

16 - April 2021

Joint Representation of Historic Vehicle Clubs, Marque Specific Clubs, Collectives, Museums and Institutions Devoted to the Protection, Preservation and Promotion of the Automotive Heritage of India.

To
Shri Nitin Gadkari,
Honourable Minister,
Ministry of Road Transport & Highways
Government of India,
Transport Bhawan,
No 1, Parliament Street,
New Delhi- 10001

Cc:
Shri Giridhar Aramane,
Secretary,
Ministry of Road Transport & Highways
Government of India,

Shri Amit Varadan,
Joint Secretary,
Ministry of Road Transport & Highways
Government of India,

Dr. Piyush Jain
Director,
Ministry of Road Transport & Highways
Government of India,

Subject: Conservation and Preservation of the Automotive Heritage of India.

Reference:

- (1) Draft Notification no G.S.R. 734(E) dated 25 November 2020; 'Special Provision for Registration of Vintage Motor Vehicles'
- (2) G.S.R. 190(E) dated 15 March 2021 regarding the Draft Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021;
- (3) G.S.R. 191(E) dated 15 March 2021 proposing amendments to the Central Motor Vehicles Rules, 1989, enhancing fees for renewal of registration and undergoing fitness tests for old motor vehicles

1. Introduction:

1.1. This refers to the ongoing policy initiatives of the Ministry of Road Transport and Highways (MORTH) regarding scrapping of old vehicles (Ref 2 and 3 above) and preservation, conservation and protection of vintage motor vehicles (Ref 1 above). Scrapping older vehicles has laudable objectives including reducing vehicular emission pollution and stimulating demand in the automotive sector. Importantly, the Government of India and the MORTH have continually over the decades, recognized the need to protect, preserve and restore India's automotive heritage. The community of Indian automotive heritage enthusiasts welcomes the spirit behind these twin initiatives and fully supports them.

2. Background:

2.1. India holds a significant place in the world's history of motor vehicles. In the early days India was the largest market for both luxury and personal transport vehicles. The market quickly expanded as ordinary Indians took to motor transport in a big way. Motor vehicles have transformed the economy, culture and society of India. Today, we are the largest producer of two wheelers and the fifth largest producer of cars. The Indian automotive industry, with progressive indigenization, is the best example of 'Make in India' and 'Atmanirbhar Bharat'.

2.2. Caring for India's automotive heritage is a widespread and popular activity, which is dispersed across all cities and towns and income groups in India. It brings not only pleasure and a sense of responsibility, but also economic sustenance to millions of enthusiasts, restorers, craftsmen, component manufacturers and fabricators. Given that vintage vehicle ownership is wide and dispersed in small numbers, its environmental impact is minimal.

2.3. The interest in vintage vehicles is not an elite pursuit. India's vibrant vintage motor vehicle enthusiast community binds together women and men, poor and rich, and young and old alike. For young Indians, growing up and looking after the family vehicle begins a lifelong love affair with the motor vehicle, which leads them to maintaining these vehicles in perfect order and using them regularly to keep them from deteriorating. Automobiles are part of our lore, our culture, our stories, movies, songs and theatre. Older Indian vehicles, such as the Hindusthan Ambassador and the Premier Padmini cars, the Royal Enfield Bullet Motor Cycle, the Bajaj Chetak Scooter, the Vijai Scooter manufactured by the Government, the Rajdoot GTS Bobby Motorcycle and the Rajdoot RD 350, are legendary vehicles which are not only a part of India's heritage and history but are also recognized and respected globally. A note written by Mr. Gautam Sen, internationally awarded Indian Automotive historian, Preservationist and Vice-President, Communications, FIVA, is placed at **Annexure 1**, which captures the international scenario in the context of the Indian approach and what historic vehicle preservation and restoration means in economic, social and cultural terms to all of us.

3. The Government of India's Policy and Budgetary Measures for Protection of India's Automotive Heritage:

3.1. The Government of India has for long acknowledged and recognized the value of historic vehicles in India. These are some of the important steps taken over the past

decades by the Government for the protection, preservation and use of historic vehicles in India:

- (a) Historic motor vehicles are declared as objects of “antiquity” under The Antiquities and Art Treasures Act, 1972
- (b) Exports of historic motor vehicles are prohibited vide Notification No. G.S.R. 13-ETC (PN)/72 dated June 6, 1972,
- (c) Free import of historic motor vehicles is permitted by Notification No. 5 (RE-2013)/2009-2014 dated April 18, 2013.
- (d) Rule 92 of the Central Motor Vehicles Rules, 1989 exempts such historic motor vehicles from complying with the provisions of Chapter V of the Central Motor Vehicles Rules, 1989 relating to Construction, Equipment and Maintenance of Motor Vehicles (Rules 91-137).
- (e) Sub-section (2) of Section 59 of the Motor Vehicles Act, 1988 already empowers the Central Government to exempt by notification any class or type of motor vehicle from the operation of sub-section (1) of Section 59 of the Act, having regard to the purpose of such motor vehicle, such as, display or use for the purposes of a demonstration in any exhibition, use for the purposes of technical research or taking part in a vintage car rally, from the maximum age restrictions applicable to other motor vehicles which ply on public roads.
- (f) The Ministry of Culture, Government of India, actively supports and funds the establishment of historic vehicle museums in India; one fine example is the 1,20,000 sq. feet Heritage Transport Museum, established at Taoru, Bilaspur, Haryana. In addition, the Department of Culture, Chandigarh Administration proposes to establish the Vintage & Classic Car, Motorcycles and Scooters Museum, at the Government Press Building, Sector 18, Chandigarh.
- (g) The Ministry of Tourism, Government of India provides support and valuable funding to the nationally and internationally awarded 21 Gun Salute International Concours, which is held every 2 years in India;
- (h) Almost every State Tourism Department supports and promotes historic vehicle events especially the Tourism Departments of Rajasthan, Maharashtra, Gujarat, Karnataka, Tamilnadu, Delhi, West Bengal, Chandigarh and Goa.

4. The Economic Value of Automotive Heritage; an Overlooked Wealth.

4.1. There is often a misconception that older vehicles add to environmental pollution by consuming scarce and expensive non-renewable fuels and locking up precious resources such as metal and plastic that could be productively recycled. While there may be some truth in these assertions as far as usage of non-renewable fuels is concerned, it is pertinent to keep in mind that historic vehicles are not driven daily and thus their contribution to environmental pollution is moot.

