The VINTAGE CAR CLUB OF NEW ZEALAND Incorporated
THE HISTORIC VEHICLE AUTHORITY OF NEW ZEALAND

APPLICATION FOR VEHICLE IDENTITY CARD (VIC) and DATE OF MANUFACTURE AND AUTHENTICITY STATEMENT (DOMAS)

Introduction

There are two vehicle identification documents that The Vintage Car Club of New Zealand Incorporated (the VCC) can issue confirming the age and identity of a vehicle. Historic vehicles must meet the safety requirements applying at the time the vehicle was manufactured.

1. A **Date of Manufacture and Authenticity Statement (DOMAS)** is used when a vehicle owner is putting a vehicle back on the road after registration has lapsed or where the vehicle has never been registered in New Zealand. A DOMAS issued by the VCC is recognised by the New Zealand Transport Agency for registration purposes.

2. A **Vehicle Identification Card (VIC)** is issued for club eligible registered and unregistered special purpose vehicles, and demonstrates to Vintage Car Club members, vehicle inspection authorities and the public at large, that the vehicle is correctly described, and has the correct major components (engine, chassis etc.) for that make, model and year.

   A current VIC is used to determine eligibility for Vintage Car Club National and International club events held in New Zealand. A VIC is valid for 10 years and then must be renewed.

You can apply for a DOMAS or a VIC with this single application form.

Lighting Endorsement

The VCC is also authorised to issue a Lighting Endorsement for vehicles with period lighting that no longer meet modern standards. This can be done as part of this VIC/DOMAS application process, or as an addendum to an already issued VIC by completing a separate Application for Lighting Equipment Endorsement form.

Completing this Application Form

This form must be filled out by the owner of the vehicle, or a properly authorised person acting on behalf of the owner. Applicants should keep copies of the form and all documents attached.

Club members should send this completed form to your club branch secretary. Branch secretaries contact details are available on the club web site www.vcc.org.nz. There is no fee for club members.

Non-club members should send the completed form and attachments to The Vintage Car Club of New Zealand Incorporated on office@vcc.org.nz. For those that lack email, the forms should be posted to The Vintage Car Club of New Zealand Incorporated, PO Box 76063, Northwood, Christchurch, 8548.

Fees

DOMAS applications and Vehicle ID Card applications are free for members and are $130 (incl GST) for non-members.

The non-member application fee is invoiced by the National Support Office of The Vintage Car Club of New Zealand Incorporated on receipt or notification of the application, and must be paid before the application progresses. The invoice will include a hyperlink to the Paymark Click credit card and Online EFTPOS payment systems.

Application Process

Applications are initially received by branch secretaries and then processed by a designated VCC branch VIC Officer who will inspect the vehicle and validate the details on the form (and assist with the completion of the form). Their assessment of the vehicle is a vital part of the process. They will contact the applicant once the application is with them and will arrange a time to carry out an inspection. Branch VIC Officers are club volunteers and are not reimbursed for their time. Please work with them to make their job as easy as possible.

In some instances, the applicant may be required to bring the vehicle to an agreed suitable location for inspection by the Branch VIC officer.

Photographs required to be submitted with the form, may be emailed directly to the VCC National Support Office **office@vcc.org.nz** and must be clearly marked to indicate that they are part of a VIC or DOMAS application which has been submitted, and the email MUST include the applicant's name, member number (if applicable), and vehicle details.

After inspection, the application, with the VIC Officer's report is forwarded to the National Support Office, who process the application into the vehicle database, before forwarding it and all the supporting material to the VCC Vehicle Technical Committee who will make a final decision on the application. They may request further information before making their decision.

This process can take typically between 2 and 6 weeks, from receipt of the application at the National Support Office, depending on the office workload, and vehicle originality and complexity.

On approval, the VCC National Support Office will issue the DOMAS and/or VIC.

Non-Member Process

Non-members pay a fee for the VIC and/or DOMAS service. Non-member applicants may find this an excellent opportunity to join the club, since the initial fee to join for a full year is the same amount as the non-member VIC/DOMAS fee of $130 (incl GST). See the club web site for details of how to join **www.vcc.org.nz.**

The non-member should complete the application form and email it to **office@vcc.org.nz** or post it to **The Vintage Car Club of New Zealand Incorporated**, PO Box 76063, Northwood, Christchurch, 8548. The National Support Office will create a customer, enter the basic vehicle data, and email an invoice for the non-member fee. The invoice will include a hyperlink to the Paymark Click credit card and Online EFTPOS payment systems. Once the fee is paid, the National Support Office then progress the application to the branch, who will arrange a VIC Officer to handle the application.

