

**SOUTHERN AFRICAN VETERAN &
VINTAGE ASSOCIATION**

**VETERAAN MOTORVERENIGING
VIR SUIDER AFRIKA**

SAVVA STANDING SUPPLEMENTARY REGULATIONS

VSRs

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Southern African Veteran and Vintage Association

**with the approval and authority of the National Motor Sport Council
of Motorsport SA**

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INTRODUCTION

The revision of the SAVVA VSRs has become necessary due to a number of changes that have evolved in both the regulatory and procedural conditions pertaining to SAVVA events and also due to previous regulations that have become redundant and which have fallen into disuse.

In the revision contained herein, an attempt is made to include only VSRs currently in operation and use and to update these to conform to the present constitutional and regulatory circumstances.

This revised document will be available in printed format but will also be posted on the SAVVA Website in Electronic form.



SOUTHERN AFRICAN VETERAN & VINTAGE ASSOCIATION Standing Supplementary Regulations (VSRs)

These regulations will apply to all events held under the waiver granted by Motorsport South Africa to SAVVA affiliated Clubs and are applicable only to competitors driving vehicles accepted by SAVVA in terms of its Constitution. These regulations are to be read in conjunction with the General Competition Rules (GCRs) of Motorsport South Africa. In the event of a conflict between these regulations and the GCRs, the GCRs will apply.

1. DEFINITIONS

Competitor	A person or body whose entry is accepted for, or who competes in any motor sport competition whether as entrant, driver of a motor vehicle, rider of a motorcycle, co-driver, navigator or passenger.
Driver	The operator of a vehicle either as the driver of a motor vehicle or a rider in the case of a motorcycle.
Entrant	The person, or body, who officially enters and registers for an event and may also be the driver, rider, co-driver or passenger in/on of the vehicle entered for the event
Event	A single motor sport competition with its own results
Events	The appointed representative of a SAVVA affiliated club, responsible for liaison with the Secretary and SAVVA MS on all matters relating to that club's competitive events
GCRs	General Competition Rules of Motorsport South Africa
Motorcycle	All land vehicles, propelled by an engine, and running on less than four wheels
Motor vehicle	All land vehicles, propelled by an engine, and running on at least four wheels
MSA	Motorsport South Africa
Officials	The following persons who may have assistants: SAVVA Steward, Club Steward, Clerk of the Course, Scrutineer, person/persons responsible for Documentation and all Control Officials (Marshals)
Organisers	A committee authorised by the promoters to organise an event and to enforce all relevant regulations. The promoters shall however be responsible for the acts and omissions of the organisers
Promoter	A SAVVA affiliated club, or clubs, proposing to hold, holding or organising an event and being totally responsible for the event



SAVVA	Southern African Veteran & Vintage Association
SAVVA MS	SAVVA Motorsport
SRs event	Supplementary Regulations issued by the promoters of an event
Tender Vehicle	Any vehicle accompanying the event as a designated back up vehicle to competitor's during an event
Vehicle	Both motor vehicles and motorcycles as defined herein.
VSRs	SAVVA Standing Supplementary Regulations

2. APPLICABLE RULES AND REGULATIONS

SAVVA authorised events are held under the international sporting codes of the Federation Internationale de l' Automobile (FIA) and/or the Federation Internationale Motocycliste (FIM), and are governed by:

- The General Competition Rules of MSA (GCRs)
- The SAVVA Standing Supplementary Regulations (VSRs)
- The Supplementary Regulations (SRs) issued by the promoters of an event
- The Final Instructions issued to competitors by the promoters; and
- Any instructions issued from time to time by MSA or SAVVA MS in writing

NOTE: The MSA Standing Supplementary Regulations will NOT apply.

3. ACQUAINTANCE WITH AND SUBMISSION TO THE RULES

Every person- or group of persons organising a competition or taking part therein shall by doing so or by and upon applying for an organising permit or by and upon entering for a SAVVA sanctioned competition / event be deemed to have and recognise that they have, inter alia, made themselves acquainted with the GCRs of MSA, the VSRs of SAVVA and the SRs pertaining to the event, and to have submitted themselves without reserve to the consequences resulting from these rules and any subsequent alterations thereto.

4. PERMISSION AND APPROVAL FOR EVENTS

- No competition shall be held within the territory of MSA unless MSA has signified its approval by granting an Organising Permit. MSA however has delegated the responsibility for issuing organising permits for SAVVA events to SAVVA MS.
- Any competition or element of a Competition that is organised and / or held within the territory of MSA and for which SAVVA has not issued a permit, or waiver of a permit, shall be deemed by SAVVA to be an unsanctioned event. SAVVA shall assume no responsibility or liability whatsoever in connection with any such event. SAVVA furthermore reserves the right to take action against any individual or entity with a SAVVA affiliation that takes part in, or otherwise associates themselves / itself, with any such unsanctioned event if their involvement is deemed contrary to the interests of SAVVA or Motorsport



in general. Any competition, or element of a competition, for which the necessary

Government, administrative or private authorisation has not been obtained, shall likewise be deemed by SAVVA to be an unsanctioned competition.

- (c) Applications for SAVVA Organising Permits will only be considered if submitted by the Events Secretary upon which SAVVA MS will assume that such applications have been authorised by the club concerned.
- (d) Every application for an organising permit shall be made out in writing on the approved forms [Annexure A] and, together with the proposed draft Supplementary Regulations [Annexure B], Supplementary Questionnaire [Annexure C] and Entry Form [Annexure D], the approved format, be lodged with SAVVA MS at least eight (8) weeks before the date of the proposed competition, or six (6) weeks before the proposed closing date for entries, whichever is the earlier.
- (e) The Events Secretary of the club will be responsible for ensuring that the draft SRs and Entry Form comply with the GCRs and VSRs before submitting them to SAVVA MS for approval. [See VSRs 35 and 36]
- (f) Attention is drawn to VSR 5 (b).
- (g) An organising permit will not be issued to a promoter who has a Clerk of the Course Report overdue, for a prior event [See VSR 32 (c) and Specimen Form – Annexure I] and or failed to submit a Final Financial Report on Expenditure of SAVVA Sponsorship funds granted to such event
- (h) The organisers are responsible for obtaining the necessary written permission from all Provincial and Local Traffic and/or other authorities of the areas through which an event will pass. Any event for which such permission has not been obtained is prohibited by MSA and SAVVA MS, and if an Organising Permit has been issued for the event the permit shall be null and void.
- (i) Before an event takes place Organisers shall furnish the Stewards with copies of the SRs, Final Instructions and any other such documents or information as may be supplied to competitors. [See VSR 31 (b) (iii) and (iv).]

