



Section 1

INTRODUCTION

- 1.1 **SAVVA** (Southern African Veteran and Vintage Association) is the Association to which clubs are affiliated that encourages the preservation, restoration and rallying of motor vehicles and motorcycles up to 31st December 1997 in the Republic of South Africa. SAVVA in turn, through the "Historic and Classic Car Commission", is affiliated to Motorsport South Africa (previously known as A. A. Motorsport) the controlling body for all motorsport in South Africa who in turn is affiliated to the FIA (Federation Internationale de l'Automobile) and the FIM (Federation Internationale Motocycliste). SAVVA is the Southern African representative and affiliated to FIVA (Federation Internationale des Vehicules Anciens who in turn is also affiliated to the FIA and the FIM.
- 1.2 Thus SAVVA, when dealing with National and/or Provincial Government, Local Government and other official bodies, represents the combined interests of all the affiliated clubs and their members with their authority. It operates through a National Council consisting of the Chairman, Vice Chairman, Secretary, Treasurer, Motorsport, and Dating Portfolio holder appointed by each club. The Annual General Meeting is held in September. The Chairman may hold meetings more often but the work of the Association is handled by elected portfolio holders by correspondence, telephone, virtual meetings or email as-and when needed basis.
- 1.3 This manual sets out the procedures that have been put in place over the years and includes the Constitution, and samples of all relevant forms used by the Association for the benefit of affiliated clubs and their members. Copies of the manual should be in the possession of all SAVVA officials and the Chairman, Secretary, Events Secretary and SAVVA Delegate of all affiliated clubs. It should also be available for perusal by members from time to time. At all times club members should be encouraged to refer any queries or points of concern in the first instance to a member of their club committee who in turn should communicate with the responsible SAVVA official. (See section 16 hereof.)
- 1.4 **RECIPROCITY:** All member clubs have reciprocity with one another. Thus, any member in good standing visiting the area of another club will be welcome to participate in their activities and enter their events. (See separate directory for list of clubs in Section 15 hereof.)
- 1.5 **INTERCLUB COMMUNICATION:** Clubs are encouraged to exchange newsletters and to make these available to their members. Clubs are requested to advise the SAVVA Secretary immediately after their Annual General Meeting the names of their office bearers on the prescribed basis herein and in particular the names of the Chairman, Event Secretary and SAVVA Delegate / club representative (See directory of officials and clubs in sections 15 and 16 hereof.)
- 1.6 **DATING:** A standard form for the dating of vehicles and motorcycles, certificate and plaque are used by all clubs and issued by the SAVVA Dating Portfolio Holder. Every care is taken to correctly date the vehicle based on the details submitted by the club of whom the applicant is a member, and such clubs agree to accept the date given by SAVVA. At all times the onus of



proof rests upon the owner and his club and should it be proven that SAVVA has erred the certificate and / or plaque will be reissued. (See Section 7 herein for details). The SAVVA caters for the following classifications of vehicles;

Class A Ancestor	built prior to December 31st 1904
Class B Veteran	built between January 1st 1905 & December 31st 1918
Class C Vintage	built between January 1st 1919 & December 31st 1930
Class D Post Vintage	built between January 1st 1931 & December 31st 1945
Class E Post War	built between January 1st 1946& December 31st 1960
Class F Post 60	built between January 1st 1961 & December 31st 1970
Class G Post 70	Built between January 1st 1971 & and SAVVA age limit as defined in Constitution.

- 1.7 **LICENSING OF VEHICLES:** At all times it is the responsibility of the owner of the vehicle that it is registered and licensed in terms of the Government Regulations in force for the vehicle concerned at the time of use and that the required licence disc is displayed on the vehicle with appropriate registration number plates. It is not in the interests of SAVVA or the old car movement to use or rally vehicles that do not conform to the legislation. Clubs are urged to ensure that all vehicles on events are legal.
- 1.8 **RESTRICTED COMPETITION LICENCE:** Through the co-operation of MSA (Motorsport South Africa) SAVVA is authorized to issue its own Competition Licences to members of clubs who wish to rally competitively. These are valid for any event organised by a club affiliated to SAVVA provided all competing vehicles are manufactured before 31st December 1997. No later vehicles are allowed. (See section 4 herein.) The onus is on the affiliated club to ensure that the member is in possession of a valid drivers license of a category (code) appropriate to the type (Class) of vehicle that is to be driven/ridden. Restricted Competition Licences are now automatically included with Club membership. The club membership card serves as a restrictive competition licence provided the correct wording is incorporated on the card.
- 1.9 **SAVVA INDEMNITY CARD:** Every single person involved with an event shall have in their possession an Indemnity Card issued by a Club on behalf of SAVVA. Unlike the licence this card is permanent. Those required to hold a card include the entrant, driver, rider (motorcycle), navigator, passengers, marshals, officials, breakdown team, members of the Press and persons representing the sponsors on an event. In the case of minor children, a parent or guardian must sign the application on their behalf. (See section 5 herein.)
- 1.10 **COMPREHENSIVE MOTOR INSURANCE:** SAVVA has an Insurance Scheme in place with -Cross Country Insurance Consultants through Puma Insurance Brokers in Cape Town – which is underwritten by Renasa
- 1.11 **PUBLIC LIABILITY INSURANCE:** SAVVA has in place a General Public Liability Policy covering the activities of clubs but specifically does not cover anything to do with motor vehicles rallying or the ownership of property. When rallies and competitive events are organised, we make use of the specific Liability Cover arranged by SAVVA covering the activities of clubs. It does include a “Car Care and Custody “section covering Car Shows and Displays – providing such details are



provided upfront to the Insurer – cross referenced to the relevant Permit / Clearance Certificate (See section 9/4 herein.)

- 1.12 **SAVVA MOTORSPORT:** Rallies and competitive activities of clubs are controlled by the Portfolio Holder of SAVVA Motorsport in terms of the authority / dispensation from Motorsport South Africa (formally AA Motorsport). Before any competitive event can be organised, approval needs to be obtained by the club submitting an application and other documents in writing plus the required fee to SAVVA Motorsport. On approval an Organising Permit will be issued to the club concerned. (See sections 3 and 6 herein.)
- 1.13 **STANDING SUPPLEMENTARY REGULATIONS:** All competitive events are run in terms of the Standing Supplementary Regulations (VSRs) of SAVVA. These are in booklet form printed and effective from 1 January 1991 plus an amendment in June 1994, further changed in July 1996 by the change of name of AA Motorsport (AAMS) to Motorsport South Africa (MSA) as amended March 2020 A full set is included in Section 17 hereof. The VSRs are read as an appendix to the General Competition Rules of Motorsport South Africa. Each event will have a set of Supplementary Regulations (SRs) prepared by the organisers. (See section 3 herein.)
- 1.14 **DISCIPLINARY COMMITTEE:** Motorsport South Africa requires that the SAVVA Council have in place a Disciplinary Committee. This Committee is charged with ensuring that members of clubs and competitors on SAVVA Club events uphold traffic regulations and generally uphold the rule of the road, by being in possession of a valid driver's license, (not a Learner's License) and ensure that all vehicles are roadworthy, display a valid clearance certificate together with a valid registration plate. Poor behaviour and driving, speeding, failing to completely stop at stop streets and endangering the lives and property of other road users can and will jeopardise our using older vehicles on the road. It may also cause embarrassment to Sponsors of events due to bad publicity and their subsequent withdrawal of support.
- 1.15 **OVERVIEW:** This is an overview of this manual only and the appropriate section should be read for full descriptions and regulations of the various subjects to be fully understood.