The VIC Officer reviews the application and inspects the vehicle and advises on any matters, such as how to take the required photos etc. The completed form is then sent to the National Support Office by the VIC Officer. Once the National Support Office receive the application, and process all the vehicle details, they will forward all the documents and photos to the Vehicle Technical Committee for their analysis and processing. This process can take typically between 2 and 6 weeks, from receipt of the application at the National Support Office, depending on the office workload, and vehicle originality and complexity.

Converting a DOMAS to a VIC

After the DOMAS issued by the VCC has been used to register your vehicle, you can apply for a VIC for no additional charge by sending the following to the VCC National Support Office office@vcc.org.nz.

1. The DOMAS copy now showing the vehicle VIN no and Licence Plate
2. A copy of the registration issue form
3. A good quality photo of the vehicle showing the front and one side with the attached license plate readable, taken outside, or in a well-lit area, and without any people or animals in the photo.

The VCC National Support Office will process these documents and issue the VIC.

Guidelines on Vehicle Dating

The VCC dates vehicles by the date of manufacture of the major serial numbered components being the: Chassis, Frame, Monocoque, Engine or the Vehicle Identification Number (VIN number). Supporting documents confirming the dates of manufacture should be supplied when applying for a DOMAS or VIC.

Where a vehicle has had a major component changed for a later one, it may be double dated. For example a Model T Ford with a 1915 chassis and a 1922 engine will be identified as a 1915/1922 Model T Ford.

For VCC event eligibility purposes the latest date will establish the VCC Period Category of the vehicle i.e. Veteran, Vintage, Post Vintage, Post War, Post 60V and Post 80V.

Please see the VCC Guidelines for Period Specials and Modified Production Vehicles for more information about cars that have been modified from original.

Links to Waka Kotahi New Zealand Transport Agency for additional information

(Ctrl/Click to open links below in new Tab)

- NZTA Example of VCC certificate of authentication
- NZTA Sample Vintage Car Club identity card
- NZTA Lighting requirements gazette
- NZTA Vehicle Lighting Rules 2004
- NZTA Vehicle Inspection Portal | Lighting
- NZTA Exceptions to the standards
- NZTA Land Transport Rule vehicle lighting

Privacy Act

The information gathered on this application will be used to compile statistical data for the purpose of maintaining records within the Club's environs. Subject to screening, some information may be made available at times for the purposes of presenting certain data for the purposes of submissions to authorities such as Waka Kotahi NZ Transport Agency. This application form will be kept and stored at the National Support Office of The Vintage Car Club of New Zealand Incorporated complete with the supplied photos.

The Club's Privacy Statement can be found here: (Ctrl/Click to open in new Tab)

Click on this link for the Club Privacy Statement.

https://vcc.org.nz/wp-content/uploads/2026/07/PrivacyStatementwithLightHeader.pdf

Please answer all questions in this form – even if the answer is 'unknown', 'none fitted' or 'not applicable'.

Print clearly in BLOCK CAPITALS and mark only one box per line e.g. ☒

What are you applying for?
(Tick one option)

Date of Manufacture & Authenticity Statement (DOMAS) ☐

VCC Vehicle Identity Card (VIC) ☐

Applicant Details

Owners Name ……

Is this vehicle owned by a member of the Vintage Car Club of NZ? ☐ Yes ☐ No

If NO, please refer to page 2 information about payment of fees.

Owners VCC Membership Number……Branch……..……

Name of Applicant ……

Address 1 .....…….....

Address 2 …….....

Town/City.....…….....Postcode.....…..…..……..……

Country (if not New Zealand) ..……

Contact phone number .....E-mail .....…..…..……

Vehicle Description

If the vehicle has had a VIC or VCC dating number issued previously enter number here……

Vehicle Year & Make Year ☐ Make ☐

Type/Series/Model. ……

Original Year or Date of Manufacture ……/……/……

Odometer……..... Miles / Kilometres *(Strike one out)*

Licence Plate Number *(if registration is 'live' or 'on hold')* ……
(Please note that a photo of this is requested as part of this application)

Licence Plate Number *(if registration has lapsed)*……

VIN *(Please note a VIN has 17 Digits)* ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

Country of previous registration if imported to NZ: ……..……..

