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**POL19 – POLICY GUIDELINES USED FOR THE CLASSIFICATION OF VINTAGE VEHICLES**

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<b>1. Introduction</b>
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The following policy procedures are intended to serve as guidelines to applicants applying for the classification of vintage vehicles, especially for foreign registered vehicles prior to coming into Malta. These guidelines are intended to genuine vintage vehicle owners to benefit from the vintage vehicle concession. The guidelines are partially inspired by the Technical Code (2010) of the Fédération Internationale des Véhicules Anciens (FIVA) that is the international body based in Brussels responsible for vintage vehicles, and which is represented by the *Federazzjoni Maltija Vetturi Antiki*.

Vintage vehicles are regulated by the Motor Vehicles Registration and Licensing Act (CAP 368) <http://justiceservices.gov.mt/DownloadDocument.aspx?app=lom&itemid=8837&l=1> and the Registration and Licensing of Motor Vehicles Regulations (Subsidiary Legislation 368.02) <http://justiceservices.gov.mt/DownloadDocument.aspx?app=lom&itemid=10402&l=1>.

<b>2. General Criteria</b>
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**2.1 Eligibility**

All genuine vintage vehicles of at least 30 years of age from their year of manufacture may become eligible for classic status according to a set of criteria. This cut-off date is established by the Laws of Malta and may be subject to change. For the purpose of this concession, the words Classic, Historic, Vintage, Veteran and Period are understood to mean the same and are interchangeable.

**2.2 Definition of Vintage Vehicle**

Vintage vehicle means an authentic and genuine vehicle thirty years of age or more (to be reckoned from the date of manufacture), as certified by the Vintage Vehicle Classification Committee, which is kept in a state which is as close as possible to its original state as produced by the manufacturer and which respects the spirit of classic and vintage vehicle preservation.

**2.3 Definition of Year of Manufacture (YOM)**

The year of manufacture counts from the 1<sup>st</sup> January. This means that a vehicle produced on the very last day of the year in question is still considered to be eligible.

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### 2.4 Use of Vintage Vehicles

Vintage vehicles may only be used solely and exclusively for private use thus cannot be used for the carriage of goods and/or passengers for any activity for hire and/or reward and/or financial gain. Provided that vintage vehicles may occasionally be used for purposes other than private use in one-off and exceptional activities and occasions for which no vehicle other than a vintage vehicle may be used; Provided further that in order for vintage vehicles to be used for any purpose other than private use in such one-off and exceptional activities and occasions, the prior written authorisation of the Authority shall be obtained, which authorisation shall be given or withheld in the Authority's absolute discretion.

### 2.5 Condition of Vehicle

Notwithstanding their age, vintage vehicles shall be kept in a condition that reflects the manufacturer's intentions and respects the spirit of the concession namely, the preservation of genuine vintage vehicles. Applications for vehicles that are dirty and not kept in a good state or condition similar to period will not be certified.



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These vehicles reflect and respect the spirit of the concession.

### 2.6 Modifications

Out-of-period modifications and other changes should be avoided. However, the Vintage Vehicle Classification Committee, may, without prejudice, consider modifications which are carried out according to manufacturer's and/or manufacturer's approved specifications and made in the spirit of the period in question and in such a manner that the vehicle can, if necessary, be converted back to its original condition.

## 3. Technical Guidelines

### 3.1 Body and Chassis

No major modifications are allowed save for the exceptions listed below. No lengthening or shortening of the body or chassis except in line with factory specifications. The vehicle must appear exactly as a similar model left the factory and/or factory approved modifier and must reflect the period in question.

However, if a vehicle has been converted exactly as it would have been at the factory and/or factory approved modifier, this is allowed as long as proof is provided by the applicant. Notwithstanding the requirements above, certain body kits may be allowed as long as these are similar to period factory extras or else supplied by recognised period aftermarket suppliers.

Certain cases of body-building are allowed because some manufacturers used to provide a chassis-cab upon which the owner would then build a loading bay or box or a special purpose application vehicle. Therefore, recently built bodies on a genuine chassis are allowed, as long as the build reflects the manufacturer and period in question.

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Roof-racks and tow-hooks are not normally allowed as these indicate that the vehicle is possibly being used for commercial purposes. However, period-looking roof-racks (e.g. with wooden slats) or tow-hooks on ex-military vehicles may be fitted.