MOTORSPORT PORTFOLIO

3.1 LIST OF ABBREVIATIONS: The following are the meanings of the abbreviations used in the text of this section and generally within the Association:

FIA	Federation Internationale de l'Automobile
FIM	Federation Internationale de Motocycliste
IHVO	International Historic Vehicle Organisation
FIVA	Federation Internationale des Vehicules Anciens
MSA	Motorsport South Africa or Motorsport SA
	SAVVA Southern African Veteran & Vintage Association
	SAVVA.M.S. SAVVA Motorsport
	GCRs General Competition Rules of Motorsport SA
VSRs	Standing Supplementary Regulations of SAVVA.M.S.
SRs	Supplementary Regulations of Organising Club.
GLO	Government Liaison Officer
SARHA	South Africa Heritage Resources Agency
ITAC	International Trade Administration Commission

3.2 **RESPONSIBILITIES:** In terms of the waiver granted by AA Motorsport on November 10th 1975 and confirmed by Motorsport South Africa in October 1995 and in February 2020, SAVVA.M.S will be responsible for the control of all motor sport events exclusively for vehicles provided for in the Constitution (Section 2 Clause 2.2.1) and excluding all later vehicles. This does not include races and speed contests of any nature as defined by the GCRs of MSA.

3.3 **FUNCTIONS: SAVVA.M.S** will control motor sport for vehicles provided for in the Constitution (Section 2 Clause 2.2.1) as recognised by the FIVA in terms of the waiver and of the rules, regulations and instructions issued or approved by MSA, which may include those issued or approved by the FIVA or any constituent subordinate Committee appointed by the FIVA or approved by the FIA or FIM.

3.4 **APPOINTMENT OF PORTFOLIO HOLDER:** The appointment of the Portfolio Holder will be by ballot at the Annual General Meeting of the SAVVA. In the event of there being no nomination and ballot or the post becomes vacant the National Council of the SAVVA may co-opt any person to the position. Such appointee shall be responsible for the day to day running of SAVVA.M.S. The Portfolio Holder may, with the approval of the Chairman of the SAVVA, nominate from time to time persons to serve on SAVVA.M.S and delegate specific responsibilities to such persons.

3.5 **POWERS and DUTIES: SAVVA.M.S.** shall have the following powers and duties:

3.5.1. Approve Supplementary Regulations and Entry Forms for all events submitted by organising clubs to ensure compliance with GCRs and VSRs in terms of the waiver from MSA.

3.5.2. Issue Organising Permits / Clearance certificates to Clubs for events approved in terms of clause 3.5.1.

3.5.3. Restricted Competition Licences are now incorporated in the valid, current membership card incorporating the RCL and SAVVA affiliation.

3.5.4. Approve the appointment of SAVVA Stewards for all events held in terms of the waiver from MSA.

3.5.5. Exercise such judicial powers and functions as may be delegated by MSA and SAVVA.



- 3.5.6. Make such recommendations for the consideration of MSA as deemed desirable in the Interests of SAVVA.M.S. for the smooth running of events that cater for vehicles provided for in the Constitution (Section 2 Clause 2.2.1) including the updating, maintenance and distribution of the VSRs.
- 3.5.7. Ensure that all applicable rules, regulations and instructions are followed as they relate to motor sport activities.
- 3.5.8. Co-operate with and assist MSA where requested in order to promote mutual interests.
- 3.5.9. Ensure that moneys due from clubs for Permits and Public Liability Insurance are timeously remitted to the SAVVA Treasurer.
- 3.5.10. Notwithstanding any of the items above, SAVVA.M.S. shall have no power to amend, add to or make SAVVA policies which are in any way in conflict with the Rules, Regulations and Instructions of MSA.
- 3.6 **RECORDS TO BE KEPT:** The Portfolio Holder will keep and maintain the following records:
 - 3.6.1 Restricted Competition Licence Cards - Discontinued
 - 3.6.2 Indemnity Cards. Keep a record of the cards distributed to the clubs.
 - 3.6.3 VSR Booklets. Hold stocks for the benefit of clubs and distribute as ordered. Declare the number held at the end of June each year to the SAVVA Treasurer.
 - 3.6.4 Register of Events. Maintain a record of all approved events and monetary deposits received including copies of permit applications and other documents.
- 3.7 **METHOD OF COMMUNICATION:** In order to facilitate communication each SAVVA affiliated club shall appoint an Events Secretary who will be the sole communicator with SAVVA.M.S. for matters relative to the running of events and the technical issues connected therewith. The appointee should have a working knowledge of the GCRs and VSRs along with the documentation requirements for the portfolio. In exceptional circumstances where a club committee is unable to handle the query and with the approval of the Event Secretary a member may communicate directly with SAVVA.M.S.
- 3.8 **PROCEDURES FOR A COMPETITIVE EVENT:** In order to run and organise a competitive event, trial or reliability run the following procedures shall be followed:
 - 3.8.1. The standard form "APPLICATION FOR ORGANISING PERMIT" (Annexure A) and the "SUPPLEMENTARY QUESTIONNAIRE" (Annexure C) should be completed by the Event Secretary of the organising club, to which should be attached a draft of the SRs and Entry Form, (Annexure B & D), for National type events where members of other SAVVA clubs and members of motor clubs affiliated to MSA may enter and all vehicles must be dated in terms of the VSRs.
 - 3.8.2. To the paperwork in paragraph 3.8.1 above, proof of payment to cover the permit cost of R150-00 for the Public Liability Insurance. All documents should be received at least eight weeks before the event or six weeks before closing date for entries.
 - 3.8.3. The organising club must obtain written permission from all provincial and local authorities through whose jurisdiction the event will pass or be held, give a brief description of the route and event, and some will also require a map. Requirements may vary between the various administrations and the Event Secretary in each club should be fully conversant with the requirements in their respective areas.

Steward has to be approved by SAVVA. M.S. The stewards must have no part in the organisation or running of the event and cannot be competitors as should there be a point of dispute or protest, they need to be completely independent and impartial.
 - 3.8.4. The appointment of stewards for the event must be carefully considered and the SAVVA
 - 3.8.5. Within twenty one days of the event taking place the Event Secretary of the organising club shall submit a Clerk of the Course Report (Annexure I) on the standard form duly signed by



- the Clerk of the Course and the SAVVA Steward, to SAVVA. M.S. Attached to the report must be the Final Instructions to the Competitors and the results of the event plus a list of competitors in the format required. Upon receipt any refund of moneys due to the club will be made along with a written acknowledgement from SAVVA. M.S.
- 3.8.6. Any club that fails to submit the required documentation in paragraph 3.8.5 above timeously will forfeit the right of issue of any subsequent permits until the outstanding paperwork for past events has been brought up to date.
- 3.8.7. Stewards, the Clerk of the Course, and Chief Marshal should all have in their possession, or access to, the booklets GCRs of MSA and VSRs of SAVVA when involved and running a competitive event. Every competitor should have their own copy of the SAVVA VSRs.
- 3.9. **AMENDMENTS:** Amendments to the regulations governing SAVVA motorsport events and the VSRs will be circulated to all SAVVA office bearers, Portfolio Holders and Club Event Secretaries when required. The booklet of General Competition Rules (GCRs) of MSA is re-issued every year and is available from the SAVVA website as a download.
- 3.10. **SPECIMEN FORMS:** The following specimen forms used for motorsport activities will be found on the on the website, Club Login, Section 18, Forms Download. These also appear in the VSRs Booklet.

APPLICATION FOR ORGANISING PERMIT

APPLICATION FOR ORGANISING PERMIT - Supplementary Questionnaire - For completion by Clerk of the Course and SAVVA Steward.

Draft SUPPLEMENTARY REGULATIONS (SRs) for all other events when vehicles must be dated.

Draft Entry Form to be used.

CLERK OF THE COURSE REPORT - Note requirements to be attached.