4.2. Restoration and Parts Manufacturing:

Vehicular heritage preservation and protection is a productive economic activity, generating large numbers of jobs and businesses. Over several thousand Workshops and Restoration Centres established across India provide well paid, full-time, direct and indirect employment to lakhs of trained and skilled workers. Restoration of vintage vehicles supports a range of heritage, traditional and industrial craftsmanship – many of which are dying arts – such as coachbuilding related carpentry, metal work and panel beating, leather work and paint work. This significantly contributes to skill building and skill development. While domestic vintage vehicle restoration supports the manufacture and fabrication of spare parts for local sales, restoration is also turning out to be a significant export earner for India. The export of spare parts is a fast growing export sector activity with potential for substantial growth (Box 1)

Box 1:

Examples of historic vehicle parts manufacturing industries in India:

- Sree Ganesh Industries, Jaipur, manufactures and exports a wide range of parts, including full body shells, for vintage jeeps from the World War era to 1971
- Wheels India Limited, a TVS Group company, manufactures wire wheels for a wide range of classic vehicles, with a substantial export market.
- Iqbal Brothers, a firm in Nagpur, manufactures Rolls Royce Radiators for Classic Vehicles
- MRF Tires manufactures and exports tires for historic vehicles
- The Gee Dee Group in Coimbatore has recreated the world's first patented car, the 1886 Benz Patent-Motorwagen, by replicating all 432 parts of the vehicle. These re-creations are being supplied to museums worldwide. The 100th replica licensed rolled out from the Gee Dee Car Museum, in October 2020.

4.3. Rallies, heritage tours and festivals:

India has a long history of promoting and supporting vintage vehicle related events such as rallies, parades and heritage tours. The Statesman Newspaper Group has regularly organised the “Statesman Vintage & Classic Car Rally” over the past 55 years at New Delhi and Kolkata. Several concours shows, inter-state rallies and tours are regularly held in India. These popular events showcase restoration, display and driving of vintage vehicles and attracts the general public in huge numbers. Several major automobile manufacturers, for example, Mahindra & Mahindra, Mercedes Benz India, Volkswagen India, Jawa India, Audi India and MG India have been supporting and promoting historic vehicles and historic events across India. Several historic brands of motor vehicles and two wheelers are now owned by Indian companies, such as Jaguar Land Rover, Royal Enfield and Norton, which is being acquired by the TVS group.

4.4. Museums, Displays and Preservation efforts:

Over 18 historic vehicle museums have already been set up by owners and collectors across India over the past 20 years. Each of these Museums have historic vehicles

which are not mere static displays but are driven regularly and participate in rallies, shows and events both in India and abroad (Box 2).

Box 2:

A representative list of Automotive Museums in India:

1. AutoWorld, Ahmedabad
2. The Army Transport Museum (Cavalry Tank Museum), Ahmednagar
3. The Gee Dee Car Museum, Coimbatore
4. The Advintage Museum, Delhi
5. The Titus Museum, Delhi
6. Manjusha Car Museum Dharmasthala
7. Dungarpur Mews, Dungarpur
8. Ashvek Vintage World, Goa
9. The Naval Museum, Goa
10. Heritage Transport Museum, Gurugram
11. The Airforce Museum, Hindon
12. Sudha Car Museum, Hyderabad
13. Vintage Car Collection Kodagu
14. The Birla Science Museum, Kolkata
15. R.R. Vintage and Classic Car Museum, Palakkad
16. The Birla Science Museum, BITS Pilani
17. Subhas Sanas Museum, Pune
18. The Royal Palace Collection, Udaipur
19. In addition, historic vehicles belonging to Mr. Subhash Chandra Bose, Mr. Rabindra Nath Tagore and Mr. Lal Bahadur Shastri are also preserved, maintained and displayed.

4.5. Indian manufactured automotive heritage:

After independence several Indian entrepreneurs and enthusiasts exhibited their creativity by designing and making Indian vehicles. These include the Birla Car, Aravind, Pingale, the Meera, Textool Vaahan, Mayura, Bajaj Tempo Small Car, Kazwa, Eddy Lovebird, Trishul Jeep, Ruskar, the GD Scooter Car, the first Reva, Sanstorm and the Chinkara. India's motor racing pioneers also designed and manufactured sports cars, such as the Jayaram special and the Gondal Special car. Many of these Indian designed and manufactured cars, which still exist, also deserve protection and preservation.

4.6. Authoritative Publications on historic vehicles in India:

The historic vehicles of India have spawned a rich and popular literature that is internationally recognized. Indian automotive writing by Indian authors has been internationally acclaimed and awarded. The following books have contributed immensely to the understanding and appreciation of the automotive history of India and historic vehicles in India (Box 3).

Box 3:

1. The Automobiles of the Maharajas by Mr. Manvendra Singh Barwani;
2. The Maharajas & Their Magnificent Motor Cars by Mr. Gautam Sen;
3. The 101 Automotive Jewels of India by Mr. Gautam Sen;
4. The Automobile, An Indian Love Affair by Mr. Gautam Sen;
5. The Story of the Star in India by Mr. Gautam Sen;
6. Timeless Mahindra by Mr. Adil Jal Darukhanawala
7. Jawa – The Forever Bike by Mr. Adil Jal Darukhanawala
8. Classics & Thoroughbreds by Mr. Adil Jal Darukhanawala
9. Mercedes Benz by Mr. Adil Jal Darukhanawala.
10. Rolls - Royce and the Indian Princes by Mr. Murad Ali Baig
11. Driving Across Borders by Mr. R. N. Seth

In addition, several hundred authoritative articles have been published in Indian automobile magazines, such as the Indian Auto Journal, Auto India, Evo, Car India, Bike India, Top Gear India, Automotor & Sport India, Auto Spark, Car and Bike International, Business Standard Motoring, AutoCar and Overdrive.

4.7. An estimation of India's Automotive wealth:

Even conservatively assuming the worth of historic vehicles in India, the national wealth lost if such vehicles are scrapped, is considerable; it is estimated at more than Rs. 22,000 crore (See Box 4).

Box 4

India:

- There are about **32 crore** vehicles in India, more than the number of vehicles in Europe. Of these, about **4 crore** vehicles (12.5%) are more than 15 years old. Of such vehicles, the number of vehicles over 30 years old is only around **500,000** (0.16%). Of these, less than **100,000** are cars, valued at about **Rs. 14,000 Crores** and the remaining **400,000** are two wheelers, valued at about **Rs. 7,000 crore**. Of these vehicles, only around **10,000 to 15,000** are more than 50 years old, which are valued at about **Rs. 2,000 Crores** (mostly cars; very few two-wheelers). Thus, almost Rs 20,000 Crores of the national wealth stands to be destroyed if the cut-off is at 50 Years. Additionally, historic vehicle events such as rallies, concours, exhibitions etc., bring crores of rupees into the treasury of Central, State and local authorities, hotels, shops, and businesses. By changing the cut-off for the definition of 'Vintage Vehicles' to 30 years, more than Rs 22,000 Crores of national wealth will be conserved, which is likely to grow at an annual rate of at least 10-15%. **This will not affect the implementation of the scrappage policy, because 3.95 crore vehicles will still be taken off the road.**
- European countries, the US and several other nations recognise that vintage vehicles constitute their industrial history, and recognise that they need to be driven, even if only occasionally. In Europe, national governments give great importance to their respective indigenous makes of vintage vehicles. For example, Germany classifies all vehicles older than 30 years as historic and those between 20 and 30 years of age as 'Youngtimers'. Similar is the picture in France, and Italy. Of the 28 crore vehicles in Europe, 1.5 crore vehicles (0.5%) are over thirty years old.
- In the UK, of 43 million registered vehicles, 1.5 million (3 percent) are more than 30 years old. These are valued at almost £25 billion (Rs. 245,000 crore). The value of the historic vehicle movement to the UK economy was over £7.2 billion in 2020 (Rs. 70000 crores), having grown 30 percent in 3 years, confounding economic recession. This

includes nearly 1 billion pounds earned by export of parts or earnings through restorations of imported vehicles. Over 34,000 people are directly employed in businesses servicing the historic vehicle market.

