicle" – see alongside. So that completes the tax class change and NIL value disc application".

**Mike Dunlop** reports "the postman has just been and I am now the proud owner of a new red V5C document with HOH 901 L given a new taxation class of "Historic Vehicle". I'm just waiting now for the tax exempt tax disc to arrive, which possibly comes from a different department. I must say I'm pretty impressed with the service I have received from DVLA. I was expecting a fight but they have been as good as gold". Mike has an early pre-production MGBGTV8 which was used for public relations and magazine test work. Our copy of the Factory production show his car was commissioned on 8th March 1973 and went through paint finishing on 6th June 1973, plus of course it was first registered in 1973 ahead of the launch. That made his tax class change application relatively straightforward.

**John Fry** reported "the tax disc on my V8 (an early 1973 car) expired on 31st March 2014 and today I went to my local Post Office armed with V5C, MOT, insurance certificate and a licence renewal. It could not have been simpler, they scanned in the V5C and their computer told them the vehicle could be amended to Historic tax class (which they were not able to do last week) and they changed the V5C to show this, I signed the declaration and voila a free tax disc was handed to me They did not want a completed V10. All that remains is for DVLA to send me a fresh V5C".

**Brian Western** in Cornwall reports "my recent attempts to apply for a tax exemption disc from my local Post Office didn't work, they had never issued one before so I had to bundle all my relevant information up and

consign it to the tender mercy of the DVLA in Swansea. So goodness knows when I'll see it returned?"

**Graham Smith** sought advice with his car which was commissioned on 6<sup>th</sup> September and went through paint finishing on 27<sup>th</sup> September 1973 and then was first registered on 1<sup>st</sup> January 1974. Hoping to avoid the expense and delay of getting a Heritage certificate, he took his application to his local Post Office and was disappointed to find they knew nothing of how to process his case. So as his car was clearly built in 1973 he is now getting a Heritage certificate and will send his application to DVLA Swansea. Unfortunately he wanted to attend a classic car meeting with his V8 in mid-April so he has the dilemma of whether to pay for six months road tax and then later claim a refund for the unused months when his tax free application is processed or simply keep his V8 off the road until his Heritage certificate arrives and his DVLA application is processed.

See our updated [updated flowchart](#) for Historic status and VED exemption applications.