

**FEDERATION INTERNATIONALE  
DES VEHICULES ANCIENS (FIVA)**



**TECHNICAL CODE**

**2010**

# FIVA INTERNATIONAL TECHNICAL CODE

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**Note 1** : When using the FIVA Technical Code, make sure you have the latest issue.

# FIVA INTERNATIONAL TECHNICAL CODE

## 0. INTRODUCTION

The Technical Code defines a HISTORIC VEHICLE in the spirit of FIVA, sets rules to classify the HISTORIC VEHICLES in various groups and describes the 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.

1.

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

## 1. 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 a part of our technical and cultural heritage.

## 2. TERMS

**HISTORIC VEHICLE:** A vehicle meeting the conditions stated in FIVA's definition.

**PERIOD:** The period when the HISTORIC VEHICLE was in general use. This may vary for specific HISTORIC VEHICLES in different countries.

**PERIOD SPECIFICATION:** The standard specifications of a vehicle up to the launch of a new model by the MANUFACTURER.

**MANUFACTURER:** Person or entity who owns the rights to and designs, makes, assembles and markets a vehicle.

**REPRODUCER:** Person or entity (but not the MANUFACTURER) who built a vehicle, which is a copy of a HISTORIC VEHICLE out of PERIOD.

### **3. GENERAL RULES**

- 3.1** The HISTORIC VEHICLE shall be kept and used in a proper, environmentally sound manner and be preserved and used as in PERIOD.
- 3.2** Out of PERIOD modifications and other changes should be avoided and in principle be restricted to those required by the authorities or, due to disability or infirmity of the owner/driver, to ensure the safe use of the vehicle on the road. They should be made in the spirit of the PERIOD and in such a manner that the vehicle can be converted back to its historically correct condition.
- 3.3** Modifications and changes must be documented in such a way that, in the future, 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.

### **4. VEHICLE TECHNICAL CLASSIFICATION**

#### **4.1 VEHICLE 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**

A REPRODUCTION is a copy of a HISTORIC VEHICLE built out of PERIOD by a REPRODUCER, with or without parts to PERIOD SPECIFICATION, reproducing a specific model. Such a HISTORIC VEHICLE must be clearly marked to indicate that it is a "REPRODUCTION". The HISTORIC VEHICLE will be called by a combined name of the REPRODUCER and MANUFACTURER's names, and the model from which the vehicle is a REPRODUCTION (*Example: Smith Bugatti Type 35*).

A REPLICA must conform to the conditions above but will have been built by the MANUFACTURER of the original vehicle.

Both, REPRODUCTION and REPLICA HISTORIC VEHICLES will be dated using the date of the completion of its manufacture.

##### **Type D – MODIFIED OUT OF PERIOD**

Out of period modifications to a HISTORIC VEHICLE with proven identity, of a kind which were typical in period using parts to period specification.

##### **Type E – EXCEPTION**

Out of PERIOD modifications to a HISTORIC VEHICLE with proven identity, which have been made using parts or technology not available in PERIOD. Such a vehicle must still have the original frame/chassis or platform and a body to a PERIOD SPECIFICATION for the model. Not more than two of the following main components can be changed from the original specification:

- Engine
- Transmission
- Wheels
- Front suspension / Steering system
- Rear suspension

Modifications may have been made recently. Such modifications do not impact the dating of the vehicle.

#### **4.2 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 or 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**

Parts from one or more vehicles of the same model or type assembled into one HISTORIC VEHICLE as close as possible to the MANUFACTURER's original specification. 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.

## **5. VEHICLE PERIOD CLASSIFICATION**

For FIVA events vehicles traditionally fall in the following classes:

Class A (Ancestor) Vehicles built up to 31st December 1904

Class B (Veteran) Vehicles built between 1st January 1905 and 31st December 1918

Class C (Vintage) Vehicles built between 1st January 1919 and 31st December 1930

Class D (Post Vintage) Vehicles built between 1st January 1931 and 31st December 1945

Class E (Post War) Vehicles built between 1st January 1946 and 31st December 1960

Class F Vehicles built between 1st January 1961 and 31st December 1970

Class G Vehicles built between 1st January 1971 and the FIVA age limit as defined in § 1

## **6. DETERMINATION OF MANUFACTURING DATE AND CLASSIFICATION**

- 6.1 Facts needed to determine the date of manufacture and the classification of a Vehicle, or parts of a Vehicle, must include any relevant information or documentation. Chassis/frame/serial and engine numbers are required. With vehicles which are originally identified only by their engine number, this number will be regarded as the serial number of the vehicle.
- 6.2 The responsibility for providing the necessary documentation will always remain with the owner of the vehicle.
- 6.3 The issuing ANF (Autorité Nationale FIVA/FIVA National Governing Body) is responsible for determining the date of manufacture and the classification of the vehicle.
- 6.4 A HISTORIC VEHICLE assessed by an ANF will normally be accepted by other FIVA members. If an issuing ANF has doubts about details of the vehicle, they should seek additional information from other ANFs. In such cases relevant documentation must be made available to the requesting ANF or to the Technical Commission.
- 6.5 In the case of an unresolved dispute on the dating and/or classification between an owner and his ANF, or between ANFs, the matter must be submitted to the FIVA Technical Commission for decision on payment of the appropriate fee. The decision reached by the FIVA Technical Commission is final.

## **7 FIVA IDENTITY CARD**

- 7.1 FIVA may, upon application, issue an Identity Card to vehicles which comply with the requirements of the Technical Code.
- 7.2 The FIVA Identity Card is a document of recognition issued by the ANF to identify a HISTORIC VEHICLE after inspection by the FIVA or its representative. The Identity Card remains the property of the FIVA at all times, and its validity is 10 years or until change of ownership.
- 7.3 In a country where there is an ANF, the owner of the HISTORIC VEHICLE registered in that country must submit the application form for a FIVA Identity Card to that ANF, on the form specified in Appendix A of the FIVA Technical Code. An ANF can not issue a FIVA Identity Card for a vehicle registered in another country.

- 7.4 For HISTORIC VEHICLES which are not registered the application for a FIVA Identity Card must be made to the ANF of the country of residence of the owner.
- 7.5 In a country where there is no ANF, the owner of a HISTORIC VEHICLE registered in that country must apply to the FIVA Technical Commission to obtain a FIVA Identity Card.
- 7.6 A member of a FIVA-affiliated club, denied a FIVA Identity Card or disputing a classification by his ANF, can appeal against this decision to the FIVA Technical Commission who can delegate authority to its sub-commission. If the matter remains unresolved, an appeal can be made to a Board of Appeal appointed by the General Committee for final decision.
- 7.7 The FIVA Identity Card is a document as specified in Appendix B of the FIVA Technical Code.
- 7.8 FIVA, its national representative or a FIVA appointed official can at any time withdraw a FIVA Identity Card. Such a card shall immediately be returned to the issuing authority stating the reason for its withdrawal. The Technical Commission can overrule a decision on a FIVA Identity Card made by the ANF.

## **8. OTHER**

Any further rules or decisions taken and published by the Technical Commission after the publication of this International Code must be considered as part of this Code.