- In the US, there are 25 million modern classics in circulation, which provide jobs to hundreds of small-scale sector companies in Sri Lanka, Thailand and Taiwan and restoration workshops in Mexico, Slovenia, Poland, and Morocco, which supply parts and components.

4.8. We believe that India has the potential to emerge as a major service provider for historic Vehicle restoration and preservation businesses worldwide in view of our rich automobile history, impressive craftsmanship and economical means of production and service.

4.9. However, this potential will not reach fruition if we develop our law and policy in a manner which does not give due weightage to the importance of historic vehicles. It is only a healthy domestic market for restoration and conservation of historic vehicles that can provide the stability and sustenance to promote a lucrative export market for restoration services, which will require adequate support from the extant legal framework.

4.10. We believe that a favourable domestic legal framework will promote the growth and economic sustainability of restoration businesses, enabling us to emerge as a major player in the vintage vehicle restoration market worldwide.

4.11. There is an urgent need to protect, conserve and restore this rich, century old automotive heritage of India. The signatories to this representation are a cross section of this diverse group of enthusiasts who as custodians protect, preserve, restore, display and use older vehicles for the benefit of future generations. We believe that certain amends may be required to achieve MORTH's vision and objective, whilst also protecting and promoting India's automotive heritage. In this regard, we place the following suggestions for your favourable consideration.

A Common Minimum Programme for the Protection and Preservation of India's Automotive Heritage.

5. Defining vintage vehicles as those more than thirty years old.

5.1 The draft Vintage vehicle protection policy aims to protect and regulate the use of only those vehicles which are more than 50 years old (Ref 1). Furthermore, the draft scrappage policy recommends mandatory fitness tests, re-registration and enhanced fees for keeping vehicles older than 15 years on the road. This creates an anomaly where vehicles older than 15 years but newer than 50 years of age will be considered too old to be driven regularly and too young to qualify to be a 'vintage' vehicle. These will include iconic Indian vehicles such as early Ambassadors, Premier Padminis, Royal Enfield Bullets, Yezdi and Rajdoot motorcycles, Bajaj and Vijai scooters and several makes of mopeds that are of great historical value as these are the first vehicles manufactured in India after independence and are a valuable part of our industrial history. If the remaining few of these are not preserved, working examples of many significant post-independence manufacturing innovations will be lost forever. In addition, a few makes of high value, historic and performance cars including Alfa Romeo, Bentley, Ferrari, Lamborghini, Porsche and Rolls Royce, which are purpose built in few numbers and a very few of which survive in India, which are more than 30 years old, deserve to be preserved due to their outstanding automotive heritage.

5.2 The practices in other countries that have protected their automotive heritage are described in Box 4. **Saving vehicles that are more than thirty years old will conserve national wealth, estimated at about Rs. 22,000 crore without any adverse effect on a scrappage policy implementation.** By considering vehicles that are more than 30 years as 'Vintage' Motor vehicles, the overall impact on the number of vehicles that may use the roads, is inconsequential. **We therefore specifically request that the cut-off date for recognising a vehicle as a vintage motor vehicle may be reduced to thirty years, instead of fifty years.**

6. Expanding the definition of what constitutes a vintage motor vehicle.

6.1. The explanation to Draft Rule 81A, sub-rule (2) defines the term 'Vintage Motor Vehicle'. Under this definition, several categories of vintage motor vehicles with historic, cultural, technical and aesthetic significance will be excluded from registration (**Box 5**).

Box 5:

A representative list of historically significant vehicles that will be excluded from registration under the draft Vintage vehicle policy:

(a) The original and first fleet of vehicles of Indian States and public undertakings. For example:

- (i) The 1914 John Morris Fire Engine owned by the Indian Railways and displayed at the National Rail Museum, Delhi
- (ii) Four wheeled motor buses introduced in Bombay in 1926, some of which survive in private hands;
- (iii) The Fire Truck owned by the Mumbai Fire Brigade, which was used in the Bombay Dock Explosion in 1944;
- (iv) Vintage fire engines owned and proudly retained by Fire Departments of several Indian cities;

(b) Custom built vintage motor vehicles. For example:

- (i) 4-wheel vintage Zenana buses, originally belonging to royal families
- (ii) Special touring 4-wheel vintage buses made in India or imported in the 1920s/1930s,
- (iii) Vintage caravans
- (iv) 2-wheel vintage trailers (attached to vintage motor cars) which were made in India or imported into India in the 1930s and 1940s;

(c) The first small vintage buses and small vintage pick-up vehicles which have been preserved and maintained by leading Indian manufacturing companies and collectors;

(d) Small engine vintage tractors, vintage 3-wheel vehicles, vintage special purpose vehicles and vintage steam vehicles owned and preserved by certain leading manufacturing companies, industrial families and collectors.

6.2. **Such vintage vehicles exist in small numbers but are priceless from a historical perspective. Accordingly, we request that certain additional categories of vehicles i.e. M-2, N,**

T, Tractors, L-5 and Special Purpose Vehicles may be included in the meaning of a “Vintage Motor Vehicle” owing to their strong historic, cultural, technical and aesthetic significance (Description of such vehicle categories in Annexure 2) so that they can be displayed and driven at rallies, exhibitions, parades and similar events.

7. Conditions to be met for fresh registration of Vintage vehicles:

7.1 The previous draft Order relating to the regulation of vintage vehicles dated 12-12-2019 proposed exemption from the requirements under Section 59(1), Rule 115, sub-rule (2) of the CMV Rules (relating to emissions) and the provisions of Chapter VII of the Motor Vehicles Act, 1988 relating to Construction, Equipment and Maintenance of Motor Vehicles (Sections 109-111). However, that exemption has been omitted from the latest draft of the proposed policy at Ref 1. Furthermore, the Explanation to draft Rule 81A, Sub – Rule (2) states that the vintage vehicle should be maintained in its original form and should not have undergone any substantial overhaul which includes any modification in chassis or body shell, and/or engine.

7.2. Vintage motor vehicles are frequently discovered and acquired with their bodies, made of steel, aluminium and wood, in a deteriorated and mechanically unsafe condition. Vintage motor vehicle owners and restorers expend substantial time, effort and resources to overhaul, correctly restore and preserve such vehicles in a safe and usable condition. However, given the limitations of the technology of the age when these vintage vehicles were manufactured, it is impossible for these vehicles to match contemporary emission norms. Since these vehicles are only used occasionally, their use has no impact on prevailing levels of pollution,

7.3 Given these circumstances, we request that the following specific exemptions may kindly be considered and included in the Rules.

(a) The words “*overhaul which includes any*” and the words “*body shell,*” appearing in the third and fourth line of Sub-Rule (2) and in the fifth line of the Explanation may be omitted so that it reads as follows: “***should be maintained in its original form and should not have undergone any substantial modification in chassis or engine***”.