5. SUPPLEMENTARY REGULATIONS (SRs)

- (a) This is the official document issued and/or published by the Promoter of an event with the object of setting out the details of the competition and must be made available to the competitors prior to the event.
- (b) SRs and Entry Forms must not be issued to competitors or published unless or until they have been approved by SAVVA MS and bear a SAVVA permit number.
- (c) Once the SRs and Entry Form have been approved by SAVVA MS and an Organising Permit issued, the SRs may only be changed with written approval from SAVVA MS.
- (d) Once SRs and Entry Forms have been issued and/or published, changes may only be made with the written agreement of SAVVA MS and all Competitors already entered. Should alterations become necessary at the start of the event, written agreement must be obtained from the Stewards and all entrants, drivers or riders.



- (e) The Entry Fee for an event must be stipulated in the SRs and on the Entry Form as an amount separate from any other monies that may be payable. (eg accommodation and meals etc)
- (f) In compiling SRs, modifications may only be made in respect of those matters specifically referred to in VSR 35 – “Contents of Supplementary Regulations (SRs)”.
- (g) GCRs and VSRs shall not be repeated either in whole or in part in any SRs. An organiser who feels it is essential to draw attention to any GCR or VSR shall do so merely by referring to its number.
- (h) In the event of a conflict between the SRs and the VSRs, the VSRs shall apply.
- (i) Attention is drawn to Annexure B

6. FINAL INSTRUCTIONS

- (a) A set of Final Instructions should be issued to competitors prior to the event, furnishing them with competition numbers, starting times and dealing with particular points arising after the SRs have been issued.
- (b) Where Final Instructions are issued, any instruction in contradiction with the SRs, VSRs, or GCRs or which imposes a penalty or a condition of eligibility in conflict with, or additional to the SRs shall be invalid.
- (c) In its conclusion the “Final Instructions” should contain reference to, and telephone numbers and addresses of Emergency Medical Facilities in the areas through which an event will take place.
- (d) If Final Instructions are not to be issued, details of the manner in which competition numbers and starting times will be conveyed to competitors as well as the details prescribed in (c) above, must be stated in the SRs.

7. RESTRICTED COMPETITION LICENCE (RCL)

- (a) Membership of a SAVVA affiliated club includes a Restricted Competition Licence which is valid for SAVVA authorised events as well as for events hosted by MSA affiliated clubs requiring a Restricted Competition Licence. It is therefore imperative that clubs’ issue numbered membership cards mentioning both affiliation to SAVVA and the inclusion of a RCL. These should be renewed / reissued annually.
- (b) Club Memberships issued or renewed annually should be limited to members in good standing and must be accompanied by the signing of the current SAVVA Indemnity form [See VSR 8] or presentation of a valid numbered SAVVA Indemnity Card.
- (c) The RCL becomes invalid should a member no longer be in good standing with the SAVVA affiliated club with which membership is held or where such membership is withdrawn.
- (d) Club committees must promptly inform SAVVA of cancellation /withdrawal of memberships so as to enable the circulation of such information to all SAVVA clubs and MSA.
- (e) A navigator who intends to share the driving by acting as a co-driver on any/all SAVVA associated events must be in possession of a valid SAVVA Club membership /RCL.
- (f) A SAVVA club membership may be endorsed so as to exclude the associated RCL on suspension and/or cancellation thereof should the holder be penalised by a MSA and/or SAVVA disciplinary committee.



- (g) An appropriate RCL, valid for rallies and trials, issued by MSA or an MSA affiliated/registered club or association, may, at the discretion of the organisers, be accepted subject to the provisions of VSR 10(c).

8. INDEMNITIES

The following persons must furnish evidence that they have signed a SAVVA Indemnity Form [Specimen Form – Annexure E] before taking part in any SAVVA event:

- (a) All entrants, drivers, riders, navigators and passengers of competing vehicles
- (b) All officials, and their assistants, associated with the event.
- (c) All drivers and passengers of tender vehicles.

9. POSTPONEMENT OR CANCELLATION OF AN EVENT

The organisers, with the permission of SAVVA MS, reserve the right to postpone or cancel any event should it be deemed to become uneconomical to host the event and/or should it be in the interests of the vintage movement or motor sport and/or due to unforeseen circumstances including competitor safety, making it impossible to host the event

10. ENTRIES

- (a) An entry is an offer by an intending entrant to enter into a contract with the organiser of an event. It must be signed by the entrant on the official form, and once accepted, is a contract which binds the competitor to take part in the competition for which he has entered, and binds the organiser to fulfil towards the competitor all conditions of entry, except in the case of established “force majeure” or if VSR 9 has been invoked.
- (b) An entrant, driver and co-driver must be members in good standing with the SAVVA affiliated club or, if applicable, comply with VSR 10 (c) (i), and be in possession of valid Restricted Competition Licences and shall produce these on demand to an official of an event [See VSRs 12 (b) and (d)]
- (c) Members of MSA registered clubs and/or associations may, at the discretion of the organisers, be permitted to compete in SAVVA authorised events provided that the entrant and driver shall:
 - (i) produce proof of membership in good standing with a MSA registered club or association;
 - (ii) produce an appropriate competition licence, valid for rallies and trials, issued by MSA or a MSA registered club or association [see VSR 7 (g)];
 - (iii) produce proof of having signed an indemnity in terms of VSR’s 8
In any event where the maximum number of entrants is restricted, entries from SAVVA Affiliated clubs shall have priority.
- (d) International guests may, at the discretion of the organisers, be permitted to compete in SAVVA authorised events provided that:
 - (i) the SAVVA club hosting the guest, issue him/her with club membership providing the relevant club constitution allows for seasonal or pro-rata membership. Reciprocal membership may be offered provided the applicant has annual or seasonal membership at



- his / her home club at least for the period of time covering the duration of the event.
- (ii) where applicable, the guest's home car or motorcycle club details together with membership number are forwarded along with notification of intended participation in a local SAVVA event to SAVVA MS at least ten (10) weeks before the event commences.
 - (iii) the SAVVA club hosting the guest ensures, and satisfies itself, that the drivers licence held by the guest is valid for, and accepted in the Republic of South Africa.
 - (iv) the guests complete and sign the appropriate SAVVA Indemnity [VSR 8]
 - (v) the guest's hosting club takes up these administrative responsibilities
- (e) The date specified in the SRs for the closing of entries shall not be less than seven (7) days before the commencement date of the event. Late entries may be accepted at the discretion of the organisers in which case double the entry fee will be payable.
- (f) Entries shall be submitted in writing on the official entry form published with the SRs for the event, on, or before, the closing date for entries. No competitor may participate in an event without completing and submitting the official entry form.
- (g) SRs may permit the nomination of driver, navigator or passengers to be deferred.
- (h) An entry form may be submitted by an agent on behalf of the entrant, in which case the entrant shall himself sign and submit an entry form as soon as possible thereafter but before the commencement date of the event.
- (i) Entries will be accepted in the order of receipt unless the organiser specifies otherwise in the SRs or where VSR 10 (c) applies.
- (j) Entries will be null and void if:
- (i) the entry form is not accompanied by the prescribed entry fee, unless the promoters have in writing waived the entry fee;
 - (ii) the entry form has not been signed by the entrant; or
 - (iii) the entry form has not been fully completed by the entrant and does not contain all the relevant details required by the promoters.
- (k) Promoters shall, within two (2) days after the closing date for entries, notify the entrant whether his/her entry is:
- (j) accepted; or
 - (ii) refused [see VSR 13 (a)(i)]; or
 - (iii) placed on a list of reserves as a provisional entry. [see VSRs 10 (m) and 13 (a) (iii)]
- (l) Entry fees will only be refunded on cancellation of an event or non-acceptance of an entry or in terms of VSR 10 (m).
- (m) An entrant shall have the right to withdraw an entry;
- (i) if the date or time of an event is changed, provided the promoters are notified accordingly, within two (2) days of the entrant being notified of the change.
 - (ii) where VSR 10 (k) (iii) applies, provided the organisers are notified at least seven (7) days before the start of the event.
- (n) Promoters shall not move a competitor from one speed group or class to another without the written approval of the entrant.[see VSR 13 (b)(v).]
- (o) The entrant may also be the driver, rider, navigator or a passenger in any event

