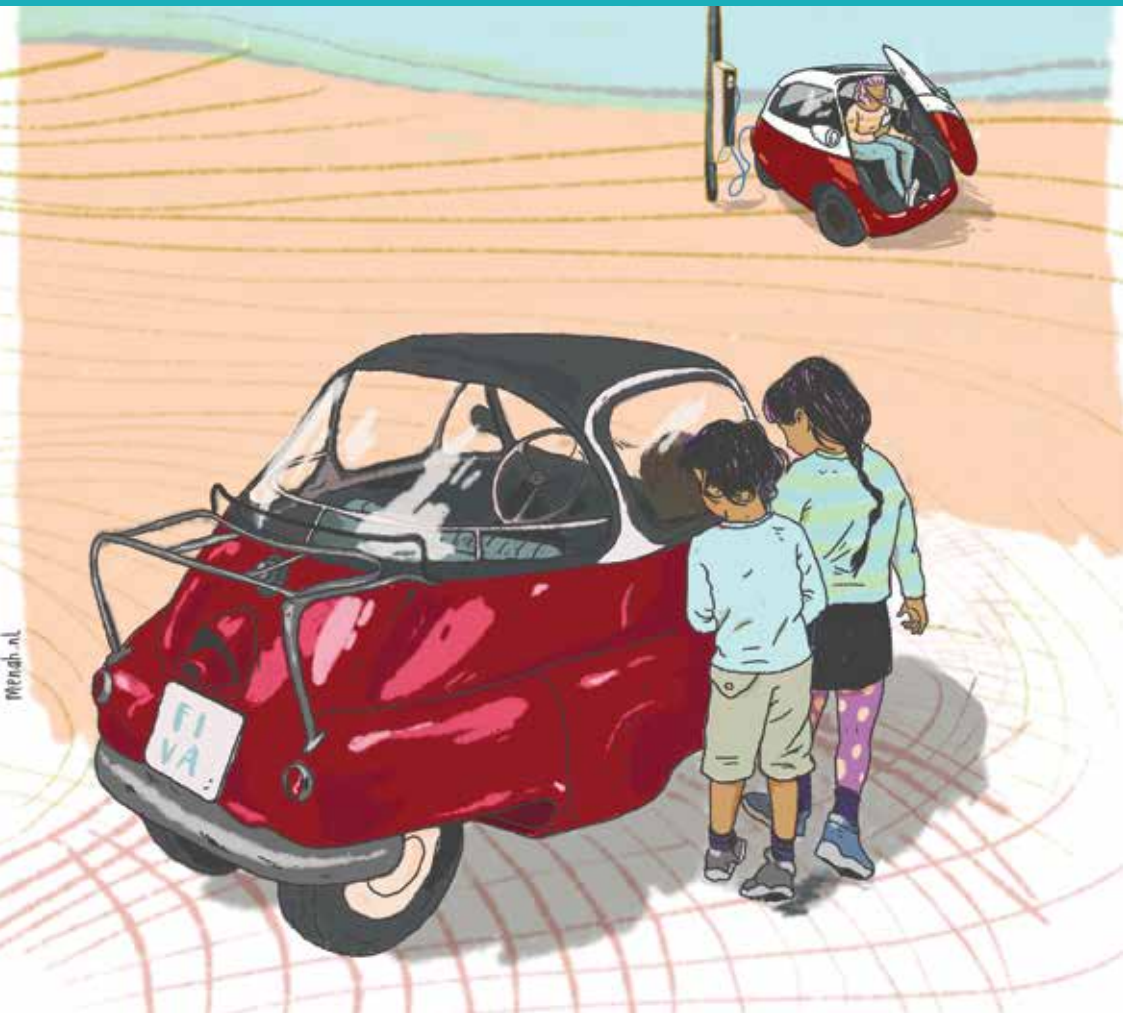
FEDERATION INTERNATIONALE VEHICULES ANCIENS

FIVA

Protecting, preserving and promoting world motoring heritage

FIVA GUIDE

For responsible use of historic vehicles on today's roads



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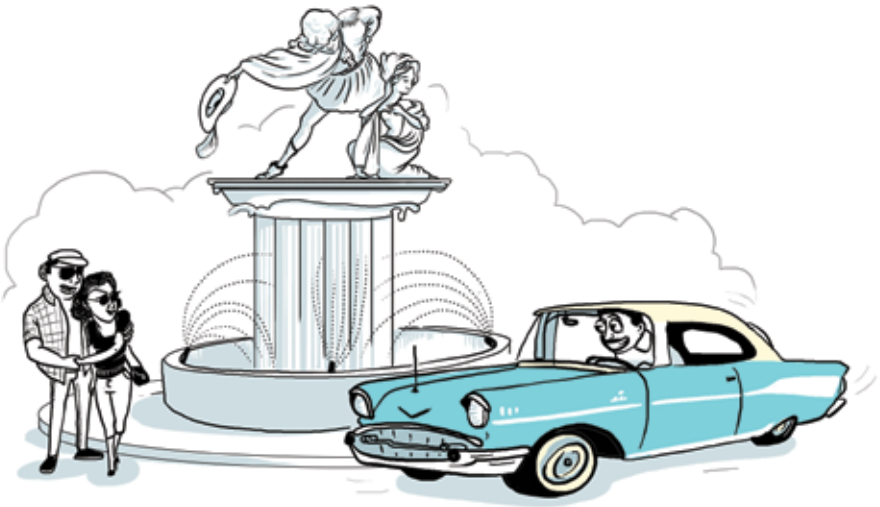


A time machine treated with respect.

