



## **General Assembly 2012**

**Munich, Saturday 27<sup>th</sup> October 2012**  
**ADAC Headquarters**

### **Minutes**

#### **1. Attendances and apologies**

See attached file for the complete list of the participants (Annex 1).

#### **2. Approval of the Minutes of 2011 General Assembly in Washington**

The minutes were unanimously approved.

#### **3. President's Report – *Horst Brüning***

The President opened the meeting with thanking ADAC for the organization of the General Assembly 2012 and Mercedes for sponsoring the Friday evening's dinner. HB then introduced to the audience Dr. Giorgio Andrian, who will help to develop the relations with UNESCO.

HB reported that FIVA is now at a point where it is necessary to think where to go and what to do. The membership of FIVA has now reached its maximum expansion: it won't be possible to have many more applicants, although two new applications were received from Saudi Arabia and from Qatar. It will now be necessary to consolidate this organization, to find out what FIVA can do, what it is expecting from its members and what its members are expecting from it. HB explained that his mandate is at the last year and it will be necessary to find another President to take over the work done and to develop the administrative part.

#### **4. FIVA in the future – Strategy: Report of Progress: *Bernard Kaluza***

BK opened his speech by summing up what are the different functions of the Commissions in FIVA and explaining that it is necessary to reach a unified model, according to the FIVA Mission and Vision, that can be summed up with the "Triple P" model, containing the three basic FIVA's objectives: preservation, protection and promotion. To obtain this strategy, BK started to prepare and send out a questionnaire to all the Directors of the FIVA's Commission: once he received the answers, he analysed the results obtaining the FIVA's vision (Annex 2).

This new model implies several new aspects: Historic Vehicles' Culture is now the top ideal of the organisation and all the future activities will be organised accordingly; FIVA would like to be an organization rather than an authority and would like to advise instead of imposing; FIVA will not be a simple federation of clubs anymore, but will represent the historic vehicle's community around the globe. The scope of FIVA won't be limited to the historic vehicles, but will include the related artefacts and records as well, through a process of research and cataloguing and through the development of guidelines, standards, ecc. This process will involve the education, in order to transmit this heritage to the future generations.

The legislative efforts will keep on: FIVA will support the national legislative efforts but will act on a higher, international level, trying also to promote the concept of "responsible use" of the vehicles.

The Federation shall be promoted through a new annual FIVA event, as well as through Forums and Seminars organized regularly and a formal annual FIVA recognition or trophy. BK ended introducing the Turin Charter, the first milestone in the implementation of the vision exposed.

The GA reacted very positively on the presentation of BK and agreed immediately that he continues with his work on a new structure for FIVA.

## **5. Charter of Turin – Ratification – *Thomas Kohler***

TK summarized the process that led to the Charter of Turin and then introduced the latest version of the paper, more compact and updated with several contributions. He remarked that this Charter was designed to provide guidance, to explain and to convince, not to impose or to be legally binding. This document is based on the Charter of Venice.

Then he exposed and commented the text of the Charter (Annex 3).

In future, the Working Group will produce a vademecum to explain and divulgate the purposes of the Turin Charter.

Wolfgang Eckel from the Austrian ANF asked to remove the marking system from the Charter, because historic vehicles are different from historic buildings and therefore this marking should be avoided. Jürgen Ockens endorsed his proposal. On the other hand, David Whale from the FBHVC, British Federation, expressed the full support of his ANF to this version of the Charter.

Mr. Paul Arno from Slovakia proposed to specify more explicitly in the text that the marking system is suggested and not imposed. These proposals have not been accepted and the document remained unchanged.

The General Assembly ratified the Charter with an applause. The Austrian ANF voted against and Luxemburg abstained from voting.

