



የኢትዮጵያ ፕቲሮ ስፖርት አሰሪዎች
ETHIOPIAN MOTOR SPORT ASSOCIATION



Standing Supplementary Regulations (SSRs)

For all racing events

2023 G.C
(Version V1.1)

Table of Contents

| | |
|--|----|
| INTRODUCTION..... | 3 |
| REGULATIONS..... | 4 |
| 1. Eligible entrants | 4 |
| 2. Entry Refusal | 4 |
| 3. Eligible vehicles | 4 |
| 4. Modifications | 4 |
| 5. Classes..... | 5 |
| 6. Safety and other requirements:..... | 6 |
| 7. Scrutineering..... | 6 |
| 8. Entries and insurance..... | 6 |
| 9. Advertising | 6 |
| 10. Flags & Penalties | 7 |
| 11. Code of Driving & Conduct on Circuits | 10 |
| 12. PILOT BRIEFING | 12 |
| 13. Practicing and qualifying (if applicable)..... | 12 |
| 14. Measures before formation lap. | 12 |
| 15. Starting Grid & Formation lap | 13 |
| 16. Finish..... | 13 |
| 17. Pool Area & Pit | 14 |
| 18. Repairs | 14 |
| 19. Refueling | 14 |
| 20. Championship and Points..... | 14 |
| 21. Protests & Appeals | 14 |
| 22. Incidents..... | 15 |

INTRODUCTION

This manual is prepared to serve the need for

1. To make sure all competitors that they must participate in competitions according to their type and level.
2. In general, the procedure is clear and consistent, and it is prepared in a document so that it can be used among the competitors fairly.

Undoubtedly, it would help racers to develop their driving skills and knowledge. A system is designed to keep the sport constant and consistent. Rules and Regulations of FIA- Federation International de' Automobile and Ethiopian Motor Sport Association (EMSA) would be applicable and governing.

Hopefully, it would contribute something to the competitors and the sport family who are passionate about the motor sport.

What does the FIA stand for?

Fédération Internationale de l'Automobile

The FIA is the governing body for world motor sport and the federation of the world's leading motoring organizations. Founded in 1904, with headquarters in Paris, the **Fédération Internationale de l'Automobile** (FIA) is a non-profit making association.

What is the name of the motorsport governing body in Ethiopia?

Ethiopian Motorsport Association (**EMSA**) is the national membership organization and governing body for motorsport in Ethiopia, representing competitors, volunteers, clubs and fans.

What is an ASN in motorsport?

ASN: A National Automobile Club or other national body recognized by the FIA as sole holder of sporting power in a country. Ethiopian Motorsport Association (EMSA) is the sole body (ASN) to which the FIA has delegated the control of motor sport in Ethiopia region.

As a member club of the FIA and by virtue of its status as **the National Sporting Authority (ASN)**, the Ethiopian Motorsport Association (EMSA) has agreed to be bound by the Statutes of the FIA and uphold the rules of the International Sporting Code (ISC) in its control of EMSA.

REGULATIONS

1. Eligible entrants

The following are required to be allowed to participate:

- 1.1 Valid driving license for the current year
- 1.2 Minimum age of 18
- 1.3 Valid medical certificate of fitness issued recently (not more than 30 days)
- 1.4 Minimum 2 years driving experience.

2 Entry Refusal

EMSA has the right to refuse any entry and competitors will be informed of the reasons in writing.

3 Eligible vehicles

The following types of vehicles are allowed:

- Saloon cars (2WD or 4WD)
- Grant Touring Cars
- Prototypes

4 Modifications

4.1 Saloon cars (2WD or 4WD):

- 4.1.1 **Air cleaner/filter:** can be removed or replaced
- 4.1.2 **Exhaust:** It's allowed to modify the exhaust manifold and the exhaust pipe, however the exhaust pipe must not protrude from the body work either in the rear or on any side by more than 5cm
- 4.1.3 **Transmission:** It's allowed to change/modify the factory gearbox.
- 4.1.4 **Rear engine hood:** Cars with rear engines can have the hood opened to an angle for cooling purposes but must be secured safely. Scrutineers will evaluate if the securing mechanism is satisfactory.
- 4.1.5 **Stabilizer:** It's allowed to mount a stabilizer
- 4.1.6 **Fuel pump:** Can be replaced without restriction and position can also be changed.
- 4.1.7 **Oil filter & Oil cooling:** It's allowed to add additional oil filters and/or add an oil radiator/cooler.
- 4.1.8 **Water cooling:** It's allowed to modify/replace the radiator.
- 4.1.9 **Carburetor and Throttle bodies:** It's allowed to replace the manufacturer's carburetor or throttle bodies with different specification/different diameter parts. Change from electronic injection in to carburetor or vice versa is also allowed, as well as increasing the number of carburetors.
- 4.1.10 **ECU:** It's allowed to replace or modify the factory ECU and to add additional electronic devices such as air/fuel controllers or piggy back ECUs.
- 4.1.11 **Springs:** can be replaced but the number of springs used cannot be changed.
- 4.1.12 **Pistons & Camshafts:** Can be replaced with racing parts and/or modified.
- 4.1.13 **Engine blocks & Cylinder heads:** compression ratio can be changed and porting of exhaust and intake ports on cylinder heads is also permitted.
- 4.1.14 **Tires & Rims:** can be replaced but Scrutineers will ultimately evaluate if the tires and/or rims fitted are suitable for racing purposes and whether safety is guaranteed.