Motorcycles are not to be fitted with non-factory or non-aftermarket carry cases, boxes, racks or platforms. Any factory or aftermarket panniers or top-boxes must look correct for the period in question and be of a size that is proportional to the dimensions of the vehicle.

Certain modifications to the chassis are allowed as detailed under the Reproductions, Replicas & Re-Bodied Vehicles section of this manual.



Like all certified classic vehicles, military vehicles must be in their original finish and kept in a good condition that reflects the spirit of the concession.

### *Example B1*

Acceptable: A Morris 1000 2-door converted from saloon to convertible using the special stiffening kit with the proper folding hood. Conversion is indistinguishable from the original factory model and only a marque expert would notice the difference, if at all.

Unacceptable: An applicant vehicle which has had its roof removed to be made into a convertible in a way that the Morris factory never did.

### *Example B2*

Acceptable: A VW Beetle that has been converted into a Karmann replica that is virtually indistinguishable from the genuine factory car.



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Unacceptable: A VW with its roof removed in a way that the Volkswagen factory never did.

### *Example B3*

Acceptable: A VW beetle that is converted into a Beach Buggy that is an exact reproduction of a recognised and identifiable 1960's model (for example a Rhino) as long as the chassis and running-gear are within the applicable cut-off period, and the body is made according to the period specifications and materials.

Unacceptable: A VW beetle converted into a Beach Buggy that is simply the result of the owner's own design or imagination. This would make it a customisation which is not allowed.

### *Example B4*

Acceptable: An Austin Cambridge that has been converted from a saloon to a pick-up just like used to be done in the 1950s and 60s.

Unacceptable: The same car as above but with a non-original American-style "side-step" loading bay.

## 3.2 Colour

The colour should reflect the period in question. Metallic paint is allowed as long as it reflects the period. No non-original flake, matte or pearlescent finishes allowed. It is not necessary that the colour be the exact one offered by the factory.



The colour of this Mini is not the original one but is still acceptable as it reflects the period.

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### *Example C1*

Acceptable: A 1960s Alfa Romeo painted in a 1960s Ferrari colour.

### *Example C2*

Acceptable: A 1960s Ford Mustang painted in a modern Toyota metallic gold that looks very similar to the period Ford colour.

### *Example C3*

Acceptable: A VW Beetle that has been sprayed in two-tone.

### *Example C4*

Unacceptable: A 1920s Morris painted in metallic blue.

No graphics, flames, artwork, etc. are allowed except where these were offered as a factory-option or else carried out by factory-approved third parties.

In the case of replica or reproduction racing or special vehicles, period colour schemes such as chequered roofs or matte black bonnets, etc. are acceptable as long as this was the practice during the period in question.

## **3.3 Interior**

The interior must look as close to standard as possible. No customisation is allowed except for very minor “reversible” fittings.

### *Example I1*

Acceptable: A Ford Escort Mk1 fitted with Ford Capri seats. This is acceptable because they look so similar to each other and the two vehicles are of the same period. Also acceptable are 13GT instruments fitted instead of the standard 1100 ones on base models.

### *Example I2*

Acceptable: A mini that has been fitted with a removable wooden or plastic dashboard which was a popular fitting during the 1960s. It is “reversible” and no damage has been done to the bodyshell. In such cases the overall look and feel of the period in question must be respected and period clocks, switches, etc. must be used. If modern-looking items are used vehicle will be disqualified.

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### Unacceptable:

- Bucket seats or seats from unrelated cars with or without headrests that jar with the period in question.
- Holes cut in the dashboard for switches and instruments.
- Large prominent out-of-period holes for speakers in doors or rear parcel-shelf.
- Dark-tinted windows.
- Non-period Stickers, labels, stripes, adverts, etc.



Interiors must be clean & tidy and as close to original as possible. Out-of-period instruments, speakers, switches, stickers, etc. are not acceptable.

### **3.4 Engine**

The engine has to be the same series as that fitted by the manufacturer. If the engine fitted to the applicant vehicle was never fitted by the factory or factory approved third party, this is an automatic failing point. The overall look and feel of the period in question must be respected. Upgrades and engine modifications are accepted as long as they reflect the period.