INTRODUCTION

Why do you own a historic car, motorcycle or other vehicle from the past? Perhaps it's simply because you like it, or have a special bond with it. It's your own time machine and your link with our mobile heritage. You spend time and money to keep it running, or even to restore it – and for many, driving i t is the ultimate reward. Plus, maybe, to enjoy the admiring looks, smiles and thumbs-up of fellow citizens.

To ensure the continuing approval of society and the general public, safe driving and environmentally friendly behaviour are vitally important. Historic vehicle owners have a good track record when it comes to careful driving – as shown by the relatively low accident insurance premiums. What's more, since historic vehicles aren't used very often and, when they are, it tends to be on country roads rather than in urban centres, their contribution to overall road vehicle emissions pollution is negligible.

But the world of mobility is rapidly changing. Think of the plans to ban the sale of new cars with petrol and diesel combustion engines. Think of the development of fully automated, driverless cars. Think of the many low-emission zones that have spread across Europe, in order to improve air quality, especially in urban areas.

FIVA, the worldwide organisation that unites well over 1.5 million historic vehicle owners, has updated its recommendations for responsible use that were published around 2005. This has resulted in a publication in two parts, one focusing on road safety and the other on environmentally friendly behaviour.

We'd ask you to read these recommendations and tips carefully, and try to put them into practice. It will encourage most bystanders and other road users to continue to appreciate you and your vehicle.

Take note that some of the text only applies to a certain category of historic vehicles, for instance to cars but not to motorcycles. Please see the two parts as two sides of the same coin, as road safety and respect for the environment are twin elements of the overarching principle of responsible use. This publication is designed to help you ensure that even the relatively insignificant adverse effects of the preservation and use of pt to an absolute minimum, through the application of best practice in their use, preservation and maintenance.

WHAT IS FIVA?

The Fédération Internationale des Véhicules Anciens (FIVA) is devoted to the preservation of motor vehicles of the past and to their continuing use on the roads of the world.
FIVA protects the responsible use of historic vehicles through legislative monitoring, the development of recommended policies, specific supportive action and effective relations with national and international authorities.
FIVA helps to preserve historic vehicles, related artefacts and documentation through stimulation of research and cataloguing, as well as by development of guidelines, standards and education which ensure that authentic examples of our automotive past remain available for future generations.
FIVA promotes historic vehicle culture through communication and organisation of international events, forums, seminars and training. It provides formal recognition and support for activities that are consistent with its ideals.
FIVA is the non-profit umbrella organisation of national associations with similar objectives in around 70 countries around the globe. FIVA was established in 1966.
Since April 2017, FIVA has been a non-governmental partner of UNESCO with consultative status, and continues to pursue its successful FIVA World Motoring Heritage programme.

FIVA protects the mobile heritage.

SECTION ONE

ROAD SAFETY AND CONSIDERATE USE

GENERAL

Drive your historic vehicle at all times with respect for other road users. Speeding, excessive or over-enthusiastic acceleration, cornering and braking are all possible causes of irritation or even dismay, very much to the detriment of the historic vehicle movement in general.

Historic vehicles running on the road must comply at all times with the legal requirements for the road on which they are travelling, both in daylight and after dark.

Before driving any vehicle, you should ensure the seating position is such as to ensure the maximum possible uninterrupted access to all primary controls and best vision.

PERFORMANCE

Before driving any vehicle with which you are not familiar, time should be taken to ensure you are fully aware of the positions and operating modes of all primary controls, including:

- the gear-changing characteristics and requirements;
- the perceived braking performance and the responsiveness of the steering to driver inputs;
- the cornering characteristics of the vehicle.

It's better to start your driving experience with a vehicle that is new to you on a quiet road or in empty terrain.

You should be aware that the drivers of modern vehicles might be unaware of the practical limitations of historic vehicles, particularly with regard to stopping distances. You should therefore at all times drive protectively and proactively, realising that it is your primary responsibility to reduce the consequences of those limitations as far as possible.

Get to know your historic vehicle!

What is a historic vehicle?

FIVA defines a historic vehicle as:
A mechanically propelled road vehicle which:
- Is at least thirty years old.
- Is preserved and maintained in a historically correct condition.
- Is not generally used as a means of daily transport.
- Which is therefore a part of our technical and cultural heritage.

A historically correct condition makes owners proud.

RECOMMENDATIONS TO OWNERS REGARDING ROADWORTHINESS

There are two considerations for routine maintenance: elapsed time and distance travelled. You should undertake regular servicing even if the distance travelled since the last service is insignificant and the vehicle is used infrequently.