- 3.11. **DISCIPLINARY COMMITTEE:** Motorsport South Africa has empowered SAVVA to form a Disciplinary Committee. The committee will be called upon to act should any competitor not abide by the rules of the road or his/her vehicle is not roadworthy or does not display a valid clearance certificate (licence disc) and/or valid registration plate/s or deliberately disregard the VSR's, any SR's or the instructions of the Clerk of the Course and Stewards on or during an event. Members are reminded of the necessity to ensure that their members and competitors do not infringe traffic regulations in any way. These include bad or reckless driving, speeding, failing to observe road signs, jumping stop streets and generally driving a vehicle in such a manner as to be dangerous to other road users and which could bring the Association into disrepute.
- 3.12. **CLEARANCE CERTIFICATE:** The certificate is required in respect of club events where participants are given a meeting point or destination and are required to make their own way to such destination. A route schedule may be given to participants describing the route, but NO METHODS OF TIME; DISTANCE AND/OR SPEED MAY BE INCLUDED.



Section 4

NATIONAL RESTRICTED COMPETITION LICENCES

- 4.1 **GENERAL:** Through the co-operation of Motorsport South Africa, SAVVA Affiliated clubs are authorised to issue a restricted competition licence (hereinafter referred to as the Licence) to paid up members of their club for the purpose of competing in motor sport events for motor vehicles and motorcycles provided for under Section 2 Clause 2.2.1 hereof. These cover all events under the jurisdiction of the FIA and/or FIM and FIVA provided they are not speed and circuit racing events as defined in the GCRs of MSA and that vehicles less than 20 years old are not included. As stipulated in the constitution.
- 4.2 **ELIGIBILITY:** The Licence may only be issued to paid up members of a club affiliated to the SAVVA who are in good standing and hold a valid driver's licence in terms of the Road Traffic Act and or Provincial Ordinance in force at the time of issue. The validity of the licence ceases on termination of the membership of the holder. Wives, spouses, partners and children (Junior Members) of members do not qualify to hold a Competition license unless they are members in their own right.
- 4.3 **SCOPE OF USE:** Members in possession of the said RCL are entitled to participate in any event organised by a club affiliated to SAVVA which is restricted to vehicles provided for under Section 2 Clause 2.2.1 hereof and run in the Republic of South Africa under the international sporting codes of the FIA and the FIM, the GCRs of MSA and the VSRs of SAVVA. The driver/rider/entrant/owner of the vehicle participating in an event, must certify that he/she accepts the responsibility for the roadworthiness as well as the correct and valid licensing of the vehicle in question.
- 4.4 **COST OF LICENCE:** Free
- 4.5 **ISSUE OF LICENCE:** No separate card is issued. The numbered club membership card provided it incorporates the wording incorporating the RCL will be recognised as the authority to enter and drive on an event supported by the FULL driver's licence for the vehicle/motorcycle entered.
- 4.6 **RENEWAL OF LICENCE:** The same as for club membership renewal.
- 4.7 **REPORTING PROCEDURES:** To facilitate record keeping and the need for SAVVA Motorsport to retain a list of valid current licences in force, clubs must issue numbered membership incorporating the SAVVA logo or affiliation wording cards and organisers will record membership numbers on entry lists for events
- 4.8 **LOST - REPLACEMENT:** In the event of the card being lost it may be replaced.
- 4.9 **CANCELLATION/SUSPENSION:** The Licence may be suspended or cancelled if the holder is found guilty of an offence in terms of the GCRs and/or VSRs by the Disciplinary Committee of the SAVVA and /or Council of Motorsport South Africa.
- 4.10 **RECORDS OF SAVVA MOTORSPORT:** The Portfolio Holder of SAVVA M.S. shall keep proper records of all Licences issued by the clubs from information supplied. These records may be



available for inspection at any time and will be submitted to MSA when requested by them to do so.

- 4.11 **VALIDITY OF LICENCE:** The validity of the Licence ceases upon the holder no longer being in good standing with the issuing club or resignation from the club.
- 4.12 **TEMPORARY MEMBERSHIP:** Temporary membership may only be offered provided the relevant club constitution allows for a seasonal or pro rata membership.
Reciprocal membership may be offered provided the applicant has annual or seasonal membership at his / her home club.
An Indemnity form must be completed prior to any participation.
- 4.13 **LICENCE WITHDRAWAL:** At all times SAVVA reserves the sole right to withdraw all licences or amend the requirements for issue, if it is deemed by the National Council to be in the interests of the old car movement.



Section 5

SAVVA INDEMNITIES

5.1 GENERAL

INDEMNITY – DECLARATION – UNDERTAKING (2009) (Specimen attached Section 5). The Indemnity applies to all events, socials, fun runs, displays, nothing excluded, organised and promoted by a Club affiliated to SAVVA. The onus rests upon the Club to ensure persons listed hereunder complete the form before participation in any event.

- 5.1.1. All Members upon joining a club, their spouses, drivers, navigators and passengers of participating vehicles.
 - 5.1.2. All officials, marshals and their assistants including drivers and passengers in tender vehicles and in modern vehicles who are part of the event.
 - 5.1.3. Persons representing sponsors, the press, SAVVA or the host club who will be present on the event or who may travel in a competing vehicle.
- 5.2 **INDEMNITY FORM:** The Indemnity form (double sided) is to be signed by all persons designated in paragraphs 5.1.1. to 5.1.3. above. In the case of a person under the age of 21 the parent or guardian will counter sign the form or on their behalf, and when that person attains the age of 21 years should sign the form themselves or a new form should be completed. It must be witnessed and initialled as indicated.
- 5.2.1 Once completed the 5 digit number from the orange indemnity card is to be recorded thereon and original forms are given to the SAVVA secretary annually. Copies are to be retained by the issuing club. The records are never to be destroyed and should be available to SAVVA if required.
 - 5.3. **INDEMNITY CARDS:** Stocks are held by the SAVVA Secretariat and should be ordered by clubs to meet their requirements via email or SMS.
 - 5.3.1 The orange cards should be issued upon receipt of the completed application Annexure E



Section 6

NATIONAL RALLY GUIDELINES and ROUTE LAYING

- 6.1. These guidelines were compiled in 1985 based on suggestions from member clubs of SAVVA and updated in 1996 to take into account current practice. The events that carry National Status are:

SAVVA:-

Veteran & Vintage National (Name of Sponsor to be included)

Post Vintage & Post 45 National (Name of Sponsor to be included)

Motorcycle National (Name of Sponsor to be included)

- 6.2. **ROUTES:** A total distance of between 800 and 900 kilometres is suggested as an ideal length of which 500 to 600 kilometres is within regularity sections for vehicles post-vintage and up. Many vintage vehicles are capable of these distances but organizers who wish to attract the older vehicle should consider their limitations when opening events for a large cross section of vehicles. Veteran and vintage events should be much shorter.
- 6.3. **DURATION:** Travelling time, cost implications and distance to get to and from an event should be taken into account when setting dates for an event
- 6.4. **SPEEDS:** Caution must be exercised by organizers to ensure speeds set are realistic for the type and year of vehicle to be attracted to the event. Cognizance should be taken of the figures quoted on the entry form by the entrant. Speeds set for the highest speed group should never be more than 90% of the speed limit set by the traffic authorities for the road being used. Also consider the lack of braking capabilities of older vehicles when setting speeds in built up areas.
- 6.5. **NAVIGATIONAL COMPETITION:** Events organized by SAVVA clubs are always Tours, Trials, Reliability Runs or a plain Run so as not to be seen to be part of the high speed rally scene. The lengths of non-regularity/ decontrolled sections are at the discretion of the organizers. Suggested time for serious rallying depends on the type of vehicle being catered for but should not exceed three to four hours per day. To conform to International Regulations check points / marshals should not be placed within towns. With the inclusion of GPS data loggers and co-ordinates, events may also consider using, as an alternative a Self-Timed Controls. All marshal points must be clear of the road. Daily schedules of departure and arrival times, morning and afternoon, should be included with the Final Instructions or given to entrants at documentation. Organizers to consider whether daily results are given out but it may be a way of circumventing problems on the final day if entrants feel they can query or discuss the results daily with organizers if necessary.



