



*Protecting, preserving and promoting world motoring heritage  
Official Partner of UNESCO*

# Charter of Turin Handbook

Q&A  
Supplement

## Questions and Answers on the Charter of Turin Handbook

### Q. What is meant by the Charter of Turin?

A. In January 2013 FIVA enacted the Charter of Turin, a policy paper designated to preserve and safeguard the history of vehicles including their engineering, form, functions, and documented histories, and their many diverse relationships with society and social environments.

### Q. What is the Charter of Turin Handbook?

A. It is a booklet published by FIVA which outlines a new way of looking at historic vehicles. It suggests they should not merely be seen as a hobby or toys for grown-up boys but rather as part of our cultural heritage. The Handbook also gives information the restoration and preservation of historic vehicles.

### Q. Who wrote it?

A. The handbook was compiled by the FIVA Cultural Commission. The Commission is a group of dedicated enthusiasts and technical experts from various countries with a wide range of experience of historic vehicles.

### Q. What is the purpose of the Handbook?

A. It is a guidance document designed to advise on best practice when restoring or preserving historic vehicles.

### Q. What information is included in the Handbook?

A. The Handbook includes the following contributions:

- An introduction to the cultural role and significance of historic vehicles, by Rodolphe Rapetti, Conservateur en Chef du Patrimoine of the French Ministry of Culture.
- A more in-depth look at the subject, with particular attention to preservation activities, by Richard Keller, Curator of the Cité de l'Automobile in Mulhouse, France.
- A section on authenticity and authentic restoration, by Thomas Kohler, spiritual father of the Charter of Turin.
- A more practical look at applying the principles of the Charter of Turin to a vehicle's bodywork, by Alfredo Zanellato Vignale, nephew of the illustrious designer, engineer, painter and teacher
- A similarly practical section on the mechanical components, by Lorenzo Morello, former Professor at the Polytechnic School of Turin and a FIAT consultant.

### Q. Is this only relevant for rare and expensive vehicles?

A. Certainly not, all historic vehicles deserve to be correctly restored and or preserved.

Q. I am afraid that after the creation of the Charta I cannot treat my historic vehicle(s) the way I want any more

A. No, you can still do that but please think twice about what you are doing!

Q. Is FIVA opposed to the modification of historic vehicles?

A. FIVA recognises that by definition, mobile heritage will be subject to wear and tear, hence many vehicles have over the years been modified for safety, regulatory or component availability and repairs after an accident. However, we believe that we should also seek to restore/preserve vehicles to in a manner sympathetic to the original condition.

Q. Does FIVA recognise vehicles that created a distinct culture, such as “Hot Rods” or “Café Racer” motorcycles as historic?

A. Yes, providing they are over 30 years of age. Our largest member the Historic Vehicle Association of America have registered a range of historic vehicles with the Library of Congress, including “Old Red”, shaped the rise of the dune buggy phenomenon in the United States and abroad beginning in the mid -1960s. Plus the “McGee Roadster”, an early iconic Hot Rod created in the late 1940’s by a serviceman returning from WW2. In Europe, examples include, the Austin Seven specials, which we often raced. One builder, Colin Chapman named his car “Lotus”.

Q. Is the Charter of Turin recognised by the wider Heritage sector?

A. Yes, for example it is used a reference for the mobile heritage standards in FIVA’s discussions with UNESCO.

Q. Where can I obtain a copy?

A. Hard copies are available at the cost of €15.00 plus postage from the

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Italy

Email: [office@fiva.org](mailto:office@fiva.org)

A soft copy updated version can be down loaded from the FIVA website.