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## 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 over 20 years old 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 AA 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 South 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 holders. 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 or fax on an as and when 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/Councillor 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 15 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 16 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 Chairman 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 and Events Secretary. (See directory of officials and clubs in sections 15 and 16 hereof.)
- 1.6 **DATING:** A standard form for the dating of vehicles, 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). 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 the 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 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 20 years and older calculated per calendar year in terms of the SAVVA sliding scale. No later vehicles are allowed. (See section 4 herein.) Competition Licences are now automatically included with Club membership, the club membership card serves as a restrictive competition licence.
- 1.9 **SAVVA INDEMNITY CARD:** Every single person involved with a SAVVA competitive event where a Permit has been issued 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 FNB Insurance through the branch in Port Elizabeth for vehicles that are over 20 years old and belonging to members in good standing of clubs affiliated to SAVVA. Vehicles built before December 31st 1960 have preferential rates. The policy charge is shared between SAVVA and the member's club. (See section 9 herein.) All enquiries must be directed to the Insurance Broker.
- 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. (See section 9/4 herein.)



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- 1.12 **SAVVA MOTORSPORT:** Rallies and competitive activities of clubs are controlled by the Portfolio Holder of SAVVA Motorsport in terms of the authority 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 January 2009. 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. 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.



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## Section 2

### CONSTITUTION

- 2.1 **NAME AND CORPORATE STATUS:** The name of the Association shall be SOUTHERN AFRICAN VETERAN AND VINTAGE ASSOCIATION / VETERAAN MOTORVERENIGING VIR SUIDER AFRIKA (The Association) (SAVVA) and it shall be a corporate body having an existence independent of its members and capable of suing and being sued in its own name.
- 2.2. **OBJECTS:** The objects of the Association shall be:
- 2.2.1. To promote and improve co-operation between the various clubs and organisations in southern Africa concerned with the preservation, restoration and use of self-propelled vehicles 20 years of age and older. This latter date will be reviewed each year at the SAVVA AGM, and revised accordingly by a two-thirds majority of those present.
- 2.2.2. To act on behalf of the aforesaid member clubs and organisations in making representations to Government, Provincial Organisations, Municipal and other Local Authorities, official bodies and other persons and organisations both local and foreign.
- 2.2.3. To advise, co-operate and negotiate with any official body controlling motor sport whether veteran, vintage, post-vintage or general motor sport and whether in southern Africa or outside its borders.
- 2.2.4. To stimulate interest in all aspects of the activities set out above.
- 2.2.5. To publish, print, issue and circulate periodicals, books, circulars, documents, magazines, statistics and other literature in furtherance of the above activities.
- 2.2.6 To promote social and recreational facilities for member clubs in a non-profit manner.
- 2.3. **MEMBERSHIP:** Membership shall be open to those clubs and sections thereof as set out in Clause 2.2.1. Membership may be granted to any other club or organisation whose objects are not in conflict with the objects of the Association provided that their application for membership is approved by the National Council (as defined in Clause 2.14) after having made appropriate enquiries of clubs in the area to ensure there is no conflict of interest. New clubs will be required to serve at least a 12-month probation period and confirmation of membership will be made at an Annual General Meeting of SAVVA.
- 2.3.1 All member clubs shall be entitled to annual membership.
- 2.3.2 Member clubs are prohibited from selling their membership rights or any entitlement in terms thereof.
- 2.4. **METHOD OF SUBMITTING APPLICATION:** Applications must be submitted on the official form to the SAVVA Secretariat and accompanied by the applicant club's Constitution and list of Office Bearers and such other information in support of the application. This will then be distributed to members of the National Council who will respond within 30 days.
- 2.5. **AFFILIATE MEMBERSHIP:** Deleted - No longer practical.
- 2.6. **CLUB:** The word 'club' shall mean fully constituted clubs and such sections thereof who are individual units with local autonomy and operate in a defined area of the club.
- 2.7. **POWERS:** The Association shall have the following powers to give effect to its purpose and objects:
- 2.7.1. To receive donations, subscriptions, aid and subsidies.



- 2.7.2. To deal with immovable property and every type of right therein, in any way including purchase, lease, hire and exchange.
  - 2.7.3. To borrow any amount of money and to ensure the repayment of such money in such manner as the Association may think fit, including mortgage or pledge.
  - 2.7.4. To erect, maintain, demolish, reconstruct or alter any buildings or constructions or other amenities.
  - 2.7.5. To invest its funds in any manner it deems fit, open and operate banking and savings accounts in its own name.
  - 2.7.6. To employ, discharge, pay and arrange the conditions of employment of any staff that may be necessary.
  - 2.7.7. To institute, defend, settle, compromise or discontinue any proceedings in the name of or against the Association.
  - 2.7.8. To insure the assets of the Association.
  - 2.7.9. To do all such other things incidental or conducive to the attainment of the purposes and objects of the Association.
  - 2.7.10. To employ and remunerate professional advisers, and terminate such employment.
  - 2.7.11. To affiliate to any international body having similar aims and objects.
  - 2.7.12. No surplus funds may be directly or indirectly distributed to any person.
  - 2.7.13. At least three persons who accept judicial responsibility for the Association will not be connected persons in relation to each other and no single person may directly or indirectly control the decision making powers relating to the Association.
- 2.8. **THE SAVVA GENERAL ASSEMBLY:** The SAVVA General Assembly shall consist of the following members:
- The President (Usually a past chairman)
  - The Chairman (Chief Executive Officer of the Association)
  - The Vice Chairman (Deputises for the Chairman and may in addition be a Portfolio Holder)
  - The Treasurer (Controls the financial records)
  - Portfolio Holders (See Clause 2.10)
  - Secretariat (See Clause 2.18)
  - Club SAVVA Delegates (or alternates) from each member club.
- 2.8.1. Nominations for the President, the Chairman, the Vice-Chairman, Treasurer, Portfolio Holders and Secretariat shall be in writing counter signed by the nominee and be in the hands of the Secretary prior to the start of the Annual General Meeting.
  - 2.8.2. At each Annual General Meeting of the General Assembly, the Chairman, Vice-Chairman and Treasurer shall be elected from the nominations by majority vote.
  - 2.8.3. The Chairman and Vice-Chairman shall retire annually, but may be available for re-election, but may not serve for more than three consecutive years in office.
  - 2.8.4. The President, Chairman and Vice-Chairman may not be SAVVA Delegates for their respective clubs.
  - 2.8.5. For the election of office bearers, or if a secret ballot is requested, the meeting shall appoint an electoral officer and two assistants. These officials shall not be an elected official of SAVVA but should preferably be an alternate Club Delegate.
- 2.9. **MEETINGS OF THE GENERAL ASSEMBLY:** The General Assembly shall convene in September each year for the Annual General Meeting.
- 2.9.1. Additional meetings may be called by the Chairman, having given 30 (thirty) days' notice. Notice by email shall be the accepted means of communication.