4.1.15 Brakes: It's allowed to mount double pumps (one for front brakes and one for rear brakes) and/or to use an auxiliary braking system. It's also allowed and recommended to replace drum brakes with disk brakes.

4.2 Grand Touring Cars

These are cars that by definition are considered performance or luxury cars originally modified/built by the manufacturer in excess of the modifications allowed for Saloon cars above (Refer to Art. 4.1). For these reasons no modification is allowed for such cars.

4.3 Prototypes

These are cars that by definition are not commercially available and that have instead been built from scratch or built using existing car parts/bodies as a base.

All types of modifications are allowed for such cars but modifications to the body must not exceed Appendix J of the International Sporting Code (CSI).

4.4 Strictly Forbidden

Bull bars (cow catchers) and any other extra extruding parts from the original body work are strictly forbidden.

5 Classes

The following are the classes applicable to all circuit racing:

Class 1 – up to 1000cc

Class 2 – 1001cc up to 1300cc

Class 3 – 1301cc up to 1600cc

Class 4 – 1601cc up to 2000cc

Class 5 – 2001cc up to 3000cc

Class 6 – 2000cc 4WD Turbo and Grand Touring (any cc)

Class 7 – Prototypes

5.1 Class declaration

An entrant's application to participate in an event is a statement that the entered car is in compliance with all the rules applicable to its declared class. The entrant assumes final responsibility for properly declaring the class of the entered car.

5.2 Class changes

Any vehicle entered in a class having less than 3 participants will compete either in a lower class (being penalized in time or in weight) or in a higher class at the discretion of EMSA.

5.3 Turbo and Supercharged engines: For vehicles with Turbo or Supercharged engines the engine displacement will be multiplied by a factor of 1.7 to determine the vehicle's class.

5.4 Rotary engines: For vehicles with rotary engines the engine displacement will be multiplied by a factor of 1.8 to determine the vehicle's class.

5.5 Motorcycle engines: Vehicles using motorcycle engines will be considered as Prototypes (Refer to Art 4.iii).

6 Safety and other requirements:

All cars must be equipped (Mandatory) with the following:

- Well fitted roll bar
- Safety belts
- Fire extinguisher certified not to be expired
- Helmet
- First Aid Kits
- Rally Suits
- Valid Driving License
- Horn
- Hood lockers
- Sticker(s) with Name, Flag of Nationality and Blood Type clearly visible in the rear side windows. The name is recommended to be in big block clearly visible letters, preferably white.

7 Scrutineering

It is mandatory for cars to be safe and in perfect running conditions before the start of any event. **During scrutineering the Brakes, Suspension, Tires, Steering, Horn, Wipers, Stop lights and Mirrors must be in perfect condition.**

8 Entries and insurance

- a. Competitors must register for events by filling the appropriate entry form, signing it and pay the entry fee within the dates established in the supplementary regulations issued for each event. Once an entry has been submitted, changing of competitor other than the one on the entry form is not accepted.
- b. Insurance cover will come to effect at the start of the event and will cease at the end of the event. Insurance covers only third party liability for bodily injury and property damage. The insurance cover absolves any responsibility of the organizers for any accidents or damages during the event.
- c. Entry fees will be refunded in full:
 - To competitors whose entry has not been accepted
 - In case the event is cancelled

9 Advertising

- a. Competitors are allowed to display any advertisement on their cars except:
 - On the front windshield glass and rear glass
 - A minimum area of 60 cm wide from bottom of window to bottom of door in the middle of the two front doors. This area is reserved for racing numbers.
- b. Race Organizers and EMSA are entitled to display any advertisement on racing cars by applying 2 stickers of a maximum size of 30x15cm. Such space must always be left available on all cars for any event. If such advertisement is refused by an entrant an additional fee of Birr 500.00 (Five hundred birr) will be charged for each space refused.
- c. Any advertisement can be displayed provided that:
 - It is authorized by the law and the EMSA regulations
 - It is not likely to give offence
 - It is not political or religious in nature.
 - It does not encroach upon the space reserved for racing numbers
 - It does not interfere with the driver's vision through the windows
 - It is not disrespectful to any Racial or Ethnical group

10 Flags & Penalties

a. At the starting line

i. National flag



This Flag is used to start the race. The race starts when this flag is lowered and, for standing start events, will not be raised above the head of the starter official until all cars are stationary and in no case for more than 10 seconds. Should the national flag not be used for any reason, the flag used for the start (which will not cause confusion with any other flag described in this chapter), will be specified in the supplementary Regulations.

ii. Red Flag



This flag is waved at the start line when it has been decided to stop a practice session or race. The red flag may also be used by the clerk of the course or his nominee to close the circuit. The solid red flag is displayed when conditions are too dangerous to continue the session or race and in such case competitors should proceed immediately to the pool/pit.