Vehicle History

Provide a history of the vehicle. Describe when and where it was obtained. Describe the condition it was in.

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For Period Specials and newly constructed vehicles, describe the period and date that the vehicle represents.

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Previous Owners *(If known)*

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If restored or rebuilt, when was this last completed?.....

Who completed the restoration or rebuild?…….....……

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Vehicle Components and Modifications

1. CAR NUMBER *(Please note that a photo of the car number should be included as part of this application)*

(a) Manufacturer Car Number ……

2. CHASSIS / FRAME *(Please note that a photo of the chassis number should be included as part of this application)*

(a) Chassis/Frame Make and Model ……

(b) Chassis/Frame Year ……

(c) Chassis/Frame Number……

(d) How is chassis / frame identified & where ……

(e) Is chassis / frame the original one for this vehicle? ☐ Yes ☐ No

(f) If NO, date of change……

(g) If YES or NO state all modifications from original vehicle specification……

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3. ENGINE *(Please note that a photo of the engine number should be included as part of this application)*

(a) Engine Make & Model ……

(b) Engine Year ……

(c) Engine Number……

(d) Capacity in CCs……

(e) Number of cylinders ……

(f) Fuel type (Petrol/Diesel/Electric etc.) ……

(g) Type of fuel system: carburetors/injection/other……

(h) Is it super charged or turbocharged? ☐ Yes ☐ No

(i) If YES, is this original as fitted to this vehicle? ☐ Yes ☐ No

(j) Is the engine the original one for this vehicle? ☐ Yes ☐ No

(k) If YES or NO state all changes from original vehicle specification……

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4. FRONT AXLE / SUSPENSION

(a) Front Axle Make & Model ……

(b) Front Axle Year ……..

(c) Is front axle / suspension the original for this vehicle? ☐ Yes ☐ No

(d) If YES or NO state changes from original vehicle specification……

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5. REAR AXLE / SUSPENSION / FINAL DRIVE

(a) Rear Axle Make & Model ……

(b) Rear Axle Year ……..

(c) Is rear axle/suspension/final drive the original one for this vehicle? ☐ Yes ☐ No

(d) If YES or NO state changes from original vehicle specification……

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6. GEAR BOX/TRANSMISSION

(a) Gearbox Make & Model ……

(b) Gearbox Year ……..

(c) Type of gearbox/transmission (Manual/Automatic/Pre-Select/CVT etc.)……

(d) Number of gears (including overdrive if fitted)……..

(e) Is gearbox/transmission the original for this vehicle? ☐ Yes ☐ No

(f) If YES or NO state changes from original vehicle specification……..

……

……

7. BRAKING SYSTEM

FRONT BRAKES

(a) Method of operation: mechanical with cables / rods, hydraulic etc……

(b) Brake Type ☐ Disk ☐ Drum

(c) Is front braking system to original specification? ☐ Yes ☐ No

(d) If NO, state changes from original vehicle specification……

……

REAR BRAKES

(e) Method of operation: mechanical with cables / rods, hydraulic etc.……

(f) Brake Type ☐ Disk ☐ Drum

(g) Is rear braking system to original specification? ☐ Yes ☐ No

(h) If NO, state changes from original vehicle specification…….

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8. STEERING

(a) Driving Side ☐ RHD ☐ LHD ☐ CENTRAL

(b) Is steering to original specification? ☐ Yes ☐ No

(c) If NO, state changes from original vehicle specification *(including if it has been converted from left-hand drive to right-hand drive)*

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9. WHEELS / TYRES

(a) Size and type (beaded edge, well base etc.) ……..

(b) Are wheels to original size and specification? ☐ Yes ☐ No

(c) Are tyres to original size and specification? ☐ Yes ☐ No

(d) If NO to either, state changes from original vehicle specification.....…….....

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10. BODYWORK (Answers required for all vehicles including motorcycles)

(a) Body number……

(b) Colour (s) ……

(c) Is this the original body for this vehicle? ☐ Yes ☐ No

(d) If NO, describe any change in design or style from the original vehicle ….…….....

…….

…….

(e) Who made the present bodywork? (e.g., Factory/coachbuilder/restorer).....……

(f) Body manufacture date (if not original to the vehicle)….....…….....

