# Template FOR INPUT INTO THE

**AUSTRALIAN HERITAGE STRATEGY**

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| Overview  This template should be used to provide comments on the content of the Australian Heritage Strategy. | |
| Contact Details | |
| **Name of Organisation:** | **ASSOCIATION OF VETERAN CAR CLUBS IN AUSTRALIA (AVCCA)** |
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| **Date:** | **?? June, 2014** |
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| Questions  Please add your comments for some or all of the questions provided with the Strategy’s three high level themes below. If you have other information you wish to provide, please add this in the “Other comments” field. | |
| 1. **Improve National Leadership**   What are the most important things the Australian Government should be doing to offer leadership in heritage?  How can the Australian Government provide guidance and support for our national heritage—while still empowering other government, industry and community members to take responsibility and get involved?  What priority areas are important to you, your organisation or group?  What practical actions would you suggest to improve national heritage leadership? | |
| ***What are the most important things the Australian Government should be doing to offer leadership in heritage?***  If the Australian Government wishes to provide “leadership in heritage” as proposed, it must demonstrate and sincerely commit to the quality and behaviours of that reflect leadership. In brief, (in our case), we would see this as –   * Creating and maintaining an overall direction and strategy in heritage related areas and issues; * Providing a central focal point for support and advice; * Recognising and acknowledging the contributions that organisations and individuals make to various heritage activities; * Listening to those organisations and individuals in the broader community who have demonstrated their commitment to particular heritage pursuits and themes; * Supporting and facilitating those organisations and individuals in their dealings with all levels of government.   ***How can the Australian Government provide guidance and support for our national heritage—while still empowering other government, industry and community members to take responsibility and get involved?***  The Australian Government must initially gain the support and respect of the other stakeholders in the heritage arena. To achieve this, the Government has to be seen as truly genuine in its endeavours and not simply paying “lip service” and producing volumes of reports etc to appear to justify their role. The majority of heritage organisations (such as our own) are primarily reliant on self-funding and are simply looking for an effective advocate partner in the many dealings with the various levels of bureaucracy that seem to be commonplace today. Recognition that many aspects of heritage preservation do need specific and separate consideration would be a start. Too often in today’s rules, policies and legislation, the heritage factors are overlooked and the special needs of heritage preservation are ignored. Experience clearly demonstrates that once policies etc are promulgated, to then seek changes to these processes because heritage consideration has not initially been a factor, is almost impossible. Rather than creating positive relationships, the situation often becomes adversarial, thus damaging any potential relationship and certainly creating a lack of trust. The lack of this early involvement in issues is unfortunately typical in many issues affecting our particular area of heritage. There has to be trust and respect on both sides with both recognising the limitations that each may have.  ***What priority areas are important to you, your organisation or group? and***  ***What practical actions would you suggest to improve national heritage leadership?***   * Recognition by government of the role our organisation plays in preserving Australia’s earliest motoring heritage; * Recognition of the Charter of Turin in the same way that recognition of other heritage charters is accepted by Government (eg the Burra Charter with respect to historic buildings and places); * Consultation and involvement in issues affecting the restoration, preservation and use of heritage vehicles; * Support for negotiations with other levels and areas of bureaucracy. | |
| 1. **Pursue Innovative Partnerships**   What partnerships are most needed within the heritage sector?  What heritage roles and responsibilities should be led by governments, peak heritage organisations or community groups in the 21st century?  How should resources be shared through heritage partnerships to ensure the greatest return on agreed priorities?  Can you provide examples of successful innovative partnerships you or your organisation have established? | |
| ***What partnerships are most needed within the heritage sector?***  As mentioned, from our perspective, probably the most important partnerships are with Government - both Commonwealth and State. The reasons for this relate to ever changing legislation around transport issues. Despite the existence of bodies like the National Transport Commission, the reality is that by the time ”agreed” national uniform transport regulations are actually legislated in respective states, they are all different. (eg the change to seat belt laws a couple of years ago. Every state has different seat belt legislation as it affects our vehicles. Another example where each state is different is in terms of concessional registration which our vehicles use).  However, we do see the potential for a greater partnership with the heritage and environment area as this recognition will assist in facilitating discussions in many of these areas.  