

FEDERATION INTERNATIONALE DES VEHICULES ANCIENS (FIVA)



Protecting, Preserving and Promoting the
use of Historic Vehicles

FIVA TECHNICAL CODE

2020



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INTRODUCTION

The **Fédération Internationale des Véhicules Anciens (FIVA)** is the worldwide non-governmental organisation dedicated to the preservation, protection and promotion of Historic Vehicles and related culture. FIVA has been a non-governmental partner of UNESCO since April 2017.

The Technical Code defines a Historic Vehicle in the spirit of FIVA. It provides guidelines to document Historic Vehicles and describes the requirements under which a FIVA Registration Number and a FIVA Identity Card or a Youngtimer Registration Document may be issued.

The aim of the FIVA Card program is to document and safeguard motoring heritage for current and future generations and to provide owners with an accurate (but not infallible) independently reviewed and prepared document of the Historic Vehicle's identity and history.

1. VEHICLE DEFINITIONS & FIVA CARDS

A FIVA Card may be issued to vehicles described in items 1.1, 1.2, 1.3 and 1.4.

1.1 Vehicles

A vehicle is a self-propelled land vehicle which is moved by its own means, commonly wheeled, that does not operate on rails. It is used for the transport of persons or goods or as mobile machinery which is specially constructed to perform work.

1.2 Side cars and trailers

These are any non-self-propelled vehicle which are designed and constructed to be towed by a vehicle.

1.3 Historic Vehicle

A vehicle which

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

1.4 Youngtimer Vehicle

A vehicle which

- Is between 20 and 29 years of age
- Is in good condition and preservation
- Is usually used during leisure time
- May become eligible for a FIVA Identity Card upon reaching 30 years of age.

2. OTHER DEFINED TERMS

- 2.1 **ANF** is the FIVA Authorised National Authority representing FIVA in a certain country and is the sole bearer of all FIVA rights and obligations in that country (see FIVA Statutes).
- 2.2 **Build Year** is the year the vehicle was completed. The specific date completed may differ from the manufacturer's model year designation and from the date of the first registration in a country e.g. 1970 Mustang completed in November 1969.
- 2.3 **A FIVA Card** is a standardised international document prepared by FIVA and issued by the ANF.
- 2.4 **Vehicle Identification Number** is the unique unaltered number assigned to the vehicle by the Manufacturer/Constructor.
Note: The term “**number**” used throughout this document includes numeric and alphanumeric characters only (e.g. A543Y2).
- 2.5 **Make** is typically the trade name, brand or name used by the Manufacturer/Constructor at the time of construction.
- 2.6 **Manufacturer/Constructor** is an entity or person who developed the concept and built or assembled the vehicle.
- 2.7 **Model, Series and Type** are the designations, when available, that were used by the Manufacturer/Constructor at the time of construction.
- 2.8 **Modifications** are all deviations from the condition and specifications of the vehicle as delivered from the Manufacturer/Constructor to the first user.
- 2.9 **Modifying Entity** (Company / Modifier) is an entity or person that takes the place of the Manufacturer/Constructor if he changes the concept of the vehicle and/or it's main components substantially.
- 2.10 **Period** is the time frame that the vehicle was in general use. For the purposes of FIVA, the duration of the Period starts from the Build Year of the vehicle plus fifteen (15) years (e.g. if the Build Year = 1960 then the Period is from 1960 to 1975). Due to World War II, the duration of the Period is increased to twenty (20) years if the Build Year of a vehicle is from 1925 to 1945. The Period duration may also be increased under special circumstances (e.g. due to war, embargo, etc).
- 2.11 **Vehicle Inspection**
It is a requirement that vehicles be inspected by a FIVA or ANF appointed scrutineer or independent specialist whose task it is to verify that the information given on the form by the applicant is correct. The preferred choice of specialist is an official from an appropriate marque club. A specialist restorer is acceptable provided the person has not carried out any significant work on the vehicle.

3. FIVA REGISTRATION NUMBER (FRN)

The FIVA Registration Number is a unique and permanent number associated with a single vehicle. This is issued by FIVA, during the on-line application process. This number will remain related to the vehicle throughout its life.

4. FIVA IDENTITY CARD & YOUNGTIMER REGISTRATION DOCUMENT

For common understanding, the above mentioned FIVA Identity Card and Youngtimer Registration Document will be referred to as a **FIVA Card** in the following sections.