11. INTERIOR (SEATING), INSTRUMENTS & ACCESORIES

(a) Is the interior (seats / saddle / upholstery) to original specification? ☐ Yes ☐ No

(b) Are instruments and accessories original? ☐ Yes ☐ No

(c) If NO, to either a or b, state changes from original vehicle specification .....

…….....

12. LIGHTING

(a) Lighting system (electric, acetylene or none etc.) .....

(b) Is lighting system to original specification? ☐ Yes ☐ No

(c) If NO, state changes & date of change .....

.....

Lighting Endorsement Required

If the lighting on the vehicle is correct for the date of manufacture but does not meet current Warrant of Fitness lighting standards, you may be eligible for a Lighting Equipment Endorsement which will provide the vehicle with a conditional exemption. A Lighting Equipment Endorsement will be appended to your VIC and should be presented to the Warrant of Fitness authority when undergoing an inspection.

Please select any condition(s) below that applies to your vehicle.

☐ **Condition A Endorsement**

The vehicle was manufactured before 31 December 1931 and is not fitted with headlamps, tail lamps and other auxiliary lamps including directional indicators, forward facing position lamps, stop lamps, high mounted stop lamps or number plate lights.

This endorsement covers vehicles that were originally manufactured without headlamps. The vehicle must not be operated on the road during hours of darkness or in conditions of poor visibility.

☐ **Condition B Endorsement**

The vehicle was manufactured before 31 December 1931 and is fitted with headlamps, tail lamps and other auxiliary lamps including directional indicators, forward facing position lamps, stop lamps, high mounted stop maps, number plate lights that have a limited performance.

This endorsement covers vehicles manufactured with headlamps that are not bright enough to meet the requirements in the current Warrant of Fitness lighting standards. Vehicles with a Condition B endorsement are not restricted from use during the day in good visibility conditions. The vehicle may be operated on the road during hours of darkness, or in conditions of poor visibility if the dipped beam(s) of the headlamp(s) is/are able to illuminate the road and substantial objects on it at a distance of at least 30m ahead and the vehicle is operated at a speed of less than 30km/h.

☐ **Condition C Endorsement (not available to motorcycles)**

The vehicle may have headlamps that are of a non-standard configuration because it was originally manufactured with that specific equipment. This endorsement covers vehicles manufactured with headlamp configurations that are not standard today (e.g., a centrally mounted high-beam headlamp). Vehicle inspectors will be required to check that the headlamps dip at the correct rate. Centrally mounted high-beam headlamps must either dip or extinguish when low beam is required.

☐ **Condition D Endorsement (motorcycles only- indicators)**

The motorcycle was first registered in New Zealand on or before 1st January 1978 and is not fitted with direction indicators to the front and to the rear. The vehicle may be used on the road providing the rider/driver uses clearly visible arm signals to indicate intention to turn. This lighting endorsement covers motorcycles manufactured before direction indicators were mandatory in New Zealand.

☐ **Condition E Endorsement (motorcycles only – stop lamps)**

The motorcycle was first registered in New Zealand on or before 1st January 1978 and is not fitted with one or two stop lamps to the rear but may be used on the road providing the rider/driver uses clearly visible arm signals to indicate intention to stop or reduce speed. This lighting endorsement covers vehicles manufactured before stop lamps were mandatory in New Zealand. This endorsement also exempts the requirement for the front service brake to activate the stop lamp on a motorcycle.

Vehicle Classification

Select one value from each of the following groups that best matches the vehicle. See the last two pages of this application *for further guidance.*

VEHICLE DEFINITION ***(select one choice only)***

☐ **Type A: Standard Production Vehicle.** The vehicle is to standard specification as delivered by a recognised production manufacturer. Bodywork can be standard, repaired, coach-built, rebuilt, or commercial style. Factory approved modifications and period accessories are acceptable.

☐ **Type B: Modified Production Vehicles and Period Specials.** Vehicle has been mechanically modified from standard production specification, for a special purpose, to represent a specific period and facet of motoring history. Refer to the VCC Guideline for Period Specials and Modified Production Vehicles.

☐ **Type C: Reproduction.** A new vehicle, built out of period, with or without period parts, imitating a specific design of a period. Also, Authentic Reproduction Vehicles (ARV) where all components are of new manufacture. Refer to the VCC Guideline for Period Specials and Modified Production Vehicles.

