



# FIVA - Terms and Conditions

The Technical Code defines a HISTORIC VEHICLE in the spirit of FIVA, sets rules to classify the HISTORIC VEHICLES in various categories/groups, describing requirements under which FIVA can issue a FIVA ID CARD.

The FIVA ID CARD reflects all information about the vehicle given by the owner and checked by FIVA as an independent body – therefore identifies the vehicle and its status of preservation at the time of inspection and reports about the vehicle's known history and possible modifications; registers the information in a database – therefore records and safeguards the technical and known history of surviving vehicles to benefit the worlds motoring heritage; is to be used in FIVA EVENTS and may be used by owners for their own purposes.

The overall aim is to preserve and maintain in a drivable condition all road vehicles which fall under the FIVA **HISTORIC VEHICLE DEFINITION:**

FIVA defines a HISTORIC VEHICLE as a mechanically propelled road vehicle:

- Which is at least 30 years old;
- Which is preserved and maintained in a historically correct condition;
- Which is not used as means of daily transport;
- And which is therefore part of our technical and cultural heritage.

## **GENERAL RULES:**

The HISTORIC VEHICLE shall be kept and used in a proper, environmentally sound manner and be preserved and used as in PERIOD.

Out of PERIOD modifications or other changes should be avoided and be restricted to those required by the authorities or, due to disability or infirmity of the owner/driver, to ensure the safe use on the road. They should be made in the spirit of the producing PERIOD and have to be convertible back to its historically correct condition.

Modifications and changes must be documented and dated in such a way that one may know how the HISTORIC VEHICLE differs from the original condition. This information is to appear on page 4 of the FIVA ID CARD.

## **VEHICLE PRESERVATION CATEGORIES**

### **Type A – STANDARD**

A HISTORIC VEHICLE to standard specification as delivered by the MANUFACTURER. Minor PERIOD cosmetic changes and typical accessories available on the market in PERIOD may be acceptable.

### **Type B – PERIOD MODIFIED**

A HISTORIC VEHICLE specially built or modified in PERIOD for specific purposes, typical of its kind, and thus of historic interest in its own right.

### **Type C – REPRODUCTIONS AND REPLICAS / Type D – MODIFIED OUT OF PERIOD / Type E – EXCEPTION**

**Type C, D and E preservation categories are not accepted for participation at the Concorso d'Eleganza Villa d'Este.**

## **VEHICLE PRESERVATION GROUPS**

### **Group 1 – ORIGINAL**

One HISTORIC VEHICLE, as originally produced, which is unaltered and with little deterioration.

### **Group 2 – AUTHENTIC**

One HISTORIC VEHICLE as used, but never restored, to original specification, with a known history and in original, possibly deteriorated condition. Parts that normally wear may be replaced with parts to PERIOD SPECIFICATION. Repairs to paintwork, plating and upholstery are permitted.

### **Group 3 – RESTORED**

One HISTORIC VEHICLE with known identity, wholly or partly dismantled, reconditioned and reassembled. Only minor deviations from MANUFACTURER's specification in case of unavailability of parts/materials are acceptable. Original MANUFACTURER's parts should be used where available, but may be replaced with others of the same specification. Interior, exterior, and exterior finish should be as close as possible to PERIOD SPECIFICATION.

### **Group 4 – REBUILT**

**This preservation group is not accepted for participation at the Concorso d'Eleganza Villa d'Este.**



## **FIVA – Aims with Facts and Figures**

The "Federation Internationale des Vehicules Anciens" (FIVA) was founded in March 1966. The charter of FIVA is to represent and safeguard the interests of all people and institutions keeping, preserving, maintaining and driving historic road-vehicles worldwide. In the 46 years of existence, FIVA has become an international federation representing 1.5 million vehicle-owners in 60 countries and 85 members on all five continents, supervising around 70 different events worldwide per year, in closed accordance with FIM and FIA (Federation International Motos / Federation International Automobiles).

FIVA establishes rules and conditions for touring and regularity rallies, as well as several "concours d'élégance" with historic vehicles; thus FIVA ensures that the classic vehicles are not just treated as an immobile museum treasure item, but that they are being presented in motion to the public, as was their original purpose.

FIVA also sets standards with regard to authenticity, originality and preservation of vehicles, the restoration work and the used materials and accessories. To achieve this, FIVA and their associated member organisations issues on demand a FIVA Vehicle-Identity-card and have accumulated huge libraries and documentation of many vehicles.

### **FIVA Identity cards**

In accordance with the technical code of FIVA (Tec), the application form (appendix A of the Tec) must be submitted to the ANF (national FIVA authority) with the responsible experts of the country where the vehicle is road registered, or if not registered, where the owner is legally resident. Links to all member countries you find on our website [www.fiva.org](http://www.fiva.org).

The procedure is to fill out the application form, if necessary with some help of the expert in charge who will inspect the car, consulting all available documents. (copy of national car licence, photos from period or before restoration, car-history from pre-owners, etc.) Signed personally by the owner and the expert, with 3-4 identical photos (front/side), all documents are to be sent to the ANF, which will normally issue the ID-card within about 1 month. (the FIVA-ID card is valid for 10 years or until change of ownership).

### **FIVA includes in Europe 32 and outside Europe 28 different member states.**

Over the past years preservation classes are being added to concours worldwide, to show-case well preserved and mostly unrestored, unfinished and unaltered vehicles. This isn't to say that it is wrong to restore a car. Vehicles, unlike art and furniture, are used and exposed to the elements and are made from different materials which don't always age harmoniously. Often, restoration is the only way to preserve a vehicle having deteriorated to a point where its useful life has been exceeded. For those exceedingly uncommon examples of vintage cars that have managed to survive in fully original conditions, careful preservation is the route that will ultimately result in the greatest return on their owners investment. As a general rule, it seems safe to say that well-preserved, completely original examples of significant, rare vehicles with fully documented history are of more interest and value than the best restored examples of the same model.

FIVA is pleased to bestow a special Trophy for the best preserved vehicle. FIVA recognizes herewith a historic vehicle that retains much, if not all of its original mechanical components, body, interior and finishes, and as such is an important cultural artefact.