11. RESPONSIBILITIES OF AN ENTRANT



An entrant shall, inter alia,

- (a) By his/her signature to the entry form, declares that the competing vehicle has and displays a correct and valid clearance certificate (license disc) for the period of the event, accepts responsibility for the competing vehicle being in a safe and roadworthy condition in terms of the Road Traffic Act and Regulations and ensure that it will be thus maintained for the duration of the event;
- (b) Before a competition, satisfy him/herself as to the competence of the driver and the eligibility of the competing vehicle [See VSRs 7,10(b),(c),(d) and 14];
- (c) Ensure that only authorised persons are carried in the vehicle [see VSRs 8, 19 and 33 (b) (i)].
- (d) Ensure that all the pre-start requirements listed in VSR 12 have been met;
- (e) Present the competing vehicle for pre-event scrutiny at the time and place stipulated in the SRs [see VSR 15]
- (f) Complete documentation requirements at the time and place stipulated in the SRs [See VSR 20];
- (g) Accept the prime responsibility for all acts and omissions of all persons connected with his/her entry;
- (h) Attention is drawn to VSR 34.

12. PRE-START REQUIREMENTS

No competitor will be allowed to start an event until he/she has satisfied the organiser that the following pre-requisites have been met:

- (a) The rider, driver, and if applicable the co-driver also, are in possession of a valid full driver's Licence of a category (code) appropriate for the type (class) of vehicle driven/ridden in the event. [See VSR 10 (d)] A learner's licence is not acceptable.
- (b) A current competition licence is held by the entrant, rider, driver and, if applicable, co-driver [See VSRs 7, 10 (b),(c) and (d)].
- (c) Proof that indemnities have been signed by the entrant and all occupants of the competing vehicle [see VSR 8 & 10 (d)].
- (d) Proof of valid membership of a SAVVA affiliated club for the entrant, rider, driver and co-driver together with a Restricted Competition License (RCL) or, where applicable, a club or association registered with MSA [See VSR 10 (b), (c) and (d)]
- (e) Competition numbers properly displayed on the competing vehicle [See VSR 16].
- (f) Proof of official dating of the competing vehicle by SAVVA. Where a competitor holds a Restricted Competition Licence issued by MSA or an MSA registered club or association, satisfactory proof of date of manufacture of the competing vehicle must be produced [see VSR 14 (a) and (b)].
- (g) Proof that the competing vehicle has been examined as per VSR 15.
- (h) Formalities of documentation have been completed [See VSR 20].
- (i) Proof of any exemptions claimed in terms of the Road Traffic Act and Regulations.
- (j) Competing vehicle is in a clean and roadworthy condition [See VSR11 (a)].
- (k) Competing vehicle must display a valid clearance certificate (licence disc) together with a matching and valid registration plate/s. [see VSR 15]
- (l) All instruments and devices capable of measuring and/or recording speed, distance or engine revolutions are masked to the satisfaction of the organisers, unless otherwise advised in the SRs [see VSR 18].
- (m) Motor vehicles must be fitted with a fire extinguisher in good working order. Only fire extinguishers with a minimum capacity of 1 kg CO₂ or dry chemical may be carried. [The B.C.F.(Bromochlorodifluoromethane - CBrClF₂) type of fire extinguisher is not recommended as it is not "ozone friendly".]



- (n) In respect of motor vehicles a safety triangle as specified in VSR 17(a)
- (o) Competitor motorcyclists and/or pillion riders must wear a high visibility yellow “bib” or jacket, suitable riding gear – namely *protective boots that extend above the ankle, and gloves – cotton type workshop gloves are not acceptable* - and in respect of motorcycles as specified in VSR 17 (b) be fitted with LED cycle lights
- (p) That the requirements of VSR 34 have been met.

13. POWERS OF THE PROMOTERS

- (a) Promoters’ powers regarding entries are as follows. They may:
 - (i) select, accept or refuse entries without being obliged to furnish reasons;
 - (ii) require accepted entries to comply with any additional condition/s, not covered by the GCRs or VSRs, before being permitted to start, provided that such conditions are stated in the SRs;
 - (iii) accept provisional entries provided all such entrants are informed that their entries are either confirmed or rejected [See VSR10 (k) (iii)];
 - (iv) abandon or postpone a competition/event or class therein if insufficient entries are received, provided that the minimum number of entries is stated in the SRs;
- (b) The promoters and/or the Clerk of the Course may:
 - (i) with the prior consent of the Stewards of the event, delete part of the course or competition/event or discard/exclude part of the records of the competition /event where bona fide unforeseen circumstances dictate.[See VSR 21 (g) and 26(j)].
 - (ii) distribute the awards at their discretion if, through bona fide unforeseen circumstances, the competition is terminated before its scheduled completion;
 - (iii) offer additional awards;
 - (iv) exclude/disqualify any driver or vehicle appearing on examination to be ineligible for the event or speed group or class therein to which the entry refers [See VSR 14 (e)];
 - (v) offer the entrant or any driver or vehicle liable to exclusion under paragraph (iv) above, the option of a transfer to any appropriate speed group or class, if available [See VSR 10 (n)];
 - (vi) exclude any vehicle of which it's appearance, condition or performance is not of a standard appropriate to the competition [See VSR 14(e) & 15];
 - (vii) with the consent of the Stewards of the event, permit a change of vehicle, driver or rider from those nominated in the official entry form, on written application being made by the entrant, not less than one (1) hour before the start of the competition, provided that a change of only one or the other and not both is permitted;
 - (viii) reject any claim for expenses arising from the event incurred by any person taking part.

14. ELIGIBILITY OF VEHICLES

- (a) All competing vehicles must conform to the definitions contained in VSR 1 and be manufactured on or before 31st December 1997, or as of such date and age as adjusted by, and approved, at a SAVVA AGM from time to time.
- (b) Organisers of an event may, however, restrict eligibility of vehicles to an earlier date of manufacture, or to vehicles manufactured after a certain date, provided this is specified in the SRs.