☐ **Type D: Non-Eligible Vehicles (NEV).** Vehicles which have come from an original production source and have been modified outside VCC guidelines of acceptability.

VEHICLE PRESERVATION GROUP (*select one choice only)*

☐ **Group 1: Original with little use.** Vehicles as originally produced with little deterioration. Only items of replacement would be wearing parts e.g., Tyres, spark plugs, battery. As a guideline, recorded mileage would be under 20,000 miles (32,000kms)

☐ **Group 2: Original**
a) For vehicles **'TYPE A'** above: Use this preservation group for unrestored vehicles which are still in as produced condition with normal age-related deterioration. Wearing parts may be replaced.
b) For vehicles **'TYPE B'** above: Use this preservation group for unrestored vehicles which have nonstandard mechanical modifications.

☐ **Group 3: Restored**
a) For vehicles **'TYPE A'** above: Use this preservation group for vehicles which have been restored as near as possible to original factory specification.
b) For vehicles **'TYPE B'** above. Use this preservation group for restored vehicles which have nonstandard mechanical modifications.

☐ **Group 4: Built up from parts.** Parts from one or more vehicles of the same model, assembled into a vehicle as close as possible to a production model. For 'Vehicle Definitions' above:
a) Use **'TYPE A'** where no mechanical changes were required.
b) Use **'TYPE B'** where modifications and changes to standard mechanical specifications have been made.
c) Use **'TYPE C'** where a new chassis has been manufactured and some original period parts have been used in the building of the vehicle as a copy of a production model.

☐ **Group 5: Constructed.** Parts from one or more vehicles assembled into a vehicle representative of one period within the age limits of the VCC. Construction methods and design should be as close as possible to the period that the vehicle purports to represent. Such vehicles must comply with the VCC Guideline for Period Specials and Modified Production Vehicles. For 'Vehicle Definitions' above:
a) Use **'TYPE B'** where the chassis is from an original production vehicle.
b) Use **'TYPE C'** when a new chassis has been manufactured and vehicle is correct to a period style.

☐ **Group 6: From an Original production Source**
Vehicles which have come from an original production source and which may have had a newly manufactured engine or which been modified outside VCC guidelines of acceptability.
a) Use '**TYPE B6**' for vehicles which have a newly manufactured engine in the same configuration as per the original production source.
b) Use '**TYPE D6**' for vehicles which have come from an original production source and have been modified outside VCC guidelines of acceptability (Vehicle Category NEV below).

VEHICLE CATEGORY (*select one choice only)*

☐ **VET: Veteran Vehicle**
Motor Vehicles constructed prior to 31st December 1918.

☐ **VV: Vintage Vehicle**
Motor Vehicles constructed between 1st January 1919 and 31st December 1931.

☐ **PVV: Post Vintage Vehicle**
Motor Vehicles constructed between 1st January 1932 and 31st December 1945.

☐ **PWV: Post war Vehicle**
Motor Vehicles constructed between 1st January 1946 and 31st December 1960.

☐ **P60V: Post 60 Vehicle**
Motor Vehicles constructed between 1st January 1961 and 31st December 1980.

☐ **P80V: Post 1980 Vehicle**
Motor Vehicles constructed after 1st January 1981 provided that no vehicle is deemed eligible for this category until the day immediately following the 30th anniversary of its original date of construction.

☐ **HRV: Historic Racing Vehicle**
Which are at least in their thirtieth year since their year of original construction. (See Constitution, Section 4.1(g) and Bylaws Section 11). Plus, Factory built racing cars no longer in production. Records of in period racing history are required with application.

☐ **PSG1: Period Specials Group 1**
Vehicles which have been modified or built using period production components, especially a chassis originating from a production source. The vehicle must represent a particular period and facet of motoring history (Vehicle definition and preservation groups include B4,B5).

☐ **PSG2: Period Specials Group 2**
Vehicles which have been built using some period production components to represent an exact copy of a period production vehicle or period style of vehicle where a new chassis has been made. (Vehicle definition and preservation groups C4, C5.) The above vehicles must comply with the VCC Guideline for Period Specials and Modified Production Vehicles.

☐ **ARV: Authentic Reproduction vehicles**
Vehicles constructed to the exact specifications of an original factory production model where everything has been newly made. These vehicles must comply with the VCC Guideline for Period Specials and Modified Production Vehicles for vehicle definition and preservation group C5.