The basic colour of the **FIVA Identity Card** is **Green**.

The basic colour of the **Youngtimer Registration Document** is **Yellow**.

- 4.1 **The FIVA Card** is a standardised international document prepared by FIVA that summarises the identity, technical specifications and history of a specific vehicle at the time of issuance.
- 4.2 FIVA may, upon application, issue a FIVA Card to owners of vehicles that comply with the requirements of the Technical Code. The FIVA Card always remains the property of FIVA.
- 4.3 A FIVA Card is evidence of a vehicle's registration with FIVA. A FIVA Identity Card is issued for an Historic Vehicle as described in 1.3. A Youngtimer Registration Document is issued for a Youngtimer Vehicle as described in 1.4.
- 4.4 The FIVA Card number is a unique document number. During its lifetime, a Vehicle may have multiple FIVA Cards issued and with the corresponding FIVA Card numbers, all of which will refer to the unique FIVA Registration Number of the vehicle.
- 4.5 It is the owner's responsibility to provide demonstrable evidence and information to FIVA. This is to document a vehicle and issue a FIVA Identity Card or a Youngtimer Registration Document.
- 4.6 The FIVA Card may include additional information obtained and reviewed by FIVA from other sources.
- 4.7 The FIVA Card is evidence of the owner's declaration of intent to continue to preserve and maintain the vehicle in an historically correct and environmentally sound manner.
- 4.8 In order to issue a FIVA Identity Card, FIVA requires a physical inspection of the vehicle and report by FIVA or its authorised representative as described in 2.11.
- 4.9 The Youngtimer Registration Document is issued from information supplied on the on-line application system. The issuing ANF reserves the right to physically inspect the vehicle for verification purposes.
- 4.10 The FIVA Identity Card is valid for a maximum of 10 years from the date of issuance. The FIVA Identity Card becomes invalid if ownership is changed within the 10-year period. The new owner must apply for a new FIVA Identity Card.

- 4.11 The Youngtimer Registration Document is valid until change of ownership, or until the vehicle reaches 30 years of age. The owner may then apply for a FIVA Identity card. In the case of a change of ownership the new owner must apply for a new FIVA Card.
- 4.12 The FIVA Card must be surrendered upon request by an authorised representative of FIVA and may be revoked by FIVA at any time.
- 4.13 The FIVA Card is issued for the owner's general use and to qualify the vehicle for certain FIVA events.
- 4.14 FIVA provides an area on Page 1 of the FIVA Card which is reserved for ANF use.
- 4.15 FIVA or the designated ANF reserves the right to decline to issue a FIVA Card for any vehicle at any time.

5. VEHICLE IDENTITY

- 5.1 The most fundamental task for determining eligibility of a vehicle for issuance of a FIVA Card is to establish the accurate identity of the vehicle. FIVA will endeavor to identify a vehicle as precisely as possible. This may differ significantly from how a vehicle may be referred to in common terms.
- 5.2 The chassis/frame or unibody is generally the primary bearer of the identity and history of a Vehicle.
- 5.3 The Vehicle Identity is a full and accurate record of the following data:
 - 5.3.1 Manufacturer/Constructor, City, Country
 - 5.3.2 Make, Model and Series (Type) designation
 - 5.3.3 Identification Number
 - 5.3.4 Build Year

Examples:

Officine Alfieri Maserati S.p.A., Modena (I) Maserati
Ghibli SS Coupé (Tipo AM115/49)
AM11549 9999
1971

B.S.A. Motorcycles Limited, Birmingham (U/K)
BSA Spitfire Mk. II Special (A65.2SP)
A50C0000
1966

Klöckner-Humboldt-Deutz AG, Werk Ulm (D)
Magirus-Deutz Jupiter 6x6 Pritschenwagen
001 0001 001
1966
- 5.4 It is the obligation of the owner to carefully preserve and safeguard the physical elements (e.g. stampings, markings, plates, etc.) that substantiate the identity of the Historic Vehicle.
- 5.5 If a vehicle is substantially modified, the previous Vehicle Identity is considered cancelled and the modifying entity will be regarded as the Manufacturer/Constructor and the new date of completion as the Build Year.