- (c) Organisers may, in the SRs, restrict entry to either automobiles or motorcycles exclusively.
- (d) Vehicles must comply with all the relevant clauses of VSRs 12 and 15.
- (e) A vehicle will be excluded from an event if, upon examination, the organisers find that it does not comply with the details of its SAVVA dating certificate, or does not display a matching valid clearance certificate (license disc) and matching license plate, or if its appearance and/or condition are in conflict with the aims and objects of SAVVA. [See VSR13 (b) (iv)]
- (f) Attention is drawn to VSR 11 (a).

15. PRE-EVENT SCRUTINY

- (a) All vehicles must undergo scrutiny before taking part in any event. Such scrutiny will examine vehicles for safety and the relevant requirements of VSRs 12 and 14.
- (b) It will be mandatory to present all competing vehicles for such examination at the time and place stipulated in the SRs. Failure to do so will result in the vehicle being excluded from the event. [See VSR 33 (a) (vii).]
- (c) Pre-event scrutiny must satisfy the requirements as per VSR 12, 14, 18 and 33(a) (vii). The officially required pre-event scrutiny of vehicles by no means implies or suggests an acceptance or implied roadworthy certification of the examined vehicles by the organisers.
The driver/rider/ entrant/owner of the vehicle must certify that he/she accepts the responsibility for the roadworthiness as well as the correct and valid licensing of the particular vehicle in question. For this purpose, the “Pre-event Scrutiny” form [Annexure G] and “Declaration by Driver/Rider” [Annexure F] must accompany the entry forms provided and the completed and signed versions handed to the scrutinising official at pre-event scrutiny. Failure to do so must deny entry and participation on the event.
- (d) In the event of permission being granted to an entrant for a change of vehicle on an event (VSR 13 (b)(vii)), the substitute vehicle must be subjected to a pre-event scrutiny as per the above. For this purpose the applicant must together with his/her written application submit a new “Pre-event scrutiny form” that relates to the substitute vehicle in question. [See VSR 38]

16. COMPETITION NUMBERS

- (a) A competition number will be assigned to each competitor and this number must be clearly displayed on the vehicle as directed below under (f) and, if applicable, as further directed in the SRs.
- (b) Organisers may or may not supply competition numbers, but shall stipulate which in the SRs. If numbers supplied are to be returned to the organisers, the SRs shall indicate this and competitors shall be liable for the cost of replacing numbers not returned.
- (c) Numbers incorporated in/on advertising material supplied by the organisers must not be defaced in any way, such material being deemed to form part of the number.
- (d) It is the responsibility of the competitor to ensure that the numbers remain legible throughout the event and are removed or covered as soon as the competing vehicle has either completed, or withdrawn from the event, or as instructed by the organisers.



- (e) Competition numbers must be of a size and design and so fitted as to make them clearly visible.
- (f) All competitors will be required to display their assigned number on at least the front and possibly the left-hand side of the vehicle although numbers may be required on both the left and right side of vehicles. Organisers are to stipulate their requirement in the SRs. In the case of automobiles, front numbers shall be displayed in the centre, or to the left-hand side of the centre, of the vehicle.
- (g) Front numbers on all vehicles, and and if required side numbers on motorcycles, must be designed to fit on a background of 210 mm diameter with two 5 mm holes at 180 mm centres in the horizontal axis.
- (h) Competitors are required to provide suitable means of fixing competition numbers to the front and left side of the competing vehicle.
- (i) Competition numbers shall be affixed to the vehicle before it is presented for scrutiny.

17. SAFETY SIGNAGE

- (a) All motor vehicles manufactured before 31st December 1918 are to be fitted with a safety triangle with yellow reflective trailer tape mounted on a suitable bracket outside on the rear of the motor vehicle together with at least a red battery operated LED cycle light. The triangle is to be of a standard size 300mm high by 300mm wide and with a 55mm tape width composing the outer aspect of the triangle. The red LED light should not flash as it is illegal. The triangle must not obscure existing rear lights and number plates. The triangle must be fitted to the right of the centre of the vehicle where possible, and perpendicularly so as to maximise its reflective quality.
- (b) Competitor motorcyclists and/or pillion riders must wear a high visibility yellow "bib" or jacket, together with appropriate protective gloves and boots - Per VSR 12 (o)
All motorcycles manufactured before 31st December 1945 are to be fitted with a non flashing red LED cycle light to the rear of the motorcycle
Where the front lights of the older motorcycles do not meet normal roadworthy requirements, an additional white LED cycle light must be fitted to the front of the motorcycle.
- (c) The last official vehicle on an event following the field of participating vehicles, must display a notice on the rear thereof, the wording being:
"SLOW HISTORIC VEHICLES AHEAD, PLEASE TAKE CARE"
This notice should be reflective and not smaller than 1.4 x 0.35m and must have one reflective yellow triangle (as described for motor vehicles in (a) above) on it.

18. INSTRUMENTS

- (a) No instrument, device, or electronic equipment capable of measuring and/or recording speed, distance or engine revolutions may be carried in or upon any vehicle, except those fitted by the manufacturer of the vehicle unless specifically allowed and specified in the Supplementary Regulations. All of these are to be completely masked throughout the event unless otherwise advised in the SRs. This masking must be done by the competitor and will be checked at scrutiny and during the event.
- (b) The masking must be removed as soon as the competing vehicle has either completed or withdrawn from the event, or as instructed by the organisers.
- (c) Attention is drawn to VSRs 12 (l), 22 (d) and 33 (a) (xiii).



19. PASSENGERS

- (a) The maximum number of persons allowed in, or upon, a competing vehicle are those for whom proper seating has been fitted by the vehicle manufacturer. The organisers may however further limit the number of passengers. This must be stated in the SRs
- (b) The persons carried in/on a vehicle at the start shall not be varied during the event except in accordance with official approval or instructions and must have signed an indemnity form as per VSR 8. Only persons holding a suitable current Restricted Competition Licence and valid driver's licence may be in control of a vehicle during the event. [See VSRs 12(a), 33 (a) (iii) and 33 (b) (i).]
- (c) In the case of commercial type vehicles, all competitors must be conveyed in compliance with the Road Traffic Act and Regulations.

20. DOCUMENTATION

- (a) Documentation must take place prior to the start of an event. It shall consist of the checking of the entry form/s with all the pre-start requirements as listed in VSR 12.
- (b) Organisers shall assume full responsibility for ensuring that all competitors hold the necessary valid driver's licences, competition licences and/or indemnities for the event. [See VSR 7, 8 & 10(c),(d)]
- (c) A route schedule will not be issued to a competitor, nor will he/she be allowed to start an event, before the formalities of documentation have been completed.