☐ **NEV: Non VCC eligible vehicle**
Vehicles which have come from an original production source which have been modified outside VCC guidelines of acceptability. The VCC has obligations to Waka Kotahi NZ Transport Agency to authenticate the date of original period vehicles.

VEHICLE STYLE (*select one choice only)*

☐ **SE: Sedan or Saloon**	☐ **SW: Station Wagon**	☐ **CP: Coupe**
☐ **TO: Tourer**	☐ **RO: Roadster**	☐ **SP: Sports or Racing**
☐ **RA: Racing Car**	☐ **MC: Motorcycle**	☐ **PC: Power Cycle/Moped**
☐ **CO: Commercial Vehicle**	☐ **MT: Military Vehicle**	☐ **HB: Hatchback**
☐ **LB: Liftback**	☐ **CC: CycleCar**	

VEHICLE STATUS (*select one choice only)*

☐	**O:** Original, Roadworthy and Licensed	☐	**R:** Restored, Roadworthy and Licensed
☐	**U:** Under Restoration	☐	**S:** In Storage (Includes roadworthy vehicles not currently licensed)
☐	**P:** Incomplete	☐	**N:** New (Vehicle Categories ARV and PSG2)

Declaration

I understand this application is a self-declaration and declare all information to be true, complete, and correct to the best of my/our knowledge.

Applicant Signature: …… Date: ……../……/……..

I wish to have my vehicle information suppressed (members only) ☐ Yes ☐ No

(Selecting this option will mean that membership lists distributed to branches, for the use of its members, will not include any information about this vehicle)

Attachments

1. Please attach a copy of any other documents that are available to support this application. For example, NZ Certificate of Registration; ownership papers; sales brochures; book or magazine articles; British Motor Heritage Trust Production Record Trace Certificate; factory serial number lists and dates; letters from marque clubs; or any authentic documents to assist with dating. (Do not include original documents)

2. Please attach colour photographs of the following: ATTACHED

   - If a Car or a Commercial vehicle three-quarter front view of the complete vehicle. ☐
   - If a Motorcycle, a side view from either side. (One side only). ☐
   - Manufacturer Car Number (if present on vehicle) ☐
   - Chassis Number (if present on vehicle) ☐
   - Engine Number (if present on vehicle) ☐
   - VIN number (if present on vehicle) ☐
   - Licence plate number (showing it fitted on the vehicle) ☐

3. NOTE – for the three-quarter front view of the vehicle, the photo must be a good quality photo, showing the front and one side with the attached license plate, taken outside, or in a well-lit area readable and without any people or animals in the photo. *Digital photos may be emailed directly to* **office@vcc.org.nz** *and can be any size or format, as the office can resize them to suit. Emailed documents must state the Member or Applicant's name, and vehicle details.*

This Section to be completed by the VCC Branch VIC Officer

We the ……Branch have reviewed the details provided by the applicant and have made appropriate inspections of the vehicle. To the best of our knowledge, we have considered the details declared and the branch have recommended the following classifications:

3.1 Definition ☐ A ☐ B ☐ C ☐ D

3.2 Preservation Group ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ 6

3.3 Category ☐ VET ☐ VV ☐ PVV ☐ PWV ☐ P60V ☐ P80V ☐ HRV ☐ PSG1 ☐ PSG2 ☐ ARV ☐ NEV

3.4 Style ☐ SE ☐ SW ☐ CP ☐ TO ☐ RO ☐ SP ☐ RA ☐ MC ☐ PC ☐ CO ☐ MT ☐ LB ☐ HB ☐ CC

3.5 Status ☐ O ☐ R ☐ U ☐ S ☐ P ☐ N

Has the vehicle been modified? ☐ Yes ☐ No
(Only modifications that affect a required safety standard need to be considered when answering this)

If YES, is it considered that an LVVTA inspection is required? ☐ Yes ☐ No

If already LVVTA certified, state the certification number……

Date of Inspection by Branch VIC Officer ……/……/……

Comments……

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Signed: …… Date: ……../……../……..

VIC Officer Name (Print) ……..……..……

VIC Officer Contact Phone……Email……..……

Examples of Vehicle Definitions and Preservation Groups

Vehicle Definition Type A is used for Standard Production Vehicles

A1
A production vehicle in absolutely original condition, with very little wear and deterioration on any component. Such a vehicle would have had little use and spent much of its time in storage. For this category the maximum mileage must be under 20,000 miles (32,000 kms). Note: These vehicles are extremely rare.