6. VEHICLE MODIFICATIONS

6.1 **Modifications** are all deviations from the vehicle's condition when delivered from the Manufacturer/Constructor. Modifications are to be described on the FIVA Card with the date and modifying entity (if known). Such modifications will be differentiated by their historical significance and classified into the following categories:

6.2 **Period Modifications:** These modifications are documented and confirmed to have been completed in Period.

6.3 **Period Type Modifications:** Modifications completed to a vehicle out of Period of a kind that were used in period. Modifications performed and parts used must be to Period specifications.

6.4 **Non-Period Type Modifications:** Modifications not used in Period or made using parts or technology not available in period. Such modifications may affect the Build Year (see Vehicle Identity).

6.5 **Substantially Modified Vehicles:**

6.5.1 If the chassis/frame or unibody has been materially modified (e.g. shortened, narrowed, wheelbase changed, strengthened, etc.) then the build year will be changed to the time that the vehicle was completed on the materially modified chassis and the manufacturer/constructor will be changed to the modifying entity.

6.5.2 If the chassis/frame or unibody has not been materially modified and **three (3) or more** of the following components are changed to Non-Period Type Modifications:

- Engine
- Transmission
- Front suspension/steering system
- Rear suspension
- Body

Then, the Build Year will be changed to the time that the vehicle was completed, and the Manufacturer/ Constructor will be changed to the modifying entity.

6.5.3 **Electric Conversions**

This applies to vehicles that have been converted from an internal combustion engine to a modern electric drive replacement. The date that the vehicle was converted will be the date of manufacture and the manufacturer/constructor will be changed to the modifying entity.

6.6 It is the obligation of the owner to carefully document modifications performed to an Historic Vehicle so that future owners will know how the Historic Vehicle differs from its initial and previous condition.

7. VEHICLE HISTORY

- 7.1 An important purpose of FIVA's efforts and the FIVA Card is to document tangible and intangible elements of a vehicle's past for the benefit of current and future generations. It is the obligation of the owner to treat an Historic Vehicle as a cultural artefact (technical and cultural heritage) and to safeguard the vehicle's historic information. The presence of historic information about a vehicle is important evidence of the vehicle's authenticity and identity.
- 7.2 The following elements of an Historic Vehicle's history must be documented in summary in the FIVA Card if applicable:
- 7.2.1 **General:** may include but is not limited to important data such as completion date, date shipped, sales agent or dealership, date of first road registration, damage (e.g. accidents), etc.
- 7.2.2 **Ownership:** This includes all previously known owners of the vehicle. As a minimum the owner must provide information concerning the prior owner. Such information, when known, will include sales dates or approximations, owner name, city, and country. In the event of the vehicle being acquired as way of a gift for recognised achievements from a Manufacturer, the Manufacturer's name will be used as the previous owner.
- 7.2.3 **Events:** includes significant competition events, concours, or exhibitions (e.g. auto shows, etc.) and in certain cases more recent events. Such information, when known, will include dates, event name, entrants, results, city and country.
- 7.2.4 **Restoration Work:** for the purpose of the FIVA Card, the documenting of "Restoration Work" shall include significant maintenance, repairs, preservation, conservation and restoration. Such information, when known, will include dates that the work took place, type of work, entity, or person that performed the work, city, and country.
- 7.2.5 Due to space limitations on the FIVA Card it may be necessary to limit the information to the most important aspects for the vehicle being documented.

8. GENERAL RULES & PROCEDURES

- 8.1 The application information will be stored in the FIVA Card database.
- 8.2 In a country where there is an ANF, the owner of the Vehicle road registered in that country must submit the application for a FIVA Card to that ANF. An ANF cannot issue a FIVA Card for a vehicle that is road registered in another country.
- 8.3 For Historic Vehicles that are not road registered, the application for a FIVA Card must be made to the ANF of the country of primary residence of the owner.
- 8.4 In a country where there is no ANF, the owner of an Historic Vehicle in that country may apply to the FIVA Technical Commission to obtain a FIVA Card.

- 8.5 If an owner is denied a FIVA Card for his Vehicle or disputes the Vehicle Identity or other aspects of the FIVA Card issued by an ANF, the owner may appeal the case to the FIVA Technical Commission, who may then delegate it's authority to a sub-commission.
The decision reached by the FIVA Technical Commission will be final.

9. OTHER

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