21. ROUTE SCHEDULE

- (a) The organisers will issue such information to competitors, as they deem necessary for the performance of the event. This information shall be termed the Route Schedule.
- (b) Route schedules shall be printed on A4 sized paper unless otherwise stipulated in the SRs.
- (c) The organisers shall determine when route schedules will be issued to competitors, details of which must be stated in the SRs. Motorcyclists should be given ample time in which to do the necessary calculations and to fit the route schedule to their vehicles before their start times.
- (d) Once a route schedule has been issued to a competitor, he/she may not proceed onto the route – or make use of “virtual “ electronic equipment to view the route (such as Google Earth) - before his/her start time.
- (e) The route must be followed in its entirety, and competitors will be excluded for any substantial and/or deliberate deviation from the route which gives rise to a time advantage. [See VSR 33 (a) (v) and (xi).]
- (f) Attention is drawn to VSRs 24, 25, and 26.
- (g) The organisers may alter the route schedule during the event provided written notice of the alteration, signed by the Clerk of the Course, is given to drivers, each of whom must sign for receipt thereof. Any such instruction given verbally will be invalid. [See VSR 13 (b) (i).]
- (h) Clues and control signs must be clearly visible to the driver of the competing vehicle while travelling in the correct direction. Should signs and/or notices be used as clues, and neither a distance nor expected time of arrival (ETA) is given, all information thereon must be given in full in the route schedule.



- (i) Where an instruction in the route schedule gives a geographical point at which the instruction must be carried out, and neither a distance nor expected time of arrival (ETA) is given, the first geographical point of that type will be considered the correct one.
- (j) Where an instruction contained in the instructions on a route schedule has been “removed” for whatever reason, the accepted and introduced control sign [see VSR 25] must be set up in that position prior to the commencement of the event on that section of the route.
- (k) All distances given in the route schedule shall be in kilometres (km) to two decimal places, and must be as accurate as possible.
- (l) All speeds given in the route schedule shall be in kilometres per hour (km/h).
- (m) Controls shall not be placed within two hundred (200) metres before a stop sign, traffic light, traffic circle or similar restriction to the normal flow of traffic neither shall they be placed within one (1) kilometre after such a point.
- (n) No control which requires a competitor to stop, or any start of a regularity section, shall be placed where overtaking of vehicles is prohibited, or in any place which could cause a traffic hazard.

- (o) No secret, hidden or virtual controls may operate in any open section of the route.
- (p) GPS co-ordinates for events using the data logger system will not be indicated on the route schedule

22. TRAFFIC REGULATIONS

- (a) Competitors shall observe all traffic rules and regulations, including speed restrictions, which are in force in areas traversed by the event. A competitor will be excluded for the infringement of any traffic ordinance or regulation reported to the organisers, prior to the announcement of the provisional results, by a traffic officer, police officer or official of the event. [See VSR 33 (a) (i) and (viii).]
- (b) It is the duty of every official to report to the Stewards and/or Clerk of the Course any infringements of traffic regulations by competitors which they may observe.
- (c) Any reports of infringements received by the organisers after the announcement of the provisional results shall be passed on to SAVVA MS for such action, as they may deem appropriate.
- (d) Competitors are warned that making up of lost time, or the required masking of instruments, will not be accepted as an excuse for driving in a manner or at a speed, detrimental to the safety or inconvenience of other road users. Infringement of this rule will result in exclusion. [See VSR 33 (a) (i) and (viii) and VSR 18.]
- (e) Any competitor receiving a signal from another competitor or motorist who wishes to overtake shall immediately, or as soon as road conditions permit, afford the overtaking vehicle the opportunity to pass. [See VSR 33 (b) (ii).]
- (f) No official or competitor may consume any alcohol at the start or at any time while participating in an event.
- (g) Notwithstanding any penalty imposed in terms of these regulations, MSA or SAVVA MS may take disciplinary action against the competitor concerned in the case of any breach of traffic regulations whether reported by the organisers or by the traffic authorities.
- (h) Attention is drawn to VSR 24 (c).

23. ACCIDENTS AND INCIDENTS



Competitors shall report to the organisers in writing if, during the event, they have been involved in any accident or incident involving any other person or their property. Failure to do so will result in exclusion from the event and a report being made to SAVVA MS and/or MSA for disciplinary action to be taken. [See VSR 33 (a) (v).]

24. METHODS OF SETTING SPEEDS

- (a) Speeds will be set by one of three methods, which will be specified in the SRs for the event.

Method 1: Competitors will be placed and registered in a speed group of their choice selected from the options given them in the SRs and on the Entry Form. Set speeds will vary throughout the event, but the speed selected for any particular group, will be the maximum speed which may be set for that group.

Method 2: Competitors will be placed and registered in a speed group of their choice selected from the options given them in the SRs and on the Entry Form. The chosen speed group will be the speed the competitor will maintain throughout the regularity sections of the event.

Method 3: Other methods of setting speeds may be used, but shall be clearly defined and explained in the SRs for the event.

- (b) The organisers shall not set the speeds, or accept nominated speeds, or time allowances which, when converted to speeds, exceeds a speed which is ten per cent below any mandatory speed limits in force.
- (c) The organisers will not be responsible for any temporary speed restrictions on the route, and the onus rests with the competitor to comply with any such restrictions. [See VSR 33 (a)(i) and (viii).]

25. CONTROL SIGNS

- (a) A control sign (marshal board) must be recognisable as such, and may only be displayed to mark the start, finish, secret and open controls and missing/removed geographical points on a route schedule in an event.
- (b) A control sign must be at least 450 mm in height and 350 mm wide. A letter "M" shall be marked on the front of the board, at least 300 mm in height and 300 mm wide with brush strokes of at least 40 mm wide.
- (c) An example of the control sign to be used must be introduced and available for inspection at the start of an event – ideally at the competitors meeting.
- (d) At a control point, the sign shall be placed close to the road, and at 90 degrees to the direction of travel of the competitors. It must be clearly visible to drivers of competing vehicles approaching from the correct direction.
- (e) Attention is drawn to VSRs 21.

26. CONTROLS

A control is a point on the route which will determine the competitor's progress during the event. [See VSR 25.]

- (a) Types of control
- (i) Open control – a control, clearly identified with a control sign, and indicated as such on the route schedule, at which competitors are required to stop. A time will only be recorded by the Control Officer when the vehicle has stopped with the driver or rider opposite the control sign. [See VSR 28 (e) (iii).]



