

## **FIVA Events Code 2018 Annex 1**

### **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 cooperate 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 cooperate 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 coordinate the activities of common interest in the various commissions and working groups within both organisations;
- c) to coordinate 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.