

FIVA Events Code

1 DEFINITIONS

The following definitions and abbreviations shall be used in this FIVA Events Code and its appendices, in the ANF events rules and their appendices, in all international and national regulations of the event and for general use.

1.1. FIVA

Fédération Internationale des Véhicules Anciens asbl

1.2. ANF

Autorité Nationale FIVA (FIVA National Authority).

1.3. EC

The Events Commission of FIVA.

1.4. FEC

The FIVA Events Code and its appendices

1.5. Historic Vehicle

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 a means of daily transport and which is therefore a part of our technical and cultural heritage

1.6. Type of Events

IR = International Regularity Event

IT = International Touring Event

IC = International Concours d'Elégance Event

NR = National Regularity Event

NT = National Touring Event

NC = National Concours d'Elégance Event

EE = FIVA Exhibition Event

2 GENERAL

2.1. Authority of the Events Commission of FIVA

According to the FIVA statutes the General Assembly delegates the power to control events to its EC. The FEC covers all matters concerning the organisation, direction and management of such events within the FIVA specified sector of interest.

2.2. Authority for Events

International Events are governed by FIVA (= FIVA Events Code)

National Events are governed by the ANF (= national regulations)

FIVA Static/Exhibition can either be governed by FIVA or by the ANF

2.3 FIVA Events Code

The purpose of this FEC and its appendices is to encourage and facilitate international and national historic vehicle events.

2.4 FIVA Logo

The FIVA logo must be displayed on all public documents in a prominent position according to the format provided by FIVA

3. TYPES OF EVENTS

3.1 Regularity Events

An event of a touring character with elements of cultural interest in which the highest speed or shortest time is not a deciding factor. On roads entirely or partly open to normal traffic, the average speed of maximum 50 km/h or less must be respected. On highways, closed roads, circuits or in remote areas with wide open roads the average speed may be increased up to 80 km/h with the permission of the ANF (or FIA-ASN) of the country in which the event takes place.

3.2. Touring Events

Events of a non competitive character with elements of cultural interest. The itinerary of a touring event may be compulsory, but only with simple passage controls. If there is a classification, this must not be decided by a timing element.

3.3. Concours d'Élégance

An event where the preservation of the vehicles will be assessed.(???? to standards set by the organiser according to the FIVA Technical Code)

3.4. Static Show/Exhibition

An event where the vehicles are displayed to the general public to promote their industrial, cultural and historical heritage.

4. FIVA CALENDAR

- 4.1.** All types of events will be inscribed on the FIVA calendar by the EC. To be included in the calendar, applications on the form at annex "B" must be sent to the EC at least 3 months before the date of the event. The EC will inform the ANF(s) about the application and ask for its comments within two weeks.
- 4.2.** The EC is empowered to accept or to refuse any application. The FIVA EC is free to sanction organisers not following the FEC.
- 4.3.** The calendar inscription fees will be decided by the FIVA General Assembly. FIVA will invoice the organiser. The FIVA Office will send the invoice to the organiser. The application and the FIVA event licence will only be valid and published on the FIVA Events Calendar after the confirmed payment against invoice within 30 days. The additional fees for events (IR-IT-IC) will be due for payment against invoice within 30 days and will be based on the number of participants and days of the event confirmed in the report of the FIVA Steward(s).
- 4.4.** The EC can approve one or more events as a FIVA World Rally / FIVA World Motorcycle Rally. Applications for a FIVA World Rally / FIVA World Motorcycle Rally

can be made at any time. The FIVA World Rally / FIVA World Motorcycle Rally must fulfil the requirements and criteria set by the EC (see Annex ????).

5. RESPECT OF LAWS AND REGULATIONS

- 5.1.** Events taking place on roads open to normal traffic must conform to the legislation of the country in which they take place. When an event traverses the territory of another country, the organisers must obtain the permits of the ANF and authorities of each country.
- 5.2.** The organiser must respect the FIVA Regulations and the instructions of the FIVA Steward(s). The EC is free to sanction organisers for not following the Events Code

6. VEHICLES

6.1. Classification of vehicles.

In all events, vehicles will be classified by categories in accordance with the vehicle period classification laid down in the FIVA Technical Code. All FIVA approved events should use this classification. Sub-divisions are allowed. Other forms of classifications may be used if part of a historic tradition. The acceptance of an entry for a particular class is at the discretion of the organisers.

6.2. Eligibility of vehicles

FIVA has published a Technical Code so that historic vehicles may compete under a set of rules that preserves the specification of their period and prevents the modifications of performance and behaviour which should arise through the application of later technology. Vehicles are required to comply with the FIVA Technical Code and their FIVA Identity Card

6.3 Roadworthiness

The competing vehicle must be safe and in a roadworthy condition. The organiser may exclude a vehicle whose construction is deemed to be dangerous.

6.4. Advertising

The organiser must specify the special conditions applicable. The regulations of the event must mention these special conditions.

6.5. FIVA Identity Card

For International Events participating vehicles must have been issued with a FIVA Identity Card.

For National Events Organisers should encourage entrants/crews to present FIVA Identity Cards for their vehicles.

7. FIVA STEWARD

7.1. General

The FIVA Steward of the event shall not be in any way responsible for the organisation and shall not have any executive duty in connection therewith, nor participate as a competitor in the event. It follows, therefore, that in the discharge of their duties they do not incur any responsibility except to FIVA.

The FIVA Steward of the event shall have the general power and authority to enforce compliance with the regulations, and to adjudicate upon any appeal arising during the event.

7.2. Procedure of appointment

7.2.1. The EC will nominate and appoint one or more Stewards for each international event.

7.2.2. After approval, the EC will inform the organisers of international events the name and address of the Steward appointed. Simultaneously the appointed FIVA Steward will be informed by the EC concerning the event and the organiser.