- 2.9.2. Such meeting shall be called if 3 (three) member clubs request such a meeting to the Chairman in writing stating the purpose of the meeting.
- 2.9.3. A quorum of any meeting of the General Assembly shall consist of not less than one half of the members of the General Assembly.
- 2.10. **PORTFOLIO HOLDERS:** In order to carry out the day to day business of the SAVVA, the following portfolios have been created:
1. **Vehicle Dating:** All vehicles and motorcycles upon receipt from clubs of the appropriate form. The actual investigation and inspection is the responsibility of clubs.
  2. **Motorsport:** In association with MSA issue permits and control all aspects of competitive motor sport events, issue clearance certificates for all other events or activities club related.
  3. **Representative at Historic and Marque Vehicle Commission of MSA**
  4. **Insurance:** The insurance requirements of SAVVA, plus the Comprehensive Motor Scheme for vehicles of club members.
  5. **Trophy Register:** Secure the trophies for national events
  6. **Sponsorship and Communications:** Public relations aspects of SAVVA
  7. **FIVA and International Liaison:** Contact with international associations.
  8. **Secretariat:** Secure the records of the SAVVA, the Indemnity records and maintain the Councillor's Handbook.
  9. **Government Liaison Officer:** To liaise between various government departments on issues that concern all SAVVA affiliated clubs and their members in respect to legislative and road traffic ordinances.
  10. **ITAC** (International Trade Administration Commission): A subcommittee convened by the portfolio holder with a minimum of three representatives that will liaise and determine the aims and conditions as per the Policy Document for this portfolio.
  11. **SAHRA** (South African Heritage Resources Agency): A subcommittee convened by the portfolio of a minimum of three persons that will liaise with this department in respect of exporting of heritage items/objects. It would be advantageous for the portfolio holder to be a person/representative who has a sound background of museum policies and procedures.
- 2.10.1. Portfolio Holders shall submit a written report annually to the General Assembly at the Annual General Meeting, but will be required to provide reports for the National Council on a quarterly or bi-annual basis as determined by the Council.
- 2.10.2. Portfolios that have Policy Documents governing the aims and objectives in that particular field must be adhered to during the operation. These policy documents have been drafted between the relevant parties and SAVVA in order to obtain specific guidelines for both parties to adhere to for all concerned enthusiasts, collectors and general public.
- 2.11. **SPECIAL APPOINTMENTS:** The General Assembly may appoint any suitable dignitary to be the Patron of SAVVA for such period of time as the General Assembly may deem fit.
- 2.11.1. The General Assembly may elect a President of SAVVA on an annual basis, who shall be entitled to attend all General Assembly Meetings and to speak and vote at such meeting. At the end of his term of office, he shall be entitled to be re-elected.
- 2.11.2. The General Assembly may co-opt any person to the General Assembly to give expert advice on the matters of SAVVA for a term of office and at such status deemed suitable by the General Assembly. Such person shall be entitled to attend and speak at meetings on his specific mandate.





- 2.12. **VOTING RIGHTS:** Voting rights of member clubs shall be determined and based on the annual subscription payable by clubs, as set out in Clause 2.15.
- 2.12.1 The Delegate of each club - one or more votes, based on the paid up current annual subscription, which is in turn determined by the respective number of members of each club. The votes to be determined as follows:
- |  |         |
|--|---------|
| Clubs with a membership of 1 - 100       | 1 vote  |
| Clubs with a membership of 101 - 250     | 2 votes |
| Clubs with a membership in excess of 250 | 3 votes |
- 2.12.2. The President, the Chairman and the Vice Chairman one vote each.
- 2.12.3. Treasurer, Secretariat and Portfolio Holders one vote each.
- 2.12.4. The Chairman shall, in the event of equality in voting, have an additional casting vote.
- 2.13. **POWERS OF THE GENERAL ASSEMBLY:** The powers of the General Assembly shall be exercised by a majority vote of those entitled to vote at such meetings. In the event of an equality of a vote the Chairman shall have a casting vote.
- 2.14. **POWERS OF THE CHAIRMAN OF THE GENERAL ASSEMBLY AND NATIONAL COUNCIL:** The Chairman will give effect to the decisions of the General Assembly and the day to day business of SAVVA through the National Council consisting of The President, The Chairman, The Vice-Chairman, The Treasurer, Motorsport and Dating Portfolio Holders and the Secretariat. The Chairman and National Council may act on their own discretion bearing in mind the purpose and objects of the Association provided that at the first available opportunity such Chairman or Councillor shall report back in full to the General Assembly on such decisions and actions. The National Council has the power to handle the following matters
- 2.14.1 Handle the day to day affairs of SAVVA at their discretion, within the current SAVVA Constitution and club expectations.
- 2.14.2 Other than recurring expenditure may not incur expenditure in excess of R10,000, or an amount to be determined by the General Assembly at the Annual General Meeting, per annum without reference to the General Assembly. Extra-ordinary expenditure of an unforeseen and urgent nature, in excess of the allotted amount, must be communicated to the member clubs. Communication through electronic media, stating the nature and need for such extra-ordinary expenditure, is acceptable. On receipt of approval for the extra-ordinary expenditure from no less than 50% of the member clubs, such extra-ordinary expenditure may be incurred. For extra-ordinary expenditure clause 2.14.8 does not apply.
- 2.14.3 Liaise with MSA and the Historic Commission in furthering the objects of the Association by meeting and co-operating with other associations with similar interests, objectives and expectations.
- 2.14.4 Upon receipt of the required application and supporting documents accept on probation clubs that meet our objectives as set out herein and who are desirous of affiliating with SAVVA after due diligence and liaison with member clubs to ensure there is no conflict of interest.
- 2.14.5 Contact and negotiation with Government departments should be centralized through the National Council and member clubs should refer any matter that may affect the Association to the National Council for dissemination and handling. If so required, the National Council may employ the services of any professional person or body to help resolve Governmental issues which pertain to the aims and objectives of the SAVVA.
- 2.14.6 Meetings of the National Council may be called at the sole discretion of the Chairman should the need arise but where possible issues should be resolved by consensus using the electronic media or telephone.
- 2.14.7 In the event that a member of National Council resigns or for any reason is unable to carry out the duties of the position, the Chairman may appoint a replacement to fill the position until





the next meeting of the General Assembly when an election will take place in terms of clause 2.8.

- 2.14.8 For matters which arise during the year and for which majority approval by member clubs is required, provision is made for postal voting by those entitled to vote. Such voting papers will be required to be returned within 60 days of being sent out. Should less than 50% of the total number of votes in terms of Clause 2.12 be received by the closing date of the postal vote, the postal vote shall be regarded as null and void. Should more than 50% of the maximum number of votes be received by the return date for the postal vote, all the non-returned votes will be treated as an affirmative vote unless specifically stated otherwise. Amendments to the Constitution will only be dealt with at the Annual General Meeting in terms of Clause 2.19.
- 2.15. **SUBSCRIPTIONS:** Subscriptions shall be determined by the General Assembly at its Annual General Meeting which subscriptions shall be calculated on the basis of the individual club members of each member of the Association as at the 31st December of each year. Subscriptions must be paid before the 31st January of the following year failing which such member shall be automatically suspended from all benefits of membership including voting rights. An Invoice and Receipt of Payment must be issued to the member club within two months of payment.
- 2.15.1. An additional fee based on a specific amount per member of each club may also be levied for any specific purpose as decided upon by the General Assembly.
- 2.16. **TREASURER:** The Treasurer shall at all times act on the instructions of the General Assembly and/or the National Council. The Treasurer shall receive moneys due to the Association and may only deposit in recognised banking institutions unless otherwise directed by the General Assembly. The Treasurer shall be obliged to keep full and proper books of accounts, and provide the National Council with monthly income and expense accounts of the Association, and must submit an audited balance sheet to the General Assembly at its Annual General Meeting. Drawings on funds invested on behalf of the General Assembly shall require authorisation by two of the three signatories. In the event of electronic transfers the other signatories must be advised via electronic media and confirmation of the payments/s duly received. Moneys deposited shall be in the name of the Association.
- 2.16.1 No remuneration will be paid to any person which is excessive, having regard to what is generally considered reasonable in the sector and in relation to the service rendered, nor may any remuneration be determined as a percentage of any amounts received or accrued to the Association.
- 2.17. **DELEGATES TO CONFERENCES:** At each Annual General Meeting the General Assembly shall elect from its members a delegate to the FIVA conference and shall direct how money allotted to cover delegates' expenses shall be expended. The General Assembly shall also require the delegate to submit to the Treasurer expense accounts detailing expenditures on return from conferences for discussion and authorisation at a subsequent General Assembly meeting.
- 2.18. **SECRETARIAT:** The Secretariat shall be responsible to and work with the Chairman. The elected incumbent shall have a good working knowledge of the workings of the SAVVA and be able to advise and mentor clubs if required. The incumbent may hold an additional position within the General Assembly but may have only one vote at any meeting.
- 2.18.1. The Secretariat shall be responsible for recording minutes of all meetings and keep full historical records of the General Assembly. A copy of the minutes shall be forwarded to each member of the General Assembly as soon as possible after the Annual General Meeting. Such minutes shall be signed as correct after adoption at the next meeting of the General Assembly.