As a responsible historic vehicle owner, you should ensure that:

- All historic vehicles in use are carefully inspected at least once a year. This is especially important in countries where periodic vehicle testing for historic vehicles is not compulsory.
- The inspection includes checking for:
  a) structural integrity
  b) wheels (particularly important with spoke wheels) and tyres
  c) wheel bearings
  d) king pins
  e) steering mechanism

f) braking system
g) spring and shock absorber mountings
h) lights
i) integrity of fuel and fuel transfer components
j) generally, any components that might have become loose.

Frequent inspection and maintenance matter!

- If any faults are found, they are fixed before the vehicle is next used.
- Vehicles that have not been used for more than six months are checked particularly carefully before use.
- Special attention is given to the condition and operation of the braking system, especially if hydraulically operated.
- Brake fluid is drained and replaced at least once every three years and more frequently if the storage conditions are damp.
- Fluid levels are checked prior to each journey.

VISIBILITY

You should ensure that:

- You have as much visibility of the surroundings as possible.
- Windows are clear, clean and free of items such as stickers within your sightline.
- External rear-view mirrors are fitted whenever possible.
- Reflective devices, which may be removable, are fitted to particularly slow vehicles.
- Where fitted, windscreen wipers are checked from time to time and replaced when necessary, and the windscreen washing system (where fitted) is in good order.

Where the vehicle does not have modern flashing direction indicators, you or your passenger should show your intentions by using hand signals. However, be aware that drivers of modern vehicles might be unfamiliar with the meaning of these signals, so you should at all times be cautious in acting on the assumption that they have been seen and understood. This is particularly important if visibility is obscured or limited by weather conditions.

Vehicles without readily visible direction indicators or braking lights should preferably not be driven on public roads after dark.

When driving a slow vehicle, you should bear in mind that on major roads and particularly highways in darkness, even with sufficient lighting, the low speed might not be evident to other drivers. When travelling on such roads in darkness or low visibility, if the applicable local law permits, you should consider illuminating the flashing indicators on the vehicle, if fitted.

A dmirable at any time, but most at daytime.

LIGHTING

For road safety, it is as important for historic vehicles to be seen as for their drivers to be able to see.

In general, lighting on historic vehicles produces significantly less illumination than modern lighting. Most modern vehicles now habitually use running lights on a continuous basis, making historic vehicles relatively less likely to be noticed. Old-style side lamps are increasingly difficult to see.

You should use headlamps whenever conditions deteriorate, such as during rain, mist, fog or heavy cloud cover. In times of particularly poor visibility, for instance in very heavy rain, it might be wise to stop as soon as it is safe to do so.

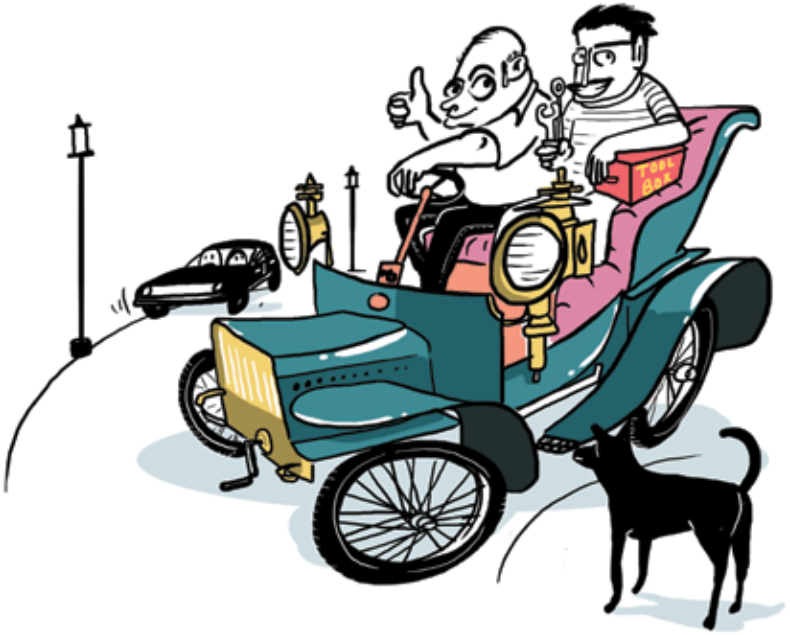
You should check regularly that all lights fitted are operating as required, and ensure that headlamps are properly adjusted.

If you are using a vehicle with a single-dipping lamp system that is to be driven in conditions of darkness or low visibility, you should, if it is legally and technically possible, modify the system so as to show a pair of lights whether on dipped or main beam.
For existing lamps, modern lighting components such as LEDs are available that do not visibly impair the authenticity of the vehicle. If it is legally and technically possible, it might be wise to fit such alternative lighting components where the vehicle is to be used regularly in modern traffic, especially for flashing indicator lights and brake lights. But care should be taken to observe local laws and regulations, particularly where they concern headlamps that could dazzle other motorists if incorrectly fitted.
Tail-lights and braking lights should be visible in clear conditions from at least 100 metres and should clearly indicate the overall dimensions of the vehicle. For driving after dark, a separate 'trailer board' can be used. You should not drive a vehicle without electric lighting on the road dusk and at darkness. f you are overtaken by darkness you should stop as soon as reasonably possible.