Conversions to run on LPG/Autogas are acceptable as long as the original carburettor(s) are retained and the general standard factory look remains similar.

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Engines and engine compartments must be clean and tidy with no rusty parts. Clips, grommets, wiring harnesses, labels, etc. must be in good condition.

### *Example E1*

Acceptable: A Ford Escort Mk 1 originally fitted with an 1100cc Kent pushrod engine. It is now fitted with a 1600 Kent or Pinto engine and Weber side-draft carburettors.

Unacceptable: The same car as above but fitted with a turbo or fuel injection system.

### *Example E2*

Acceptable: A mid-Sixties Mercedes 220 4-cylinder vehicle fitted with a mid-sixties Mercedes 6-cylinder engine.



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Unacceptable: The same car as above fitted with a Mercedes 5-cylinder turbo-diesel from the 1980's

### *Example E3*

Acceptable: A sixties Land Rover that was originally fitted with a 2286cc Rover petrol engine but is now fitted with a 2286cc Rover diesel engine.

Unacceptable: The same vehicle as above originally fitted with a 2286cc rover engine, now fitted with a later 2495cc Rover engine which was never done by the factory.

### *Example E4*

Unacceptable: A Ford Anglia that has been fitted with an Escort engine i.e. cross-flow instead of down-flow.

### *Example E5*

Unacceptable: An early Ford or Morris that was originally fitted with a side-valve engine but is now fitted with a later pushrod engine.

## **3.5 Wheels**

Any wheels can be used as long as they reflect the period in question. Period spoke wheels are also allowed.



The wheels of this Ford Escort reflect the period.

### *Example W1*

Acceptable: A 1960s Mini fitted with period Wolfrace wheels.

### *Example W2*

Unacceptable: A Ford Escort Mk I fitted with modern 17" Alloys and low-profile tyres.

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**3.6 Reproductions, Replicas & Re-Bodied vehicles**

A REPRODUCTION is a copy of a historic vehicle built by a reproducer, from parts to period specification, reproducing a specific model. This must be clearly marked to indicate that it is a “REPRODUCTION”. Such historic vehicles will be called by a combined name of the reproducer and manufacturer as well as the model from which the vehicle is reproduced (*Example: Smith Bugatti Type 35*).

A RE-BODIED vehicle is one whose chassis and running gear has been retained, which has been fitted with, for example, a special lightweight body mainly for period racing purposes. These special vehicles must retain the look and feel of the period in question. The same fabrication methods must be used (e.g. hand-beaten or English-wheeled body panels).

All reproductions, replicas and re-bodied vehicles must conform to the conditions above and as per clause 3.1.

**Important:** In such cases the application must clearly state that the vehicle is a **Reproduction**. Moreover, although certification by the Committee means that the vehicle has obtained vintage status, this does not mean that, a vehicle is a genuine factory-produced model. The Committee cannot be held responsible if a vehicle certified to be, for example, a special (such as a Mini Cooper S) turns out to be a reproduction from a common or standard model.

*Example R1*

Acceptable: A Ford Escort Mark I 1100cc converted to look exactly like an RS1600.

*Example R2*

Acceptable: A standard Mini 1000 made to look like a Mini Cooper S.

*Example R3*

Acceptable: A reproduction Jaguar E-type or AC Cobra made by a reproducer using standard engines, space-frames, chassis and/or running gear.

*Example R4*

Unacceptable: A reproduction Jaguar E-type or AC Cobra reproduced using either non-standard space-frames or else non-original chassis and/or running gear.

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### *Example R5*

Acceptable: A 1930s Triumph Saloon made into a 1930s style 2-seat racer using the factory engine (standard or modified), chassis and/or running gear. Fitted with a hand-built aluminium body. Genuine period, lamps, clocks, steering wheel, seats, etc. are used.

### *Example R6*

Unacceptable: A 1930s Triumph Saloon made into a 1930s style 2-seat racer using the factory engine (standard or modified), chassis and/or running gear, but has used a modern glass-fibre body. Non-period fittings used.

## 3.7 Motorcycles

The above rules apply to motorcycles as well, however, certain period hybrids such as Norvins, Tribsas, etc. are allowed. Café Racers are also allowed. Again, the overall spirit of the period in question must be retained and period parts must be fitted to period vehicles.