In a very direct sense, if Europe is an example of the issues which we may also see in Australia, we are also keen to have a direct communication with the environment area on issues such as emissions discussions as it affects road vehicles. Obviously our vehicles will always be the same and can never be modified to take what might be future low emission fuels. If legislation was being introduced to remove vehicles from the road if for example they were considered to be too old, then this would have a dramatic effect on us. In circumstances like this, we would wish to seek special exemptions.  Internally within the heritage car movement itself, we see our Australian representative on FIVA as vital in terms of international partnerships.  ***What heritage roles and responsibilities should be led by governments, peak heritage organisations or community groups in the 21st century?***  Government role – facilitation, coordination, communication, support and advice  Peak heritage organisations – sources of expertise and advice in their respective areas of specialist expertise  Community Groups – promotion and support of a range of heritage projects and activities at a community level. Community involvement can be pro-active eg initiation of local heritage projects and active participation by community groups eg schools, aged people homes, etc  ***How should resources be shared through heritage partnerships to ensure the greatest return on agreed priorities?***  There would probably be a range of different partnership models. In the case of AVCCA, we would see our members providing the time and monetary resources related to restoration, operation and maintenance. We would see the Government provided manpower resource as one of support, facilitation and communication when needed.  ***Can you provide examples of successful innovative partnerships you or your organisation have established?***   * RACQ annual Motorfest event. Along with a range of car clubs representing different eras and makes, this has become a major fundraising event for the RACQ Careflight Helicopter Service. * In Wynyard in Tasmania, the local government authority has created an information centre (“Wonders of Wynyard’), which is built around a permanent display of historic vehicles on indefinite loan from one of our members. This centre has become a daily focus and highlight for tourist buses and has also had to have special parking provided for tourists with caravans etc * The AVCCA has a national all-veteran event every year which rotates between the states. These events are usually held in Regional areas. At these events, it is usual for the local Councils to enter temporary partnerships with our organisers and to promote the events to their respective communities. These events become a focus for these communities for the week. The two most recent examples are –   a) Ipswich City Council during the 2012 national veteran event. The council supplied some seed sponsorship. In return the club participated in a major street celebration during a late night shopping night. Part of the main street was closed and the evening was one of street entertainment, dining and festivity. During the event, cars visited schools hospitals and aged care homes. The cars were made available for a public display day which was conducted by the local Rotary Club which raised over $10,000 for local charities.  b) Shepparton during the 2013 national veteran event. The Council made the showgrounds and pavilion available as a focal point and again the community became involved through the cars visiting various community organisations and displays.   * In 2014, this event will be held in Kalgoorlie and in 2015 in Goulburn. Similar activities are being planned to be undertaken at both these events. | |
| 1. **Enable encourage communities to understand and care for their heritage**   What should the Australian heritage sector be doing to help the Australian community better engage in heritage activities?  How can a shared understanding of our national heritage be developed and best celebrated together?  Do you have any examples of activities that have been successful in promoting local heritage to a broader audience?  What is the role of technology and new media in providing greater community access to heritage? | |
| ***What should the Australian heritage sector be doing to help the Australian community better engage in heritage activities?***  Participation in community based events and proactive involvement of the community in events organised by organisations such as our own.  ***How can a shared understanding of our national heritage be developed and best celebrated together?***  By cooperation with the local communities. We have found that local governments are usually keen to work with us in assisting them with local events and conversely working with them if we are conducting events.  An example of a celebration of our heritage is the recent one and two cylinder vehicle event at Robe in South Australia. For a full week, this country town was a focus of Australia’s motoring heritage. The nature of our vehicles is such that many events are now held in country and regional areas so as to avoid the modern day traffic for which our vehicles are not really suited. However the spin-off from this, is a greater involvement and exposure in the wider community.  ***Do you have any examples of activities that have been successful in promoting local heritage to a broader audience?***  At both state and national level, member clubs work with a range of audiences to promote our particular heritage area to the broader community. Specific examples include –  National events such as the all veteran gatherings held in turn respective states in each year. These events are structured in such a way as to involve members of the local communities. This could be in the form of public display days (often a local charity will run for us and receive any revenue) , visits to schools along the routes (involving both students and P & C groups who may benefit by providing catering for morning teas etc), some evening “gaslight” parade events where the public mingle with the cars.  