- (ii) Data Loggers Open control – a control, clearly identified with a control sign, and indicated as such on the route schedule, at which competitors are required to stop. A time will only be recorded by the Control Officer when the vehicle has stopped with the driver or rider opposite the control sign. [See VSR 28 (e) (iii).] This will be an untimed control also known as “Final Open Control “
 - (iii) Secret control – a control, identified to competitors by means of a control sign, but not usually indicated on the route schedule, at which competitors may or may not be required to stop to have their time of arrival recorded. Secret controls will be operated by one of three methods. The method to be used must be indicated in the SRs for the event.
 - Method 1: The competitor’s time of passing is recorded by the Control Officer without the competitor being required to stop. The time will be recorded when the driver or rider of the competing vehicle is opposite the control sign.
 - Method 2: The competitor’s time of arrival is recorded by the Control Officer when he/she stops at the control sign. The competitor is not deemed to be in the control until the driver or rider is opposite the control sign and the vehicle is stationary. [See VSR 28 (e) (iii).]
 - Method 3: The competitor records, on a control card, his/her own time of passing a control sign which complies with the requirements of VSR 25 or a geographical clue which complies with the requirements of VSR 21. Organisers must instruct competitors to record times either in SA Standard Time or Rally Time (i.e. elapsed time). Control cards will be issued with route schedules and secret checks will be carried out to ensure the correct times are recorded by competitors.[See VSR 28 (f).]
Generally referred to as “Self Timed Controls” or STCs
 - (iv) Hidden control – a control, not identified to competitors either in the route schedule or by a control sign, at which the Control Officer records the time of the competitor’s passing without him/her stopping
 - (v) Other controls – other types of control may be used but their method of operation shall be clearly defined in the SRs for the particular event.
 - (vi) Virtual Control – an unmanned control, not necessarily identified to competitors on the route schedule, the position of which is predetermined by GPS co-ordinates [latitude and longitude]. The competitor’s time of passing the control will be recorded by means of a GPS Data Logger carried in or upon the competing vehicle for the duration of the event.
- (b) The competitor’s time of arrival at, or passing a control will be recorded in hours, minutes and seconds.
 - (c) If a competitor has more than one time of arrival at a control, only the earlier time will be scored, provided that the control was considered “open” for that competitor. [See VSR 28 (c).]
 - (d) Waiting time will be allowed but only as decided and recorded by the Control Official. Waiting time is defined as “the time spent halted at a



- control behind other competitors and awaiting the attention of the Control Official". [See VSR33 (b) (v).]
- (e) Every entrant, rider, driver, co-driver and navigator in an event has the right, on request, to see any written or printed matter, records, time cards, etc. pertaining to the event, after provisional results have been announced.
 - (f) No competitor may stop, weave or make a U-turn, nor and motorcyclist put his/her feet on the road, in order to lose time within sight of, and before reaching, a secret control. No competitor may cause an obstruction at any control. [See VSR 28 (e) (iv).]
 - (g) A time will only be recorded when a competing vehicle approaches a control from the correct direction.
 - (h) A competitor will be penalised for reversing into a control. [See VSR 28 (e) (v).]
 - (i) All controls will be scored excepting only:
 - (i) when a control is misplaced and its correct position is material to the scoring; or
 - (ii) when the organiser's clock, if used, develops a fault affecting its accuracy, or the print-out cannot be accurately interpreted; or
 - (iii) if the Control Official/s have failed to record the time of passage of all competing vehicles which fulfilled the requirements of the control; or
 - (iv) if no control sign, where applicable, was displayed for each competing vehicle; or
 - (v) if a control is placed immediately following a section of the route where traffic regulations were enforced during the event, and which operated to the detriment of some competitors and not others. Such a control may be cancelled at the discretion of the Clerk of the Course, with the consent of the Stewards.
 - (j) The organisers shall, at the announcement of the provisional results, advise competitors of the controls which have not been scored and the reasons for their cancellation.

27. WATCHES

All official watches shall be set to "Organisers Time", also referred to as Atomic Time, and a master clock showing this time will be displayed at the Competitor's Meeting and at the start of every event, each day

28. SCORING

- (a) Scores will be expressed as a total time error in seconds, each second representing one penalty point, with a maximum of 600 penalty points at any control. Errors will be calculated as the absolute of the difference, in seconds between the Expected Time of Arrival (ETA) and the Actual Time of Arrival (ATA) at a control. The winner will be the competitor who incurs the lowest number of penalty points when totalled over all the scored controls.
- (b) Controls will be scored as follows:
 - (i) at all open controls, one penalty point for every second earlier or later than the official calculated ETA, with a maximum of six hundred (600) penalty points, or six hundred (600) penalty points if more than ten (10) minutes earlier than the official calculated ETA;
 - and
 - (ii) at all secret and hidden controls, one penalty point for every second earlier or later than the official calculated ETA with a maximum of six hundred (600) penalty points.



- (iii) At all other controls, as allowed for in VSR 26 (iv), the method of scoring shall be clearly defined in the SRs for the particular event.
 - (iv) virtual controls, one penalty point for every second earlier or later than the official calculated ETA with a maximum of six hundred (600) penalty points
- (c) All controls will be considered open ten (10) minutes before the ETA of each vehicle and will be considered closed ten (10) minutes after each vehicle's ETA.
- (d) Any competitor receiving maximum penalty points at two thirds of the controls scored or not arriving at the final open control and handing in his score card, if any, within ten (10) minutes of his ETA will be considered a non-finisher for purposes of the official results of the Regularity part of the event. The Clerk of the Course may at his/her sole discretion, present finishers awards to competitors who complete the entire course in compliance with the regulations for the Reliability part of the event.
- (i) Virtual controls – Any competitor receiving maximum penalty points at two thirds of the controls scored or not arriving at the open control, at the end of each day, and handing his GPS Data Logger to the Chief scorer within thirty (30) minutes of his ETA will be 'considered a non - finisher for purposes of the official results of the regularity part of the event.
- The Clerk of the Course may at his/her sole discretion, present finishers awards to competitors who complete the entire course in compliance with the regulations for the reliability part of the event.
- (e) Competitors will have a penalty of six hundred (600) points added to their scores for the following infringements:
- (i) having missed a control by taking the wrong route or reaching the control when it was officially closed;
 - (ii) failing to obtain on their score card, where issued, the initials or full signature of all Control Officials [see VSR 26 (e)];
 - (iii) failing to bring his/her vehicle to a complete stop at any open control, or a secret control operated in terms of Method 2 [see VSR 26 (a)];
 - (iv) any contravention of VSR 26 (g); or
 - (v) reversing into a control [see VSR 26 (h)].
 - (vi) failure of the GPS Data Logger to be activated by the Global Positioning System at any Virtual control
- (f) Where method 3 of operating secret controls is used, any variation in the excess of ten (10) seconds between the organisers' recorded time and the competitor's, will result in the organisers' time being used for scoring and an additional sixty (60) points will be imposed.
[See VSR 26 (a) (ii).]
- (g) No allowance will be made for errors or penalties incurred due to obstruction or force majeure.
- (h) Ties will be decided in favour of the competitor after subtracting their penalties at the last control. If this fails to resolve the tie, their penalties at the preceding control will be subtracted This procedure will be repeated until the tie is resolved.