- 6.6. **ROUTE SCHEDULES:** The time that these are handed out before the start each day is left to the discretion of organizers. Bear in mind that motorcyclists need extra time to prepare the paperwork. Also consider the fairness as strangers to an area have a distinct disadvantage to locals who may know the area well. Once such route schedules have been issued to a competitor, he/she may not proceed onto the route before his/her start time. Neither may he/she make use of any electronic equipment – to view the route in his/her preparations prior to or in the duration of the event.
- 6.7. **ACCOMMODATION:** This should be provided from the night before the start until the morning after the prize-giving, wherever possible and/or if required.
- 6.8. **CONCOURS:** After initial elimination all finalists to be judged by the same team of judges in all classes. Winners to be determined from the average of all judging sheets, to ensure fairness and uniformity in standards. When the event is promoted, organizers should state whether Concours to be ‘Elegance’ or ‘Condition’. If restricted to ‘Elegance’ no detailed examination of all parts of the vehicle is carried out. At organizers discretion whether to include a Concours is held at the beginning or end of the event.
- 6.9. **SUNRISE / SUNDOWN:** Calculations must make provision for all vehicles not to embark on the course prior to sunrise and to be at their destination by dusk at the end of the day’s run.
- 6.10. **PARKING:** Organizers to provide secure parking at all places of group stop over and if possible covered parking at night and/or provide/employ a security service.
- 6.11. **ORGANISING PERMIT:** An Organizing Permit must be obtained from SAVVA Motorsport. Application on the prescribed form (see Section 3) must be made eight weeks prior to the event or the closing date for entries. Organizers must be familiar with the GCRs of MSA and the VSRs of SAVVA printed in booklet form in 1991 and amended January 2009.
- 6.12. **COMPETITION LICENSES:** See Section 4
- 6.13. **PROVINCIAL and LOCAL AUTHORITIES:** Written permission must be obtained from the Provincial Traffic Authority and all Local Authorities, Provincial, Municipal, Village Councils and the SAPS, through whose area of jurisdiction the event will pass. At all times during the event the Chief Marshal and Clerk of the Course should be in possession of copies of all permissions including the SAVVA Permit.
- 6.14. **TROPHIES:** All trophies are the property of SAVVA. Organizers are responsible for obtaining the signatures and addresses of the winners of trophies when presented at the prize giving. The list of holders is to be sent to the SAVVA Trophy Officer as soon after the event as possible together with a list of the results and awards so that these may be recorded in the register.
- 6.14.1. In addition the organizer of the completed National Event shall send the SAVVA delegate for the organizing club of the next National Event a full list of trophies, winners with addresses and telephone numbers and a copy of the results which shall show details of the vehicle (year and make).
- 6.14.2. The trophy officer of the club organizing the next national shall send out letters six months before the event to all trophy holders reminding them to have the trophy engraved and returned by a certain date.
- 6.14.3. It is recommended that the SRs for the event include a clause that winners of trophies are responsible for the return of the engraved trophy in good condition.



- 6.15. **SPONSORED EVENTS:** Within two months of the completion of a National Event a detailed statement of income and expenditure shall be submitted to the SAVVA Chairman, Treasurer and the Sponsor.
- 6.16. **GENERAL:** Organizers shall have in their possession the following publications for guidance and reference purposes:
- General Competition Rules of Motorsport South Africa (2019). Available as a download from the SAVVA website
 - International Code of FIVA (Held by SAVVA Councillors)
 - Standing Supplementary Regulations of SAVVA (Published April 2020)
- 6.16.1. Organizers are urged to stress to competitors the need to obey the rules of the road and speed limits at all times. The consumption of alcohol should be discouraged in public and organizers should take cognizance of the need to avoid vehicles being driven by competitors who may be over the legal limit.
- 6.17 **GENERAL ADVISORY ON ROUTE LAYING AND ROUTE SCHEDULES**
- In the interests of safety it was resolved at the Annual Meeting of the SAVVA in 1999 and reaffirmed in 2000 and 2017 that organizers must take cognizance of the ever-increasing levels of traffic particularly in the larger metropolitan areas of the country. Added to the general disregard for traffic regulations and the deterioration in many roads it is highly advisable for the following points to be taken into account when routes are being set. Setting a route is not a competition between the organizers and the competitors as competitors generally do quite well at messing up on their own.
- 6.17.1 All clues and control signs to be on the left of the road unless specified otherwise in the route schedule. Where possible signs should be within about 15 meters of the road and letters no smaller than 60 millimetres. Bigger objects like windmills and buildings should ideally be no more than 50 meters from the road.
- 6.17.2 If a signboard has to be used the entire wording should be quoted exactly. Try not to pick out a small sign among many as a pointer. The alternative should a large board be used that includes all sorts of advertising it could be shown in the route schedule as “Sign Board for Piet’s Place B & B giving names rates and details”.
- 6.17.3 Where there is no time or distance alongside a point on the route schedule, the first point on the route that matches will be taken as the correct point (See VSR 20). Extra caution is required when using gates and obscure objects alongside the road that in fact there are not more than one and the organizer selects and identifies the actual point desired.
- 6.17.4 Be careful when giving clues too close together. If an organizer has to stop to write down clues they will generally be in a busy road, which is dangerous for a competitor, so try and have a minimum of 100 meters between clues.
- 6.17.5 The Start and Finish of Regularity Sections should be totally clear and if it is necessary for competitors to stop it is essential that sufficient safe off road parking is available. At the same time sufficient space must be provided for competitors to start without endangering other road users or the competitor whose focus at that point is starting on time.
- 6.17.6 If it is necessary to pass through a built up area whilst in Regularity allow plenty of time for safe passage, for traffic disruption and any Stops. Also provide a time/point check before the



placement of a marshal / GPS co-ordinate point the other side. Also be aware that there may be limitations on overtaking.

- 6.17.7 Be aware of the speed limits along the whole route and ensure that speeds set are not higher than 90% of the legal limit. Further the maximum speed on any event should not exceed 90 kph. Example on a 60 kph limitation max speed cannot exceed 54 kph but a slightly lower speed may be preferable.
- 6.17.8 It is inadvisable to place a control within 200 meters of a point where a competitor has to stop or where there is a possibility of congestion that results in a line of vehicles building up. Further a control should not be placed within a kilometre after such a point. Refer VSR 21.
- 6.17.9 When placing controls it is not advisable to have these where there is no overtaking or within 500 meters of the end of the barrier line. Placing a control at the top of a hill will also be frowned upon.
- 6.18 **VSRs and SRs:** It is important to be familiar with these. Whilst the above points could, and in the view of many, be incorporated within the Regulations, it is the view of the National Council that over regulation can be detrimental to the organizers and competitors alike. It is therefore incumbent upon organizers to take these recommendations seriously and be aware of potential dangers for competitors and other road users.
- 6.19 **WARNING OF SLOW MOVING VEHICLES:** Organizers are asked to consider measures that they can put in place where slow moving vehicles may create a traffic hazard. See section 17 of the VSRs.