7.2.3. If a Steward is unable to attend the event for which he is nominated by the EC he must inform the EC. The EC is authorised to nominate and appoint a replacement.

7.2.4. For international events, the nominated Steward shall be appointed to observe the event by the EC. On national events the steward is appointed by the ANF.

7.2.5. In general a Steward should not be nominated more than twice in succession for the same event.

7.2.6. At the request of an ANF additional national Stewards can be appointed to international events in their own country for the part the rally running in their own country. If the ANF wishes to have a National Steward(s) appointed, the organiser is not obliged to pay their expenses.

7.2.7. The FIVA Steward for international events should not be of the nationality of the organiser. This does not apply to any National Stewards appointed under the previous paragraph.

7.3. Duties of the FIVA Steward

7.3.1. For international events, the Steward is nominated, approved and appointed to observe the event by the EC. (On National events the Steward is appointed by the ANF.). In general a Steward should not be nominated more than twice in succession for the same event.

7.3.2. At the request of an ANF or EC additional National Stewards can be appointed to international events in their own country for the part the rally running in their own country. If the ANF wishes to have a National Steward(s) appointed, the organiser is not obliged to pay their expenses.

7.3.3. The FIVA Steward for international events should not be a national of the organising country. This does not apply to any National Stewards appointed under the previous paragraph.

7.3.4. The function of the first named FIVA Steward is to constitute an impartial judicial body, to see that the event is running in compliance with the FEC, the regulations and the supplementary rules. The Steward(s) is not appointed to protect the

interests of the organiser or the promoter. The FIVA Steward has the final authority on appeals.

7.3.5. The Steward(s) must investigate any incident or breach of the regulations. The Steward must bring any incident or breach of regulations or of local laws to the attention of the organiser and receive a written report from the organiser about the incident.

7.3.6. The FIVA Steward is empowered to withdraw incorrect FIVA Identity Cards. In case of withdrawal of a FIVA Identity Card the FIVA Steward will hand over an official "FIVA I.D. Card Receipt" (see example receipt Annex ????).

7.4. Report

7.4.1. The FIVA Steward must complete a report via the FIVA Intranet no later than 14 days after the event.

7.4.2. The FIVA office will send a copy of his report to the event organiser.

8. RIGHT TO PROTEST

8.1. Queries

Should a competitor feel aggrieved by any circumstances affecting him on the event, he will approach the Clerk of the Course with his complaint. Should the complaint not be settled to his satisfaction, he has the right to protest.

8.2. Protests

8.2.1. The right to protest lies solely with the competitor who may consider aggrieved by any decision, act or omission of an organiser, official, competitor or any other person connected with the event.

8.2.2. The protest must be made in writing, accompanied by the protest fee set by the organiser. The Clerk of the Course must inform the FIVA Steward of the time and place of the meeting. The FIVA Steward should be present at this meeting but should refrain from taking part in the discussions.

8.2.3. All parties must be given notice of the hearing by the Clerk of the Course and it should be held as soon as possible after the receipt of the protest. The parties are entitled to call witnesses but must state their own case and are not entitled to legal representation. If any party, having been given adequate notice of the hearing, fails to appear, the official(s) may give judgement in default.

8.2.4. The hearing of the protest should be in private with only interested / involved parties.

8.3. Appeal.

8.3.1. Should the complainant still not be satisfied he has the right, at no extra fee, to appeal to the FIVA Steward whose verdict is final.

8.3.2. Should the protest be successful, the protest fee will be returned.

9. OTHER BUSINESS

9.1 Date of operation.

This FIVA Events Code will come into force as of January 1st 2012

STANDARD RULES FOR REGULARITY EVENTS

1 GENERAL

1.1. Application.

These standard rules must be respected in all regularity events which will be organised under the authority and control of the FIVA and will be the basis for the rules of an ANF and/or an organiser.

Any case not provided for in these standard rules will be studied by the EC of FIVA, that has the power to decide.

The EC may modify these standard rules by publication of a special bulletin which will be published at www.fiva.org.

These standard rules are applicable as of January 1st 2012

1.2. Official Language.

For international events, the official language is English or French. In this case, only the English or French text will be binding.

For national events, the language of the organising country will be the official one.

1.3. Application and interpretations of the regulations.

The Clerk of the Course is charged with the application of the regulations of the event and their provisions during the running of the event.

Any case not foreseen in the regulations of the event during the running of the event will be judged by the Steward(s).

2 DEFINITIONS

2.1. Regulations of the event.

Official written document issued by the organiser with the object of laying down the details of the event.

2.2. Crew.

A crew is made up of at least one person.

2.3. Day.

Each part of the event, separated by an overnight halt.

2.4. Leg.

Each part of the event:

- between the start of the event or day and the first regrouping/rest halt.
- between two successive regroupings / rest halts.
- between the last regrouping / rest halt and the end of a day or finish of the event.

2.5. Section.

Part of the route between two successive time controls.

2.6. Neutralisation.

Time during crews are stopped by the organiser for whatever reason.

2.7. Regrouping.

A stop foreseen by the organiser to enable the schedule to be followed and/or regroup the vehicles still in the event. The stopping time may vary from crew to crew.

2.8. Bulletin.

Official written communication to modify or complete the regulations of the event. Bulletins must have been approved by the organising committee before the start of the event or by the Clerk of the Course and the Steward during the event.

2.9. Route bulletin.

Official written communication to modify or complete the road book or time schedule of the event.

2.10. Time Control Card.

A card or booklet (with or without an electronic device) intended for entry of times recorded at the different control points scheduled on the route.