29. RESULTS



- (a) The SRs shall state the time, place and method for the publication of the provisional results. If it subsequently proves impossible for the promoters to publish the provisional results as stated, they shall issue, at the time and place fixed or by the method stated, the advice that provisional results will be published within one (1) hour, failing which, the results will be dispatched by registered post within seven (7) days of the SRs published time, to each entrant at the address given on his entry form.
- (b) The results of an event shall be “provisional” until every competitor has had an opportunity to protest in accordance with the GCRs and any protest or subsequent appeal has been decided [See VSR 30].
- (c) Any alteration to the provisional results shall be notified to all entrants.
- (d) If no valid protest is received within the under mentioned period after the publication of the provisional results, and any amendments thereto, the results shall become final, subject to the powers held by MSA in terms of the GCRs.
 - (i) When the results are published in accordance with the SRs, or within one (1) hour thereof, the time limit for protests is thirty (30) minutes.
 - (ii) When results are published by registered post, the time limit for protests is fourteen (14) days from date of posting.
- (e) After a competitor has presented his / her GPS data Logger to the Chief Scorer he / she will be given individual detailed score sheet with the ETA's / ATA's and errors expressed in seconds at all the virtual controls scored that day. This score sheet will be date and time stamped and the competitor will then have thirty (30) minutes to query his results. Thereafter the results will become final. After all competitors have received their score sheets and there are no outstanding queries, overall provisional results will be posted as Per SR 17.

30. PROTESTS

The right to protest lies solely with an entrant, rider or driver who may consider him/herself aggrieved by any decision, act or omission of an organiser, official, competitor or any other person connected with the event. Protests must be lodged in accordance with the procedures as laid down in the GCRs. [See VSR 29 (b) and (d).] The provided form as per Annexure H should be used to register a Protest/Appeal/Notice of Intention to Appeal.

31. STEWARDS

- (a) A SAVVA Steward and a Club Steward will be appointed for every event.
- (b) Any person acting as a Steward must be in possession of the following publications:
 - (i) General Competition Rules (GCRs) of MSA;
 - (ii) SAVVA Standing Supplementary Regulations (VSRs);
 - (iii) Supplementary Regulations (SRs) and
 - (iv) Final Instructions and any other such documents or information issued by the promoters for the event.

Note : No Steward can carry out his/her duties in a satisfactory manner unless he/she has, at the very least, a working knowledge of the GCRs, VSRs and allied regulations.

- (c) The function of the Stewards is to constitute an impartial judicial body and, in so doing, to see that the organisers deal fairly with the competitors and that the competitors respect the authority of the organisers. A Club Steward is not appointed to protect the interests of the organisers or the promoters, and should not interpret his/her responsibility in this manner.



- (d) The Stewards shall not be in any way responsible for the organisation of the competitive side of an event, shall not have any executive duty in connection therewith nor participate competitively in any way on the event.
- (e) The responsibilities and authority of the Stewards are clearly defined in the GCRs and are, inter alia:
 - (i) to enforce compliance with the GCRs, VSRs, SRs and instructions to competitors and to settle any disputes which may arise there from;
 - (ii) to investigate or cause to be investigated any breaches of the regulations which they observe or which are reported to them;
 - (iii) at the end of the competition/event the SAVVA Steward shall report to SAVVA MS full details of protests lodged, protests heard or declined, appeals received, protests heard or declined, appeals received, protests decided, together with his/her recommendations for any further penalties or sanctions and a report on the competence of the organisers;
 - (iv) to settle any protests which may arise during a competition/event, subject to the rights of appeal provided in the GCRs [See VSR 30] ; and
 - (v) to check the contents of the Clerk of the Course report and, if in agreement with it, the SAVVA Steward shall countersign it [See VSR 32 (c)].

32. CLERK OF THE COURSE

- (a) The Clerk of the Course is the chief executive officer of an event. His/her duties, responsibilities and authority are set out in these VSRs and the GCRs.
- (b) The Clerk of the Course will be responsible for planning the route to be followed and setting the speeds for the event. While doing so, he/she will inter alia.
 - (i) bear in mind the safety of the competitors, officials and general public;
 - (ii) ensure that the event causes the minimum obstruction to other road users; and
 - (iii) avoid instructions in the route schedule which may confuse a competitor or induce him/her to drive dangerously or to ignore traffic regulations or speed restrictions; and
 - (iv) adhere to the requirements of VSRs 21, 24, 25, and 26.
- (c) Within twenty one (21) days of an event, the Clerk of the Course must furnish a Clerk of the Course report to SAVVA MS, together with full results of the event and any reports of accidents and/or incidents received, countersigned by the SAVVA Steward [See VSR4 (g), 31 (e)(v) and Specimen Form - Annexure I]
- (d) In accordance with Annexure R of the GCRs the late Submission of Clerk of Course- and other Reports carry a penalty ranging from R200 to R500 and shall be imposed on the promoters unless the organisers can satisfy SAVVA MS and/or MSA that the delay was caused by force majeure .

33. PENALTIES

- (a) Competitors will be excluded by the Clerk of the Course for any of the following infringements:
 - (i) driving dangerously or without due consideration for other road users;
 - (ii) making use at any time of any signalling device to indicate, or receive advice of, the position of a control;
 - (iii) allowing any person who does not hold a competition licence to be in control of a vehicle during an event [See VSRs 7 and 19 (b)];



- (iv) failure to declare to the organisers any accident or incident during the course of the event involving any other person or property [See VSR 23];
 - (v) any substantial and/or deliberate deviation from the route which gives rise to a time advantage [See VSR 21 (e)];
 - (vi) failing to present a vehicle for pre-start scrutiny as stipulated in the SRs [see VSR 15];
 - (vii) failing to complete documentation as stipulated in the SRs [See VSR 20];
 - (viii) contravening any traffic rule or regulation [See VSR 22];
 - (ix) any false declaration on the entry form;
 - (x) having his/her vehicle towed or carried over any part of the route unless authorised by the SRs [See VSR 21 (e)];
 - (xi) being accompanied by a tender vehicle, unless specifically authorised to do so by the SRs and/or Clerk of the Course [See VSR 34];
 - (xii) being found to have unmasked instruments during the event [See VSR 18].
- (b) Competitors may be excluded, or suffer any lesser penalty at the discretion of the Clerk of the Course, for any of the following infringements:
- (i) carrying any unauthorised passengers other than officials and/or stranded competitors [See VSRs 11 (c) and 19];
 - (ii) failing to afford an opportunity to pass or deliberately preventing passage [See VSR 22 (e)];
 - (iii) failing to report to the start official at their due starting time;
 - (iv) taking up a position alongside or ahead of other vehicles that are stationary at a control [See VSR 26 (d)];
 - (v) committing any breach of the GCRs, these VSRs and the SRs, where no specific penalties are stipulated;
 - (vi) being unfit by reason of health or consumption of alcohol or drugs; or
 - (vii) any conduct or behaviour likely to prejudice the interests of motor sport generally.