(b) A new rule 81H may be added in the rules as follows:

“81H. (i) Vintage Motor Vehicles shall remain exempt from all requirements and notifications issued under Section 59(1) of the Motor Vehicles Act, 1988 regarding specification of life of a motor vehicle reckoned from the date of its manufacture and shall consequently not be subject to any mandatory requirement of scrapping and all such Vintage Motor Vehicles shall be deemed to comply with the requirements of the Motor Vehicles Act, 1988 and the Central Motor Vehicles Rules, 1989.

(ii) Vintage Motor Vehicles shall be exempted from the application of the provisions of Chapter VII of the Motor Vehicles Act, 1988 relating to Construction, Equipment and Maintenance of Motor Vehicles (Sections 109-111) and shall remain:

(a) exempt from the application of the provisions of Chapter V of the Central Motor Vehicles Rules, 1989 relating to Construction, Equipment and Maintenance of Motor Vehicles (Rules 91-137) and the notifications issued thereunder,

(b) in terms of the proviso to sub-rule (1), Rule 92 of the Central Motor Vehicles Rules, 1989, exempt from the emission compliances as under sub-rule (2), Rule 115, and

(c) exempt from obtaining “Pollution under Control” certificate as under sub-rule (7), Rule 115 in Central Motor Vehicles Rules, 1989.

(iii) Vintage Motor Vehicles shall be exempted from the requirement of the certificate of fitness as under Rule 52 of the Central Motor Vehicles Rules, 1989, (being exempted from the operation of sub-section (1) of Section 59, being exempted from the application of the provisions of Chapter VII of the Motor Vehicles Act, 1988 relating to Construction, Equipment and Maintenance of Motor Vehicles (Sections 109-111) and being exempted from the application of the provisions of Chapter V of the Central Motor Vehicles Rules, 1989 relating to Construction, Equipment and Maintenance of Motor Vehicles (Rules 91-137).)”

The draft Form 38B at point (ii) is also requested to be accordingly modified, as detailed in Annexure 3.

8. Draft Rule 81 G: Restrictions on the use of vintage vehicles:

8.1. The draft Special Provisions for Registration of Vintage Motor vehicles proposes to restrict the use of vintage vehicles on public roads. The restrictions as proposed in the above notification may be reconsidered for the following reasons:

- (a) First, in the event that the definition of “vintage vehicles” is expanded to include vehicles which are more than 30 years old, the number of vintage vehicles would be at less than 5 lakhs dispersed all across India, out of which less than 1 lakh are cars and less than 4 lakh are two wheelers. That amounts to merely 0.16 percent of the total number of vehicles in India, i.e., 32 crore.
- (b) Second, these vehicles are not used as daily drivers. Most of these vehicles are used for personal purposes as also for rallies, events, meets, shows and occasional cinematography and documentary purposes. Thus, vintage vehicle use contributes very little, if at all, to environmental pollution.
- (c) Third, vintage vehicle use, particularly on organized heritage tours (not more than 10 or twenty in a year across the country) are big draws for tourism. Their use has often been linked with Union and State sponsored tourist promotion activities and festivals, or public events such as road safety week and meets where enthusiasts gather. Vintage vehicles are also frequently used to promote several public causes, such as awareness of heritage preservation, road safety, and cancer prevention and so on. There is a great potential for vintage vehicle use as a draw for tourists; for example, the Incredible India Rally held biennially and sponsored by the Ministry of Tourism, attracting thousands of tourists, and boosting tourism related industries.

8.2. We therefore request that the restrictions on uses as contemplated in draft Rule 81G be removed and that a specific provision be made to the effect that “*Vintage Motor Vehicles shall be allowed to be driven on the roads for personal purposes.*”

9. Reckoning the age of the vehicle from the date of manufacture:

9.1. Explanation to Sub-Rule (20 of Draft Rule 81A, stipulates the age of a vintage vehicle as one more than 50 years old from the date of ‘*first registration after first sale*’. However, the date of first registration after first sale is often difficult to ascertain as:

- (a) The original registration certificates are often not available for vintage vehicles on account of it being lost, damaged or not provided by the vintage motor vehicle’s original registered owner. The vintage motor vehicle’s original owner may have passed away, the vintage motor vehicle may have passed through several owners and the original registration book issued decades back, might have been misplaced or lost.
- (b) In several cases vintage motor vehicles are registered years after their manufacture or are imported into India after many years of use outside India. In some cases these vehicles are purchased from armed services or government disposal sales, including from the garages of the President of India or Governors of States, or from Embassies, Consulates and the STC, where they were often not registered under the registration system for private vehicles.

9.2. In such circumstances, current owners, for no fault of their own, will be unable to provide the date of first registration. This is a serious practical problem faced by a majority of Indian vintage motor vehicle owners. Insisting on the date of first registration after first sale will result in a substantial number of vintage motor vehicles with historic, cultural, technical and aesthetic significance being excluded from being registered.

9.3. In contrast, the year of manufacture is always known. Each vintage motor vehicle sold was advertised in contemporary catalogues, newspapers and magazines of specialist clubs by its manufacturer before its first sale and thus, the year of manufacture of each such vehicle is in the public domain and easily available for verification. Thus, to maintain uniformity and ensure trouble free and correct registration of vintage motor vehicles under the Rules, it is requested that the definitively known “*year of manufacture*” be taken to compute the age of a vintage motor vehicle.

9.4. Taking into consideration the suggestions in Paras 5, 6 and 9, the explanation to draft rule 81A, which defines a Vintage Motor Vehicle under these rules may be modified as follows:

“Explanation: Vehicles as defined in this order under Two wheelers (L1 & L2), Three wheelers (L5 including L5-M & L5-N), and M1 category four wheelers, M2, N, T, Tractors and Special Purpose Vehicles, that applies for such registration, which are more than 30 years old from the date or year of manufacture including any vehicle imported into India shall be called as Vintage Motor Vehicle.”

9.5. Based on the foregoing, the relevant State Registering Authority may be empowered to issue the digital certificate of inspection as per Form 38B (Modified format in Annexure 3), and register the said vehicle as a vintage motor vehicle.

10. Curing of infirmities in registration:

10.1. The draft notification, in proposed rule 81C stipulates that every application for registration of vintage vehicles shall be accompanied by, *inter-alia*, the Old Registration Certificate in case of already registered vehicle in India (sub rule iv).

10.2. A significant number of vehicles that were imported into or assembled and run in India prior to Independence, suffer from infirmities relating to their paperwork (for example, wrong model year, name of the motor vehicle wrongly entered, wrong engine number or wrong chassis number and those where the earlier RC books are missing altogether), due to the following reasons:

- (a) Imperfect transfer of registration records from erstwhile Princely States to the States of the new republic and delays in administrative integration of diverse motor vehicle administration departments,
- (b) Abandonment of vehicles by owners due to migration, partition, fear of levy of higher taxes, lack of spare parts and so on, leading to deterioration to a derelict state.