TYRES

Before the start of the day's first journey, however short, a check should be made on tyre pressures; all tyres should be run at the manufacturer's recommended pressure. Running on tyres that are at low pressure increases friction and thus harms economy by up to 4%. Low pressure also increases the chance of heating of the tyre, resulting in failure and consequent accident and injury to the occupants of the vehicle and to other road users.
Tyres should be regularly inspected for visible imperfections in the tyre wall, including on the inner surface of the tyre, as a tyre wall failure is likely to lead to accident and injury.
Because tyres do not last indefinitely, even in storage, tyres should be replaced if there are signs that the walls are damaged or that they have become inflexible. You should consider replacement of tyres after a number of years, in accordance with the manufacturer's recommendations or other appropriate guidelines, whether they are worn or not.

Tyres of a different nature from those originally fitted are often used on historic cars.
There is usually no objection to the use of radial tyres to replace cross-ply tyres as they almost universally improve roadholding and thus safety, while hardly compromising appearance or stressing other components. But care should be taken to note the effect of radial tyres with a different circumference on body clearances and speedometer accuracy.
However, you should be very cautious about any use of wider or low-section rims and tyres, except where they are, or represent, a type commonly fitted to the vehicle during its existence prior to preservation. They might look good and even help the vehicle to handle better than in period but should be chosen with care. One aspect is the effect on originality, another is the impact on the



Your best companions on board: a co-driver and a toolbox.

safety and possibly on fuel efficiency of the vehicle. While wide low-profile tyres can reduce the top speed of the vehicle by their negative aerodynamic effects, the improvement on roadholding in curves might stress the suspension and cause excessive wear of suspension parts and wheel bearings. This can lead to costly repairs but also to safety problems, in addition to a possible increase in fuel consumption.
So please find a reasonable compromise between the desire to modify your vehicle and keeping it as close to original as possible – safe and fuel-efficient.

ON-BOARD EQUIPMENT

Always check, before leaving, that you have all the equipment with you that will help in the case of a breakdown or other incident. Don't limit yourself to the equipment prescribed by the law of your country or the countries you are visiting.
Most important are:
- First aid box
- Reflective jackets
- Danger triangle
- Spare lamps and fuses
- A robust jack, wheel wrench, and most common other wrenches and tools
- Safety hammer (also called a 'life hammer')
- Fire extinguisher
- Powerful flashlight

SAFETY BELTS AND CHILD SEATS

Even if they are not prescribed – because your car was registered before safety belts became mandatory – you may wish to consider fitting safety belts, provided they can be firmly fixed. However, safety belts should not be fitted unless the vehicle structure is adequate both to enable secure fixing and to withstand impact stresses.

When seatbelts are fitted you should always use them, even when making a short journey in your own neighbourhood, and ensure that your passengers have fastened their safety belts, too.
Before planning a trip with young children, always check first that you can legally take them on board and, if so, where they should be seated (in front or back) given their age and height – and also whether it's mandatory to use a child seat.

CONSIDERATION AND UNDERSTANDING

As the driver of a historic vehicle, one should always be considerate and respectful to other road users, not only other motorists but also the most vulnerable groups in traffic: pedestrians and cyclists.

Driving carefully and with respect will bring you many smiles.

You should always indicate in a timely manner what you intend to do, not only when turning left or right, but also when driving into a parking space or leaving it, or when overtaking other road users.
Overtaking is increasingly difficult on modern roads. When driving a historic vehicle, you should be prepared to allow other vehicles to overtake safely, when and where this is possible. If traffic builds up behind you, try to find a convenient and safe stopping point to permit other vehicles to pass.
You should remember that drivers of modern vehicles might pull in front and leave insufficient space for safe braking. If that happens, you should always slow down to increase the gap.
You should avoid travelling in convoy with more than two other historic vehicles on busy roads. In convoy you should keep at a

Your vehicle is an eye-catcher for old and young.

sufficiently safe distance from the vehicle in front to allow, where permitted, other traffic to pass safely, and also to carry out an emergency stop safely.

If you are driving a slower historic vehicle, you should ideally plan your journey to avoid local rush hours and areas of congestion.

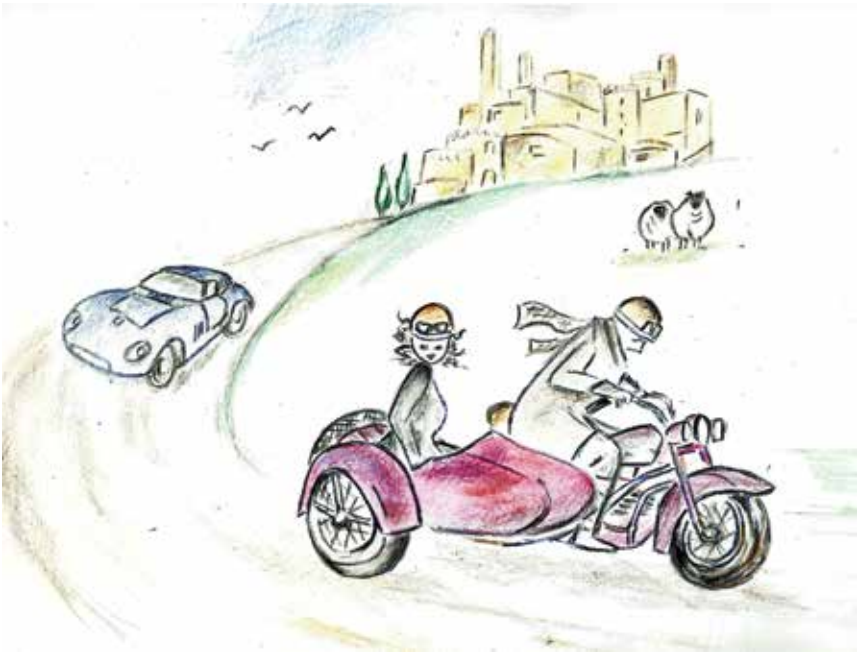
Whenever you drive, you should realise that your vehicle is an eye-catcher and your behaviour could have an impact on the general public's opinion of historic vehicles, for better or worse!