2.11. Passage control card.

A card or booklet intended for stamps of the different passage controls on the route. This may, or may not, be combined with the Time Control Card. In which case it is called a "Control Card".

3 OFFICIALS

3.1. FIVA Observer.

The EC may nominate an observer for some events. The observer will review all aspects of the event and complete the FIVA observers report form.

3.2. FIVA Steward.

The EC of FIVA will appoint one or more Steward(s) for an international event.

3.3. Clerk of the course

The Clerk of the Course is charged with the application of the regulations of the event and their provisions during the running of the event.

3.4. Scrutineer

The organiser of an international event shall appoint a Scrutineer to check the conformity with the FIVA ID Card. All vehicles must be in a safe and roadworthy condition. If a vehicle does not pass this check, it will not be allowed to start the event.

3.5. Crews Liaison Officer (CLO).

The organiser may appoint a crew liaison officer. The CLO must be easily identified by the participants.

4 DESCRIPTION OF THE EVENT

4.1. The organiser must give all details of the running of the event in the regulations of the event. For example: location of the start and finish, time schedule of the whole event, length of the event, number of days and legs, the kind of navigation, number of regularity sections and/or test, etc.

4.2. Different routes, average speed and rules may be stipulated by the organisers for the various classes of vehicles.

5 ENTRIES

5.1. Dates.

The opening and closing dates for entries must be mentioned in the regulations of the event.

The list of participants, must be published and sent to the FIVA steward no later than five days before the start of the event.

5.2. Entry fees.

The entry fees must be specified in the regulations of the event.

The organiser may specify in the regulations of the event conditions to partially refund entry fees.

5.3. Number of entries.

The maximum number of entries will be specified in the regulations of the event.

5.4. Refusal of an entry.

In case of an entry being refused by the organiser they must notify the applicant of such refusal.

The organiser has the right to refuse an entry without giving a reason.

6 ELIGIBLE PARTICIPANTS

Participants wishing to take part must be in the possession of a valid driving licence.

Navigator or passengers are not required to possess a driving licence but they may not drive.

If the driver is not the owner, he/she needs the written permission from the owner to use/drive the vehicle.

7 ELIGIBLE VEHICLES

7.1. Vehicle period classification.

In all events, only vehicles can take part which are in accordance with the FIVA Technical Code.

7.2. Classes.

For all events vehicles should be classified as follows:

Class A	Ancestor	built up to 01-01-1905.
Class B	Veteran	built between 01-01-1905 and 31-12-1918.
Class C	Vintage	built between 01-01-1919 and 31-12-1930.
Class D	Post vintage	built between 01-01-1931 and 31-12-1945.
Class E	Post war	built between 01-01-1946 and 31-12-1960.
Class F	Classic	built between 01-10-1961 and 31-12-1970
Class G		built between 01-01-1971 and the age limit of 30 years.

Other forms of classification may be used and sub-divisions are allowed. The acceptance of an entry for a certain class is at the discretion of the organiser.

The organiser may introduce a coefficient system which allows older vehicles to compete with younger vehicles.

7.3. Equipment.

Allowed electronic/mechanical equipment will be stipulated in the regulations of the event

8 INSURANCE – INDEMNITY DECLARATION

8.1. Insurance of the organiser.

The regulations of the event must give details (insurance company + policy number).

8.2. Insurance of the crew.

Participants must have a valid insurance covering them during the event.

8.3. Indemnity declaration.

Before the start of the event the participants must sign the entry form and an indemnity declaration form :

For example :I have been given the opportunity to read the regulations of the event and agree to be bound by them. I declare that I am physically and mentally fit to take part in the event and I am competent to do so. I acknowledge that I understand the nature and the type of the event and the potential risk and agree to accept that risk. I declare that to the best of my belief the driver(s) possess(es) the standard of competence necessary for an event of the type to which this entry relates and that the vehicle hereby entered is suitable and roadworthy for the event and that it is in conformity with the traffic laws and regulations for the use on public roads. I declare that the use of the vehicle entered will be covered by insurance as required by the law of the crossed country (countries). I declare that I am in the possession of a valid driving licence.

9 CREWS' BEHAVIOUR

9.1. Traffic laws.

Throughout the event, crews must observe the traffic laws of the country (countries) covered. Penalties for infringements must be mentioned in the regulations of the event.

9.2. Speed

The organiser must check the speed of participants at least once a day. Penalties for speeding must be mentioned in the regulations of the event.

10 STANDARD DOCUMENTS - PROCEDURES

10.1. Publication of regulations.

The definitive regulations of the event must be published one month before the beginning of the event

10.2. Road book

All participants will receive a road book containing an outline of the route.

10.3. Control card

The control card must be suitable for all time controls and must be issued at least for each section. An organiser may make use of an electronic time card. A marshal is the only person allowed to make time entries on the time card.

The control card must be suitable for the entries which have to be done by the crew itself in case of unmanned passage controls along the route.

The absence of a stamp, signature from a control, time entry, entry of an unmanned control or failure to hand in the time card at each control will result in a penalty.

Each crew is responsible for its control card, submitting the control card at the controls and the accuracy of the entry.

10.4. Speed restrictions.

The average speed during the event is maximum of 50 km/h excluding motorways and dual carriage roads (reference see FEC art. 3.1). Penalties for speeding must be mentioned in the regulations of the event.

11 CONTROLS

11.1. General prescriptions.

By preference, time controls, manned passage controls, start and end of a regularity sections shall be indicated by means of appropriate sign boards. Unmanned passage controls may be indicated by any other means as specified in the regulations of the event.

An area of 25 metres radius around the control will be regarded as control zone.