Section 7

DATING OF VEHICLES

- 7.1. Only bona fide members of a club affiliated to the SAVVA may have vehicles dated.
- 7.2. **CHARGES:** These are set out in Section 14 herein.
- 7.3. **RECORDS:** Each club should appoint a responsible and preferably knowledgeable member to control the process within the club and who will act as sole liaison between the club and the SAVVA Dating Officer.
 - 7.3.1. Each club must keep their own records of vehicles dated.
 - 7.3.2. The SAVVA Dating Officer will keep the original application filed in a safe place at his convenience. The records are to be kept in perpetuity and never destroyed.
 - 7.3.3. The Master Dating Register, which is the official dating record of SAVVA, to be kept by the SAVVA Dating Officer.
 - 7.3.4. Individuals' application payment must be made directly to the SAVVA Treasurer and proof of payment attached to the application form which is submitted to the SAVVA Dating Officer, there after the Dating Plaque and Certificate will be dispatched
- 7.4. **COMPLETION OF APPLICATION FORMS:** There are different forms for Motorcycles and All Other Vehicles. All forms are available as downloads from the SAVVA website and these must be filled in COMPLETELY in every detail, correctly and legibly. Every question must have an answer supplied. No blank spaces to be left e.g. if there is no engine number state "No engine no". A 'rubbing' of the engine and chassis numbers is required.
- 7.5. **PHOTOGRAPHS:** Three photographs showing front, side and rear of motor cars busses and commercial vehicles must be affixed to the application where stated. In the case of motorcycles only two photographs, one for each side, are required to be fixed to the application form.
- 7.6. **DATING NUMBERS:** Numbers are issued by the Dating Officer in strict numerical sequence from the Master Dating Register. No special numbers are permitted and no dating numbers will be issued before the completion of the dating procedure.
- 7.7. **DATING PROCEDURE:** The club member applies to his club dating officer for a form as per 7.4 above.
 - 7.7.1. The member/applicant completes the form and must supply all relevant supporting information for the date claimed. The onus is fully upon the member/applicant to supply sufficient information to the Club Dating Officer to verify the date claimed. Information from reference books, letters from authorities or marque specialists, must be attached to the application form either in the original form or photocopies thereof.
 - 7.7.2. Club Dating Officer examines the application form to ensure there are no omissions in the answers supplied and that all questions have been answered. Particular attention is drawn



to the question relating to Badge & Certificate or Badge or Certificate only The Club Dating Officer or the committee of the club must verify the information supplied by inspection of the vehicle, engine and chassis numbers as well as wheel base and other details submitted. If insufficient detail or information is supplied it is the responsibility of the Club or their Dating Officer to assist the member to locate local or overseas references or consultants.

- 7.7.3. When the Club Dating Officer is satisfied with the application and supporting documentation submitted by the member he will send all the paperwork together with proof of payment to the SAVVA Dating Officer concerned - either Motor vehicles or Motorcycles. If rejected further investigation must be done by the Club Dating Officer in consultation with the owner, who must have the opportunity to accept a revision of date claimed.
- 7.7.4. The SAVVA Dating Officer has the power to reject an application if he feels that insufficient information has been supplied to verify the date claimed. He may institute his own research or return the application to the club concerned for revision.
- 7.7.5. Once the SAVVA Dating Officer is satisfied that the vehicle is correctly dated he will issue a certificate co- signed by the SAVVA Chairman. The details will then be entered in the Master Dating Register and will arrange for the plaque and certificate to be made. He will then despatch the plaque and certificate to the club concerned.
- 7.8. **RE-DATING:** Should a Club Dating Officer or a member obtain proof that the date of the vehicle previously dated, is not correct, it must then be re-dated. There will be no charge for re-dating. The cost of replacement of the plaque and/or certificate will be as per Section 14 herein.
- 7.9. **RE ISSUE OF PLAQUES AND CERTIFICATES:** These may be reissued due to loss, change of ownership or change of date in accordance with the costs set out in Section 14. The SAVVA form must be used when ordering duplicate/replacement plaques and certificates.
- 7.10. **SCOPE OF DATING:** All member clubs of SAVVA have agreed to accept the dating of a vehicle as proof of eligibility in their events. The dating is not a guarantee of authenticity of the vehicle and by the issue of the plaque and certificate SAVVA does not bind itself by the contents engraved or written therein in any way whatsoever.
- 7.11. **DIFFERENT AGE OF COMPONENTS:** When the major components of a vehicle or motorcycle are of a different year of manufacture, then the dating is done as follows:

Example No. 1. Chassis and body are 1927, engine is 1929 in order to get the vehicle mobile. The certificated 'date' would be 1927/1929. And for events the vehicle would be entered/classified as a 1929.

Example No. 2. A motorcycle frame 1917, engine 1923. Certified 'date' would be 1917/1923. Vehicle would not be able to enter as a Veteran.

- 7.12. **REPLICA, SPECIAL and NON-AUTHENTIC REPRODUCTION BODIES:** When the body of a vehicle...
- a) has been altered or modified to create a body which differs in style or appearance from the original body as fitted at the time of manufacture,



- b) is an exact reproduction or recognised coach work but has been created at a later date than the date of manufacture of the engine, chassis and original body, this vehicle is to be recognised as a non-authentic replica and should be described as either a replica or a special or a non-authentic reproduction in the SAVVA Register, on the Dating Certificate and on the back of the Dating Plaque.

- 7.13 **PROOF OF DATING:** The only acceptable proof that clubs are compelled to acknowledge that a vehicle has been dated by SAVVA is the Official Plaque as illustrated below or the Dating Certificate. There is a tendency by a few clubs to produce their own version of a dating plaque that is not approved.
- 7.14. **COMMUNICATION and QUERIES:** At all times, both the SAVVA Dating Officers will only communicate with Club Dating Officers. Any queries by club members must in be directed to their respective Club Dating Officer who in turn will contact the SAVVA Dating Officer concerned. All queries should be in writing and accompanied by a stamped self-addressed envelope.
- 7.15 **THE OFFICIAL DATING PLAQUE:**








7.16 OFFICIAL DATING CERTIFICATE:

THE SOUTHERN AFRICAN VETERAN & VINTAGE ASSOCIATION
S.A.V.V.A.
1938
PACKARD
2893
V.M.S.A.

SOUTHERN AFRICAN VETERAN & VINTAGE ASSOCIATION
DATING CERTIFICATE
MOTOR VEHICLE

*This is to certify that the following vehicle
has been officially dated and registered
for purposes of Eligibility in SAVVA events*

Make AUSTIN Year 1937
Model RUBY Reg. No. 11XK0041
Body Style SEDAN
Engine No. 274550 Chassis No. 273444
Owner J.L.KAY of PISTON RING CLUB

 Chairman of SAVVA
 SAVVA Dating Officer
 Chairman of Club Dating Committee

SAVVA Register No. 1896 Date of Issue 12-12-93

Note: This Certificate is not intended as a guarantee of Authenticity

Example of Dating Certificate and Badge



Section 8

TROPHIES and TROPHY REGISTER

- 8.1. SECURITY:** All trophies are the property of SAVVA. Organisers are responsible for obtaining the signatures and addresses of the winners of trophies when presented at the prize-giving. The list of holders is to be sent to the SAVVA Trophy Officer as soon after the event as possible together with a list of the results and awards so that these may be recorded in the register held by the Trophy Officer.
- 8.2. TRANSFER TO NEXT EVENT:** In addition the organiser of the completed National Event shall send the SAVVA delegate for the organising club of the next National Event a full list of trophies, winners with addresses and telephone numbers and a copy of the results which shall show details of the vehicle (year and make).
- 8.3. RECOVERY FROM RECIPIENTS:** The trophy officer of the club organising the next National shall send out letters six months before the event to all trophy holders reminding them to have the trophies engraved and returned by a certain date.
- 8.4. DUTY OF WINNERS:** It is recommended that the SRs for the event include a clause that winners of trophies are responsible for the return of the engraved trophy in good condition



SECTION 9

INSURANCE AT SAVVA

This section covers all Insurance matters arranged by SAVVA. The first portion is Motor Insurance on member's vehicles and the second is the Public Liability Covers. The appendices follow thereafter.