EVENTS ORGANISED BY CLUBS AND VOLUNTEERS

This part of the guide is primarily concerned with the countless non-competitive events like these are organised by clubs and volunteers.

Even if the event is not at the FIVA Events Calendar as shown on FIVA's website regard should be given to the FIVA Events Code, especially its article: events taking place on roads open to normal traffic must conform to the legislation of the country(ies) in which they take place.

Well organised events and tours are a joy for the participants ánd the public.



Organisation of events held on the road – even if not competitive – and participation therein require to pay serious attention to certain aspects that must be accounted for. Competitive events will often be subject to specific national laws, local regulations and permissions.

WHAT MATTERS MOST FOR ORGANISERS

If you are an event organiser, you should ensure that your plans, organisation and staffing comply with national laws and local regulations and also instruct participating drivers to adhere to these laws and regulations.

Before any event takes place you should prepare a risk and safety plan. The plan should consider the various matters you would need to deal with following an incident, particularly if that incident were to involve serious injury or death, including the notification of

rescue services and other authorities, liaison among the officers of the organising body, and reaction to any media interest and questions.
You should plan events so as to create a minimum of inconvenience and disruption to other road users and, where significant numbers of historic vehicles might be encountered on busy roads, alert other road users to this possibility with clear signage, subject to local laws and regulations.
If entrants are to follow a planned route, you should:
- Properly explore the route in advance.
- Provide entrants with clear and adequate instructions and directions as to the route and the signs and other landmarks to be recognised to enable them easily to follow the route.
-Identify particular traffic hazards likely to be encountered.

Save your racing aspirations for the track.

WHAT MATTERS MOST FOR DRIVERS

If you are driving on an event, you should:

- Be able, either through prior knowledge or by correctly following the instructions provided, to drive the route without needing to follow the vehicle in front.
- Always consider other motorists and take account of traffic conditions when following a route.
- Adhere to traffic signs, signals and rules, unless instructed otherwise by an officer of the law.
- Never allow a competitive spirit to overcome your responsibility to drive with care and consideration for other road users.
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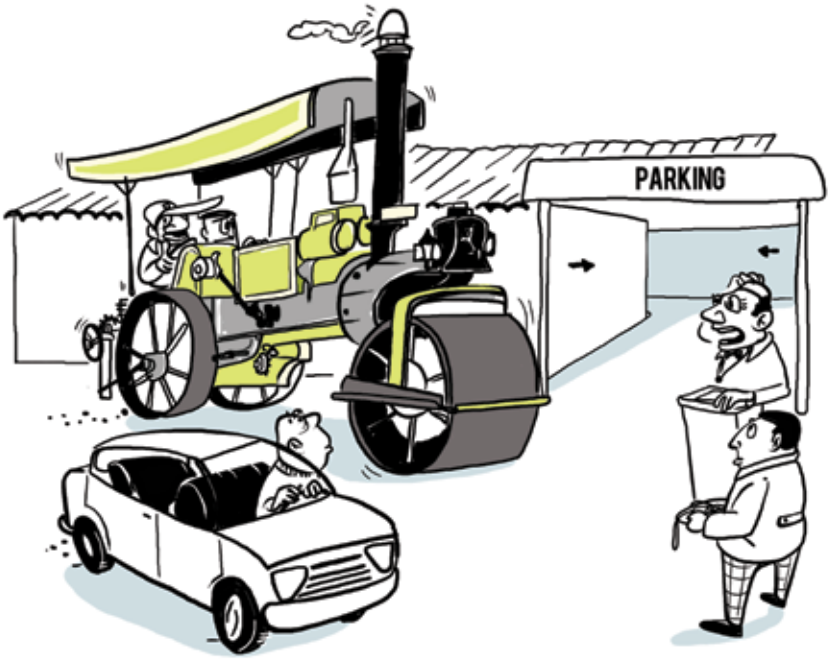


Driving an old steam roller can be quite challenging.

EXCEPTIONALLY SLOW VEHICLES

When driving an exceptionally slow vehicle (ESV), such as a steam traction engine, road roller, early commercial vehicle or agricultural vehicle, you have a particular duty to ensure it causes minimum disruption to other road users. The handling of these vehicles on public roads requires drivers to have particular experience, a good understanding of the vehicle, and knowledge of laws specific to their use.