- 2.18.2. The Secretariat shall retain and keep updated the following records;
1. Listing of club members based on submissions from member clubs.
  2. Distribute the Indemnity Cards as required by clubs
  3. Record all signed Indemnity forms signed by club members.
  4. Keep up to date the SAVVA Councillor's Handbook and ensure that the content is displayed on the SAVVA Website for access by clubs. Keep an up to date address list of all clubs and officials for the distribution of information on behalf of clubs and elected officials.
- 2.18.3 Remuneration. A nominal amount will be paid to defray costs of electronic media and communications.
- 2.19. **AMENDMENTS TO THE CONSTITUTION:** The Constitution may only be amended at the annual meeting of the General Assembly provided that a formal 60 (sixty) day notice of such proposed amendment shall be given to each member and provided further that no amendment to the Constitution shall be made without a two third majority of those entitled to vote. The notice period of sixty days referred to above may be waived by members in writing and provided that any decision thus taken is unanimous without any abstaining or dissenting votes.
- 2.20. **LIABILITY OF MEMBERS:** Liability of members shall be limited to the amount of subscriptions and any special levy agreed and passed by the General Assembly which may be unpaid from time to time.
- 2.21. **EXPULSION OF MEMBER CLUBS:** Member clubs may be expelled for:
- 2.21.1 Failure to comply with the purposes or objects of the Association.
  - 2.21.2 Failure to comply with the conditions of this Constitution.
  - 2.21.3 Failure to pay subscriptions.
  - 2.21.4 Insolvency.
  - 2.21.5 Expulsion should be unanimous.
  - 2.21.6 The club concerned shall be entitled to attend the relevant meeting, speak but not to vote.
- 2.22. **DISSOLUTION:** If, upon the dissolution of the Association there remains, after the satisfaction of all debts and liabilities, any property whatsoever, the same shall be divided between member clubs pro rata to the amount of moneys paid to the Association over the previous five year period, provided they have been approved by the Commissioner in terms of Section 30A of the Act. Any Club which, for any reason, ceases to be a member of SAVVA forfeits any claim to moneys paid to SAVVA during the course of its membership.
- 2.22.1 Alternatively any public benefit organisation contemplated in paragraph (a)(1) of the definition of a "public benefit organisation" in section 30(l) which has been approved in terms of section 30 (3) of the Act: **or**
  - 2.22.2 Any institution, board or body which is exempt from tax under the provisions of section 10 (1) (ca)(i) of the Act, which has as the sole principal object the carrying on or any public benefit activity: **or**
  - 2.22.3 The Government of the Republic in the national, provincial or local sphere as contemplated in section 10(1)(a) of the Act.
- 2.23. **INTERPRETATION OF CONSTITUTION:** The General Assembly's decision as to the interpretation of the meaning of this Constitution shall be binding on all members.
- 2.24 **DOMICILIUM CITANDI ET EXECUTANDI** to be at the address of the Chairman pro tempore.



1939 De La Hayes Drop-Head, 1958 Mercedes Benz Gullwing and 1930 Rolls-Royce Dual Cowl



### Section 3

#### 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 and Vintage Association
SAVVA MS	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, SAVVA MS 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.

3.2.1 MSA will handle any matters affecting SAVVA MS at a level above that of protests. This will include appeals regarding protests, court hearings, any claims, financial or otherwise against SAVVA, affiliated Clubs or MSA. Any matter that may have the potential for legal action must be referred to SAVVA MS for immediate reporting to 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 MS 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 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.
  - 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.
  - 3.5.6. Make such recommendations for the consideration of MSA as deemed desirable in the interests of SAVVA MS 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 Treasurer.
  - 3.5.10. Notwithstanding any of the items above, SAVVA MS 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.
  - 3.6.5 **Financial Transactions.** Documentary proof of all transactions shall be kept and a full statement shall be provided to the SAVVA Treasurer at the end of June each year.
- 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 MS 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 MS.



- 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, a cheque must be deposited to cover the permit cost of R55.00 plus R9.50 times the maximum number of participants for the Public Liability Insurance. Please make EFT's into the SAVVA bank account, **NO CASH PAYMENTS**. Cheques should be made payable to "SAVVA". All documents should be posted at least eight weeks before the event or six weeks before closing date for entries. Faxed documents should be transmitted six weeks before the event. (For addresses see section 16 herein.)
- 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.
- 3.8.4. The appointment of stewards for the event must be carefully considered and the SAVVA Steward has to be approved by SAVVA MS. 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.
- 3.8.5. 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 MS. Attached to the report must be the Final Instructions to the Competitors and the results of the event in the format required. Upon receipt any refund of moneys due to the club will be made along with a written acknowledgement from SAVVA MS.
- 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.
- 3.10 **SPECIMEN FORMS:** The following specimen forms used for motorsport activities will be found on the website, Club Login, Section 18, Forms Download. These also appear in the VSRs Booklet and the Hand book.
- APPLICATION FOR ORGANISING PERMIT  
APPLICATION FOR ORGANISING PERMIT - Supplementary Questionnaire - For completion by Clerk of the Course and SAVVA Steward.





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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 deliberately disregard 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. (Such events require an organising permit as per 3.8.) Vehicles participating under a clearance certificate shall not have numbers affixed to them. Clubs should submit, to the Motorsport Portfolio Holder, a list of all club events not requiring an organising permit, in order to obtain a clearance certificate annually or at least 14 days prior to an event.



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## Section 4

### NATIONAL RESTRICTED COMPETITION LICENCES

- 4.1 **GENERAL:** Through the co-operation of Motorsport South Africa, SAVVA is authorised to issue SAVVA National Competition Licences (hereinafter referred to as the Licence) to paid up members of an affiliated club for the purpose of competing in motor sport events organised by a SAVVA club specifically 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.
- 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 Licence 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.
- 4.4 **COST OF LICENCE:** Free
- 4.5 **ISSUE OF LICENCE:** No separate card is issued. The numbered club membership card with the printed 'Competition Licence' will be recognised as the authority to enter and drive on an event supported by the 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 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 MS 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.



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- 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 is required for a non-member to drive on an event. This may be granted on the payment of a fee in the order of R25 per event and may include the cost of the Indemnity provided for in the next section of this handbook.
- 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.