## **6. UNESCO Relations – *Giorgio Andrian***

Giorgio Andrian thanked FIVA for inviting him and Roberto Loi and Horst Brüning for organizing the background of this meeting. He explained that he has been working for six years for UNESCO as a geographer and that a future “marriage” between UNESCO and FIVA is very likely to happen soon. UNESCO is one of the oldest and of the largest UN organisations and the acronym stands for United Nations Educational, Scientific and Cultural Organization. Historic Vehicles are part of the human heritage, conceptually, technically, historically and emotionally and had a huge and significant impact on human life. Mobile heritage itself, however, cannot be listed under UNESCO’s patronage, according to the Convention 1972; what is of extreme interest for UNESCO is the whole immaterial heritage behind historic vehicles, made of documents, knowledge, skills, historic places... The presence of the Charter of Turin is for sure a good signal and a proof that FIVA and UNESCO use the same terminology and have the same approach. This may lead not simply to a patronage, but FIVA may become a partner of UNESCO. Mr Andrian explained that there is no doubt that what FIVA is doing on an international and national level through its member clubs is the same activity that UNESCO is carrying on at a global level. The cooperation with UNESCO could be on a broad basis, including not only and not simply the individual vehicles, but also museums, historic racetracks... All of these historic goods can change through the history and be modified, but FIVA’s main purpose should be to certify the history, and not a single moment of it. Also events are part of this process and are something more than a technical meeting: they are an expression of culture and they should be treated accordingly.

Three are the main diplomatic tools of UNESCO that may be used in this occasion: 1) Convention on the means of prohibiting and preventing the illicit import, export and transfer of ownership of cultural property (14<sup>th</sup> November 1970) 2) the World Heritage Convention (1972) 3) Convention for the Safeguarding of Intangible Cultural Heritage (2003).

Giorgio Andrian’s presentation was applauded by the Assembly and received the congratulations of the President.

## **8. Treasurer’s Report: *Stephane de Smedt***

The Treasurer commented the financial report 2011-2012, as well as the expense regime 2012/2013 (Annex 4).

The Auditors, Bert Pronk and Bernard Juhe, controlled the bookkeeping of FIVA and found everything in correct order, therefore they complimented with Stephane De Smedt and Dora Cabergs for their accurate work. The auditors gave two advises to the board: to differentiate the bank accounts of FIVA, because it is dangerous to have the total estate on one bank account, and asked the members to discharge the board from liability for the activities done during the period from 1<sup>st</sup> September 2011 until 31<sup>st</sup> August 2012.

The budget was approved by the General Assembly.

The Membership fees for 2012/2013 will remain unvaried.

The Treasurer proposed a raise of the reimbursement for the travel expenses the Members of the Commissions: € 300 (instead of the previous € 250) for meetings on the same continent and € 550 (instead of the previous € 500) for intercontinental meetings. He also proposed the total reimbursement of the travel expenses for the members of the General Committee. Both these proposals were approved.

The proposal to raise the reimbursement of the travel expenses by car from €0,25/km to € 0,35/km was accepted as well.

The budget for 2013 has been approved.

The Auditors for 2013 will be Bernhard Juhe (1<sup>st</sup> position) and Marianne Waplan (2<sup>nd</sup> position). The 3<sup>rd</sup> position (reserve) will be covered by Gert Hagemeyer from Luxemburg.

## **8. Trade & Skills Initiative: *Tony Davies***

TD remarked the importance of the Trade and Skills initiative, to preserve professions that may be in danger in the near future. During 2012, a web based questionnaire has been directed to the ANFs all over the world, in order to obtain a feedback about the availability of traditional skills associated with restoration and maintenance of historic vehicles. Unfortunately, only 2000 answers were received, which is a disappointing result for a world-wide audience.

The answers obtained show that 75% had undertaken some form of restoration with the majority (80%) on cars. Also 80% of the work undertaken was on post 1945 vehicles.

67% found that their requirements were met easily, 5% didn't need any help, but 16% had some problems. 12% didn't provide any indication.

60 answers were received from Brazil: the processing and the evaluation of those files will take some more time, because a translation from Portuguese will be needed.

The Professionals' survey has shown a difference of opinion between countries with respect to the availability of restoration services.

In 2013 the objective will be to open up the online survey to all the historic vehicles' enthusiasts all over the world via some journals. Modern technology will be employed in order to obtain a higher number of answers: QR codes on the headlines of HV's reviews will allow the readers to download the questionnaire directly on their smartphones or tablets. TD invited the audience to find some initiatives in order to encourage the enthusiasts to answer.

Moreover, the Professionals' survey with one to one interviews will be extended to all ANFs.

Mr. Rolf Mäder from FSVA made an interesting presentation about a Swiss project to create a network for the automotive industry that involves schools, professional restorers and garages. The system aims to transmit the knowledge of the old restorers to the youngsters, through an apprenticeship project and a certification of the garages member of this network.

Mr. Willy Hof illustrated the Mechatronic Project in Germany. This initiative involves the Ministry of Education and is aimed to train young students to learn Electric and Mechanic reparation via a special apprentice in professional schools.