When driving an ESV you should, wherever possible:

- Avoid town centres, long fast roads, single-lane roads, steep hills and difficult junctions.
- Not drive after dark or in conditions of seriously reduced visibility.
- Make your turning intentions clear and unambiguous to other road users.
- Have a crew of two or more to assist in starting the engine and keeping it running.
- Avoid creating a hazard when stopping at the roadside to take on water or to change gear.
- Recognise and minimise the danger of sparks.
- Avoid the creation of black smoke near residential areas.
- Avoid damage to the road surface.
- Use chocks against the gradient when stationary.
- Only use the whistle in an emergency, or a parade.

From means of transport to mobile heritage

The immense historical and cultural importance of the motor vehicle has only recently started to be recognised, by national and international bodies dealing with the preservation of heritage and social history, as an important part of our past.

The motor vehicle has an essential place in history from the late 19th Century through to today. While industrialisation forced people to move to the cities for work, the motor vehicle made it possible to live outside cities and away from industrial areas.

Motor vehicles gave people the freedom to choose where to live and where to work, and how to spend their leisure time.

It is this historic legacy that FIVA preserves and honours. Hence it is important that FIVA also leads the way in encouraging the preservation and use of historic motor vehicles in the most responsible, safe and environmentally acceptable way possible. This guide intends to contribute to that aim.

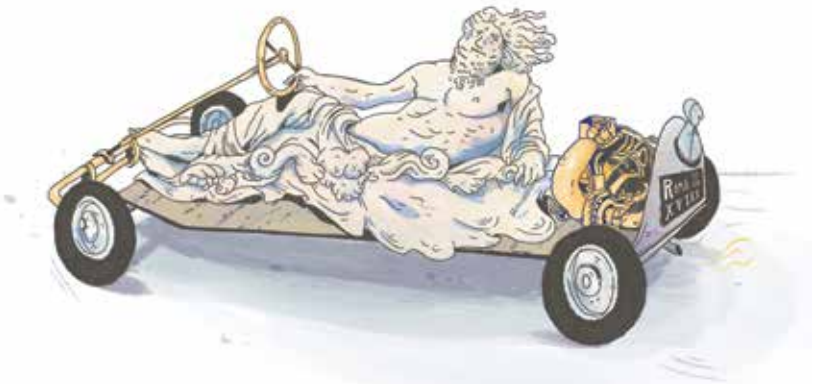
FIVA and FIVA's member organisations represent your interests in discussions with policymakers and those who carry out these policies. And you are our ambassador. You take on this role whenever you show your historic vehicle to the public, when you drive it, and even when you work on it at home.

SECTION TWO

CARING FOR THE ENVIRONMENT

HISTORIC VEHICLES IN TODAY'S ENVIRONMENT

Historic vehicles represent the history of mobility, technique and design. They were not built to meet today's standards. Historic vehicles give evidence of technical developments from the very early up to more recent times and help us to learn about the technical and cultural evolution of mobility. The owners of historic vehicles are custodians of the 'rolling museum' on the road. They are mostly very aware of the complex questions of environmental and climate protection and of the challenges confronting urban areas in particular. By emphasising the great value of the preservation and public presentation of historic vehicles, FIVA has been successful in gaining lasting respect from society. To keep it this way, it's very important that each owner of a historic vehicle exhibits careful and responsible behaviour, whenever using a historic vehicle in public spaces or on private ground.



A rolling museum.

FIVA's detailed recommendations on the preservation, restoration and authentic enhancement of historic vehicles are set out in the Charter of Turin Handbook, which we recommend you keep at hand, particularly if you wish to do more than regular maintenance work on your historic vehicle.
Below you will find some practical tips on a number of topics. This is not an exhaustive list, and FIVA is open to suggestions for additional recommendations.

FUEL SYSTEM

You should regularly and at least once per annum inspect fuel systems, whether carburettor or fuel injection, and including both manual and automatic choke systems. The inspection should include proper adjustment of jets, and checking for the accurate and free operation of mechanical parts, and the absence of leaks, whether at the carburettor or injection system, and around the fuel pump.
You should check:
- All joints in the fuel system for leaks.
- The tank and all lines for existing leaks and for corrosion and other degradation which could potentially lead to leaks.

IGNITION SYSTEM

You should:
- Inspect spark plugs regularly for evidence of either a weak mixture, leading to possible overheating, or a rich mixture leading to excessive fuel consumption and increased emissions.
- Keep all leads in good order, as misfiring is not only a risk to the engine but creates excessive emissions.
- Regularly inspect contact-point gaps, if present, to ensure smooth and efficient running, as poor running leads to increased emissions.

LUBRICANTS AND FLUIDS

Efficient running of the vehicle, with the greatest economy of fuel and lowest possible emissions, depends on proper observance of the service requirements applicable to the vehicle.
You should:

- Use a high-quality fuel or fuel additive, where available, that contributes to fuel economy and reduction of emissions with no adverse impact on performance or the fuel system, even if it is more - Always use lubricants and other fluids – such as brake fluids – that are of the correct specification for the vehicle.
- Replace lubricants and other fluids at the correct intervals of both mileage and time.