34. TENDER VEHICLES

- (a) The entrant shall notify the organisers if his /her entry is to be accompanied by a tender vehicle, together with details of the vehicle, its driver and passengers, prior to the start of the event.
- (b) The tender vehicle driver and passengers will be subject to the orders of the Clerk of the Course.
- (c) Unless otherwise authorised by the Clerk of the Course, all other / Competitor/Supporter's tender vehicles are not permitted on the route. Should they travel on the route they are required to travel at least one (1) hour ahead of the first competitor, or at least one (1) hour behind the last competitor along the route.
- (d) Tender vehicle drivers and passengers must furnish evidence that they have signed an indemnity form in terms of VSR 8.
- (e) Each tender vehicle shall display/carry a safety notice as described in VSR 17 (c)
- (f) Attention is drawn to VSRs 11 (g) and 33 (a) (xii).

35. CONTENTS OF SUPPLEMENTARY REGULATIONS (SRs)

(Attention is drawn to VSR 5)

The Supplementary Regulations shall contain the following information

- (a) Nature and name of event.



- (b) Date, place and time of start and finish, total distance to be travelled (regularity plus open sections), and a description of the event.
- (c) Name and address of the promoters.
- (d) The following statement “Held under the international Sporting Codes of the Federation Internationale de l’ Automobile (FIA) and/or the Federation Internationale Motocycliste (FIM), the General Competition Rules (GCRs) of Motorsport South Africa (MSA), the Standing Supplementary Regulations (VSRs) of the Southern African Veteran and Vintage Association (SAVVA), as amended September 2008, and these Supplementary Regulations (SRs). SAVVA Permit No.: ”
- (e) Names of officials (at least the Clerk of the Course, SAVVA Steward and Club Steward, chief marshal and the official scorer)
- (f) Eligibility of competitors and vehicles. [See VSRs 8, 10 (b) and (c) and 14]
- (g) When entries open and close. [See VSR 10 (e).]
- (h) Entry fee and address to which entries must be sent. [See VSR 5 (e).]
- (i) The minimum and/or maximum number of entries permitted. [See VSR13 (a)(iv).]
- (j) Acceptance of entries if not in accordance with VSR 10 (i).
- (k) Method of setting speeds. [See VSR 24 (a).]
- (l) Choice of speed groups available. [See VSR 23 (a).]
- (m) Whether or not the competition numbers will be supplied by the organisers. [See VSR 16 (b).]
- (n) How competitors will be advised of their competition numbers and start times if Final Instructions are not to be issued. [See VSR 6 (c).]
- (o) Manner in which competition numbers are to be displayed if in addition to VSR 16 (f).
- (p) The number of persons allowed per vehicle, if fewer than in VSR 19 (a).
- (q) Time and place for pre-event scrutiny and documentation. [See VSRs 15 and 20.]
- (r) Format of route schedule if not in accordance with VSR 21 (b).
- (s) When route schedule will be issued to competitors. [See VSR 21 (c).]
- (t) Types of controls which will operate and method of operating secret controls. [See VSR 26 (a).]
- (u) Time, place and method of publication of provisional results. [See VSR 29 (a).]
- (v) Particulars of prizes and/or awards and/or classes relevant to the event.
- (w) Attention must be drawn to:
 - (i) “Pre-Start Requirements”, VSR 12
 - (ii) “Scoring”, VSR 28;
 - (iii) “Protests”, VSR 30;
 - (iv) “Penalties”, VSR33;
 - (v) “Postponement and Cancellation”, VSR 9; and
 - (vi) Specifics of the GCRs or VSRs as may be particularly applicable to the event (e.g. sealed watches). [See VSR 5 (g).]
- (x) Any additional information required on entry forms.
- (y) See Specimen Forms Annexure B

36. CONTENTS OF ENTRY FORM

Entry forms shall contain the following:

- (a) The name and date of the event and the name of the promoters.
- (b) The following statement. “Held under the international Sporting Codes of the Federation Internationale de l’Automobile (FIA) and/or the Federation Internationale Motocycliste (FIM), the General Competition Rules (GCRs) of



Motorsport South Africa (MSA), the Standing Supplementary Regulations (VSRs) of the Southern African Veteran and Vintage Association (SAVVA), amended January 2009, and the Supplementary Regulations (SRs) as published with this entry form. SAVVA Permit No.: “

- (c) Provision for the true, full names and addresses of the entrant, rider, driver, navigator and passengers.
- (d) Provision for the Club membership numbers of the entrant, rider, driver and if applicable, co-driver. [See VSR 7.]
- (e) Provision for the indemnity numbers of the entrant, rider, driver, navigator and all other occupants of the vehicle. [See VSR 8.]
- (f) Provision for the signature of the entrant. [See VSRs 3, 10(a), 10(c)(i)(ii), 10(d) and 11.]
- (g) The following statement - “If a competitor is under 21 years of age this form must be countersigned by the appropriate parent or guardian.”
- (h) The following details of the vehicle entered: make, model, year of manufacture, registration number and SAVVA dating number or other acceptable proof of date of manufacture. [See VSRs 12 (f) and 14 (a).]
- (i) Choice of speed groups available to the entrant. [See VSR 24 (a).]
- (j) Entry fee payable. [See VSR 5 (e).]
- (k) Any other information required by the SRs to be stated on the entry form.
- (l) See Specimen Form - Annexure D

37. DECLARATION BY DRIVER / RIDER

This form (See Specimen Form - Annexure F) must be issued together with the Entry forms and be completed and returned to the organisers together with the entry form.

The driver / rider confirms herein:

- (a) his/her undertaking to ensure that he and his passengers have signed the necessary indemnity forms
- (b) that the vehicle he/she will be using is in a roadworthy state and correctly licensed
- (c) that he/she is medically fit to participate in the event.
- (d) His/her medical aid information.

38. SCRUTINY FORM

This form (See Specimen Form – Annexure G) must be issued together with the entry form, completed by the entrant/competitor, and personally presented to the scrutinising official at the official pre-event scrutiny of vehicles.[See VSR 11, 12 , 13 (b)(vi), 14 & 15]

- (a) The form is to be completed by the entrant/competitor and presented, completed and signed to the scrutinising official at pre-event scrutiny.
- (b) The scrutinising official must correlate all the information on the completed form with the status of the vehicle it relates to.
- (c) Should the completed form not be made available, or the information not relate correctly to the vehicle entered, or the vehicle not meet the pre start requirements as set out on the form, then the vehicle must be declined and thus excluded from participating in the event.
- (d) Should a change of vehicle as per VSR 13(b)(vii) be permitted, then together with the written application for such change, a new scrutiny form relating to the substitute vehicle must accompany the application.



These regulations should be read in conjunction with Section 3 & 6 of the SAVVA Councillor's Handbook and the guidelines contained therein.

Clubs are encouraged to produce documentation of professional quality, particularly so for National events and where sponsors are involved.