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## Section 5

### SAVVA INDEMNITIES

- 5.1 **GENERAL:** At the Annual General Meeting in October 2008 it was resolved by the National Council that all existing SAVVA INDEMNITY FORMS were deemed null and void and that all members would be required to complete and sign the new form headed 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 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 2008 application.
- 5.3.2 Where a card was issued using the pre 2008 form and the person now wishes to participate in an event in any capacity, the new form must be completed and the new orange card issued.

*Explanation:*

Prior to January 2008 clubs were using the MSA form going back to 2003 and subsequently the 2006 SAVVA version of the same document and issuing the yellow indemnity card that is pre-numbered. Following advice from our attorneys and some court decisions we were advised to reissue the form in the 2008 format double-sided sheet. The old form is not acceptable after January 2008.



## 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:-

Edwardian - Veteran National (Name of Sponsor to be included)

Vintage / Post Vintage National (Name of Sponsor to be included)

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 to the 20 year old limit. 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:** As entrants tend to take a week of annual leave, events should start on a Monday with navigational exercises for up to four or five days allowing entrants from afar time to get to the event and home again within a total of eight days.
- 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.

However, the security of marshals must be considered at all times particularly in some areas of the country. As an alternative a Self-Timed Control should be considered. 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



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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.
- 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 concours is held at the beginning or end of the event.
- 6.9. **SUNDOWN:** Calculations must make provision for all vehicles to be at 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 (Published in January 2009)
  - International Code of FIVA (Held by SAVVA Councillors)
  - Standing Supplementary Regulations of SAVVA (Published January 2009)
- 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 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 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.

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## 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 Chairman.
  - 7.3.1. Each club must keep their own records of vehicles dated.
  - 7.3.2. The SAVVA Dating Chairman 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 Chairman.
  - 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 Chairman, 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. Both forms are multi-paged and are of the fold out type. (Specimens of the individual pages are attached.) 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. Note that application on any other form or a photocopy will be rejected by the SAVVA Dating Chairman.
  - 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. 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.



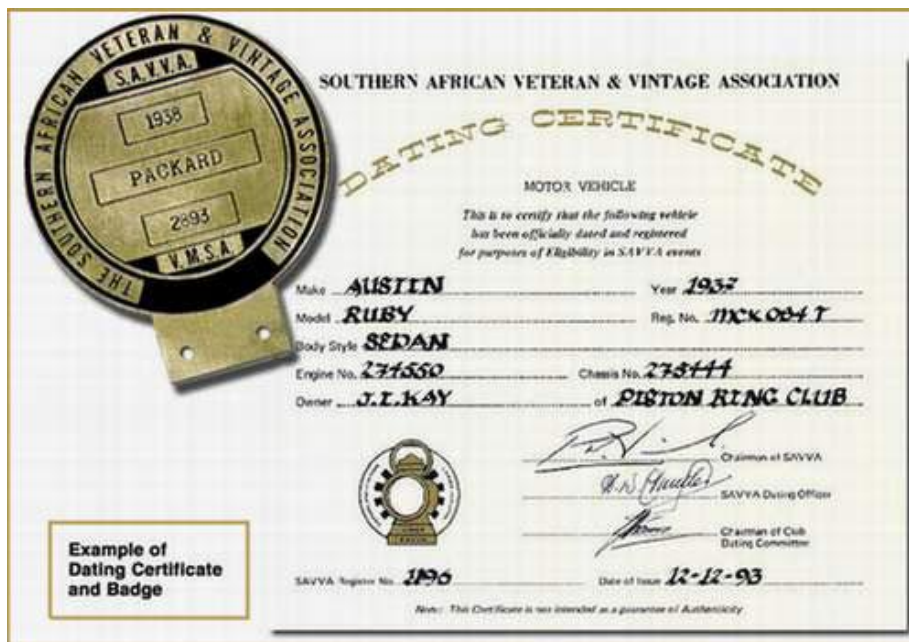
- 7.7.3. When the Club Dating Officer is satisfied with the application and supporting documentation submitted by the member he will send all the paperwork to the SAVVA Dating Chairman concerned - either Motor vehicles or Motorcycles. If rejected further investigation must be done by the Club Dating Officer in consultation with the owner, who must have the opportunity to accept a revision of date claimed.
- 7.7.4. The SAVVA Dating Chairman 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 Chairman is satisfied that the vehicle is correctly dated he will then confirm the date the SAVVA Chairman. The details will then be entered in the Master Dating Register and the SAVVA Dating Chairman will arrange for the plaque and certificate to be made. He will then despatch the plaque and certificate to the club concerned with an invoice for the costs as set out in Section 14 herein for onward transmission to the member.
- 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. **REISSUE 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 attached 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...
- 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, or
  - 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 Chairmen 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 Chairman 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:**





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## 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.





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## Section 9

### INSURANCE

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. At the end of 2000 CGU Insurance, previously Commercial Union was taken over by Mutual and Federal Insurance Company Ltd. Therefore Mutual and Federal is shown as the Insurer in this Handbook.

#### SAVVA COLLECTOR'S VEHICLE SCHEME

- 9.1. SAVVA has in place an insurance scheme with Mutual and Federal, Port Elizabeth Branch for the coverage of vehicles that are over 20 years old and which belong to club members. Cover is in accordance with a standard motor comprehensive policy with an endorsement for the SAVVA Collector's Vehicle Scheme which restricts the use of the vehicle and who may drive the vehicle. As a result the rates are discounted substantially and are extremely low. Some conditions may be changed to widen the use and cover at additional premiums.
- 9.2. **ARRANGING COVER:** It is in the interests of SAVVA and members to conserve the scheme by not allowing substandard risks to be placed on the scheme. The rates are extremely low compared to what is generally available in the open market. Should clubs be aware of any adverse features of the vehicles owned by a member and the general use of the vehicle these should be brought to the attention of the Insurance Portfolio Holder. Cover can only commence when a fully completed Application and any other documents are in possession of the Company or the Portfolio Holder with the required premium paid.
  - 9.2.1 **WAITING PERIOD:** It was resolved at the Annual General Meeting in 1998 that from the rising of the meeting no person would be accepted on the scheme unless they had been a member of a club for a period of at least three months. Secretaries should note on the Application the date of joining when issuing the Application to the member. Exceptions may be made at the discretion of the Portfolio Holder.
- 9.3. **AVAILABILITY OF COVER:** Many people, mainly senior citizens and younger people, join the movement in order to secure insurance cover which is not generally available to them, and at substantially lower rates than on offer elsewhere, particularly for the older vehicles. This practice should be discouraged as the vehicles are generally in use on a daily basis and could well be the owner's sole means of transport. Whilst the additional membership is tempting for clubs, it places the scheme at risk, which could result in increased terms for all. A facility is in place to cover vehicles of non-members or potential members but this does not form part of the scheme. All such enquiries should be referred to the Insurance Portfolio Holder. Those having to wait the three months can now be covered for twelve months but not at the low rates enjoyed by members.
- 9.4. **BENEFITS TO CLUBS and SAVVA:** The scheme is placed directly with Mutual and Federal, Port Elizabeth through the Insurance Portfolio Holder. Each club has an "Agency" number that enables the Portfolio Holder to monitor the income and results for the club and the scheme as a whole. The agency commission accrues to the Portfolio Holder to cover administration cost. SAVVA shares the Policy Charge equally with the clubs. The Insurance Portfolio Holder makes payment annually. The Insurance Portfolio Holder operates like a broker in the interests of the scheme and members.