A. SAVVA COLLECTOR'S VEHICLE SCHEME

SAVVA has in place an insurance scheme with **Cross Country Insurance Consultants** for the coverage of vehicles that are over 20 years old. Puma Insurance Brokers are the brokers.

Cross Country is a well-respected underwriting management agent established 22 years ago in 1999. Cross Country is well versed in the insurance market and has mutually beneficial business relationships with over 700 brokers.

Through our technical expertise and insurance knowledge and constant search for innovation we identified a need in the market for a Classic Vehicle product with a difference, this unparalleled product was successfully launched by Cross Country 6 years ago.

Cross Country has a service driven approach and take a lot of pride in our prompt and professional service deliverance to our clients.

SAVVA CLASSIC CAR AND MOTORCYCLE INSURANCE SCHEME FOR VEHICLES OVER 20 YEARS OLD

9.1 Eligibility

- Policy Holder must be a current club member, in "good standing and paid up" for the current financial year, of a SAVVA Affiliated Club.
The SAVVA Affiliated Club is also required to be in "good standing with the SAVVA body for their members to become policy holders on the scheme.
Lapsed Members are not permitted to avail themselves of this Scheme

9.2. Valuations

- Vehicles up to a value of R4 000 000 can be insured
- It is an underwriting requirement that as the vehicle is insured on an Agreed Value basis, a full description, with a recent valuation (not older than 2 years) and photographs provided by a recognised classic or collectors valuator, must accompany the proposal form
- We advise SAVVA that valuations from any of the affiliated Classic Car Clubs will be accepted (with photographs)
- We advise that any accredited valuator can be utilised.
- These valuations must be updated every two years



9.3. Variable Tariff

- Vehicles will be rated individually between a base rate of 0.075% and a capped at a rate of 0.4%. Each risk will be allocated an appropriate rating based on individual merit between the base and ceiling rate. Where we take on risks for the purposes of the SAVVA scheme, we will match the existing rate or where the spectrum allows better the rate.
- Discounts will be applied to volume selection in the following bands.
formulate a rate for vehicle's (individually) 6 up to 10 and apply a 15% discount on total agreed value
formulate a rate for vehicle's (Individually)11 up to 20 and apply a 20% discount on total agreed value
formulate a rate for vehicle's (individually) 21 up to 50 and apply a 30% discount on total agreed value

formulate a rate for vehicle's (individually) 51 upwards and apply a 40% discount on total agreed value

The minimum rate of 0.075% shall remain the minimum rate (per individual risk), irrespective of any discounts being applied.

9.4. Use of Vehicle

- The vehicle is insured strictly for private use and may not be the Policy Holder's primary or secondary means of transport.

***Classic Vehicle Private Use is defined as:
For social, domestic, pleasure and occasional purposes.***

- The use of the vehicle to and from work, place of business, employment, education institution and business use is excluded.
- The insured Classic Vehicle may not be used as a Temporary replacement vehicle for their own or a family member's primary or secondary vehicle
- Mileage is limited to 8 300 kilometres or 5 000 miles per policy year.

9.5. Paid Wedding/Event/Exhibition Use

Cross Country Insurance Consultants will indemnify you if the Vehicle is used for any wedding/event/exhibition for which you are paid. This use is intended to provide an income to support the upkeep of the Vehicle. This cover is not applicable to chauffeurs, private hire operators or where the wedding/event/exhibition use is the main source of income or for any occupation in connection with the motor trade.

9.6. Historical Re-enactment

Cover is extended to include use while the Vehicle is used for historical re-enactment purposes. This Includes any television/film production.



9.7. Organised Event Cover

Cover is extended to include use of the Vehicle for participation in an Organised Event.

9.8. Repair, Restoration or Maintenance

Cover is extended to while such motor vehicle / motorcycle is being taken for repair, restoration, or maintenance under own power, or by trailer, (provided that this is not done in peak traffic times)

9.9. Classic Car Club Activity

Cover is extended to include use for any Classic Car Club Activity.

9.10. Drivers

Cover is extended to include the following drivers with a valid licence:

Policy Holder and Spouse

Family members over the age of 25

A SAVVA Affiliated Club member with the permission of the Policy Holder

Names and ID Numbers of Regular Drivers must be noted on the policy for cover to be in force

9.11. Audio Equipment

Cover is automatically included for vehicle audio, navigation or two way radio equipment up to a Sum Insured of R5 000. Removable items such as cellular telephones, satellite phones, and rally equipment must be more specifically insured for cover to be in place. Other All Risk items can also be added at additional premium.

9.12. Cherished Remains Cover

Cross Country Insurance Consultants will deduct fifteen percent (15%) off the Agreed Value in the event of a Total Loss if you want to keep the salvage as your cherished remains.

9.13. Locks, Keys and Remote Controls

Cover is automatically included up to R5 000 for the loss of or damage to locks, keys and remote controls excluding wear and tear.

9.14. Fire Extinguishing Charges

Cross Country Insurance Consultants will pay for the fire extinguishing costs if you are legally liable for such costs and the Vehicle was on fire or was in danger of being damaged by fire.

It is an underwriting requirement that a SABS fire extinguisher must be maintained in accordance with SABS guidelines and must be kept in the vehicle at all times.

9.15. Laid Up Cover

- Indemnify the Policy Holder for any loss or damage to the Vehicle while it is not operating under its own power whether on a road or not
- Indemnify the Policy Holder for any loss or damage to the Vehicle while it is loaded/unloaded for transport
- or while being transported from your private residence to a storage facility, workshop or exhibition
- **Cross Country Insurance Consultants** will not indemnify the Policy Holder for any Third Party Liability. Other than the afore mentioned.



9.16. Documents

Cross Country Insurance Consultants will pay for loss of or damage to your personal and travel documents due to an Insured Event up to a Sum Insured of R10 000. We are only liable for the value of the materials and the cost of labour to reinstate the documents or obtaining duplicates. We are not liable for the value of the content thereof to you.

9.17. Medical Expenses

Medical costs and expenses incurred as a result of bodily injury due to an accident provided the Policy Holder is unable to claim compensation under any medical scheme or other health insurance up to the Sum Insured of R5 000 per person and a maximum of R10 000 per event

9.18. Funeral Expenses

If any person travelling in the closed-in compartment of a Vehicle is accidentally killed or injured and then suffers death within 3 (three) months of the accident or Insured Event, we will pay the Funeral Expenses benefit up to the Sum Insured of R5 000 per person and a maximum of R10 000 per event.

9.19. Third Party Liability

The Policy Holder's personal legal liability to pay compensation to a Third Party as a result of an accident caused by or in connection with such Vehicle. We will indemnify for:

- Their death or bodily injury up to a Sum Insured of R5 000 000.
- Loss or damage to their property up to a Sum Insured of R10 000 000.
- The Policy Holder's legal costs and expenses in respect of the above which are incurred with our written consent.

9.20. Emergency Repairs

- The Policy Holder may authorise emergency repairs in respect of a valid accident or incident claim up to the amounts shown on the Limit of Indemnity Schedule according to the Territorial Limits without our prior consent.
- If the damage occurs outside the borders of the Republic of South Africa, you have to pay the repair costs yourself and we will reimburse you upon your return. The amounts include the amount of your Excess.
- Damaged replaced parts and photographs pre and post repairs must be submitted with the claim.
- Cover outside South Africa is up to a maximum of R25 000
- Cover inside South Africa is up to a maximum of R10 000.

