# Template FOR INPUT INTO THE

**AUSTRALIAN HERITAGE STRATEGY**

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| Overview  This template should be used to provide comments on the design of the Australian Heritage Strategy. | |
| Contact Details | |
| **Name of Organisation:** | Association of Veteran Car Clubs in Australia (AVCCA) |
| **Name of Author:** | Wayne Aberdeen |
| **Date:** | 6 November, 2013 |
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| Questions  Please add your comments for some or all of the three questions below. If you have other information you wish to provide, please add this in the other comments field. | |
| 1. What do you think are the key elements of the Commonwealth’s role in heritage? | |
| . to assist in the identification and wider recognition of heritage issues (both physical and cultural) that have contributed to what Australia is today;  , where appropriate, to provide tangible and/or departmental “moral” support to organisations/individuals who have either an organisational or individual commitment to particular aspects of heritage preservation;  . to provide a consistent national approach to heritage issues. | |
| 2. What new cooperative models could be explored to open up opportunities for heritage protection? | |
| . supporting and partnering with organisations already committed to heritage preservation, with the objective of furthering heritage awareness both within all Australian governments and within the broader community. | |
| 3. How can communities engage more effectively in the management of heritage places? | |
| . communities are likely to become more effectively involved if government departments exhibit a truly genuine desire to work with communities (and community groups and organisations) towards common heritage related objectives. | |
| Other comments | |
| The purpose of this submission from the AVCCA is to promote to the Commonwealth the organisation’s role and commitment to the preservation of the earliest aspects of Australia’s motoring heritage. The AVCCA comprises member organisations from Australia’s six states and the ACT, that are focussed on the preservation (and use) of vehicles manufactured before 1 January 1919. Collectively, the AVCCA represents over 1,000 owners of such vehicles, with something in the vicinity of 2,000 of these vehicles either fully or partly restored - with the majority in regular use (under the respective special interest vehicle usage conditions prevailing in the respective state or territory).  The AVCCA is the sole Australian member of the Federation Internationale Vehicules Anciens (FIVA) and was a foundation member of FIVA in 1966. FIVA membership now covers over 60 countries. As such, the AVCCA is committed to the recently promulgated Charter of Turin which represents both an acknowledgement and a commitment to the preservation of heritage vehicles. The Charter of Turin is based on the Venice Charter (1964), the Barcelona Charter (2003, historic ships) and the Riga Charter (2005, historic rail vehicles). It was adopted by the FIVA General Assembly in October 2012 and came into force on 29 January, 2013. Promotion of this Charter (and its inherent commitment to motoring heritage) to all levels of Australian governments and to the broader community is an objective of the AVCCA. (A copy of the Charter of Turin is attached).  Through the member Clubs of the AVCCA, the restoration of these vehicles is closely scrutinised in terms of accuracy and authenticity. As well as each AVCCA member Club having a rigorous inspection and dating process, the AVCCA is committed to the FIVA Technical Code which defines and classifies the preservation and restoration of historic vehicles. (A copy of the FIVA Technical Code is attached). While the AVCCA directly represents Class A vehicles (built up to 31 December 1904) and Class B vehicles (built from 1 January 1905 to 31 December, 1918) (*as described in the Code*), as the sole FIVA representative in Australia, AVCCA also has the additional responsibility to issue FIVA Identity Cards to all FIVA recognised historic vehicles that are attending overseas FIVA endorsed events. (However within Australia, AVCCA does not directly represent vehicles manufactured after 31 December, 1918).  While the commitment of individual members and member Clubs covers the direct costs of the restoration and maintenance of these historic vehicles, areas where we see the Commonwealth Government being active in supporting this particular area of heritage preservation include – | |
| . recognition at a Commonwealth level of the importance of the preservation of Australia’s motoring heritage;  . support for a national approach for the use of these vehicles;  . facilitation of a consultative approach by all levels of Government on issues which affect the use of these vehicles;  . recognition of the costs individuals bear in the restoration and maintenance of these vehicles.  While we recognise that issues relating to broader Transport policy are quite diverse and therefore span a range of Departments and jurisdictions (even in the Commonwealth area alone), the support (and advice) from the Department of Environment in moving across and between these respective jurisdictions, would be extremely beneficial, and would therefore contribute significantly to the success of this aspect of preserving Australia’s heritage.  (If the Department would like further information on the Charter of Turin, the role and operation of FIVA, or the FIVA Technical Code, this can be obtained from the FIVA website – *www.fiva.org*). | |
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