

# **South African Marque Club Association DoT Submission v1**

## **2009-10-29**

### Prologue

This document has been generated to stimulate debate between the historic and collector movement and the relevant bodies under the Department of Transport with a view to ensure that we are pulling together for the overall benefit of South Africa.

In this document we will highlight some issues that appear to be arising and propose some solutions that could work to assist all parties.

A successful outcome will be agreement by all parties to continue formal debate in a working sub-group possibly including representation from government departments, to create a basis for a rational and considered approach.

Ian Huntly

Member of the Executive Council

SA Marque Clubs Association

[irhuntly@iafrica.com](mailto:irhuntly@iafrica.com)

082 650 0618

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## 1 Background on SAMCA

The South African Marque Club Association was founded in 1980 to protect and further the aims of all single marque club associations and their constituent clubs and members, to encourage and preserve the historically unique and every emerging heritage of motoring in South Africa, and to ensure the vibrancy that will continue through this collective for all peoples in South Africa and enabling authorities and other representative bodies such as SAVVA and SARRA.

SAMCA today consists of over 21 umbrella marque club associations, with constituent clubs across all regions of South Africa, and with significant international interaction, bilateral visits and a growing sub- industry of suppliers and contributors.

We attract many international visitors to South Africa boosting tourism and today many of the suppliers export goods and services creating both jobs and bringing in foreign currency.

SAMCA has from the outset entrenched a non-racial, non-sexist, open constitution and has actively encouraged development programmes amongst the clubs and the communities in which they live in. Membership is drawn from all sectors of the community.

Training and development programmes, donations to charities, supporting disadvantaged communities and hosting public events are some of the activities performed by the volunteer members.

There are no paid officers in the SAMCA organisation.

The SAMCA organisation represents around 5,000 individual members and well over 15,000 vehicles at last count. Many members have more than 20 cars in their collections and allow for viewing of these collections and mini private museums. This latter is contributing significantly to tourism in countries such as the UK, USA, France and Italy to name but a few, providing for significant direct employment.

Additionally, SAMCA has a proven track record over the last 30 years of formalising many aspects of this movement, with codes of practice, self regulation and generally promoting safe and responsible use of our treasures.

SAMCA and other related bodies such as SAVVA can play a significant role in assisting the DoT and vica-versa in maintaining standards and our heritage and grow it to the benefit of all and the country with a suitable partnership and exchange forums. We look forward to this interaction.

## ***1.1 Constituent Clubs***

There are over 21 umbrella marque associations in SAMCA and their constituent clubs represent most of the premier names in the motoring world.

The constituent clubs have branches across SA. The marques include:

- Alfa Romeo
- Aston Martin
- Austin 7
- Citroen
- Cobra
- Cooper
- Fiat
- Ford
- GSM
- Jaguar
- Lancia
- Land Rover
- Lotus
- Maserati
- Mazda
- Mercedes
- MG
- Micro Car
- Mini
- Morgan
- Opel
- Renault
- Rolls Royce
- Rover
- Studebaker
- Sunbeam
- Triumph
- Toyota
- Volvo
- VW

SAMCA continues to grow and remains to open to any other qualifying marque club.

## **2 Items for discussion proposed**

In most countries across the world, the organised collection, use and preservation of their motoring history is encouraged as an essential part of the country's heritage and clubs are a core component of the structure. Often this is promoted through special dispensations to bona-fide members of clubs to enable this. The following items are components that we believe that DoT in SA should adopt with the utmost urgency.

Over the past 10-20 years, the historical base of South Africa has been eroded quite severely and this could limit future growth in the movement.

While SAMCA and other bodies have addressed many of the recent issues that have emerged concerning low key motor sport using classic and historic vehicles, some specific issues remain and will need interaction and consensus with DoT and affiliates. There are however other issues such as the draft Sports and Recreation Safety Bill.

All of the items following have already been widely adopted in other countries.