STEERING, BRAKES AND SUSPENSION

You should:

- Inspect regularly and at least once per annum all aspects of the steering, braking and suspension, no matter how low the mileage covered.
- Check for any leaks in seals and lines.
- Check brake operation both as to efficiency (having regard to the proper expectations for the vehicle) and evenness.
- Ensure that lubrication is sufficient in all necessary areas, including grease nipples in joints and bearings.

EXHAUST

You should:

- Regularly check for any visible smoke emissions, for both environmental and practical reasons. Black smoke indicates over-rich running and consequent emission of excessive hydrocarbon residues, while white smoke could indicate leaks in the head gasket. Blue smoke indicates oil pollution of the engine from such causes - Check the exhaust regularly for leaks, as leaks can create excessive noise and damage fuel economy and control of emissions.

No smoking and an oil mat under the engine, take care of the environment!

OTHER CHECKS AND PRECAUTIONS DURING USE

- You should run your vehicle regularly – if possible, at no more than three-month intervals. This avoids internal corrosion and helps to maintain the lubrication of components of the engine, gearbox, drivetrain and wheel bearings.
- Checks cannot be satisfactorily completed if the vehicle is stationary, as not all components will be exercised. Stationary running is inefficient and produces unnecessary exhaust emissions, hence driving for around 30km at reasonable speeds is recommended for maximum effect and efficiency.
- It is advisable to keep the vehicle clean and free from soil and other dust. This applies not only to the visible surfaces but also to such areas as the engine bay, where regular cleaning will

make it easier to spot the onset of leaks: for example of fuel, oil, water or hydraulic fluid. Regular cleaning of the underside of wings and undertray will limit the onset of corrosion in inaccessible areas.

- You should undertake cleaning in a manner which will, to the greatest extent possible, avoid the escape of water polluted by detergents and accumulated dirt into watercourses and stormwater drains, and avoid inconvenience to neighbouring properties and individuals.
- As older vehicles will tend to leak oil from engines, gearboxes and axles, you should take care whenever the vehicle is standing for an extended period of time to collect dropped oil, which will otherwise pollute and in certain cases structurally damage the surface.
- When displaying the vehicle, particularly in a public place, you should place an oil mat, or failing that a suitable piece of cardboard of around 50 x 120cm under the vehicle to avoid pollution of he soil or to prevent oil drops damaging the surface of the display area.

MAINTENANCE, RESTORATION AND REPAIR

- Maintenance, repair and restoration – whether by yourself or on your behalf, and whether or not by a professional – should at all times be carried out with due regard for the environment and the safety of those performing the maintenance.
- Where there are local or national regulations covering the undertaking of maintenance, repair or restoration, you must comply with them.
- You should take great care, where noxious substances might be released in the performance of repair or restoration (for instance asbestos fibres), that operatives wear protective clothing and contamination of the atmosphere is avoided.
- You must carefully and properly dispose of any fluids removed from the vehicle in the course of maintenance, repair or restoration, not only by the use of suitable containers and the proper

and environmentally acceptable disposal of such containers, but also by the maximum possible avoidance of spillage.

- You should dispose of components removed from a vehicle in the course of maintenance, repair or restoration in a proper manner, to avoid as far as possible the risk of pollution, unless you are retaining them for potential re-use.
- You should keep components retained for storage in such a manner as to minimise the likelihood of contamination of any part of the premises in which they are stored.

Store your spare parts with care too!

STORAGE

- If a vehicle is put into long-term storage, including over the winter months, you would normally be wise to disconnect the battery from the electrical system and put the vehicle on axle stands to avoid creating a flat spot in the tyres.
- Also when stored, inside a building or in the open air, it is advisable to place an oil mat under the vehicle to prevent oil drops causing pollution or surface damage.

Mostly not used in urban areas, but on scenic roads.