Controls must be ready to function at least 15 minutes before the due passage time of the first participant. Unless the Clerk of the Course decides otherwise, controls will be closed 30 minutes after the due time of the last participant.

At any control, participants must check-in in the correct order and in the direction of the route. Penalties for infringements must be mentioned in the regulations of the event.

Participants must follow the instructions of the control post marshal.

In the event of one or more controls must be cancelled for whatever reason before the passage of the first participant or after the passage of a number of participants, it is up to the Clerk of the Course to decide

11.2. Passage controls (PC).

At manned passage controls, the marshal must stamp and/or sign the control card without mentioning the time of the passage.

At un-manned controls, the participant must simply stamp or write the figure/character of the control on the control card by himself. The penalty for missing a passage control must be mentioned in the regulations of the event.

11.3. Time controls (TC).

The check-in procedure begins at the moment that the vehicle and the crew enter the control zone. The check-in time shall correspond to the moment at which the crew hands the control card to the marshal..

Penalties for early or late arrival or missing a control will be mentioned in the regulations of the event.

It is not allowed to make up lost time.

Penalties for missing a time control must be mentioned in the regulations of the event.

Crews may check-in early without any penalty at the last time control of a day or event.

Missing the last time control of the event will result in exclusion of the event.

11.4. Maximum permitted lateness.

Any lateness exceeding a time mentioned usually 30 minutes on the due passage time of the crew at any control will be regarded as missing the control.

11.5. Regrouping controls.

On arrival at a regrouping control, crews must hand in their control card and they will receive instructions about their re-start.

12 RUNNING OF THE EVENT

12.1. Regularity sections.

Generally, regularity sections will be organised on roads open to public traffic.

Crews must complete a regularity section at an average speed which is set by the organiser. The average speed on a regularity section may vary.

The organiser may set up intermediate timing points along the route.

The organiser must specify the organization and running of regularity sections in the regulations of the event.

Details concerning the penalties for driving above or below the set average time must be mentioned in the regulations of the event.

12.2. Closed regularity sections.

Closed regularity sections can be organised on areas closed for all other traffic.

Details concerning the running of the section and the penalties for driving above or below the set time must be mentioned in the regulations of the event.

12.3. Navigation systems.

If applicable, organisers must give a detailed description concerning the navigation systems to be used in the regulations of the event.

13 RECONNAISSANCE

Any kind of reconnaissance from the route of the event before the start or during the event by the crew or any other person related to the crew is prohibited. Offences will be penalized by not admitting to the start or exclusion of the event.

14 SERVICE – ASSISTANCE

Repairs and refuelling are permitted throughout the entire event by the crew members. Any kind of organised help by the participant is not permitted.

The organiser must mention in the regulations of the event if they arrange a kind of assistance for the participants.

15 ROADWORTHY CHECK – ADMINISTRATIVE CHECK

15.1. Roadworthy check.

All vehicles must be in a safe and roadworthy condition. If a vehicle does not pass this check, it will not be allowed to start the event.

15.2. Administrative check.

Organisers must establish a control to check at least driving licences; to obtain signatures to an indemnity declaration; and to obtain insurance details if those are not given on the entry form.

16 START - RESTART

16.1. Start

Before the start of the event, the organiser may assemble all competing vehicles in a waiting area in order to improve the promotional and media interest. Details must be mentioned in the regulations of the event.

The organiser shall schedule the starts of the vehicles in conformity with the start list and at an interval at least 30 seconds.

If a crew reports after his due start time at the start of the event, the crew will be penalized

16.2. Restart.

The starting order for the 2nd day or more shall be left to the discretion of the organiser.

17 RESULTS - PROTESTS

17.1. Only participants will be taken into account for the final classifications if they cross the finish of the event with the entered vehicle running on his own power.

17.2. The results will be established by adding together the penalties incurred on the route with all other penalties. Penalties may be expressed in time or penalty points.

The following results may be published during the event:

* Provisional results: published at the end of a leg or day.

* Provisional final results: published at the end of the event.

* Official final results: published after approval of the FIVA Steward.

The time when the final results will be published, amended as necessary, must be posted on official notice board.

17.3. The organiser should publish in the regulations how a tie is resolved

17.4. Queries.

The provisional results are subject to query for a period of 30 minutes after posting of the results on the notice board. Any query must be handed to the Crews' Liaison Officer. The Clerk of the Course will study the query and will take a decision. If the complainant is not satisfied, he has the right to protest

17.5. Protests.

Any written protest must be lodged by one single participant and may be lodged against one single participant or against the organiser.

The lodging of a protest must be done in accordance with the FIVA events code.

Any protest must be handed with the protest fee to the Clerk of the Course within 30 minutes after posting of the provisional final results, at the latest. The regulations of the event shall contain information on the protest fee.

If the complainant is not satisfied, he has the right to appeal.

17.6. Appeals.

Should the complainant still not be satisfied he has the right, at no extra fee, to appeal to the FIVA Steward whose verdict is final. Should the protest be successful, the protest fee will be returned.

18 PRIZES – PRIZE CEREMONY

The regulations of the event shall contain information about the, time, location and dress code of the prize ceremony.

STANDARD RULES FOR TOURING EVENTS

1 GENERAL PRINCIPLES

1.1. Application.

These standard rules must be respected in all Touring events which will be organised under the authority and control of the FIVA and will be the basis for the rules of an ANF and/or an organiser.

Any case not provided for in these standard rules will be studied by the EC of FIVA, who has the power to decide.

The EC of FIVA may modify these standard rules by publication of a special bulletin which will be published at www.fiva.org.

These standard rules are applicable as of January 2012

1.2. Official Language.

For international events, the official language is English or French. In this case, only the English or French text will be binding.
For national events, the language of the organising country will be the official one.

