



SOUTH AFRICAN VETERAN & VINTAGE ASSOCIATION

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4/4/2011

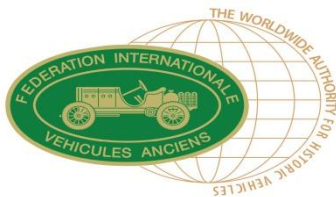
NEWS LETTER – APRIL

Dear Member Clubs,

I would like to start this month's newsletter by thanking all enthusiasts / members who have participated in the LHD Register on the SAVVA website. We have had a good response and will start wrapping things up now to determine all the necessary statistics needed for the report to the Department of Transport. For those of you who have not registered as yet, this is your last chance as we will close the website down by 15th April the latest.

SAVVA has been involved in a number of issues these past few months regarding legislation and the implementation of new legislation which to my mind has not been in consultation with role players but rather badly conducted and processed. Be that as it may, I received the FIVA Strategy for the Future of Historic Vehicles which may be of interest to a number of our members. We at SAVVA are dealing with similar concerns and issues that will be raised for the National Assembly to make decisions on based on the future in South Africa. I have included the Charter in this edition of the newsletter for your perusal [See annexure A].

Annexure A



FIVA Yesterday's Vehicles
on Tomorrow's Roads

Charter of Turin

29.03.2011



The FIVA Strategy for the Future of Historic Vehicles Turin Charter Seeks International Cultural Heritage Status for Historic Vehicles

By Heiner Jakob with input from the Turin Charter Working Group

The purpose of the FIVA Turin Charter is to protect historic vehicles against restrictions world-wide. It also defines the price historic vehicle enthusiasts have to pay to achieve such status for their vehicles: no more and no less than accepting a set of self-evident values.

The way a society celebrates mobility was and remains part of its cultural fabric. Vehicles and the use of vehicles are closely related to the development of a society. More and more people take an interest in historic vehicles or wish to own such a vehicle themselves. Not so long ago, collecting and restoring historic vehicles was the hobby of a very small number of idealists. Today historic vehicle enthusiasts form a world-wide movement of considerable historic and economic significance. But ever stricter and more complicated regulations threaten the right to drive historic vehicles on public roads.

In many countries there are exemptions and special requirements for historic vehicles driven on public roads. Now the world federation of historic vehicles – the FIVA – is developing a strategy for globally safeguarding the right to drive historic vehicles on public roads in the face of a clutter of more and more complex government restrictions.

Founded in 1966, the Fédération Internationale des Véhicules Anciens (FIVA) is based in Brussels and represents 75 affiliated organisations in over 60 countries with a total membership of more than 1.5 million historic vehicle enthusiasts.

Rather than pursuing a separate solution in each country, the FIVA favours a global approach. 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. This makes for some leverage for the FIVA strategy.*

The basis of the FIVA strategy

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*, the governments pledge to recognise the criteria and the charters recognised by UNESCO based on such criteria, present or future.

As the UNESCO criteria were designed to define real estate they need to be “translated” to suit the mobile requirements of vehicles and make them work for the FIVA. Such adaptation is nothing new. Adopted in 2002 and 2005 respectively, the Barcelona Charter (historic ships) and the Riga Charter (historic trains) have 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. The FIVA is not inventing anything totally new nor does it vehiculate fancy ideas. The FIVA wants strong partners in seeking to ensure that historic vehicles can remain mobile and present world-wide on a secure legal basis.

In order to obtain the privilege of comprehensive protection for vehicles as part of our mobile heritage, we need clear definitions and binding criteria. The Turin Charter was written to develop such definitions and criteria.

The acceptance and application of a future set of UNESCO criteria adapted for the requirements of our “mobile heritage” will separate the wheat from the chaff and make the whole system of “historic vehicles” more transparent. Fakes or vehicles that suffered extensive changes to their engineering and appearance that their historic reference is lost would not stand any chance of being registered as historic vehicles.

Thomas Kohler, the initiator of the Charter, explained: ‘You have to understand the amount of lying, past and present, in the historic vehicles community, how often people try to bring fakes into circulation as “veterans”. The practice of converting stately town cars or saloons into racing cars by shortening the chassis is not in line with FIVA rules. Article 4.2 [of the FIVA statutes] “...To support and encourage the restoration, preservation, use and documentation of historic vehicles of all kind...” spells out this objective.’

The status quo

On 30 October 2010, Thomas Kohler (Switzerland) presented to the FIVA General Assembly at Ljubljana the draft Charter he had initiated and prepared with an international group of FIVA officials and collectors. The basic principles evolved in the Italian automotive city of Turin during Automotoclub Storico Italiano (ASI) and FIVA events. Hence the title of the Charter.

In his work on the draft, Thomas Kohler, FIVA Director for Motorcycles and Chairman of the Fédération Suisse des Véhicules Anciens (FSVA) was supported by the well-known conservator-restorer Gundula Tutt and Rainer Hindrischedt, DAVC, Germany, and Chairman of the FIVA Technical Commission until the autumn of 2010, and Mark Gessler, USA, FIVA Vice President and Chairman of the FIVA Technical Commission. FIVA President Horst Brüning followed and supported the group through all steps.