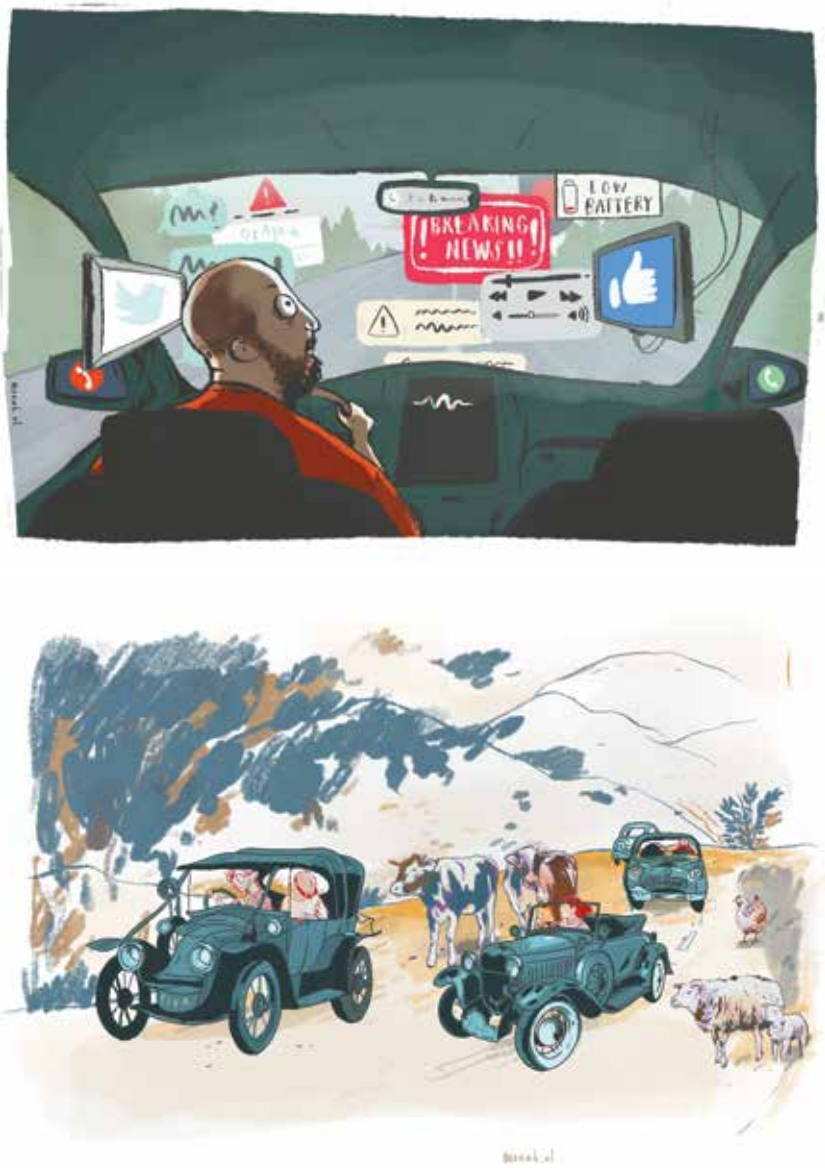
Some facts about historic vehicles

There are 1.5 to 2 million people, across all continents, participating in some way in the activities that FIVA supports. These people are as interested in a safe, clean and healthy environment as their fellow citizens.

Their historic vehicles represent around one per cent of the total number of vehicles in use. Their low annual mileage and the way these historic vehicles are used mean that their environmental impact compared with everyday vehicles is marginal. And because they are treated with special care and are generally only on the road in favourable weather conditions, historic vehicles are less involved in road accidents than newer vehicles.

In addition, it's worth considering that:

- *Owners of historic vehicles use them for the joy of the trip, rather than simply a means of getting from A to B.*
- *Historic vehicles are rarely used at times or places of traffic congestion, where there is a need for vehicles to remain stationary or travel excessively slowly for extended periods.*
- *Historic vehicles generally travel at lower average speeds than contemporary vehicles and tend to avoid rapid acceleration and braking.*
- *Most historic vehicles do not possess as many electrical, electronic and other comfort features as contemporary motor vehicles have on board, and - Most use of historic vehicles takes place in relatively rural environments, where the impact on the environment and other road users is less.*
- *Historic vehicles are generally maintained in a good mechanical condition, which is beneficial to the reduction of emissions and fuel consumption.*
- *In contrast to contemporary vehicles, the overwhelming majority of historic vehicles are powered by petrol and not diesel engines.*
- *The purpose of historic vehicle ownership is not merely transportation, but the wish to preserve a certain vehicle for a variety of reasons. These include nostalgia, a passion for restoration or maintenance and repair jobs, or simply the pleasure of owning and driving a part of our shared mobile heritage, and to pass it on to future generations.*



Less driver distractions than in modern vehicles, but an attraction for any bystander.

THE ILLUSTRATOR

ANJALI SHEKHAWAT

Born and brought up in Rajasthan, India. I have been working as cartoonist and animator in Jaipur for the last 6 years.
I Love to work on projects depicting absurdity and hilarious plots in daily life and observing people, their behaviours, the way they move, talk, their gestures and how they respond to various situations. Greatly enjoy drawing object adding on to the characterisation of
the owner like the vehicles they drive, the instruments they play or the houses they live in.

CARLA FIOCCHI

I live in Monfalcone, North-East Italy, the most northern point of the Mediterranean Sea.
I have been painting for some decades, since life events have set free my teenage passion, and painting has become an important part of my life. I am mostly a landscape painter and I love the great challenge of painting en-plein-air, a very intriguing experience.
In addition to my wide interests (music , photography, travels, foreign languages), I have become deeply involved in historic vehicles when I met my life companion some decades ago. For years we have had a great time driving our "classics" along the roads of Europe enjoying authentic examples of our automotive past: such heritage needs to be protected and preserved for future generations. Historic vehicles have also been occasional subjects for my paintings.

MENAH MARLEEN WELLEN

Freelance illustrator from Amsterdam, The Netherlands. I have worked fulltime as an illustrator since I graduated art school in Utrecht in 2011.

Besides corporate infographics and editorial illustration, my work consists of taking live visual notes at conferences and other events with the international illustrator collective 'Getekend Verslag' ('Illustrated Report'). We make live visual reports of any event, with quotes, portraits and drawings.

My focus, in live drawing as well as work from the home office, has always been on drawing people. Therefore, most of my work centers around faces and characters, which I always try to make as diverse as possible. The main characters for this FIVA Guide being historic vehicles rather than people, has been a welcome challenge for me. And it has taught me that there is just as much diversity in historic vehicles as in people!