10.3. Many such derelict vehicles which have often been completely dismantled, have been rescued by vintage motor vehicle enthusiasts from dire straits. They have lavished care and attention and put in commendable effort to restore such vehicles to roadworthy condition. Such vehicles are of great historical value, not only in India, but across the world. They constitute world heritage, not merely India's heritage. There is a strong case for condoning these defects and issuing fresh registration for such vehicles. This is the only way to ensure that India's heritage does not leave India's shores.

10.4. Given the above reasons, **a special dispensation may be put in place for vehicles that have defects or errors in their registration documents, including those where documents are not available.** The owners of such vintage motor vehicles may be required to provide an application with an undertaking and indemnity bond stating and confirming all details required for registration including the year, make, engine number and chassis number of the vehicle on non-judicial stamp paper. Other proof may also be sought, such as (a) a sale receipt, (b) proof of restoration, such as photographs, bills and other records (c) proof of participation in rallies, endorsements and prizes given by clubs (d) any other relevant documentation such as communications from the relevant marque specific clubs for the said make of vehicle.

11. Putting in place a Self-Certification process for registration of a vintage vehicle.

11.1. Draft rule 81A states that every State and Union Territory Government shall constitute a Vintage Motor Vehicles State Committee (VMVSC) comprising of an officer of the Transport Commissioner, Secretary or Principal Secretary rank and a member from the Automobile Association authorised by the government concerned. If required, a third member may be included in the committee, as authorised by the government concerned. All decisions regarding approval or rejection of vintage motor vehicles shall be finalized by this committee.

11.2. We believe that certification of the estimated 5 lakh vehicles over thirty years old, or even the 15000 vehicles over fifty years old, will be inordinately delayed if these Committees are to be constituted in every State and Union Territory and each vehicle is to be checked and certified by it.

11.3. The Automobile Associations, while providing several motor vehicle related services, are not experts in and have no knowledge of vintage vehicles and do not provide any special services

for them. Since there are only a few AAs organised on a regional basis (Western, Eastern, Southern and the Upper India AA), they do not have the capacity to service all State and UT level committees. Including them in the Committee adds no value to the process of certification.

11.4. The draft rules provide that the government may appoint a third member to the Committee, if required. No qualification is prescribed for such member which makes it arbitrary. This can create friction and discord that may further slow the committees work, or even bring it to a halt. The passion for vintage motor vehicle collection and restoration operates in a highly competitive space which can be influenced by politics. Appointees could be vulnerable to conflict of interest and may use their position on the Committee to threaten less influential owners of vehicles with denial of certification, thus pressurizing them to part with their vehicles. The Government may find itself in the crossfire if such persons are included in the committee. It is best for the Government to give up processes that may put some private individuals in a vantage position to decide upon the fate of vintage motor vehicle, whilst themselves being collectors or having an additional interest in the hobby.

11.5. If such a committee is constituted for each State, then there could be a likelihood of inconsistencies between the decisions of different State Committees. For example, a vehicle that is under restoration in one State may be classified as a 'Vintage Motor Vehicle' in one State, whereas in another State it may be considered as a collection of parts and not a full vehicle.

11.6. It is submitted that for the reasons mentioned above, the constitution of a VMVSC may be dropped and a self-certification by the owner of the year of manufacturer of the vehicle (including the VIN, Chassis Number, Engine Number, Body Type, and Mechanical Specifications) and certifying his or her ownership may be adopted. As the documents for the vehicle speak for themselves, a self-certification of a vintage motor vehicle would suffice, rather than having a separate committee to do this. This would be analogous to the self-certification of our income tax returns, which is accepted by the Government.

11.7. In consonance with our suggestions in Paras 10 and 11, regarding rectification of defects in registration and self-certification of a vehicle as a vintage vehicle, we request that Draft Rule 7 may also include the following insertion, numbered as sub rule 1 (i):

“(i) A certificate in format 38C given by the person seeking registration of the vintage motor vehicle, confirming and stating the vehicle as being more than 30 years old, accompanied by appropriate evidence of that fact,”

11.8. Accordingly, we request adoption of a modified format 38C, to enable self-declaration of the authenticity of the vehicle by the owner. This is placed at Annexure 4.

12. Reducing the fee for registration of vintage two wheelers.

12.1. The Draft Rules at Ref 1 above proposes to levy a fee of Rs. 20000/- to freshly register and issue a certificate of registration for vintage vehicles. Such registration is valid for a period of ten years, following which the vehicle can be re-registered for a fee of Rs. 5000/-, for future periods of ten years at a time. No distinction is made between Vintage four wheelers and vintage two wheelers. In contrast, the revision of fees in the notification at Ref 3, proposes to levy a fee of Rs. 2400/- for a period of five years, for the renewal of fitness certificate in the case of Indian two wheelers (i.e., Rs. 4800 for a period of ten years).

12.2. In the interest of consistency, we request that the fee for freshly registering a vintage two wheeler may be reduced to Rs. 5000/-, for a period of ten years. A vintage motor vehicle in non-use due to circumstances like repairs, abandonment, demise etc. should also be made registrable under the Rules.

13. To sum up, the following are the requests that we make for incorporation into the draft Rules:

- (a) The cut-off date for recognising a vehicle as a vintage vehicle to be reduced to thirty years, instead of fifty years.
- (b) The definition of a vintage vehicle to be enlarged to include other categories of valuable and rare vehicles which are small in number, as detailed.
- (c) Vintage vehicles to be specifically exempt from certain provisions of the Motor Vehicles Act and Rules, as detailed, including those relating to emission norms, fitness certification and scrappage.
- (d) The conditions for the use of vintage vehicles to be relaxed to enable use for personal purposes.
- (e) The proposal to constitute a Vintage Motor Vehicles State Committee (VMVSC) in each State and Union Territory is strongly requested to be dropped. It would suffice if the vehicle is certified as a vintage vehicle by the owner.
- (f) The Self-Certification process is requested to be adopted to cover the registration of vintage vehicles that have previous defects or errors in their registration papers, including those cases where papers are not available, with adequate safeguards.
- (g) The fee for freshly registering Vintage two wheelers to be reduced to Rs. 5000/-, for a period of ten years.

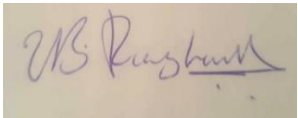
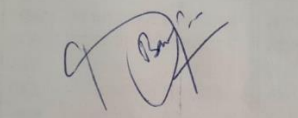

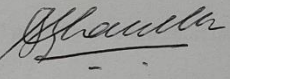
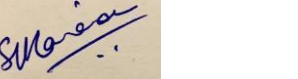
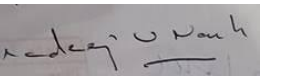



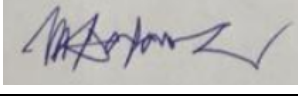

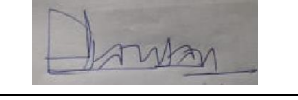
13.1 We once again thank the Ministry of Road Transport & Highways, Government of India for its thoughtful, pragmatic, progressive and far-reaching approach to the issue of the restoration, conservation and preservation of India's priceless motoring heritage for future generations of not only Indians, but of humanity at large. We believe that with the changes that we have proposed, the rules will be imperative to further this common endeavor of the Government and of enthusiasts of historic vehicles alike.