1.3. Application and interpretations of the regulations.

The Clerk of the Course is charged with the application of the regulations of the event and their provisions during the event.

Any case not foreseen in the regulations of the event during the running of the event will be judged by the Steward(s).

2 DEFINITIONS

2.1. Regulations of the event.

Official written document issued by the organiser with the object of laying down the details of the event.

2.2. Crew.

A crew is made up of at least one person.

2.3. Day.

Each part of the event, separated by an overnight halt.

2.4. Leg.

Each part of the event:

- between the start of the event or day and the first regrouping/rest halt.
- between two successive regroupings / rest halts.
- between the last regrouping / rest halt and the end of a day or finish of the event.

2.5. Section.

Part of the route between two successive controls.

2.6. Neutralisation

Time during crews are stopped by the organiser for whatever reason.

2.7. Regrouping.

A stop foreseen by the organiser to enable the schedule to be followed and/or regroup the vehicles still in the event. The stopping time may vary from crew to crew.

2.8. Bulletin.

Official written communication to modify or complete the regulations of the event. Bulletins must have been approved by the organising committee before the start of the event or by the Clerk of the Course and the Steward during the event.

2.9. Route bulletin.

Official written communication to modify or complete the road book or time schedule of the event.

2.10. Control card.

A card or booklet (with or without an electronic device) intended for entries recorded at the different control points scheduled on the route.

3 OFFICIALS

3.1. FIVA Observer.

The EC may nominate an observer for some events. The observer will review all aspects of the event and complete the FIVA observers report form.

3.2. FIVA Steward.

The EC of FIVA will appoint one or more Steward(s) for an international event.

3.3. Clerk of the Course

The Clerk of the Course is charged with the application of the regulations of the event and their provisions during the event.

3.4. Scrutineer

The organiser of an international event shall appoint a Scrutineer to check the conformity with the FIVA ID Card. All vehicles must be in a safe and roadworthy condition. If a vehicle does not pass this check, it will not be allowed to start the event.

3.5. Crews Liaison Officer (CLO).

The organiser may appoint a Crew Liaison Officer (CLO). The CLO must be easily identified by the participants.

4 DESCRIPTION OF THE EVENT

- 4.1.** The organiser must give all details of the running of the event in the regulations of the event. For example: location of the start and finish, time schedule of the whole event, length of the event, number of days and legs, the kind of navigation, etc.
- 4.2.** Different routes and rules may be stipulated by the organisers for the various classes of vehicles.

5 ENTRIES

5.1. Dates.

The opening and closing dates for entries must be mentioned in the regulations of the event.

The list of participants, must be published and sent to the FIVA Steward no later than five days before the start of the event.

5.2. Entry fees.

The entry fees must be specified in the regulations of the event.

The organiser may specify in the regulations of the event conditions to partially refund entry fees.

5.3. Number of entries.

The maximum number of entries will be specified in the regulations of the event.

5.4. Refusal of an entry.

In case of an entry being refused by the organiser they must notify the applicant of such refusal.

The organiser has the right to refuse an entry without giving a reason.

6 ELIGIBLE PARTICIPANTS

Participants wishing to take part must be in the possession of a valid driving licence.

Navigator or passengers are not required to possess a driving licence but they may not drive.

If the driver is not the owner, he/she needs the written permission from the owner to use/drive the vehicle.

7 ELIGIBLE VEHICLES

7.1. Vehicle period classification.

In all events, only vehicles can take part which are in accordance with the FIVA Technical Code.

7.2. Classes.

For all events vehicles should be classified as follows:

Class A	Ancestor	built up to 01-01-1905.
Class B	Veteran	built between 01-01-1905 and 31-12-1918.
Class C	Vintage	built between 01-01-1919 and 31-12-1930.
Class D	Post vintage	built between 01-01-1931 and 31-12-1945.
Class E	Post war	built between 01-01-1946 and 31-12-1960.
Class F	Classic	built between 01-10-1961 and 31-12-1970
Class G		built between 01-01-1971 and the age limit of 30 years.

Other forms of classification may be used and sub-divisions are allowed. The acceptance of an entry for a certain class is at the discretion of the organiser.

7.3. Equipment.

Allowed electronic/mechanical equipment will be stipulated in the regulations of the event

8 INSURANCE – INDEMNITY DECLARATION

8.1. Insurance of the organiser.

The regulations of the event must give details (insurance company + policy number).

8.2. Insurance of the crew.

Participants must have a valid insurance covering them during the event.

8.3. Indemnity declaration.

Before the start of the event the participants must sign the entry form and an indemnity declaration form :

For example :I have been given the opportunity to read the regulations of the event and agree to be bound by them. I declare that I am physically and mentally fit to take part in the event and I am competent to do so. I acknowledge that I understand the nature and the type of the event and the potential risk and agree to accept that risk. I declare that to the best of my belief the driver(s) possess(es) the standard of competence necessary for an event of the type to which this entry relates and that the vehicle hereby entered is suitable and roadworthy for the event and that it is in conformity with the traffic laws and regulations for the use on public roads. I declare that the use of the vehicle entered will be covered by insurance as required by the law of the crossed country (countries). I declare that I am in the possession of a valid driving licence.

9 CREWS' BEHAVIOUR

Throughout the event, crews must observe the traffic laws of the country (countries) covered. Penalties for infringements must be mentioned in the regulations of the event.

10 STANDARD DOCUMENTS - PROCEDURES

10.1. Publication of regulations.

The definitive regulations of the event must be published one month before the beginning of the event

10.2. Road book.

All participants will receive a road book containing an outline of the route.