### ***2.1 Collector licences***

As it is not desirable for totally uncontrolled activities by the public at large, that could bring the collective, the movement and the authorities into disrepute and antagonize the general public.

It could be very useful to introduce a collector status for qualifying members and their cars in South Africa.

The qualification for a "member status" would be the bona-fide membership of a recognised club and for this to be certified annually.

The qualification for a vehicle would be one that qualifies under the international FIVA dating rules (25 years or older) or specific nomination through the marque clubs as collectible.

This could be easily achieved by adding a collector flag and expiry date to the eNatis database and linking the special dispensations to this flag/date.

### ***2.2 LHD Exemptions***

While SAMCA is grateful for the clarification and lien provided by DoT for the registration and use of historic and classic left hand drive cars and the recognition that given that the LHD club cars are as cherished as any other and thus are in limited use on our roads (often only for club events and displays) these cars do not represent any safety hazards.

There however remains an opportunity for selected imports of modern classic LHD cars, e.g. Maserati MC12, Ferrari Enzo, Bugatti Veyron that will be of interest to the public and enhance the perceived value of SA as a motoring destination. Clearly daily use of such vehicles is not intended. This could include repatriation of cars that have previously lost to SA and currently many of these cannot currently be re-imported.

The import of all such vehicles could provide additional tax revenue for the government.

### ***2.3 Front Number Plates***

SA has made some significant improvement in the form of number plates to enhance law enforcement and safety over recent years. However these new regulations do not make allowance for many of the older or specialist cars which may not be able to accommodate these new plates.

Some of these older cars e.g. Italian cars built up to 1986 used a front number plate of 110mm x 60mm and were designed for these or in fact no front number plate at all. Others examples such as the E Type Jaguar have been allowed to use an adhesive number plate on the bonnet there is no other place and mounting in front of the radiator causes serious overheating issues, rendering the cars unusable.

Given that etagging and / or intelligent number plates appear to be on the way and the fact that motorcycles have for many years not used front number plates at all, we would like to make the suggestion that the use of a front number plate for a collector car becomes optional, except where there is clear provision for a standard SABS sized number plate. Allowance could also be made for the Italian 110mm x 60mm (and other national standard) standard sized number plates of the correct size for qualifying period vehicles.

## ***2.4 Licencing***

Currently "S" licencing is available to club members for club and occasional use if the vehicle in question is over 40 years old.

The FIVA recognised international standard for a classic car is 25 years old with suitable club / association dating certificate.

In most European countries, they recognise 20 years and older and offer a number of provisions for special and historic licencing. These include;

- Free licencing for qualifying vehicles
- Period historic number plates
- Collector licences allowing for entire collections to be registered under a single licence assign to a specific responsible and qulaifying person.

## ***2.5 RWC***

SAMCA supports the idea of safe motoring and that members cars should be in roadworthy condition at all times as a minimum for use on the road. Most members far exceed these requirements as evidenced at scrutineering run at club meetings before rallies and other events. It is very rare for a member's car to be non-compliant (usually just a blown or loose bulb), and even these are repaired before the car is allowed on the event.

Again given that many members have quite large collections (20 - 100 cars is not uncommon) and it would be unreasonably onerous to expect them to do a full RWC annually, especially given that the treasured nature of the cars and the very low mileage that these often cover.

Further many of these cars will not be able to pass a modern RWC test on a number accounts even though they are correct as built new. Transmission brakes, low wattage headlights, trafficators, 3 wheelers are small sample of areas that raise RWC issues.

Further all cars on the SAMCA group club insurance scheme are checked every second year in the clubs to ensure condition and authenticity. This is a condition of our agreed value insurance, and this is done by suitable qualified club members that have been entrusted with the portfolio.

Our suggestion is twofold;

- Relax the proposed annual rwc to at least 5 years for bona-fide collectors
- Appoint and accredit a suitable assessor per club who is able to go to members with larger collections and validate that these cars are suitable for the limited road use envisaged.

Again the above would align South Africa to many other countries who have examined these matters thoroughly.