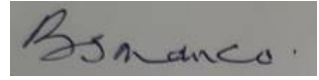
13.2. We would be grateful if you could kindly grant us time for a brief meeting at your offices in the coming fortnight at any time of your convenience to discuss this Representation and answer any questions, if required, and we look forward to assisting in any way possible and to the Notification of the Rules for implementation so that a complete set of Rules addressing the needs of the historic vehicles sector may soon be Notified for implementation.

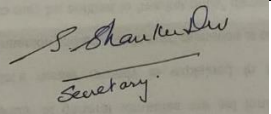
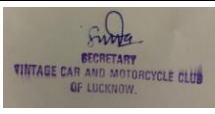
13.3. In this behalf we request that you may kindly contact (i) **Mr. Diljeet Titus, Founder, The Titus Museum and General Secretary, Heritage Motoring Club of India, R-77A, Greater Kailash-I, New Delhi – 110 048**, E-mail: dtitus@titusindia.com, Mobile: 9810001272, who is based in Delhi and/or (ii) **Mr. T. R. Raghunandan (IAS Retd.), 184/10, Whitefield Main Road, Opposite Forum Value Mall, Bangalore, Karnataka – 560066**, E-mail: traghhu2014@gmail.com, Mobile: 9845749988, who will be available for any discussions and meetings.

13.4. We append here the signatures of the authorized signatories of Historic Vehicle Clubs, Marque Specific Clubs, Collectives, Museums and Institutions, who have jointly and collectively agreed on and unanimously support this Representation in the interest of protecting the automotive heritage and wealth of India which has substantial historical, cultural, technical and aesthetic value.

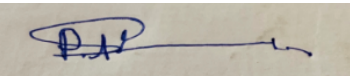
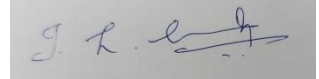

1. Historic Vehicle Clubs:



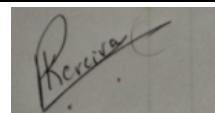
1	 V. B. Raghunath, President, Antique Automobile Association, Bangalore, Karnataka	2	 Mr. Debraj Banerjee, Founder, Bangalore Vintage Group, Bangalore, Karnataka	3	 Dr Anjan Chatterjee, Secretary, Central India Vintage Automotive Club, Nagpur, Maharashtra
4	 Mr. Souvik Ghose Choudhry, Trustee, Classic Drivers' Club, Kolkata, West Bengal	5	 Mr. Shrivardhan Kanoria, President, Eastern India Motoring Group (EIMG), Kolkata, West Bengal	6	 Mr. Pradeep Naik, President, Goa Vintage and Classic Automobile Club, Salcette, Goa
7	 Mr. Ninad Kamat, Trustee, Goa Vintage and Classic Vehicles Club, Panaji, Goa	8	 Mr. S. B. Jatti, Senior Vice-President, Heritage Motoring Club of India (HMCI) Delhi	9	 Mr. Ranjit Pratap, President, Historical Cars Association of India, Chennai, Tamil Nadu
10	 Mr. Balachandra Yadalam, Secretary, Karnataka Vintage and Classic Car Club, Bangalore, Karnataka	11	 Mr. Srinivasa Chakravarthy, Representative, Mysore Vintage and Classic Cars Club, Mysore, Karnataka	12	 Capt. Paritosh Chauhan, President, Oudh Heritage Car Club, Lucknow, Uttar Pradesh

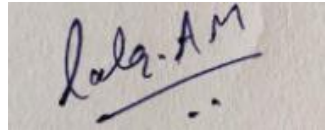
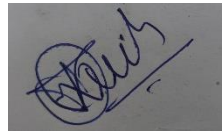
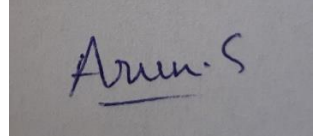
					
13	Mr. Avijit Singh, Secretary, Rajputana Automotive Sports Car Club, Jaipur, Rajasthan	14	Mr. Harit Trivedi, Representative, Veteran Automobile Association of India, Hyderabad, Telengana	15	Mr. B. S. Manco, Secretary-General, Vintage and Classic Car Club, Chandigarh


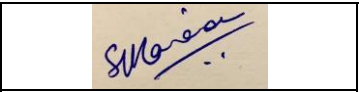
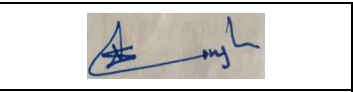
			
16	Dr. Shanker Dev, Secretary, Vintage and Classic Vehicles Foundation of India, Chennai, Tamil Nadu	17	Mr. Sandeep Das, President, Vintage Car and Motorcycle Club, Lucknow, Uttar Pradesh


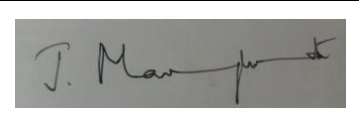

2. Historic Marque Specific Clubs/Collectives:

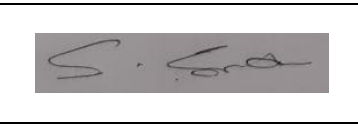

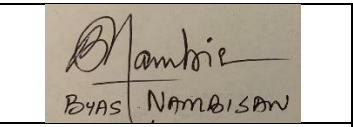
					
1	P. A. Suresh, Representative, Ambassador Fans Club, Bangalore, Karnataka	2	Lokesh Lakshmipathy Founder, Bangalore British Bikers, Bangalore, Karnataka	3	Mr. K.P. Subbaiah, Representative, Bangalore Classic Drivers, Bangalore, Karnataka

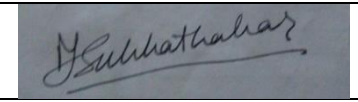
					
4	Joyoson Mathai, Founding Member, Bombay RX Club, Mumbai, Maharashtra	5	Joyoson Mathai, Founding Member, Bombay Scooters Club, Mumbai, Maharashtra	6	Mr. Kyle Pereira, Representative, Clan Jawa, Mumbai, Maharashtra

					
7	Mr. Pankaj Motreja, Secretary, Clube Folks de India, Bangalore, Karnataka	8	Mr. Girish P.V. Representative, Coastal Retro Indian Scooterists (CRIS), Mangalore, Karnataka	9	Mr. Arun Srinivasan, Founder, Fiat 1100 Club (FCB) Bangalore, Karnataka

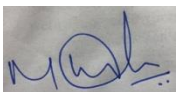


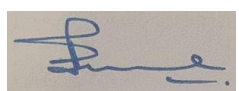
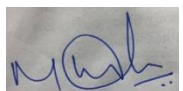
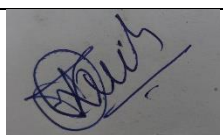
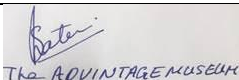
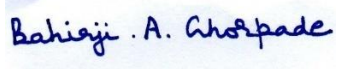
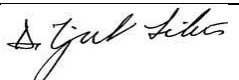
10		11		12	
	Mr. Ravindra Nene, Authorised Signatory, Fiat 1100 Lovers Club, Mumbai and Pune, Maharashtra		Mr. Shrivardhan Kanoria, President, Fiat Users Club Calcutta (FUCC), Kolkata, West Bengal		Mr. Sameer Singh, Founder, Jeep Group of India, New Delhi