11 SERVICE – ASSISTANCE

Repairs and refuelling are permitted throughout the entire event by the crew members. The organiser must mention in the regulations of the event if they arrange a kind of assistance for the participants.

12 ADMINISTRATIVE CHECK

Organisers must establish a control to check at least driving licences; to obtain signatures to an indemnity declaration; and to obtain insurance detail if those are not given on the entry form.

13 PRIZES – PRIZE CEREMONY

The regulations of the event shall contain information about the, time, location and dress code of the prize ceremony.

STANDARD RULES FOR CONCOURS D'ELEGANCE EVENTS

INTRODUCTION

Concours d'Elegance is referring to the gathering of prestigious vehicles. Traditionally vehicle judging at a Concours d'Elegance is much more demanding than that of general vehicle show. Trained judges selected by the organisers, examine the vehicle thoroughly and in its entirety. They rate each and every component. Only those vehicles that are judged perfect (or very nearly so) in every way, are considered eligible for trophy class.

Often the competitiveness of a Concours d'Elegance forces restoration of a vehicle to surpass 'mint' condition. Mint condition would be the state of the vehicle when it originally left the factory. Concours-quality vehicles often are given upholstery, paint, chrome (or nickel) plating, and mechanical restoration greatly exceeding that of the vehicle when new.

In a Concours d'Elegance, the emphasis is as much on originality as the condition. The general aim is to present a vehicle that is in the same condition that it was in when it left the production line. Unless original, modifications are not allowed and components must be suitable for the year and model of the vehicle. Even components or features fitted to vehicles of the same type, but in a different production year or trim level, are not allowed. Original-equipment-accessories from the manufacturers own range is allowed and some competitions allow after-market equipment and accessories, provided they are of the correct period.

Often Concours d'Elegance quality vehicles are not driven, except for short distances from their trailers, to the show fields or for a parade if needed by the organisers. They are not intended to be used as daily drivers and often are not seen outside of museums or private collections.

1 GENERAL PRINCIPLES

1.1. Application.

These standard rules must be respected in all Concours d'Elégance events which will be organised under the authority and control of the FIVA and will be the basis for the rules of an ANF and/or an organiser.

Any case not provided for in these standard rules will be studied by the EC of FIVA, who has the power to decide.

The EC of FIVA may modify these standard rules by publication of a special bulletin which will be published at www.fiva.org.

These standard rules are applicable as of January 1st 2012

1.2. Official Language.

For international events, the official language is English or French. In this case, only the English or French text will be binding.

For national events, the language of the organising country will be the official one.

1.3. FIVA Identity Card

The FIVA Identity Card is needed for each vehicle participating.

2 DEFINITIONS

2.1. Regulations of the event.

Official written document issued by the organiser with the object of laying down the details of the event.

Any case not foreseen in the regulations of the event during the running of the event will be judged by the Steward(s).

2.2. Crew.

A crew is made up of at least one person.

2.3. Day.

Each part of the event, separated by an overnight halt.

2.4. Bulletin.

Official written communication to modify or complete the regulations of the event. Bulletins must have been approved by the organising committee before the start of the event or by the Clerk of the Course and the Steward during the event.

3 OFFICIALS

3.1. Observer.

The EC may nominate an observer for some events. The observer will review all aspects of the event and complete the FIVA observers report form.

3.2. FIVA Steward.

The EC of FIVA will appoint one or more Steward(s) for an international event.

3.3. Clerk of the course

The Clerk of the Course is charged with the application of the regulations of the event and their provisions during the event.

3.4. Public relations official (PR).

The organiser may appoint a public relations official (PR). The PR must be easily identified by the participants.

4 DESCRIPTION OF THE EVENT

The organiser must give all details of the running of the event in the regulations of the event. For example: location of the start and finish, time schedule of the whole event, number of days etc.

5 ENTRIES

5.1. Dates.

The opening and closing dates for entries must be mentioned in the regulations of the event.

The list of participants, must be published and send to the FIVA Steward no later than five days before the start of the event.

5.2. Entry fees.

The entry fees must be specified in the regulations of the event.

The organiser may specify in the regulations of the event conditions to partially refund entry fees.

5.3. Number of entries.

The maximum number of entries will be specified in the regulations of the event.

5.4. Refusal of an entry.

In case of an entry being refused by the organiser they must notify the applicant of such refusal.

The organiser has the right to refuse an entry without giving a reason.

6 ELIGIBLE VEHICLES

6.1. Vehicle period classification.

In all events, only vehicles can take part which are in accordance with the FIVA Technical Code and in possession of a FIVA Identity Card.

6.2. Classes.

For all events vehicles should be classified as follows:

Class A	Ancestor	built up to 01-01-1905.
Class B	Veteran	built between 01-01-1905 and 31-12-1918.
Class C	Vintage	built between 01-01-1919 and 31-12-1930.
Class D	Post vintage	built between 01-01-1931 and 31-12-1945.
Class E	Post war	built between 01-01-1946 and 31-12-1960.
Class F	Classic	built between 01-10-1961 and 31-12-1970
Class G		built between 01-01-1971 and the age limit of 30 years.

Other forms of classification may be used and sub-divisions are allowed. The acceptance of an entry for a certain class is at the discretion of the organiser.

7 INSURANCE – INDEMNITY DECLARATION

7.1 Insurance of the organiser.

The regulations of the event must give details (insurance company + policy number).

7.2 Insurance of the crew.

Participants must have a valid insurance covering them during the event.