### *Example M1*

Acceptable: A 1960s Triumph fitted with a 1960s BSA engine producing a Tribsa.

### *Example M2*

Acceptable: A 1970s Norton fitted with a 1970s Honda motorcycle engine.

### *Example M3*

Unacceptable: A 1960s BSA fitted with a 1990's Yamaha engine.

<h2>4. Used Imported Vehicles to be registered in Malta</h2>
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### 4.1 Definition

A used motor vehicle brought from abroad means a vehicle which has not as yet been registered in Malta but which has been registered in another country.

### 4.2 Inspection prior certification

Importers or motor car dealers or owners of motor vehicles who bring or import such vehicles which are of at least 30 years of age from their date of manufacture may opt to apply for the vintage certification of such vehicles. In such cases, the vehicle shall be inspected by Transport Malta, (Vintage Vehicle Classification Committee) prior to its certification as a vintage vehicle.

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### 4.3 Registration Value

The Vintage Vehicle Classification Committee appointed by Transport Malta shall determine the registration value of such vehicle for the purpose of calculating the registration tax payable on such a vehicle.

The registration value of any such vehicle for the purpose of calculating the registration is based on:

- a. The invoice value or
- b. The average market value of identical, equivalent, or similar motor vehicles on the international market when the invoice value is deemed by the Committee to be unreasonably low.

### 4.4 Registration Tax Rates

#### 4.4.1 Private vehicles used for private use with an age of 30 years or over but less than 50 years from Date of Manufacture:

Engine Capacity	Rate
Not exceeding 1000cc	25.5%
From 1001cc but not exceeding 1300cc	25.5%
From 1301cc but not exceeding 1500cc	26.5%
From 1501cc but not exceeding 1800cc	30%
From 1801cc but not exceeding 2000cc	32.5%
From 2001cc and over	37.5%

#### 4.4.2 Motorcycles for private use with an age of 30 years or over but less than 50 years from Date of Manufacture:

Engine Capacity	Rate
Not exceeding 250cc	0%
Over 250cc	21%

#### 4.4.3 Goods Carrying Vehicles used for private use with an age of 30 years or over but less than 50 years from Date of Manufacture:

Gross Vehicle Weight	Rate
Not exceeding 3,500kg	28.5%
From 3,501 kg and over	28.5%



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- 4.4.4** Certified Vintage vehicles which are older than fifty years are exempted from the payment of registration tax when they are registered for the first time in Malta.

### **5. Application forms, other documents and applicable administrative fees**

- 5.1** The prescribed application form(s) together with the necessary documents and payments shall be deposited or mailed to the Land Transport Directorate, A3 Towers, Arcade Street, Paola.

**5.2 Motor vehicles which are already registered in Malta:**

- Application form VEH15;
- Eight (8) photographs, of a minimum size of 5 x 7 inches (13 x 18 cm);
- Payment of an administrative fee of €50 (application fee).

**5.3 Motor vehicles which have been imported but have not as yet been registered in Malta:**

- Application form VEH15;
- Application form VEH15A;
- Application form VEH05 when a vehicle is imported from a NON-EU Country
- Eight (8) photographs, of a minimum size of 5 x 7 inches (13 x 18 cm);
- Original foreign registration certificate and where appropriate an English or Maltese translation of it, issued by the competent authority of the country from where the vehicle has been imported or brought into Malta;
- A document attesting the date of the vehicle's first arrival in Malta, together with the fiscal receipt, bearing the same date, issued in terms of the Value Added Tax Act specifying the foreign registration number of the vehicle, both of which are to be issued by the shipping organization having transported the vehicle to Malta;
- Invoice issued by the seller to a buyer listing the vehicle or vehicles supplied and stating the sum of money due or paid and the chassis number of the said vehicle or vehicles;
- Administrative fees payable to Transport Malta:
  - €50 application fee and
  - €55 inspection fee

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**5.4 Annual Administrative Fee**

All certified vintage vehicles are exempted from the payment of the annual circulation licence fee, however upon renewal of the vehicle's road licence an annual administrative fee of €8.00 shall be paid.