13		14		15	
	Mr. Shawn Fernandez, Founder, Mangalore Jawa Yezdi Motorcycle Club, Mangalore, Karnataka		Mr. J. Manjunath, Co-Founder, Mercedes Benz Touring Club, Bangalore, Karnataka		Yazed Lord, Representative, RD 350 Club, Mumbai, Maharashtra

16		17		18	
	S. Sridhara Representative, Rigid Riders Bikers' Group, Bangalore, Karnataka		Mr. Tariq Afaque, Founder, Royal Mavericks; Delhi Royal Enfield Riders Group, New Delhi		Mr. Byas Nambisan, Founder, VW Folks Group, Bangalore, Karnataka

19	
	Mr. Mandar Sukhtankar, Representative, Yezdi Jawa Owners Welfare Association, Mumbai, Maharashtra

3. Historic Vehicle Museums and Institutions:

1		2		3	
	Mr. Madan Mohan, Founder Trustee, 21 Gun Salute Heritage and Cultural Trust, Gurugram, Haryana		Mr. Pradeep Naik, Founder, Ashvek Vintage World, Salcette, Goa		Akila Shanmugham, Trustee, G.D. Charities, Gee Dee Car Museum, Coimbatore, Tamilnadu
4		5		6	
	Mr. Tarun Thakral, Founder & Managing Trustee, Heritage Transport Museum, Gurugram, Haryana		Mr. Madan Mohan, Founder Trustee, National Motor Museum, Gurugram, Haryana		Mr. Girish P.V. Founder, P.V. Vintage and Classic Museum, Mangalore, Karnataka
7	 The ADVINTAGE MUSEUM	8	 Bahirji . A. Ghorpade	9	
	Mr. Sandeep Katari, Founder, The Advintage Museum, New Delhi		Mr. Bahirji A. Ghorpade, Founder, The Shivavilas Palace Motorhome Museum, Sandur, Karnataka		Mr. Diljeet Titus, Founder, The Titus Museum, New Delhi



*Protecting, preserving and promoting world motoring heritage since 1966
Protéger, préserver et promouvoir le patrimoine automobile mondial depuis 1966*

Annexure 1

A Note on the significance of cultural, heritage, social, national and economic wealth in connection with vintage and classic automobiles

FIVA (Fédération Internationale des Véhicules Anciens), the international federation for classic and vintage cars defines a Historic Vehicle (HV) as a “mechanically propelled road vehicle” as one which is:

- At least 30 years
- Preserved and maintained in a historically correct way
- Not used as a means of daily transport
- Part of our technical and cultural heritage

(FIVA, a non-Governmental partner of UNESCO since 2017, is made up of more than 105 members from 80-plus countries, representing more than 5 million enthusiasts worldwide who own or appreciate historic vehicles)

FIVA is the international federation for historic vehicles focused on protecting, preserving and promoting world motoring heritage. Not only does FIVA believe in the preservation of historic vehicles and related artifacts, but also records through research and cataloguing and through guidelines, standards, and educational programs, to ensure that authentic examples of our automobile past are available for future generations.

Since 2017, FIVA has been a non-Governmental partner of UNESCO, which too acknowledges that the automobile has, for more than a hundred years now, had a hugely liberating effect on humanity. It recognises that the owners of historic vehicles preserve motoring heritage and provide the public with a free museum (and sometimes, a free journey) of our motoring history and culture by using and showing their vehicles on public roads and special events.

Just as most industrial nations do, India too needs to continue to protect and preserve its historic vehicle culture through communication and development of events, forums, conferences, and exhibitions, as these vehicles are part of India’s rich industrial history, given that the country is a major base for automobile manufacturing, and not only of new vehicles, but also parts and components for historic vehicles. As an extremely important part of the technical and cultural history of India, historical vehicles have been important contributors to society, culture, and heritage, as well as national wealth, and also supports an industry with significant impact on the economy and job market.

Events like The Statesman Rally in Delhi and Kolkata, which have been going on for over 50 years, magazines and media that devote pages, time, and effort to featuring them, manufacturers that live the history of their brands and are acquiring storied brands for manufacturing models which are references to their historic models – all are indicators that India has one of the richest automotive heritages and patrimony which deserves to be preserved.

The governments of most countries today recognise the importance of the historic vehicle movement, and as an example here are some figures from:

Official partner of UNESCO - Partenaire officiel de l’UNESCO



United Kingdom:

- Estimated HV parc: 1.5 million, owned by 550,000 individuals
- Valued at: £25 billion (Rs245,000 crore)
- HVs represent 3% of UK vehicle parc of 43 million registered vehicles of all types
- Federation of British Historic Vehicle Clubs (FBVHC) 2020 Survey states: “value of the historic vehicle business to the UK economy is over £7.2 billion, a significant increase from the £5.5 billion reported in the Federation’s 2016 report”
- Rs70,000 crores of economic activity during 2019, at a growth rate of over 30% in 3 years
- Spending by overseas HV owners: £946 million (Rs 9,200 crores) in buying parts from UK, or getting their vehicle restored in the UK
- Number of people directly employed: 34,000-plus
- Growing demand for apprentices to train specifically on historic vehicles

Similar figures in Germany, France, and Italy, with an estimated HV parc of 15 million in Europe (out of total of 280 million), and in the United States: More than 25 million historic vehicles in circulation, out of a total vehicle parc of 279 million.

To keep these 40 million vehicles running:

- hundreds of small-scale sector companies in Sri Lanka, Thailand and Taiwan supply parts and components. Parts are also made in India by both organised and unorganised sectors, including important component manufacturers such as Wheels India and Dunlop Tyres and exported to the United States, Europe, Japan and elsewhere
- A growing industry of restoration shops in Mexico, Slovenia, Poland, Morocco are thriving for serving the US and European markets
- Mainstream manufacturers with a long history have departments within which deal with the businesses in connection with historic vehicles (for instance, the Mercedes-Benz Patent Wagon is made in India)
- Tourism industries in several parts of the world are dependent on historic vehicle events

In India:

Estimated number of vehicles more than 50 years old:

- 10,000-15,000 (valued at around Rs 2,000 Crores [mostly cars, very few two-wheelers])

Number of vehicles over 30 years:

- Less than half a million, around 500,000, of which cars will be less than 100,000, rest two-wheelers
- with a total value of Rs 14,000 Crores [for cars] + Rs 7,000 Crores [for two-wheelers]

Not only does historic vehicle events bring millions into the treasury of local authorities, hotels, shops, and businesses for events, such as rallies, concours, exhibitions, etc, as much as Rs 20,000 Crores of the national wealth stands to be destroyed if the cut-off is at 50 Years. By changing the cut-off for the definition of ‘Vintage Vehicles’ to 30 years, more than 39.5 million vehicles will still be taken off the road, yet some Rs 22,000 Crores of national wealth will remain, and which over the years, will keep growing at the rate of at least 10-15% annually.