7.3 Indemnity declaration

By signing the entry form, or by signing the indemnity declaration at the administrative checks, the crew declares that they accept following:

I have been given the opportunity to read the regulations of the event and agree to be bound by them. I declare that I am physically and mentally fit to take part in the event and I am competent to do so. I acknowledge that I understand the nature and the type of the event and the potential risk and agree to accept that risk. I declare that to the best of my belief the driver(s) possess(es) the standard of competence necessary for an event of the type to which this entry relates and that the vehicle hereby entered is suitable and roadworthy for the event and that it is in conformity with the traffic laws and regulations for the use on public roads. I declare that the use of the vehicle entered will be covered by insurance as required by the law of the crossed country (countries). I declare that I am in the possession of a valid driving license.

8 STANDARD DOCUMENTS - PROCEDURES

8.1. Publication of regulations.

The definitive regulations of the event must be published one month before the beginning of the event.

9 PRIZES – PRIZE CEREMONY

The regulations of the event shall contain information about the, time, location and dress code of the prize ceremony.

Each trophy should bear the name of FIVA

GUIDELINES FOR ORGANISERS AND OFFICIALS

1. REGISTRATION ON THE FIVA CALENDAR

See FEC art. 4

2. FIVA STEWARD

2.1. General

See FEC art. 7

The name of the FIVA Steward must be included in the regulations of the event.

2.2. Expenses to be reimbursed by the organiser.

2.2.1 Travel expenses to and from the event.

The organiser must reimburse travel expenses to and from the event directly to the FIVA Steward, no later than the last day of the Event. The kind of travel will be at the discretion of the FIVA Steward, but he/she must take an economical route to the event.

2.2.2. Travel expenses during the event.

The organiser must provide the FIVA Steward with a means of transport during the event. The vehicle provided must be suitable for their use. In case the Steward will use his own vehicle, costs of € 0,25/km will be applied. The organiser will bear the travel costs.

2.2.3. Other expenses.

The organiser must bear all normal costs incurred by the presence of the FIVA Steward (excluding personal expenses, such as: telephone, travel not concerned with the event, drinks, etc.).

2.2.4 Invoice by the FIVA Office

In case that All or Part of the expenses not immediately paid by the organiser, but made by the FIVA Steward will be invoiced by the FIVA Office to the organizer. The FIVA Steward will send an overview of the not paid costs to the FIVA Office and will be reimbursed directly by FIVA

2.3. Accommodation & meals

Accommodation & meals should be of a good standard.

Minimum requirements or in agreement with the steward:

If the event starts before 18.00 hours, a hotel reservation should be made for the night before.

Accommodation and meals should be provided during the event, if possible, at the same places as the crews

If the prize giving ends after 18.00 hours a hotel reservation should be made for the night following the event

2.4. Documents.

Organisers must provide the FIVA Steward at least two weeks before the start of the event:

- the definitive regulations of the event and possible bulletins.
- the provisional entry list.
- time schedule of the event.

After closing the date for entries, the entry list must be send to the FIVA Steward. On arrival of the FIVA Steward he shall receive from the organiser:

- the road book(s).
- a map with the route and controls.
- a copy of the permits of the authorities of the countries concerned.
- a copy of the insurance policy

2.5. Introduction.

The FIVA Steward should be introduced during the briefing.

2.6. End of the event.

The FIVA Steward must receive the results of the event + any report(s).

3. OFFICIALS

3.1. List of officials.

The term "official" comprises the following persons, who may have assistants:

- the FIVA Steward
- the National Steward of the event.
- the Clerk of the Course
- the Secretary of the Event.
- the Scrutineers.
- the Crews Liaison Officer.
- the Results Officer.
- the Judges of Fact.

Other officials may be nominated by the organiser.

3.2. Plurality of duties.

At an event one and the same person may undertake several of the duties, provided they are qualified for each of the duties.

Officials shall not be eligible to take part in any event at which they are acting as an official.

3.3. Duties of the Clerk of the Course.

The Clerk of the Course is responsible for conducting the event in accordance with the FIVA regulations, the programme and the conditions of the FIVA licence.

The Clerk of the Course will:

- bear in mind the safety of the competitors, officials and general public;
- ensure that the event causes minimum obstruction to other road users;
- avoid any instructions on the route schedule which may confuse a competitor or induce a competitor to drive dangerously or to ignore traffic regulations or speed requirements.

The Clerk of the Course is responsible for ensuring that the Steward(s) of the event are fully informed at all times of the progress of the event. Any accident or incident that may adversely reflect on the conduct of the event must be reported by him to the Steward(s).

When a FIVA Steward is appointed for an event, the Clerk of the Course is required to ensure that the Steward knows of his whereabouts at all times and that a reliable and quick method of communication is established between them.

3.4 Penalties by the Clerk of the Course.

Penalties that the Clerk of the Course may impose:

Exclusion or time penalties or penalty points must be used as sanctions. The use of financial penalties is not allowed.

Competitors will be disqualified by the Clerk of the Course for any of the following infringements: driving dangerously or without due consideration for other road users;

Competitors may be disqualified or suffer a lesser penalty at the discretion of the Clerk of the Course for any of the following infringements:

- a) failing to declare to the organisers any accident or incident during the course of the event involving any other person or property;
- b) failing to present a vehicle at pre-start scrutineering as stipulated in the regulations;
- c) failing to complete documentation as stipulated in the regulations;
- d) any false declaration on the entry form;
- e) having the competing vehicle towed or carried over any part of the route unless authorised by the organisers;
- f) being accompanied by a tender vehicle or using other organised outside help, unless authorised by the organiser
- g) carrying any unauthorised passengers other than officials;
- h) failing to afford any opportunity for other vehicles to pass or deliberately preventing passage;
- i) failing to report to the start official at their due start time;
- j) being unfit by reason of consumption of alcohol or drugs;
- k) any conduct or behaviour likely to prejudice the interests of historic motoring or unsporting behaviour against the organiser or other participants.