- 9.5 **DOCUMENTATION/QUOTATION/APPLICATION:** The SAVVA Collector's Vehicle Policy is only available to paid up members of clubs in good standing.
- 9.5.1 A quotation is available using an Application Form or via the Web site from the Insurance Portfolio Holder.
- 9.5.2. The Application Form is only available from club secretaries and when the member has completed it, the club secretary should counter sign same so as to confirm the contents are complete and accurate. In addition a Quotation / Application form is available on the Web site that must be countersigned by the Club Secretary.
- 9.6. **SCOPE OF POLICY COVER:** A standard Motor Comprehensive Policy is issued to each member subject to specific SAVVA Use Clauses which spell out the use of the vehicle and who may drive it.
- 9.6.1. Cover is generally purchased for Full Comprehensive but an alternative is available for Balance of Third Party, Fire and Theft at a slightly lower rate. Vehicles that are off the road or under restoration may be covered on either basis as "laid up" at a discounted rate.
- 9.7. **CATEGORY OF VEHICLES COVERED:** Vehicles to be covered are broken down into three categories based on age of vehicle and use as follows;
- 9.7.1 **CATEGORY A:** This is in respect of all vehicles including motor cycles built and registered before the 31st December 1960. Provided they are not the owner's sole means of transport and/or not used on a daily, or weekly basis. (See Endorsement and Letter.)
- 9.7.2 **CATEGORY B:** This is in respect of all vehicles including motor cycles built and registered between 1st January 1961 and older than 20 years on a sliding scale may be covered. Provided they are not the owner's sole means of transport and/or not used on a daily or weekly basis. Later vehicles may be accepted at the discretion of the SAVVA Insurance Portfolio Holder if they are part of a collection.
- 9.7.3 **CATEGORY C:** This is in respect of all vehicles that are used on a daily basis as the regular transport of the owner but excluding business use. Only Vehicles and Motorcycles older than 20 years may be covered.
- 9.8. **OTHER UNDERWRITING CONSIDERATIONS:** A distinction is made to the rating on vehicles that are the sole means of transport of the member or spouse. The excess in the event of a claim is also much higher.
- 9.8.1. Laid up vehicles are subject to a restrictive endorsement.
- 9.8.2. The Rating Guide is available from the broker.
- 9.8.3. All vehicles to be covered on the road must be registered and licensed in the name of the Insured.
- 9.8.4. Where an insured owns and insures five or more vehicles "In use" within any category above a discount of 10% will be allowed.
- 9.8.5. Where a genuine collector has more than five vehicles insured and in use and purchases a vehicle later than 20 years old, special consideration will be given to adding the vehicle to the scheme provided it is not used as daily transport.
- 9.8.6. The Company may accept or reject a risk based on normal underwriting considerations and practice or may impose terms based on the details of the risk applied for. The Company may also require satisfactory proof of ownership of a modern vehicle when a single later model vehicle is to be insured.
- 9.9. **BASIS OF VALUATION OF VEHICLE:** The cover is on an "Agreed Value" basis but in the event of a major loss the insured will need to substantiate the value of the vehicle.



The sum insured must be the reasonable full market value of the vehicle as partial cover is not available. The cost of restoration may be too high in the case of some vehicles. Underinsurance may result in the vehicle being written off in the event of a major claim where the cost of repair is in excess of 70% of the sum insured. The policy is also subject to a Spare Parts Clause. Conversely the company does not undertake to pay the Insured Value if this is considered excessive for the vehicle concerned. It may refuse to cover a vehicle under either circumstance.

- 9.9.1 **Condition of Average.** The policy is subject to average. Should the vehicle be insured for a value lower than the marketable value the insured will be considered their own insurer for the portion of the underinsurance in the event of damage to the vehicle. E.g. Market value of vehicle R100,000; Insured value R75,000; shortfall is 25%; any claim will be reduced by 25% then excess deducted.
- 9.10. **ACCEPTANCE OF RISK and BINDING OF COVER:** Cover commences on receipt and acceptance by the Insurance Portfolio Holder of the fully completed Application Form and any other documents required with payment. In the case of “daily used” vehicles the company will require the completion of a full Motor Application Form which will be provided.
- 9.10.1. In addition to the Application the Company may require other documentation to be provided before cover commences. These would be all or some of; Copy Vehicle Registration Certificate, Dating Certificate, Photographs, Medical Certificate, Copy Security Certificate and Proof of No Claims history from previous insurer.
- 9.11. **CLAIMS:** Claims or potential claims should be reported as soon as possible to the SAVVA Insurance Broker but claim forms are available from any branch of the Company. The fully completed Claim Form countersigned by the Club Secretary or Chairman and the Repair Quotation should then be submitted to the Portfolio Holder In the case of rare or older vehicles the Company will expect the owner to assist in the obtaining of replacement or repair of parts. A motor Assessor may be appointed by the Company to assist with the agreement of repairs. Parts that need to be imported are covered and transport cost by sea freight will be paid.

#### **PUBLIC LIABILITY COVERS:**

- 9.12. **POLICIES IN FORCE:** The policy number is 3882934 issued by Mutual and Federal. There are two sections to the Policy that provides the cover required, General Public Liability and Contingent Liability.
- 9.12.1 The **General Public Liability** section covers legal liability in respect of accidents causing damage to third party property or injury to the public for which SAVVA and/or the Club could be held legally liable due to actions of a member, the Club or SAVVA. Cover is provided for the following:
- General, Premises and Tenants
  - Food and Drink Poisoning
  - Displays of any kind on own property, public areas or in a building
  - Gymkhanas and driving tests in an area not accessible to the public but excluding speed type event and motor liability risks.
- 9.12.2 The **Contingent Liability** section covers legal liability for the use of a motor vehicle where liability could attach to SAVVA and/or a club as a result of a motor accident on a Fun Run or



Club Outing which causes damage to a third party vehicle or property due to negligence on the part of SAVVA or the Club.

9.12.3 The **Limits and Deductibles** are:

Limit of Liability any one accident R10,000,000

Limit any one period of insurance R10,000,000

Can be re-purchased/topped up

Legal Defence Costs R100,000

Excess payable each and every claim R2,500

Fire and explosion R1,000,000

9.12.4 **Exclusions.** Covers do not include the following:

Member to member liability

Damage to property of a Member, Club or SAVVA or which is under the Custody and control of the insured.

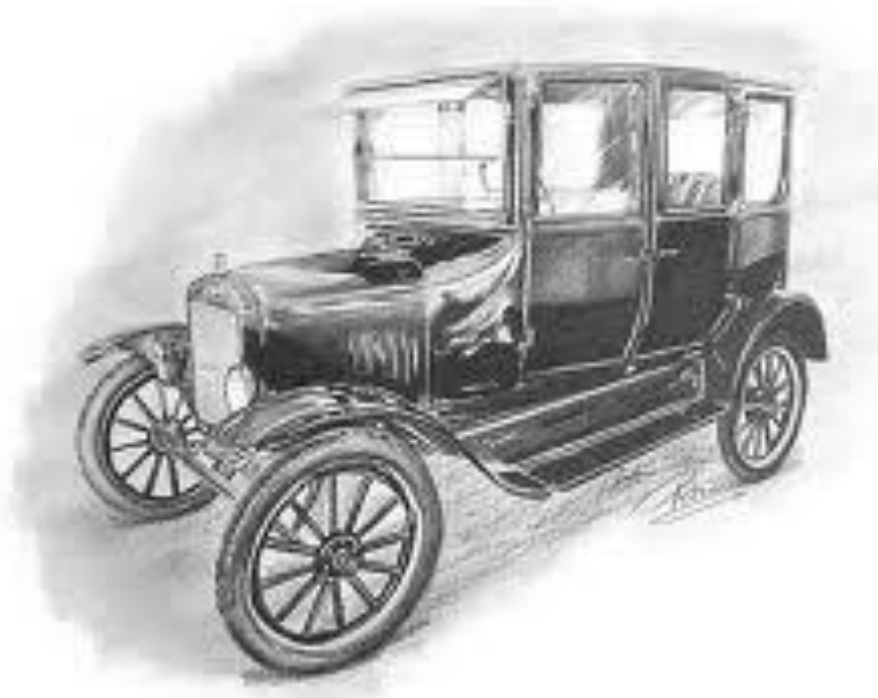
Liability for punitive or exemplary damages or fines awarded in a court of law.