At this time the draft Turin Charter is being reviewed by the FIVA members world-wide. It is to be adopted at the next General Assembly.

In its present form, the Charter runs to three pages and is divided into a general section and 15 Articles.

The purpose of the Charter is to preserve the historic substance of historic vehicles unaltered and ensure through their active use, maintenance, conservation, restoration and repair that future generations can enjoy these cultural treasures.

As defined in the Turin Charter; the collective term historic vehicles includes automobiles, motorcycles, utilitarian vehicles, trailers, bicycles and other mechanically operated vehicles as well as non-rail ground vehicles driven by steam, electric power, fossil fuels or muscle power.

The Charter can also be applied to historic buildings and facilities directly connected to historic vehicles, such as factories, fuel stations or individual roads or routes. The Charter also aims to preserve traditional trade crafts and techniques as well as the knowledge and skills for manufacturing and operating historic vehicles.

The Charter defines the terminology and explains the importance of care, maintenance, conservation, restoration and repair when it comes to historic vehicles and meeting the requirements of cultural heritage privileges.

The 15 Articles of the Charter lay out the foundations and pillars of a historic vehicles movement of the future.

The Charter’s intention is the comprehensive protection of vehicles and preservation of their history in material and immaterial documents as well as the connections with the development of society. It also aims at ensuring the operation of historic vehicles, in particular on public roads, and at passing traditional skills on to future generations. Documentation relating to the vehicles and their histories are to be put together and stored in safe places. The

most important aspects include transparency, precise long-term documentation of restorative activities and respect of the historic original. The draft Charter also addresses the role of authorities and organisations and advocates charitable status. Collections, blueprints, schematics and documents accessible to researchers should be recognised and protected as part of the cultural heritage.

To show how the Charter can be applied in everyday practice, the FIVA plans to publish a small handbook containing progress reports and practical workshop tips.

Summary

The FIVA is developing a strategy which will ensure the preservation of historic vehicles world-wide as licenced means of transport.

On a diplomatic level, the FIVA hopes to achieve this with reference to 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 is enforced by 120 signatory states.*

The Turin Charter is grounded on experience from everyday practice. After successfully passing international review within FIVA, the Charter will become the internationally binding reference for the historic vehicles movement.

The Turin Charter advocates the rediscovery of self-evident values and shows ways and possibilities to successfully pursue its goal. If the FIVA strategy is successful, the standards for the entire historic vehicles movements will be set higher. Many will enjoy this prospect, others less. This is exactly why the Charter is needed.

[Click here to read the relevant documents and to give feedback to our working group](#)

Thomas
Project

Kohler
leader



Mercedes-Benz



This e-mail has been sent to hallres@mweb.co.za.
Click [here](#) to unsubscribe.

I also received an e-mail from Leonard Schneider of the Cape regarding an article from the UK commenting as follows on Classic Cars for Sale website:

‘As you may have already heard by now the EU have passed a new law which was backed by the UK Secretary of State for Transport banning cars over 20 years of age from being driven on the roads’
as the article came out on the 1st April my feeling is that it may well be an April fool’s joke and that we should not read too much into the matter, but let us keep an eye on this one and wait and see the outcome in the next few weeks.

CPA – (CONSUMER PROTECTION ACT)

I thought that I should bring to your attention the implementation of the CPA (Consumer Protection Act) as this can protect some of our members WHEN PURCHASING a vehicle, but on the other hand calls for caution when selling a vehicle.

It is important to note that when selling a vehicle, disclose all the possible problems, driving methods and/or defects of the vehicle to the new owner/s as the old method of selling a vehicle by just stating ‘Voets Toets’ no longer has any validity. The new owner/s has what is called a cooling off period, whereby if not satisfied can return the vehicle to you within a pre-scribed period.

I am sure that there are a number of more qualified members within the various clubs that would be in a position to give the individuals /clubs more information if needed, however if you are a member of the A.A. then their legal department will give you free advice related to any motoring issues.

I have included a paragraph that could be helpful when selling a vehicle as it seems more open and transparent and places the responsibility on the purchaser.

Sale of Vehicle

The vehicle is sold (voetstoets), as it stands, without any warranties express or implied. The purchaser is deemed to be fully acquainted with the vehicle, its nature, history, and condition and is deemed to have made himself acquainted with all the vehicle's previous faults and history. It has been purchased with all fittings to which it is entitled and in its current condition. The seller has made the purchaser fully aware of the vehicle's condition and status prior to the sale being approved.

Lastly, I apologise that the newsletter is late but our telephone lines were recently removed for a more needy cause so we had to wait for an up-grade from Telkom, still not completely repaired but at least we can send and receive through the 3G. As it is now the 19th April you will note that the LHD Register on the SAVVA website is closed and we are in the process of compiling the relevant information to present to DoT, we will keep you informed of the progress as and when it is available.

Yours in Motoring
Peter Hall

