

# Turin Charter

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## **INTRODUCTION**

So far, the owners of historic vehicles and the curators of historic vehicle collections have been very successful at salvaging, preserving and maintaining of historic vehicles in operation.

This Charter was passed by FIVA to provide guidance for decisions and treatments in relation to historic vehicles. The Turin Charter unites the guiding principles for the use, upkeep, conservation, restoration, and repair of historic vehicles. We hope this Charter will support our members in coming to reasonable and sustainable decisions.

FIVA's aim is the best possible preservation and operation of historic vehicles in an authentic state, so that future generations may enjoy these cultural treasures.

This Charter is based on the Venice Charter (1964), the Barcelona Charter (2003, historic ships) and the Riga Charter (2005, historic rail vehicles).

The definitions following after the Articles herein are an integral part of this Charter. FIVA is working on the codification where the Charter's implementation is addressed.

## **CHARTER**

### **Article 1**

The starting point of this Charter is to preserve the history of vehicles and its tangible and intangible testimonials.

It is our intension to utilise the scientific and technical knowledge available and involve the organisations and facilities working in this area to ensure the preservation and operation of historic vehicles, including the operation on public roads.

## **Article 2**

Preservation and restoration as well as any related work processes are aimed at preserving historic vehicles both as technical artefacts and as witnesses of transport history and culture. Efforts must be made to pass along these methods and work processes to future generations.

## **Article 3**

Permanent and sustainable care for the sum of the vehicle's components and regular operation are essential to the survival of historic vehicles. The active use of historic vehicles, including on public roads, is essential to the preservation and passing on of the traditional knowledge of processes to future generations as well as an important factor in understanding them.

## **Article 4**

It is beneficial to the preservation of historic vehicles if they are seen as an integral part of public life and perceived of as a contribution to our cultural heritage.

Therefore, it is important and desirable that they can be used. However, in order to use them, historic vehicles should not be modified more than strictly necessary.

Such modifications should interfere as little as possible with the historic substance of the vehicles. As a matter of principle, they should not alter the vehicle's appearance. Alterations should be carried out as reversible as possible.

## **Article 5**

Historic vehicles should bear witness not only to their own role as means of transport but should also reflect their historic origins, the technical state of the art of their period and their impact on society.

## **Article 6**

Preservation, conservation, and restoration are specialised processes aimed at preserving and displaying a vehicle's aesthetic, functional and historic value. They should aim at understanding and considering the original design and the historic background of the individual vehicle. They should be based on respect for the individual historic entity and on information found in authentic documents.

## **Article 7**

In the restoration of historic vehicles preference should be given to historically accurate materials and work techniques, unless such materials or techniques can no longer be used for because of concerns for safety, lack of availability or legal prohibitions.

Sometimes, traditional materials may not be adequate to the task of conserving the historic substance. As elsewhere in the field of restoration, modern materials and techniques may then be used instead, provided that they were proven adequate and durable in experiments or tried in practice.

### **Article 8**

It is not necessary to restore a historic object to the original manufactured condition. Any modifications to a vehicle performed during its ordinary life span and altering its condition as originally delivered, are precious testimonials of the vehicle's history and should be preserved as such.

A restoration that would return a vehicle to the condition of a certain period should not be attempted without a careful examination of historical records and without thorough planning.

The components and materials replaced in the process of a restoration should be identified with simple and permanent markings to distinguish them from the historic substance (see Definitions).

### **Article 9**

Any required additional safety equipment should be integrated harmoniously and discreetly into the vehicle. However, upon closer inspection, such additions or changes to the historical substance should be clearly recognizable as such. Appropriate permanent markings should be used for identification and such installations should be reversible as far as possible. (See Marking System).

### **Article 10**

Any modifications required later for whatever reasons should respect the original structure and appearance. Ideally, such modifications should always be reversible, and any important original parts removed in the processes should be kept with the vehicle to allow later use and to serve as reference for the originally existing substance.

### **Article 11**

Any work performed on an historic vehicle should be planned systematically and consistently documented in an appropriate manner. The resulting written and photographic record should be kept at least for the duration of the vehicle's lifetime and passed on with it. The FIVA aims to promote and support the safe storage of such documentation.

### **Article 12**

Any facilities and organisations involved in the preservation, conservation, restoration, repair and operation of historic vehicles should take appropriate steps to protect their records and archives.

### **Article 13**

International and national governmental authorities and agencies should recognise non-profit organisations or associations involved in the preservation of historic vehicles and their tangible and intangible context as cultural institutions and assign them the status of non-profit associations.

#### **Article 14**

Institutions, engaging in the preservation and transferring of knowledge required in the preservation and operation of historic vehicles should be recognised as cultural conservancies by international and national governmental authorities and agencies.

#### **Article 15**

Archives of documents, schematics etc. relating to historic vehicles should be recognised as part of the cultural heritage and protected as cultural heritage.

### **DEFINITIONS**

Historic vehicles include automobiles, motorcycles, utility vehicles, military vehicles, agricultural vehicles, trailers, bicycles and other mechanically operated vehicles as well as non-rail land vehicles powered by solid, liquid or gaseous fuels, or by muscle power, e.g. horse-drawn coaches. A vehicle is considered to be historic if it complies with the applicable FIVA definitions.

The scope of this Charter may also include buildings and infrastructures primarily related to historic vehicles and their period operation, such as factories, fuel stations or special roads of transport or racetracks.

Furthermore we aim to preserve the special knowledge and skills historically related to the manufacture and operation of such vehicles.

**Preservation** means the care and prevention of deterioration or damage, by which the present condition, individual and memorial quality of an historic vehicle or object is preserved.

**Conservation** includes any intervention serving to secure and stabilise the vehicle or object, which does not alter the historic substance, parts and materials, such as they be. Conservation measures will not put at risk the object's historical or material documentary value in any way. They serve exclusively to prevent or at least delay continued deterioration. Usually, such measures are not visible on the surface.

**Restoration** is the process of replacing missing parts or areas with the aim of making visible an earlier state of the vehicle or object and/or structurally strengthening it as compared to its condition prior to the works. Generally, restoration will be more invasive than conservation. Restoration work is orientated towards of the "historic stock" and will attempt to preserve as much as possible of the authentic substance. Restored areas should harmonically blend in with the existing historic stock, but remain distinguishable on closer inspection.

**Repair** stands for the adaptation, refurbishment or replacement of existing or missing components. Repair makes an object fully operational again and generally does not take into account the authentic substance belonging to the vehicle.

**Renovation** means on a more or less exact imitation of a “factory-new” appearance or a “better-than-new” condition. Such a treatment tries to extinguish all traces of real age and history on the vehicle without concerns and is carried out at the expense of historic substance. Vehicles or objects altered in such a manner are in danger of losing their value as testimonials of cultural history. Renovation usually does not comply with the Charter’s approach to historic vehicles.

### **Marking system for replaced components**

In the restoration of historic rail vehicles a marking system is already being used, which may also be applied to historic vehicles as defined in this Charter. The system uses the following letters for permanent marking:

NB = for “newly built” (as accurate as possible a copy in terms of type and materials & reproduced directly from a documented original)

FR = for “free reconstruction” (free reconstruction without using any direct historic model in terms of form, material or work technique. The part technically fulfils the function of an historic component utilised earlier)

CS = for “conservational stabilisation” (a later structural reinforcement added for conservation of the historic substance).

We recommend the indication of the year of restoration after the two-letter code.