A particularly notable example was during the Australian Bicentennial in 1988 when the national event hosted over 1200 vehicles and visited involved every state and territory. In terms of community exposure, it was one of the most successful bicentennial events.  In some states, the State Governor is the patron of the state club. In these states, the clubs often attend open days at Government House to add to the festivities of the event.  Some of the Clubs have a particularly close relationship with the respective State motoring organisation. eg in Qld, the RACQ works closely with the Qld Club and the Qld Club cars are always a major drawcard at the annual RACQ Motorfest where all monies raised go towards the RACQ rescues helicopter service.  Member Clubs often visit retirement homes for displays etc to residents – who really enjoy reminiscing on their own early motoring experiences.  ***What is the role of technology and new media in providing greater community access to heritage?***  The majority of our member Clubs have their own web sites and these contains details of the Clubs and upcoming events. Most of our events are open to the public to view our vehicles.  Currently social media does not play a large part in promoting our heritage vehicles and our events. | |
| **Other comments** | |
| ***Objectives of Submission from AVCCA:***  As mentioned in our preliminary submission several months ago, 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 and to seek non-financial support for this commitment.  ***Where do the vehicles we represent fit into the Department’s Heritage Strategy:***  Using the diagram outlined in the Strategy, our contribution to Australia’s heritage is both movable and tangible, thus categorising it into the right hand top corner.    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 this particular aspect Australia’s heritage.  We understand from some of us having attended the series of seminars run by the Department, that the “responsibility” for Movable Heritage may lie with the Minister for Arts in the Attorney-General’s Department. However the focus on Movable Heritage (as described on their web site) seems more about importing and exporting Movable Heritage. It seems to have very little (obvious) information on any strategies on how to manage Australia’s Movable Heritage along the lines for management of other heritage areas as described in the Department of Environment’s Heritage Strategy.  ***Historic vehicles in Australia:***  The very nature of Australia being a large country with significant travel distances, seems to have resulted in Australians being “early adopters” of the motor car. This is demonstrated by the diversity of makes and models of vehicles in Australia prior to 1919 - which is probably unique in the world. While the very earliest cars in Australia were mainly European, American cars started to come into Australia from about 1903/04. There were also a considerable number of Australian built makes of cars, but in these early days, nothing was locally produced in large volumes. Whilst many of these early Australian cars have now been lost, examples of a few of these makes still survive.  ***Background (as previously supplied):***  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 (2002, historic ships) and the Riga Charter (2005, historic rail vehicles). These charters laid down the fundamentals and demonstrated that cultural heritage ideas can be successfully implemented for vehicles in operation, while taking into account both the concerns of the owners and the relevant safety aspects. 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). It is based on the UNESCO Convention on the Means of Prohibiting and Preventing the Illicit Import, Export and Transfer of Ownership of Cultural Property of 14 November 1970, which was implemented into national law in its 120 signatory states. Internationally recognised and ratified by states, the UNESCO criteria are closely meshed with national legislation. The UNESCO *Convention* defines cultural property and sets out specific obligations for the signatories in order to protect cultural property. It also defines the key principles. By ratifying and implementing the *Convention*, governments pledge to recognise the criteria and the charters recognised by UNESCO based on such criteria, present or future.  AVCCA (and FIVA) need strong partners in seeking to ensure that historic vehicles can remain mobile and present world-wide on a secure legal basis.  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).  Also of note, is that the international age categorisation of vehicles in the FIVA Technical code does in broad terms represent the various stages of technology in vehicle development. Class A and Class B vehicles generally represent the first and second generations of road vehicles and are usually significantly different in appearance, technology and on-road performance from vehicles built post the first world war. Internationally, 31 December 1930 is also viewed as a significant date when again vehicle technology (and performance) again changed. Therefore vehicles from 1 January 1919 to 31 December 1930 could be viewed as being the third generation of road vehicles. Vehicles manufactured from 1 January 1931, could be viewed as the fourth generation of road vehicles. This distinction in made in this submission highlights that the needs and characteristics of pre1919 vehicles are in many areas significantly different from those of later vehicles. (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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