9.21. Optional Cover if selected / requested by the Policy Holder and premium paid is available for:

- Third Party Liability up to R10 000 000 and R20 000 000
- Personal Accident cover for all occupants limited to

Death – R30 000

Permanent Disability – R50 000

Medical Expenses – R10 000

Cat B Car hire is available following Theft or Hijack in RSA limited to 30 Days per policy year.

At an additional premium of R90.79 per month per vehicle.



9.22. Territorial Limits...Ultimate

The Classic Car and Motorcycle territorial limits are:

Republic of South Africa, Botswana, Eswatini (Swaziland), Lesotho, Mozambique, Namibia and Zimbabwe. Anything outside of the afore mentioned territories cover can be sourced at additional premium. (Lloyd's of London Facility).

9.23. Protection and Removal

Cross Country Insurance Consultants will pay for the protection and removal costs of the Vehicle to the nearest specialist repairer or home following an Insured Event.

This must be arranged via our Call Centre or Claims Department

9.24. Delivery after repair

Cross Country Insurance Consultants will pay for the delivery costs of the Vehicle to your address as shown on the Policy Schedule if we have repaired it.

This must be arranged via our Call Centre or Claims Department

9.25. Repatriation Costs

If the Vehicle suffers loss/damage due to an Insured Event or a mechanical or electrical breakdown outside the borders of the Republic of South Africa but inside the Territorial Limits, we will pay for the following:

- Repatriation costs of the Vehicle and the tow rig attached to it back to the Republic of South Africa following an incident/accident or mechanical/electrical breakdown up to a maximum of R25 000. It is a requirement that this is arranged by the Policy Holder contacting the Call Centre to arrange the repatriation.
- Hospitality Benefits following vehicle repatriation up to R12 000 includes the following:
 - ✓ Vehicle Car Hire for a period not exceeding three (3) days at a rate of R1 000 per day, or
 - ✓ Occupant Repatriation costs of the occupants of the Vehicle by way of a one way flight back to the Republic of South Africa.
 - ✓ Hospitality Benefits Temporary accommodation for the occupants of the Vehicle.

Provided always that:

- ✓ The Policy Holder will pay the upfront costs of the Vehicle Hire, Occupant Repatriation and Temporary Accommodation and we will reimburse you following the formal submission of a claim
- ✓ The Policy Holder must arrange these costs to the most reasonable level and avoid unnecessary duplication.

9.26. Emergency Assistance Benefit

The CIMS Emergency benefit to a Policy Holder following an incident is as follows:

- ✓ Medical evacuation expenses within South Africa – Unlimited Benefit
- ✓ Medical evacuation expenses outside South Africa, within the Territorial Limits – R250 000 per person up to a maximum of R1'000'000.00 per vehicle



- ✓ In the event of the Policy Holder or a member of their family requiring Trauma Counselling, the benefit must be arranged via our Call Centre and the Cover amounts to a maximum of R5 000.

Note: Please call the Cross-Country Call Centre on 0800 005 688 or +27 (0)11 966 5004 in all emergency instances”

- ✓ Medical Evacuation Cover outside South Africa within the Territorial limits is valid for 30 days from the date of departure from South Africa.

9.27. Roadside Assistance Benefit

- ✓ 27.1 Roadside Assistance following mechanical/electrical breakdown within is South Africa is limited to R5 000 per policy year.
- ✓ 27.2 Should the breakdown occur outside a radius of 100 kms from home, the benefit is extended to include overnight accommodation, or a Cat B hire car for 24 hours up to a limit of R1 000

B. PUBLIC LIABILITY POLICY

9.28. **POLICIES IN FORCE:** The policy number is SPL/SLFG/000023754 and is issued by **ITOO Special Events Risk.**

9.29. Territorial Limits...Ultimate

Territorial limits for Classic Car and Motorcycle events are:

The Republic of South Africa, Namibia, Botswana, Mozambique Lesotho, Swaziland, Zimbabwe, and Malawi

9.30 The Limits and Deductibles are:

Limit of Liability any one accident R20,000,000

Extensions to Liability Policy				
Description	Limit of Indemnity	Basis of Limit	Deductible	Basis of Deductible
Claims Preparation Costs	R 500 000	Aggregate	R 5 000	Each and Every Claim
Collapse of Temporary Construction and Scaffolding	R 1 000 000	Aggregate	R 10 000	Each and Every Claim
Damage to Leased or Rented Premises	R 1 000 000	Aggregate	R 10 000	Each and Every Claim
Emergency Medical Expenses	R 500 000	Aggregate	R 5 000	Each and Every Claim



Member to Member Liability	R 250 000	Aggregate	R 25 000	Each and Every Claim
Statutory Legal Defence Costs	R 500 000	Aggregate	R 5 000	Each and Every Claim
Wrongful Arrest and Defamation	R 500 000	Aggregate	R 10 000	Each and Every Claim
Care, Custody and Control (while cars are parked on display at a car show)	R10 000 000	Aggregate	R 100 000	Each and Every Claim

9.30 Important criteria for claims procedure

- ✓ The SAVVA permit/certificate validates the event. **No valid SAVVA permit/certificate, no claim.**
- ✓ Organisers of events must please appoint adequate officials for the event so that a proper report can be compiled in case of a claim. Add as many as possible photos and witness statements of the incident/event.
- ✓ **ALL CLAIMS SHOULD BE SUBMITTED TO SAVVA**

9.31. SAVVA INSURANCE PORTFOLIO HOLDER:

Gavin Allison

Email: contactgavinrix@gmail.com

9.32. ADDRESS and contact details for Outeniqua Risk Solutions as Broker

Andrew Cronje 044 874 7351

Email andrew@outrs.co.za



In association with **Hollard.**



Section 10

SPONSORSHIP AND COMMUNICATION

- 10.1. GENERAL:** SAVVA works through the Department of Transport in Pretoria regarding the National Transport Information System (NATIS) and legislation on motor vehicles now that a single system is in place.
- 10.2. COMMUNICATION WITH GOVERNMENT:** Clubs are encouraged to refer matters that affect the old vehicle movement as a whole, to SAVVA and not approach government or municipal departments directly. It is essential that we make a common unified stand when approaching the authorities.
- 10.3. SPONSORSHIP:** Organisers of National Events may approach the SAVVA Chairman for sponsorship. Many of the larger sponsors have requested that they will only consider involvement if the SAVVA National Council is involved in the discussions and negotiations. All funds shall be channelled through the SAVVA Treasurer. Promoting Club's attention must be drawn to the following conditions for eligibility for SAVVA sponsorship, only National Events can apply for assistance. SAVVA at all times retains naming rights for the event, all documentation must carry SAVVA branding and all must be pre - approved prior to issuing of permits by SAVVA MS
- 10.4. FINANCIAL REPORTING:** When application is made to SAVVA a full detailed budget must be submitted and include the names of the club members that will be administering the funds and the name of the Financial Institution that will hold the funds. A brief outline of the event will also be required stating the hotels to be used and the towns and places through which the event will pass.
 - 10.4.1.** If the sponsorship is granted the club will be fully responsible for moneys in their possession and will need to account by way of a detailed statement to the SAVVA Treasurer within 30 days of the running of the event. Any money not utilised must be returned to SAVVA.
- 10.5. REPRESENTATION AT FIVA:** The Chairman of the SAVVA may represent the Association at the meetings of FIVA or IHVO. In the event that he is unable to travel overseas at the scheduled time of the meeting the SAVVA National Council shall appoint an alternative representative but will take into consideration the need for continuity and weigh any benefits that may accrue from attending such meetings.