**5.5 Photographs**

The photographs which shall be submitted with the prescribed application form and which are not returnable, must be recent, in colour, of good quality, taken at eye level and in day light.

Eight (8) photographs, of a minimum size of 5 x 7 inches (13 x 18 cm) shall be submitted showing the motor vehicle's front, rear, engine, complete engine bay, both sides of the vehicle and 2 interior photos (1 showing the dashboard and the other showing the seats). However, only four (4) photographs shall be submitted for motorcycles, namely front, rear and both sides.

The photographs showing the front and rear of the vehicle must include the registration number. This is not applicable when the vehicle is garaged.

<b>6. Vehicle Registration Plates</b>
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The registration plates of a certified vintage vehicle shall exhibit silver characters on black material in such a way that the silver characters will at all times appear on a black background. The fee for the replacement of vintage vehicle plates shall be of €35.00 per plate. If the vehicle's category is, for any reason, changed to non-vintage, normal plate fees shall apply.

<b>7. Important Notes</b>
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**7.1 Onus of Proof**

In the event that the Vintage Vehicle Classification Committee feels that it requires any additional information, clarifications and, or documentation from the applicant prior to making its final determination on the application, it shall request the applicant to give such additional information and, or documentation and to make any clarifications as may be requested and shall then proceed to determine the application by withholding or rejecting it. Thus the onus of proof of vehicle eligibility is upon the applicant.

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**7.2 Physical Inspection**

Where in doubt, the Vintage Vehicle Classification Committee reserves the right to call for a physical inspection of a vehicle before it proceeds to its approval or rejection as a vintage vehicle.

**7.3 Incomplete Applications**

Incorrect, incomplete, unsigned or misleading applications, poor-quality and/or missing photos will render the application ineligible and will not be processed.

**7.4 Periodic Checks**

Transport Malta shall carry out periodic checks on certified vintage vehicles to ensure conformity with the original application. The vehicles will be randomly selected to be inspected by a member of the Vintage Vehicle Classification Committee. The inspection is carried out free of charge.

**Conditions**

- If following the inspection, the vehicle is found to be in a state which is as close as possible to its original state as produced by the manufacturer and which respect the spirit of classic and vintage vehicle preservation, then the vehicle will be confirmed as an authentic vintage vehicle;
- If following the inspection the vehicle is **NOT** found to be in a state which is as close as possible to its original state as produced by the manufacturer and which does not respect the spirit of classic and vintage vehicle preservation, the vehicle will be immediately disqualified from the vintage classification. In such cases, the vehicle's category will be set to non-vintage and a new registration certificate (log book) shall be issued against an administrative fee of €10.00. The pro-rata of the non-vintage annual circulation licence fee (if applicable) shall be paid. No transaction will be carried out until any outstanding payments are settled. As from the next renewal the normal annual circulation licence fee shall apply. The owner of such vehicle may opt to re-apply for the certification of his vehicle again once it is brought up to standard; The vehicle plates will also be changed to normal black ink plates.
- If the inspection is not carried out due to owner's fault, the vehicle's category will be immediately set to non-vintage. A new registration certificate will be issued against an administrative fee of €10.00. The pro-rata of the non-vintage annual circulation licence fee (if applicable) shall be paid. No transaction will be

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carried out until any outstanding payments are settled. As from the next licence renewal the normal annual licence fees shall apply.

**7.5 Right of Appeal**

Any person who feels aggrieved by a decision given by the Vintage Vehicle Classification Committee for the refusal of his application for the classification of his motor vehicle as a vintage vehicle may file an appeal from the said decision to the Administrative Review Tribunal within 21 (twenty-one) days from the date when the decision is communicated to that person. Appellants must provide all the necessary research and documentation to support their claim (CAP 368, Article 25(9)).

**7.6 Offences and Penalties**

Any person who without the authorisation of the Authority for Transport in Malta or in violation of any condition under which such authorisation may have been granted, uses or allows to be used a vintage vehicle for any use other than a private use shall be guilty of an offence and on conviction shall be liable to a fine (multa) not exceeding two thousand five hundred euro (€2,500), or twice the amount of the registration tax endangered, whichever is the greater, or to imprisonment for a term not exceeding six months, or to both such fine and imprisonment (CAP 368, Article 21(1)(h)).