A2
A production vehicle in original used condition. Reconditioning of worn parts and general upkeep is permitted i.e. re-painting, re-chroming and re-upholstery is permitted. Period accessories are permitted including alterative carburettors, ignition, wheels, tyres, seatbelts and removable accessories such as rollover protection.

A3
A production vehicle as in A2 but having been fully restored to original condition. Period accessories are permitted as in A2.

A4
A production vehicle having been built up, or to be built up, from production components with no mechanical modifications. The parts may have come from more than one vehicle. Examples: 1) Where the original engine has been replaced with another engine from the same make and model. 2) Use this code for kit sets of parts which are to be built into a vehicle. 3) A vehicle built up from original parts where the chassis may have originally been used with a different body style. 4) Where body work has been built and is correct to a period style. This includes standard, coach-built and commercial vehicles. Note that replacement engines may affect the dating period of the vehicle.

A5 This classification is not possible.

Vehicle Definition Type B is for modified vehicles. It is used for vehicles which were originally from a production source but have been modified. The vehicle chassis, monocoque, or frame, must have originally come from a production source and be identified with an original factory chassis number. Refer to the VCC Guidelines for Period Specials and Modified Production Vehicles.

B1 This classification is not possible.

B2
(Mechanical changes only) A production vehicle in original unrestored condition, which has had mechanical changes made such as: different engine, brakes, gearbox, steering, rear axle. Examples: Ford Model A with a 'B' Model engine. MG Sports car fitted with a later specification gearbox of different manufacture. Where an overdrive has been fitted when not originally a factory option. Note the engine must be of the original type and configuration.

B3
(Mechanical changes only) As above in B2 but having been restored.

B4 These vehicles come under Vehicle Category PSG1
This category is for a vehicle which has been built up using modified production components to be a ''**Very close copy'** of a production model. Some parts may have required modification to represent the production parts such as: lowering or adjusting a production chassis length or style. The newly built, or modified, bodywork must be a close copy of a production model. Examples: Replicas of Riley Brooklands, Austin 7 Ulster, MG M type. Standard Cortina built into a Lotus Cortina.

B5 These vehicles come under Vehicle Category PSG1
Is for a vehicle which has been built up using modified production components to build up a unique vehicle for a special purpose such as sports or racing with unique period body style. The style of the vehicle must be representative of a VCC dating period and a facet of motoring history**.** Examples: Traditional NZ home-built sport or racing cars.

B6 Is for vehicles which have been fitted with a newly manufactured engine of the same type and configuration (eg Burtz engine in Model A Ford).

Vehicle Definition Type C, PSG2 and ARV are used for vehicles where a new Chassis, Monocoque or Frame has been made where no unit was available from an original production source. These vehicles come under Vehicle Category PSG2 where some original period mechanical components are used or ARV (Authentic Reproduction Vehicles) where all components are newly made. Refer to the VCC Guidelines for Period Specials and Modified Production Vehicles.

C1, C2, C3 Not Possible

C4
This category is used for vehicles where a new **'very close copy'** has been made of a production model vehicle on a new chassis, frame or monocoque. Some parts may have come from original production sources such as engine, gearbox, and suspension. These vehicles are double dated using the date of the original production parts and the date that the building of the vehicle is completed**.** Note that if a vehicle has a fibre glass body where original production models had a metal body, then the vehicle becomes a C5.

C5
Use this category for:

a) Authentic Reproduction Vehicles (ARV), where all the components in the vehicle are newly made to represent a very close copy of a previously manufactured vehicle which at one time was made by a production manufacturer. These vehicles will be dated by the year that the construction and assembly of the vehicle was completed. (LVVTA require the use of this category for these vehicles).
b) Where a new vehicle has been built up out of period mechanical parts on a new chassis, monocoque or frame for a special purpose to be representative of a particular period and facet of motoring history. The vehicle need not be a copy of a production model but must be representative of one period within the age limit groups of the Vintage Car Club of NZ Incorporated.

D6 NEV (Non-Eligible Vehicles)
Use this category for vehicles which have been modified outside VCC acceptability but require a VCC Authenticity document for road registration purposes. The VCC has obligations to Waka Kotahi NZ Transport Agency to provide this service for non-members. The VCC can only issue documents if original identifying serial numbers are available.