9.13. **ADDRESS** and contact details for FNB Brokers: See Insurance Page

[www.savva.org.za/Insurance.html](http://www.savva.org.za/Insurance.html)

9.14. **SAVVA INSURANCE PORTFOLIO HOLDER:** See Contact Us Page

[www.savva.org.za/Contact.html](http://www.savva.org.za/Contact.html)



1923 Ford Model 'T' Centre Door



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## Section 10

### SPONSORSHIP AND COMMUNICATION

- 10.1. **GENERAL:** SAVVA is “registered” with the Johannesburg Branch of the Department of Sport and Recreation and all dealings with the Department are channelled through this office. SAVVA also 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 and will be fully operational by the end of the first quarter of 1997.
- 10.2. **COMMUNICATION WITH GOVERNMENT:** Clubs are encouraged to refer matters that affect the old vehicle movement as a whole, to the SAVVA Portfolio Holder 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 which are run over three or more days may approach the SAVVA Portfolio Holder 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 Portfolio Holder. 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 and that assistance will only be committed after appropriate permits have been issued by SAVVA MS. No assistance will be considered if the event is able to attract other sponsors.
- 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 Portfolio Holder 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.



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## 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 - CBrClF<sub>2</sub>) 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 suggested that members purchase extinguishers from their local branches of the companies listed below.

**Chubb Fire (Pty) Ltd**

Chubb House  
15th Road  
Randjespark Ext 95  
Midrand  
Telephone: 011 653-0400  
Facsimile: 011 314-3571

**Natfire (Pty) Ltd (an MSA Group Operation)**

Cnr Kelvin and Steel Roads  
Spartan  
P.O. Box 1710,  
Kempton Park 1620  
Telephone: 011 394-6630  
Facsimile: 011 394-5649





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## 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 SAVVA Chairman will then decide to whom the award will be made. 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.



Chairman's Trophy





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## 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.
- 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 March**, 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 will be sent when the payment is received.
- 13.2. **CHANGES OF ADDRESS:** It is still the desire of SAVVA to have on record a full list of all club members more particularly in the light of the formation of a separate Commission within Motorsport South Africa for SAVVA. This matter is presently on hold.
- 13.2.1. 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 is 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 R17.00 per member, due on January 1st each year and payable by March 31st. R1.00 of this amount is the SAVVA Levy for FIVA for each member; R5.00 is to cover the General Public Liability Insurance premium for SAVVA and the affiliated clubs; R5.00 for a contingency fund for legal costs as may be incurred; and R6.00 towards the general expense fund of SAVVA for administration and savings.

**NO ACCOUNT IS SENT OUT BY SAVVA AND THE ONUS OF PAYMENT RESTS WITH THE CLUB TREASURER.**

- 14.4. **AUTOMOBILIST:** This publication is at present not produced. [Mention AutoNewS](#).
- 14.5. **ORGANISING PERMITS:** A fee of R55.00 is required to accompany the Application for an Organising Permit plus a deposit for Public Liability Insurance that is charged at a rate of R9.50 per capita from January 2008 for drivers/riders navigators. Please refer to the application for details and deposit procedures.
- 14.6. **PUBLIC LIABILITY INSURANCE - COMPETITIVE EVENTS:** When permits are applied for, a deposit is required of R19.00 times the maximum number of entries for the event, or R9.50 in the case of Motorcycle events. Refunds will be made on receipt of the Clerk of the Course Report.

14.7. **DATING OF VEHICLES and MOTORCYCLES:**

	SAVVA CHARGE	MEMBERS PAY
SAVVA DATING FORM - Download from website		
Full dating Plaque and Certificate All vehicles & Motorcycles	R200.00	R220.00
Duplicate Plaque - Cars	125.00	145.00
Motorcycles	125.00	145.00
Duplicate Certificate - All	77.00	97.00
Overseas enquiries	200.00	

14.8. **CLEARANCE CERTIFICATE:**

A fee of R25.00 is required to cover the costs thereof to SAVVA. The appropriate fee is to be paid into the SAVVA account prior to the application and a copy of the deposit slip to be attached to the application form/s.



## Section 15

### SAVVA 2012/13 NATIONAL COUNCIL & PORTFOLIO HOLDERS

Updated December 2017

#### NATIONAL COUNCIL MEMBERS

President	Peter Hall	083 384-8796	<a href="mailto:president@savva.org.za">president@savva.org.za</a>
Chairman	Gavin Alison	082 335-4005	<a href="mailto:contactgavinrix@gmail.com">contactgavinrix@gmail.com</a>
Vice Chairman	Hylton Alison	079 234-7144	<a href="mailto:contacthylton@gmail.com">contacthylton@gmail.com</a>
Treasurer	Paul Koski	082 442-6662	<a href="mailto:treasurer@savva.org.za">treasurer@savva.org.za</a>
Secretary	Jean Goby	082 691-0502	<a href="mailto:secretary@savva.org.za">secretary@savva.org.za</a>
Motorsport	Pam Hall	082 773-2923	<a href="mailto:motorsport@savva.org.za">motorsport@savva.org.za</a>
Dating Vehicles	Peter Hall	083 384-8796	<a href="mailto:peterhallzn@gmail.com">peterhallzn@gmail.com</a>
Dating Motorcycle	Peter Vliestra	082 650-9880	<a href="mailto:pвлиestra@gmail.com">pвлиestra@gmail.com</a>

#### PORTFOLIO HOLDERS

Editor - AutoNews	Fred Rascher	083 369-7020	<a href="mailto:editor@savva.org.za">editor@savva.org.za</a>
Insurance	Sherridan Renfield	082 451-6061	
<b>FIVA</b> (Fédération Internationale des Véhicules Anciens)	Brian Lawlor	082 853-7312	
<b>ITAC</b> (International Trade Administration Commission)	Eric Mc Quillian	083 700-0171	
<b>SARHA</b> (South Africa Heritage Resources Agency)	Dave Alexander		
Trophy Officer	Rai Heinze	083 322-9876	
<b>MSA</b> (Motorsport South Africa)	Peter Aneck-Hahn	083 250-5440	



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## Section 16

### LIST OF SAVVA CLUBS

Information as at 20 August 2013

ALBANY VINTAGE AND CLASSIC MOTOR CLUB

AUSTIN HEALEY CLUB OF SOUTH AFRICA [www.austinhealeyclub.co.za](http://www.austinhealeyclub.co.za)

AUSTIN SEVEN CLUB OF SOUTH AFRICA (Incorporating all Austins) [www.austinseven.co.za](http://www.austinseven.co.za)