3.5. Duties of the Secretary of the Event.

The Secretary of the Event shall be responsible for the organization during the event, and all announcements required in connection therewith.

The Secretary shall ensure that the various officials are familiar with their duties and provided with the necessary equipment.

3.6. Duties of the Scrutineers.

All vehicles entered in an international event will be examined by Scrutineers appointed by the organisers.

Scrutineers must be appropriately qualified.

The basis of the scrutineering must be the roadworthiness of the vehicles. Vehicles must be examined before the start of an event and may be examined at any stage during the event as deemed appropriate by the organisers or FIVA Steward.

3.7. Duties of the Crews Liaison Officer (CLO).

The principal duty of the Crew Liaison Officer is to provide information or clarifications in connection with the regulations and the running of the event to the participants.

3.8. Duties of the Judges of Fact.

The organiser may nominate one or more Judges of Fact who shall be responsible for complying with the regulations of the event especially driving standards. They must be named and their names must be published. The decisions of the Judges of Facts are final.

4. PENALTIES

4.1. Penalisation.

Any breach of the FIVA events code and/or appendices, or of the national events rules and/or appendices, or of the regulations of the event committed by any organiser, official, driver or other person or organization may be penalized.

4.2. Scale of penalties.

Penalties may be inflicted as follows in order of increasing severity:

- warning.
- penalty.
- exclusion.

A penalty is expressed in time or penalty points.

Exclusion may be pronounced by the Clerk of the Course. In all cases, exclusion shall entail the loss of the entry fees.

5. TABLE OF CONTENTS OF THE REGULATIONS OF THE EVENT

Headings in this document are for ease reference only.

1. Programme.

- Name, date(s) of the event.
- Opening date of entries.
- Closing date and time of entries.
- Date, times and place of administrative checks.
- Date, time and place of roadworthy checks.
- Date, time and place of publication of final entry list / start list.
- Date, time and place of the event's start.
- Date, time and place of the publication of provisional/final results.
- Date, time and place of the prize ceremony.

2. Organisation and description.

- FIVA License number

- FIVA Logo
 - Short description of the nature of the event.
 - Name of the organiser.
 - Address and contact details of the organiser.
 - Organising committee.
 - Name of the FIVA Steward
 - Name of the National Steward(s)
 - Names of officials and contact details (phone, ...)
 - Names of Judges of Facts, if any.
 - Location and contact details of the Headquarters.
 - Emergency contact details
- 3. Entries.**
- Entry procedure.
 - Number of participants accepted.
 - Details of eligibility of the participants.
 - Details of the categories and classes of vehicles.
 - Entry fees (what it covers).
 - Payment details.
 - Refunds.
- 4. Insurance.**
- 5. Advertising.**
- 6. Fuel.**
- Details and location of fuel purchase.
- 7. Administrative checks.**
- Documents to be presented.
- 8. Equipment.**
- Special rules for trip meters.
 - Special rules for electronic equipment.
 - Special rules (if any).
- 9. Details of the event.**
- (Ceremonial) start and order.
 - Rules for the use of assistance/service.
 - Details of the navigation system(s).
 - Details of regularity sections.
 - Details of areas closed to other traffic for regularity sections.
 - Details of controls.
 - Identification of officials.
 - Finish procedure.
- 10. Results – Protest.**
- Details of establishing of results.
 - Times and place of publication of the results.
 - Cost & details of lodging of protests.
- 11. Prizes.**
- Prizes – awards.
 - FIVA award
 - Prize ceremony.
 - Advice of the dress code.

Annexe 1. Summary of Penalties.

Annexe 2. Parking trailers, etc.

Annexe 3. List of hotels.

F.I.A. - F.I.V.A Agreement dated 27 October 1999

A new F.I.A. – F.I.V.A. Agreement was sanctioned by an exchange of letters between the two international federations, both letters being dated on 27 October 1999 and signed on one hand by Max Mosley, President, F.I.A. and on the other by Francesco Guasti, President, F.I.V.A. The new agreement states:

1°- F.I.A. and F.I.V.A. will co-operate in order to defend the free and unrestricted circulation of historic vehicles more efficiently and to promote together their non-sporting use, while aiming to enhance safety.

2°- F.I.A. and F.I.V.A. will consolidate their long-standing privileged relationship and will endeavour to persuade their respective national members to co-operate better in this field.

3°- A “Relations Committee” will be established. It will be made up of an equal number of representatives from each organisation (three for F.I.A. and three for F.I.V.A.) and it will be independent from the two organisations. Its task will be:

- a) to identify problems of common concern and strategies to solve them;
- b) to co-ordinate the activities of common interest in the various commissions and working groups within both organisations;
- c) to co-ordinate and supervise all contacts between the two organisations and other bodies active in specific areas of the historic vehicles movement;
- d) handling disagreements which may occur either between F.I.A. and F.I.V.A. or, in a given country, between members of each organisation.

4°- The historic automobile events of a sporting nature shall remain within the exclusive competence of F.I.A. and its members.

5°- Non sporting regularity events shall continue to be entitled to use either F.I.A. or F.I.V.A. regulations.

6°- The touring assemblies shall remain under the exclusive competence of F.I.V.A. and such assemblies organised under the authority of the F.I.A. shall respect the F.I.V.A. International Events Code.

7°- With regard specifically to Historic Regularity Rallies, in order to prevent “grey areas”, which may be detrimental to the historic movement and events’ safety, supplemental measures will be agreed upon to eliminate the risk of current provisions being abused and speed – or shortest time – becoming a deciding factor, even if only for limited sections of the event.