TD closed his speech with a highly significant motto to bear in mind: "Please, do it now before it's too late!", meaning that it is important to act in order to preserve skills and competences that may be lost in the near future.

The Participants of the GA have been invited to an aperitif by DAVC, a German club, represented by its President, Mr. Georg Sewe, and Mr. Rainer Hindrischedt, FIVA Honorary Member, who shortly narrated the history of this prestigious club.

Mr. Jurgen Ockens from ASC (Germany) had his farewell address to FIVA.

### **9. Legislation Commission: Tiddo Bresters**

TB explained that the main challenge for 2013 for FIVA's Legislation Commission will be the Research Project. € 100.000 from the budget have been allotted for this purpose. As a matter of fact, the data gathered in 2006 are not reliable anymore and therefore it is necessary to have another Socio Economic Survey, providing information that may be useful for several purposes, including the lobbying activity and the politics relations. There are already some national reports but a European overview would be more suitable for FIVA's purposes.

TB proposed to employ an external professional and specialized agency to carry out this survey, in order to have a higher quality of the information obtained. Moreover, he would like to create a kind of advisory board, composed of people with a scientific and academic background, in order to obtain advices and information. At the European Parliament level, there is as well the necessity of data concerning historic vehicles, especially about the importance of the industry and the economic figures. There will a meeting with the MEPs' Group in order to find a way to cooperate on this subject and to find out what the European Commission can do to help FIVA with this research.

TB ended reminding to the audience that the cooperation from the Members will be of vital importance.

### **10. Report of the Communication Working Group: Peeter Henning**

PH reported that FIVA's communication is ready for the next generation. Besides the daily activity of updating the website with news coming from all over the world, the Commission has cooperated with the Legislation Commission and the Trade and Skills Commission to organize some surveys, as well as with the Events' Commission for the online reporting system for the stewards.

On the 8<sup>th</sup> September the Working Group had a brainstorming session in Brussels. In 2013 a new Yearbook will be released, with all the new documents released by FIVA, like the Charter of FIVA and the New Events' Code. A new website is needed and the Commission is now working on a new data base. For promotional purposes, the new website will have a more modern look. Moreover, FIVA will have several Youtube channels for different kinds of videos and a periodical newsletter e-magazine will be distributed to the contacts. Also a FIVA application for smartphones and tablets is in the pipeline: FIVA is now ready for the future.

PH ended with the primetime presentation of the FIVA promotional video.

### **11. Report from South America: Carlos Scoseria**

CS reported that several events took place in Latin America: not all of them are registered on the FIVA Calendar but, nevertheless, they have been organized according to the FIVA spirit.

The UCAMAC from Cuba is not ready to apply for FIVA membership yet, but they keep on aiming at it. There isn't any membership dispute to be reported.

The situation in South America is quite different from other areas in the world, because it is in a different state of development, and therefore CS is engaging himself to promote FIVA and its vision on the territory.

CS introduced Alejandro Escobar from ACC (Colombia), who reported about Motorclassico, an event for classic cars organized near Bogota.

Alejandro Daly from Argentina presented some significant events organized in his country during the year, like Autoclasica, Rally de las Bodegas, Rally de la Montaña in Patagonia and the 1000 Millas Sport.

### **12. Membership Issues: Zoltan Gardos**

ZG, apologizing for not being present, sent a report about the present membership situation. The General Assembly, upon his recommendation, unanimously ratified the admission decision of Antique Vehicle Federation of Malta.

ZG reported that aren't pending disputes about membership at the moment.

### **13. Proposal from Members**

The proposal by Historic Vehicle Association (HVA) from USA, to allow the President to be renominated for two further consecutive terms of three years, instead of one, has been withdrawn.

### **14. Elections**

David Whale, proposed by FBHVC (UK), has been elected by the General Assembly as Senior Vice President.

George Ioannides, proposed by FIPA (CY), has been re-elected as Vice President Events.

Peeter Henning, proposed by FBVA (B), has been re-elected as Director Communication for another term.

Zoltan Gardos, proposed by FBHVC (UK), has been re-elected as Director for Membership.

Carlos Scoseria, proposed by Montevideo Classic Car Club (UY), has been re-elected as Director South America.

### **15. Date and Venue of 2013 FIVA General Assembly**

The date of the next General Assembly has been moved to the second week of November. The place will be communicated later on, because, for the time being, there isn't any offer from the members.