



Authenticity Policy

Next to the social nature of our club, the views we hold on authenticity and therefore the acceptability of vehicles eligible for our events is probably what will determine our success now and in the future.

Perhaps we ought to have discussed the topic before now, but as most of us are old hands we have not had much trouble with the unwritten code which permeates the field. The issue is brought into focus now through the likelihood of a State-based dating body in addition to the Club-based arrangements to which we are all accustomed. The Association of Veteran Car Clubs in accepting our provisional Membership wishes there to be a single body in each State approving the dating of vehicles on their behalf. Some Members wish to obtain AVCCA Centenary Plates for their vehicles. Also, our connection through AVCCA with FIVA is the source of the authority which dating, and the issue of international FIVA Identity Cards flows.

There are several edicts which touch on the subject, and they form an hierarchy and context in which the issue can be addressed.

Charter of Turin

This is a philosophical document of FIVA which outlines guiding principles which the World peak body believes should be observed regarding the preservation, conservation, restoration and use of historic vehicles. It might be regarded more as ideology than any practical dictate. Beneath that sits the FIVA Technical Code.

FIVA Technical Code

The Code has gone through a number of iterations, the last being 2010. It deals with the very issues fundamental to dating and therefore authentication of historic vehicles, and applies to all vehicles incorporated in our club. The FIVA documents can be found under that heading on the web.

Code of Practice for Historic Vehicles S.A. Government

The Code of Practice deals with eligibility of historic vehicles as defined for Conditional Registration in S.A. The Code was drafted in the shadow of the FIVA technical code and it therefore sits fairly comfortably beneath the FIVA ideology and practice. The document can be found on the 'gov.sa.' website.

Discussion

We are well served by the S.A. Code, which has done more to clean up the fuzzy edges around the authenticity/acceptability of historic vehicles than the Clubs ever could have achieved in isolation. While individually we sometimes groan when some aspect of the Code impinges on our desideratum, generally the movement is far better off for its being. It provides the reference to articulate what we all know is fundamentally wrong with a request for us to authorise Conditional

Registration for a non-compliant vehicle, and as time progresses, we are likely to confront fewer problems as people learn what is unacceptable.

While the origins are lost in the mists of time, there has been a view that so long as one has a majority of original major components, it is OK to use a minority of foreign parts to complete a vehicle. One possibility is that in the early days of the movement in order to encourage enough vehicles to run events a foreign component was considered reasonable. Some Clubs have decided 3/5, others 5/7 of the original manufacturer's major components are enough for a vehicle to qualify. Some require the motor to be one of the compulsory items while others require the chassis. There have been differing views about the foreign items allowed, with some Clubs' *lassaez faire* views leading to some unfortunate results. The difficulties arise when the subject vehicle moves to another jurisdiction, bought in good faith then found to be ineligible under different rules. The FIVA model does not contemplate that, instead categorising more lowly on their scale vehicles which do not comprise Original Equipment Manufacturer's major components, or reproduction components (as defined), and requires any variations to be recorded in documentation. While the FIVA scheme does allow period modifications to remain without affecting authenticity, it categorises more lowly vehicles to which latter day application of period modifications are made. Indeed, such modifications made today may render the vehicle ineligible until 30 years elapse after the modification. Incidentally, in UK the reproduction Bugattis are now classed as manufactured at their commissioning date and are not eligible for historic consideration until 30 years hence.

The S.A. Government Code is more precise in dealing with modifications. In general, it requires vehicles to be presented in a form in which they left the manufacturer. That is most relevant, as while some Members might want to pursue International Identity certification, all will want Conditional Registration. That doesn't mean modifications or substitutions are prohibited. In fact by application, a variation can be approved, and if so, it is noted in the Log Book. It can be argued that the arrangement is in fact more flexible than 3/5 or 5/7 which is rigid.

It seems that we really don't need any more documentation about dating than already exists. That may change if, for instance the S.A. Code were to be amended in some way which compromised the current thrust for authenticity.

Collection of Data

We have adopted a more detailed form to be completed along with the MR334 form when applying for historic registration. Dating certificates will then follow, and for those eligible if requested, so will the Centenary badge of the AVCCA. This documentation will be held in Club records, and in all cases, the onus remains with the applicant to prove the data supplied. For vehicles currently registered, the documents will be needed only if the Member wishes the vehicle to be issued with the Centenary badge.

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