Section 11

FIRE EXTINGUISHERS

- 11.1.** SAVVA recommends that all vehicles carry as a minimum requirement a 1 kilogram dry powder fire extinguisher. For those who feel that 1kg fire extinguisher is inadequate, then the desired size could be made up of multiples of 1kg extinguishers. Most dry powder fire extinguishers now available have a controlled discharge.
- 11.2.** Dry powder extinguishers are proved and efficient. The dry powder chemicals smother the fire and eliminate the danger of re-flashes.
- 11.3.** The BCF (Bromochlorodifluoromethane - CBrClF₂) type of fire extinguisher is no longer recommended as it is not "ozone friendly". Those who still have BCF fire extinguishers should keep them for an emergency, but discard them after use, and replace them with dry powder extinguishers. Check the recharge date on the BCF unit to ensure that it has not expired to ensure the unit is serviceable if required.
- 11.4** It is recommended that all back up vehicles carry an appropriate first aid box together with an emergency thermal blanket.



Section 12

SAVVA CHAIRMAN'S TROPHY

- 12.1. ELIGIBILITY:** The person who is considered to have done most for the “Veteran and Vintage” movement during the year under review. This effort may have been directed in general or to his/her own particular club. He/she must be a member in their own right in good standing of their club, which must be affiliated to the SAVVA.
- 12.2. PROCEDURE:** Each year, at least six weeks before the Annual General Meeting of SAVVA, each club wishing to do so, submits a summary of the work done by the member whom the club nominates. This should be an outline describing just why the club considers the nominee to warrant the premier award of the year. The prerogative lies with the SAVVA Chairman to decide to whom the award will be made and should he not receive any nominations has the power to award to a person of his choosing. He then obtains a miniature. The club at a suitable function should present both the trophy and the miniature, as soon as possible after the SAVVA Annual General Meeting.

Section 13

SAVVA SUBSCRIPTIONS

- 13.1. SAVVA SUBSCRIPTIONS:** These are due on the first day of January each year based on the membership of each club as at December 31st of the previous year. The amount due is stated in Section 14 of this handbook and can be revised from time to time.
- 13.1.1 NO SUPPLEMENTARY** payments are required for new members joining during the course of a year, as this will be taken care of at the beginning of the next year.
- 13.1.2.** In terms of the SAVVA Constitution (Section 2 herein), subscriptions must be paid before the 31st of January, failing which a club in default shall be automatically suspended from all benefits of membership, including voting rights. The onus is on the Club Treasurers to ensure that SAVVA dues are paid by the due date. NO DEBIT NOTE WILL BE SENT OUT BY THE SAVVA



TREASURER FOR THE PAYMENT OF DUES. A confirming invoice upon request will be sent when the payment is received.

- 13.2** Clubs should maintain an accurate record of their membership to be available to SAVVA when required. Clubs must supply the SAVVA Secretary, for record purposes, on an annual basis, a full membership list incorporating the indemnity card numbers.

Section 14

SCHEDULE of TARIFFS

- 14.1 COMPETITION LICENCE:** The licence must be incorporated with the club membership card at no extra cost.
- 14.2 SAVVA INDEMNITY:** The Indemnity is issued once, for life. COST TO CLUB: Free
- 14.3. SAVVA DUES:** These are based on the number of club members as at 31st December at R20.00 per member, due on January 1st each year and payable by January 31st. NO ACCOUNT IS SENT OUT BY SAVVA AND THE ONUS OF PAYMENT RESTS WITH THE CLUB TREASURER.
- 14.4. AUTONEWS** This publication is circulated quarterly to clubs who are encouraged to send to all their members.
- 14.5. ORGANISING PERMITS:** A fee of **R150-00** to accompany the Application for an Organising Permit plus a charge for Public Liability Insurance. Please refer to the application for details and deposit procedures.
- 14.6. PUBLIC LIABILITY INSURANCE - COMPETITIVE EVENTS:** When permits are applied for, **R21.00** times the maximum number of car entries for the event, or **R11.00** in the case of Motorcycle events. In the case of overpayment refunds will be made on receipt of the Clerk of the Course Report.
- 14.7. DATING OF VEHICLES and MOTORCYCLES:**

CHARGE

SAVVA DATING FORM - Download from website

Full dating Plaque and Certificate All vehicles & Motorcycles	300.00
Duplicate Plaque - Cars	200.00
- Motorcycles	200.00
Duplicate Certificate - All	100.00
Overseas enquiries	300.00
Postage – courier service charges dependant	100.00

- 14.8. CLEARANCE CERTIFICATE:**

A fee of:-



Annexure A.1

R300-00 is required to for an Annual Certificate –

This certificate is applied for at the beginning of each calendar year and is valid until 31st December of each year. It covers regular monthly club meetings, regular breakfast or lunch runs and any event that is run annually by the club

Annexure A.2

R150-00 per once off certificate –

Any event held by the club that would not be repeated eg.
A fun run with a lunch stop or trip to attend a car show.

Annexure A.3

Special events

This Application usually covers a Club's Car Show. Car Shows will be classified as:

Large Car Shows (Over 6000 visitors)

Medium Car Shows and (over 1,501 – 5999 visitors)

Small Car Shows (up to 1,500 visitors)

The cost for the above special events is:

Large Car shows **R2000-00**

Medium Car Shows **R1000-00**

Small Car Shows **R600-00**

The appropriate fee is to be paid into the SAVVA account prior to the application, and a copy to be attached to the application form/s.



Section 15
SAVVA 2021/22 NATIONAL COUNCIL & PORTFOLIO HOLDERS

President	Gavin Allison	082 856-5152	president@savva.co.za
Chairman	Philip Kuschke	082 856-5152	chairman@savva.co.za
Vice Chairman	John Reidy	082 789-6555	vicechairman@savva.co.za
Treasurer	Paul Koski	082 789-6555	paul@4426662.co.za
Secretary	Megan Woodward	078 303 0377	secretary@savva.co.za
Motorsport	Hennievdt Walt	083 305 8800	hwwandup@mweb.co.za
Youth Awareness	Riaan Hanekom	084 513 0939	riaan.hanekom@liblink.co.za

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SECTION 16

Southern African Veteran and Vintage Association

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Information as at 21 November 2022 **(UPDATED)**

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**SOUTHERN AFRICAN VETERAN &
VINTAGE ASSOCIATION**

**VETERAAN MOTORVERENIGING
VIR SUIDER AFRIKA**

SAVVA STANDING SUPPLEMENTARY REGULATIONS

VSRs

Published by the

Southern African Veteran and Vintage Association

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

**These regulations were first published in 1991 and amended in 1994 and
1995**

**This is a fully updated revised version of the VSRs effective from 30 March
2020**



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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 Secretary with SAVVA MS on all matters relating to that club's competitive events
GCRs	General Competition Rules of Motorsport South Africa
Motorcycle than four wheels	All land vehicles, propelled by an engine, and running on less than four wheels
Motor vehicle least four wheels	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 a competitor 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. [See VSR 32 (c) and Specimen Form – Annexure I]
- (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 associated club includes a Restricted Competition Licence which is valid for SAVVA authorised events as well as for events hosted by MSA associated 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 associated/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 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 rate 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.

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- (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, accept 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 organisers 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 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) 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 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 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 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 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 ~~1945~~ 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.
All motorcycles manufactured before 31st December 1945 are to be fitted with a non flashing re 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. 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) (vi) 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 or hidden 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 (ix).]
- (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 (ix) 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. [See VSR 21 (j)]

(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 (ix).]

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 (k), (q) and (r).

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 competitors 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", and a master clock showing this time will be displayed at the start of every event.

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 late beyond 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 – 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:
- (j) 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 (i)].
 - (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:
- (j) 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 VSR 13 (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", VSR 33;



- (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]



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- (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.

We will need to include all the various forms here as well – which