Gautam Sen

Vice President - Communications

FIVA

15 April 2021

Annexure 2:

Categories of vehicles to be included as ‘Vintage Vehicles’

S. No	Motor Vehicle Category	Description under the CMV Rules
1	Category M-2	<p>Rule 2(m): <i>“Category M-2” means a motor vehicle used for carriage of passengers, comprising nine or more seats in addition to driver’s seat and having a maximum Gross Vehicle Weight not exceeding five tonnes;”</i></p> <p>Inclusion of category M-2 will enable historical vintage buses to be registered as vintage vehicles</p>
2.	Category N	<p>Rule 2(o): <i>““Category N” means a motor vehicle with at least four wheels used for carrying goods which may also carry persons in addition to the goods subject to the conditions specified in Para 3.2 of IS 14272; 2011, as amended from time to time.”</i></p> <p>Inclusion of Category N, will enable small vintage pick-up type vehicles and small vintage trucks to be registered.</p>
3	Category T	<p>Rule 2(ra): <i>““Category T” means a non-self-propelled driven road vehicle, including a semi-trailer, having at least two wheels which, on account of its design and technical features, is used to transport persons or goods and is intended to be towed by a motor vehicle;”</i></p> <p>Inclusion of Category T, will enable vintage two wheel trailers and two wheel vintage trailing caravans to be registered.</p>
4	Tractors	<p>Section 2(44) of the Motor Vehicles Act, 1988: <i>““tractor” means a motor vehicle which is not itself constructed to carry any load (other than equipment used for the purpose of propulsion); but excludes a road-roller;”</i></p> <p>With this vintage tractors will be able to be registered.</p>
5	Category L5 (Threewheelers)	<p>Rule 2(ic): <i>““Category L5” means a three wheeled motor vehicle with maximum speed of 25 km/h and engine capacity of 25 cc if fitted with a thermic engine, or motor power exceeding 0.25 kW if fitted with electric motor and the vehicle shall normally be used for: (a) carrying persons or (b) carrying goods.”</i></p> <p>Rule 2(id): <i>““Category L5-M” means a three wheeler passenger carrier (Auto-Rickshaw) on account of its technical features intended to carry passengers;”</i></p> <p>Rule 2(j): <i>““Category L5-N” means a three wheeler goods carrier on account of its technical features intended to carry goods;”</i></p> <p>These inclusions will enable historic vintage three wheelers to be registered.</p>
6	Special Purpose Vehicles	<p>Rule 2(zd): <i>““Special Purpose Vehicle (SPV)” means a vehicle of category L [only in case of Road Ambulance complying to AIS-125 (Part 1)-2014], M, N or T having specific technical features in order to perform a function which requires special arrangements and/or equipment.”</i></p> <p>With this inclusion Special Purpose Vehicles, such as vintage fire engines, vintage fire trucks, vintage handicapped vehicles and special purpose custom built vintage vehicles including Indian ‘Purdah’, ladies vintage buses and other such Special Purpose Vehicles can be registered.</p>

Draft Form 38B

[See rule 81A]

CERTIFICATE OF INSPECTION OF A VINTAGE MOTOR VEHICLE

By

Vintage Motor Vehicles State/Union Territory Committee

Inspected and reported that

(i) the particulars contained in the application are true;

(ii) vehicle is in its original form and has not undergone any substantial modification in chassis or engine.

Signature	Signature	Signature	Signature
Name	Name	Name	Name
Designation	Designation	Designation	Designation

Ref. No.

Date.....

Draft FORM 38C
[See Rule 81C]

APPLICATION FOR REGISTRATION OF A VINTAGE VEHICLE AND DECLARATION BOND

(To be made in duplicate if the Vintage Vehicle is held under an agreement of Hire-Purchase/Lease/Hypothecation and duplicate copy with the endorsement of the Registering Authority to be returned to the Financier simultaneously on registration of the Vintage Vehicle)

To,
The Registering Authority,

.....
.....

- 1. Full name of the person to be registered as Registered owner
Son/wife/daughter of
- 2. Age of the person to be registered as Registered owner
- 3. Permanent address
(Electoral Roll/Life Insurance Policy/Passport/Pay Slip issued by
any office of the Central Government/State Government or a
Local body/any other document or documents as may be
prescribed by the State Government/Affidavit sworn before an
Executive Magistrate or a First Class Judicial Magistrate or Notary
Public to be enclosed)
- 4. Temporary address/Official address, if any
- 5. Duration of stay at the present address
- 6. PAN Number
- 7. Place of birth
- 8. If place of birth is outside India, when migrated to India
- 9. Name and address of the dealer or person from whom the
Vintage Vehicle was purchased by the Applicant
- 10. If ex-army vehicle or recently imported vehicle, enclose
proof
- 11. Category of Vehicle (if motor cycle, whether with or without
gear)
- 12. Type of Body
- 13. Type of Vehicle
- 14. Maker's Name
- 15. Year of Manufacture
- 16. Number of Cylinders
- 17. Horse Power
- 18. Cubic Capacity
- 19. Maker's classification or if not known, wheel base
- 20. Chassis No. (Affix pencil print)
- 21. Engine Number (Only original engine of same make, type,
period)
- 22. Seating Capacity (Including Driver)
- 23. Fuel used in the Engine
- 24. Unladen Weight

25. Particulars of previous registration and registered number (if any)

26. Colour or colours of body, wings and front end

- 27.
- (a) I hereby declare that the Vintage Vehicle is/is not presently registered in any State in India.
 - (b) I am the owner of the Vehicle and the Vehicle is not presently registered in any State in India. The Vehicle has been recently imported into India on
 - (c) I am the owner of the Vehicle and the Vehicle was registered with the Registering Authority with the registered mark (copy of Registration Certificate attached herewith).

I understand that once the new registration mark is assigned to my already registered vehicle, I will be liable to submit my old Registration Certificate in original for purpose of cancellation and such cancelled original Certificate shall be retained by me for historical purposes only and for no other use.

28. I hereby declare that the registration of the Vintage Vehicle is hereby sought to be transferred from the State ofto and the requisite NOC from the Registering Authority is enclosed.

29. I hereby declare that all particulars given are true and correct and that I am the sole legal owner of the Vintage Vehicle. If any material particulars provided by me are found to be false, the registration granted is liable to be cancelled and I may be liable to be prosecuted.

30. I have paid the prescribed fee of rupees

Date

Signature or thumb-impresion of the person to be registered as Registered Owner

Note:- The motor vehicle above described is –

(i) Subject to Hire-purchase agreement/Lease agreement with
.....

(ii) Subject to Hypothecation in favour of
.....

(iii) Not held under Hire-purchase agreement, or lease agreement, or subject to Hypothecation

*Strike out whatever is inapplicable. If the vehicle is subject to any such agreement the signature of the Financier with whom such agreement has been entered into is to be obtained.

Signature of the Financier with whom an agreement of Hire-purchase, Lease or Hypothecation has been entered into

Signature or thumb-impresion of the Registered Owner