BENONI HERITAGE VEHICLE AND ENGINE CLUB

BORDER VINTAGE CAR CLUB [www.bordervintagecarclub.com](http://www.bordervintagecarclub.com)

BUICK / CADILLAC CLUB OF SOUTH AFRICA [www.buickclubsa.co.za](http://www.buickclubsa.co.za)

CAPE VINTAGE MOTORCYCLE CLUB [www.cvmc.co.za](http://www.cvmc.co.za)

CLASSIC MOTORCYCLE CLUB OF NATAL [www.ncmc.org.za](http://www.ncmc.org.za)

CLASSIC MOTORCYCLE CLUB CAPE [www.cmcc.org.za](http://www.cmcc.org.za)

CLASSIC MOTORCYCLE CLUB (Gauteng) [www.classicmotorcycleclub.co.za](http://www.classicmotorcycleclub.co.za)

CENTENARY CAR CLUB [www.centenarycar.co.za](http://www.centenarycar.co.za)

THE CRANKHANDLE CLUB [www.crankhandleclub.co.za](http://www.crankhandleclub.co.za)

DURBAN EARLY CAR CLUB

EASTERN PROVINCE VETERAN CAR CLUB [www.epvcc.co.za](http://www.epvcc.co.za)

EARLY FORD CAR CLUB OF SOUTH AFRICA [www.earlyfordcarclub.co.za](http://www.earlyfordcarclub.co.za)

GARDEN ROUTE MOTOR CLUB [www.grmc.co.za](http://www.grmc.co.za)

HIGHVELD OLD MOTOR CLUB

HISTORIC MOTORCYCLE GROUP [www.sahmg.co.za](http://www.sahmg.co.za)

HISTORIC TRANSPORT ASSOCIATION

JACARANDA BEETLE CLUB

JAMES HALL MUSEUM OF TRANSPORT [www.jhmt.org.za](http://www.jhmt.org.za)

LOWVELD OLD WHEELS CLUB

MALUTI ANTIQUE AUTO & MACHINE CLUB [www.maamc.co.za](http://www.maamc.co.za)



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<b>MORRIS MINOR OWNERS CLUB – DURBAN</b>	<a href="http://kznmoc.alotSPACE.com">http://kznmoc.alotSPACE.com</a>
<b>MORRIS MINOR OWNERS CLUB – JOHANNESBURG</b>	<a href="http://www.morrisminor.co.za">www.morrisminor.co.za</a>
<b>NATAL MIDLANDS OLD CAR CLUB</b>	
<b>OLD AUTO CLUB WELKOM</b>	
<b>OU TOETERS KLUB</b>	
<b>ORANGE FREE STATE VETERAN CAR CLUB</b>	
<b>PISTON RING CLUB</b>	<a href="http://www.pistonring.org.za">www.pistonring.org.za</a>
<b>PRETORIA OLD MOTOR CLUB</b>	<a href="http://www.pomc.co.za">www.pomc.co.za</a>
<b>QUEENSTOWN AUTOMOBILE CLUB</b>	
<b>SOUTHERN CAPE OLD CAR CLUB</b>	<a href="http://www.scoCC.co.za">www.scoCC.co.za</a>
<b>STUDEBAKER CAR CLUB OF SOUTH AFRICA</b>	<a href="http://www.studebaker.co.za">www.studebaker.co.za</a>
<b>SUNBEAM SPORTS CAR CLUB OF SOUTH AFRICA</b>	<a href="http://www.sunbeamclub.co.za">www.sunbeamclub.co.za</a>
<b>VAAL OLD WHEELS CLUB</b>	<a href="http://www.vaaloldwheels.org.za">www.vaaloldwheels.org.za</a>
<b>VETERAN CAR CLUB OF SOUTH AFRICA</b>	<a href="http://www.vccsa.co.za">www.vccsa.co.za</a> <a href="mailto:secretary@vccsa.co.za">secretary@vccsa.co.za</a>
<b>VINTAGE AND VETERAN CLUB</b>	<a href="http://www.vintageandveteranclub.co.za">www.vintageandveteranclub.co.za</a>
<b>VINTAGE MOTORCYCLE CLUB</b>	<a href="http://www.vintagemotorcycleclub.co.za">www.vintagemotorcycleclub.co.za</a>
<b>VINTAGE SPORTS CAR CLUB OF NATAL</b>	<a href="http://www.vscC.co.za">www.vscC.co.za</a>
<b>VRYHEID OLD WHEELS CLUB</b>	<a href="http://www.vryheidoldwheels.com">www.vryheidoldwheels.com</a>
<b>VRYHEID VINTAGE CAR CLUB</b>	<a href="http://www.thevccC.com">www.thevccC.com</a>
<b>WESTERN TRANSVAAL OLD MOTOR CLUB</b>	<a href="#">Facebook Page</a>
<b>WITBANK CLASSIC MOTOR CLUB</b>	<a href="http://www.witbankcmC.org">www.witbankcmC.org</a>



## Section 17

### SAVVA STANDING SUPPLEMENTARY REGULATIONS - VSRs

#### Index to VSRs

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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.

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 Secretary	The appointed representative of a SAVVA affiliated club, responsible for liaison with SAVVA MS on all matters relating to that club's competitive events.
GCRs	General Competition Rules of Motorsport South Africa
Motorcycle	All land vehicles, propelled by an engine, and running on less than four wheels.
Motor vehicle	All land vehicles, propelled by an engine, and running on at least four wheels
MSA	Motorsport South Africa
Officials	The following persons who may have assistants : SAVVA Steward, Club Steward, Clerk of the Course, Scrutineer, person/persons responsible for Documentation and all Control Officials (Marshals)





Organisers	A committee authorised by the promoters to organise an event and to enforce all relevant regulations. The promoters shall however be responsible for the acts and omissions of the organisers
Promoter	A SAVVA affiliated club, or clubs, proposing to hold, holding or organising an event and being totally responsible for the event
SAVVA	Southern African Veteran & Vintage Association
SAVVA MS	SAVVA Motorsport
SRs	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:

- (a) The General Competition Rules of MSA (GCRs);
- (b) The SAVVA Standing Supplementary Regulations (VSRs);
- (c) The Supplementary Regulations (SRs) issued by the promoters of an event;
- (d) The Final Instructions issued to competitors by the promoters; and
- (e) 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

- (a) 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.
- (b) The organising or holding of any competition within the territory of MSA other than in accordance with the GCRs of MSA shall render every person connected therewith, or taking part therein, whether as promoters, organising committee, competitor,



official or otherwise, liable to the consequences and penalties provided for by the GCRs.

- (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 [Section 18, Annexure A] and, together with the proposed draft Supplementary Regulations [Section 18, Annexure B], Supplementary Questionnaire [Section 18, Annexure C] and Entry Form [Section 18, 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 Section 18, 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 the 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 Section 18, 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 [See Section 18, 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 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 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:
  - (i) accepted; or
  - (ii) refused [see VSR 13 (a)(i)]; or
  - (iii) placed on a list of reserves as a provisional entry [see VSRs 10 (m) and 13 (a)(iii)].
- (l) Entry fees will only be refunded on cancellation of an event or non-acceptance of an entry or in terms of VSR 10 (m).
- (m) An entrant shall have the right to withdraw an entry;
  - (i) if the date or time of an event is changed, provided the promoters are notified accordingly, within two (2) days of the entrant being notified of the change;
  - (ii) where VSR 10 (k) (iii) applies, provided the organisers are notified at least seven (7) days before the start of the event.
- (n) Promoters shall not move a competitor from one speed group or class to another without the written approval of the entrant. [See VSR 13 (b)(v).]
- (o) The entrant may also be the driver, rider, navigator or a passenger in any event.

## 11. RESPONSIBILITIES OF AN ENTRANT

An entrant shall, inter alia,

- (a) By his/her signature to the entry form, 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 driver's licence of a category (code) appropriate for the type (class) of vehicle driven/ridden in the event. [See VSR 10 (d).]
- (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 CO<sub>2</sub> or dry chemical may be carried. [The B.C.F. (Bromochlorodifluoromethane - CBrClF<sub>2</sub>) 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 at least 20 years old on 31 December of the year preceding the event calculated from year of original manufacture, 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 [Section 18, Annexure G] and “Declaration by Driver/Rider” [Section 18, 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 31<sup>st</sup> December 1945 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 31<sup>st</sup> December 1945 are to be fitted with a non-flashing red LED cycle light to the rear of the motorcycle. Where the front lights of the older motorcycles do not meet normal roadworthy requirements, an additional white LED cycle light must be fitted to the front of the motorcycle.
- (c) The last official vehicle on an event following the field of participating vehicles, must display a notice on the rear thereof, the wording being:  
“SLOW HISTORIC VEHICLES AHEAD, PLEASE TAKE CARE”  
This notice should be reflective and not smaller than 1.4 x 0.35m and must have one reflective yellow triangle (as described for motor vehicles in (a) above) on it.

## 18. INSTRUMENTS

- (a) No instrument or device, 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 and may contain time cards.
- (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 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.

## 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) **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.

- (iii) **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.
- (iv) **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.
- (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 any 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:
- (j) 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.
- (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.
- (e) Competitors will have a penalty of six hundred (600) points added to their scores for the following infringements:
- (i) having missed a control by taking the wrong route or reaching the control when it was officially closed;
  - (ii) failing to obtain on their score card, where issued, the initials or full signature of all Control Officials [see VSR 26 (e)];
  - (iii) failing to bring his/her vehicle to a complete stop at any open control, or a secret control operated in terms of Method 2 [see VSR 26 (a)];
  - (iv) any contravention of VSR 26 (g); or
  - (v) reversing into a control [see VSR 26 (i)].
  - (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.

## 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 Section 18, 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 Section 18, Annexure I]
- (d) In accordance with Annexure R of the GCRs the late Submission of Clerk of Course- and other Reports carry a penalty ranging from R200 to R500 and shall be imposed on the promoters unless the organisers can satisfy SAVVA MS and/or MSA that the delay was caused by *force majeure* .

### 33. PENALTIES

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



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

#### 34. TENDER VEHICLES

- (a) The entrant shall notify the organisers if his /her entry is to be accompanied by a tender vehicle, together with details of the vehicle, its driver and passengers, prior to the start of the event.
- (b) The tender vehicle driver and passengers will be subject to the orders of the Clerk of the Course.
- (c) Unless otherwise authorised by the Clerk of the Course, all tender vehicles shall travel at least one (1) hour ahead of the first competitor, or at least one (1) hour behind the last competitor along the route.
- (d) Tender vehicle drivers and passengers must furnish evidence that they have signed an indemnity form in terms of VSR 8.
- (e) Each tender vehicle shall display/carry a safety notice as described in VSR 17 (c)
- (f) Attention is drawn to VSRs 11 (g) and 33 (a) (xii).

#### 35. CONTENTS OF SUPPLEMENTARY REGULATIONS (SRs)

(Attention is drawn to VSR 5)

The Supplementary Regulations shall contain the following information:

- (a) Nature and name of event.
- (b) Date, place and time of start and finish, total distance to be travelled (regularity plus open sections), and a description of the event.



- (c) Name and address of the promoters.
- (d) The following statement:

“Held under the international Sporting Codes of the Federation Internationale de l’ Automobile (FIA) and/or the Federation Internationale Motocycliste (FIM), the General Competition Rules (GCRs) of Motorsport South Africa (MSA), the Standing Supplementary Regulations (VSRs) of the Southern African Veteran and Vintage Association (SAVVA), as amended September 2008, and these Supplementary Regulations (SRs). SAVVA Permit No.: ..... ”
- (e) Names of officials (at least the Clerk of the Course, SAVVA Steward and Club Steward, chief marshal and the official scorer)
- (f) Eligibility of competitors and vehicles. [See VSRs 8, 10 (b) and (c) and 14]
- (g) When entries open and close. [See VSR 10 (e).]
- (h) Entry fee and address to which entries must be sent. [See VSR 5 (e).]
- (i) The minimum and/or maximum number of entries permitted. [See VSR13 (a)(iv).]
- (j) Acceptance of entries if not in accordance with VSR 10 (i).
- (k) Method of setting speeds. [See VSR 24 (a).]
- (l) Choice of speed groups available. [See VSR 23 (a).]
- (m) Whether or not the competition numbers will be supplied by the organisers. [See VSR 16 (b).]
- (n) How competitors will be advised of their competition numbers and start times if Final Instructions are not to be issued. [See VSR 6 (c).]
- (o) Manner in which competition numbers are to be displayed if in addition to VSR 16(f).
- (p) The number of persons allowed per vehicle, if fewer than in VSR 19 (a).
- (q) Time and place for pre-event scrutiny and documentation. [See VSRs 15 and 20.]
- (r) Format of route schedule if not in accordance with VSR 21 (b).
- (s) When route schedule will be issued to competitors. [See VSR 21 (c).]
- (t) Types of controls which will operate and method of operating secret controls. [See VSR 26 (a).]
- (u) Time, place and method of publication of provisional results. [See VSR 29 (a).]
- (v) Particulars of prizes and/or awards and/or classes relevant to the event.
- (w) Attention must be drawn to:
  - (i) “Pre-Start Requirements”, VSR 12
  - (ii) “Scoring”, VSR 28;
  - (iii) “Protests”, VSR 30;
  - (iv) “Penalties”, VSR33;
  - (v) “Postponement and Cancellation”, VSR 9; and
  - (vi) Specifics of the GCRs or VSRs as may be particularly applicable to the event (e.g. sealed watches). [See VSR 5 (g).]
- (x) Any additional information required on entry forms.
- (y) See Section 18 - 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 Section 18, Annexure D

### **37. DECLARATION BY DRIVER/RIDER**

This form (See Section 18, 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 (Section 18, Annexure G) must be issued together with the entry form, completed by the entrant/competitor, and personally presented to the scrutinising official at the official pre-event scrutiny of vehicles. [See VSR 11, 12, 13 (b) (vi), 14 & 15.]

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



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

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### Section 18

**Annexures / Forms these can be downloaded from the SAVVA website: [www.savva.org.za](http://www.savva.org.za)**

Annexure A	Application for an Organising Permit
Annexure A1	Application for a Clearance Certificate
Annexure B	Supplementary Regulations
Annexure C	Application for an Organising Permit – Supplementary Questionnaire
Annexure D	Entry Form
Annexure E	Indemnity Form
Annexure F	Declaration by Driver
Annexure G	Pre Event Scrutiny
Annexure H	Protest / Appeal Form
Annexure I	Clerk of the Course Report
Annexure J	Application for SAVVA Sponsorship
Annexure K	Vehicle Dating Forms
Annexure L	Motorcycle Dating Forms
Annexure M	Change of Ownership – SAVVA Dating
Annexure N	Application for Insurance
Annexure O	Application for Membership and Affiliation