iii. Black and White chequered Flag



This flag is displayed waved and signifies the end of a practice session or race.

iv. Black flag

This Flag is used to inform the driver concerned that he must stop and enter the pool/pit as soon as possible. This flag is usually associated with a penalty imposed on the driver for disobeying the rules but may be used when a car is suffering a mechanical failure, leaking fluid, exhibiting damage such as loose bodywork, loose hood, dragging bumper, or any other damage that could potentially become a hazard to himself or other competitors. If a driver fails to comply for any reason penalty is exclusion from the event and a racing ban for the whole racing season.

v. Black Flag with an orange disc 40 cm in diameter

This flag is used for a stop-go penalty that can be imposed for ignoring flags of any colour, unfair blocking or cutting any painted line corners (except by force majeure or by mistake on the discretion of the steward stationed at the observation post). Only the Race Director after being informed by the stewards is allowed to impose such penalties and these are:

- 3 seconds stop in the pit area as first offence.
- 5 seconds stop in the pit area as second and more offence.

The driver concerned must stop at the penalty zone communicated during the pilot briefing (normally in front of the Race Start Line). As soon as the car has come to a stop, the competitor may re-join the race.

If a driver incurs in a stop-go penalty within the last five laps of the race finish he will not be required to stop; instead, twenty seconds will be added to his total race time.

These last two flag (D & E) will be shown motionless and accompanied by a black board with a white number that indicates the car which is being penalized/required to stop.

Normally the decision to show the last two flags (in D and E) rests with the clerk of the course; however it may be taken by the stewards of the meeting.

b. Signals used by marshals at observation posts:

i. Red flag



This is shown waved and only on instruction from the clerk of the course when it becomes necessary to stop a practice session or the race. All drivers are required to slow down immediately and proceed to the pool/pit, and must be prepared to stop if necessary. Overtaking is not permitted.

Penalty: Pecuniary or exclusion at the discretion of the stewards.

ii. Yellow flag



This is a signal of danger and is shown to drivers in two ways with the following meanings:

- **Single flag - waved:** Reduce your speed, do not overtake and be prepared to change direction. There is a hazard beside or partly on the track.
- **Double flag - waved:** Reduce your speed, do not overtake, and be prepared to change direction or stop. There is a hazard wholly or partially blocking the track.

A green flag will be shown after yellow flags signaling the end of the danger/hazard zone. Overtaking is not permitted between a yellow flag and a green flag.

Penalty: Pecuniary or exclusion at the discretion of the stewards.

iii. Yellow Flag with Red stripes



This is shown motionless to inform drivers that there is a deterioration or adhesion due to oil or water on the track in the area beyond the flag. This flag will be displayed for at least 2 laps (depending on the circumstances) unless the surface returns to normal beforehand.

iv. Blue Flag

This is waved as an indication to a driver that he is about to be overtaken. It has different meanings during practice and the race.

During practice: Give way to a faster car which is about to overtake you.

During the Race: The flag is shown to a car about to be lapped, and when shown, the driver concerned must allow the following car to pass at the earliest opportunity.

Penalty: Pecuniary or exclusion at the discretion of the stewards.

v. White flag

This flag is displayed waved and is used to indicate to the driver that there is a much slower vehicle on the sector of track controlled by the flag point.

vi. Green flag

This flag is used to indicate that the track is clear and is waved at the observation post immediately after an incident that necessitated the use of one or more yellow flags.

11 Code of Driving & Conduct on Circuits**a. Observance of Signals**

The instructions detailed in articles 4, 5 and 6 of Appendix H to the International Sporting Code are deemed to be part of this code of driving conduct. All drivers must be thoroughly acquainted with them.

b. Overtaking

- i. During a race, a car alone on the track may use the full width of the said track. However, as soon as it is caught up on a straight by a car which is either temporarily or constantly faster, the driver shall give the other vehicle the right of way by pulling over to one side in order to allow the other car to pass on the other side.

- ii. If the driver who has been caught does not seem to make full use of his rear view mirror, the flag marshal(s) will give a warning by waving the blue flag to indicate that another competitor wants to overtake.
Any driver who does not take notice of the blue flags may be penalized by the Race Director with a stop-go penalty.
Systematic or repeated offences may result in the exclusion of the offender from the race.
 - iii. Curves, as well as the approach and exit zones thereof, may be negotiated by the drivers in any way they wish, within the limits of the track. Overtaking, accounting for the circumstances, maybe done either on the right or on the left.
However, maneuvers liable to hinder other drivers such as premature changes of direction, more than one change of direction, deliberate crowding of cars towards the inside or the outside of a curve or any other abnormal change of direction, are strictly prohibited and shall be penalized, according to the importance and repetition of the offences, by penalties ranging from a stop-go penalty up to exclusion from the race. The repetition of dangerous driving, even involuntary, may result in the exclusion from the race as well.
 - 1. Any obstructive manoeuvre carried out by one or several drivers, either having common interests or not, is prohibited.
The persistent driving abreast of several vehicles, as well as fan-shaped arrangement is authorized only if there is not another car trying to overtake. Otherwise the blue flag will be waved.
 - iv. The penalty inflicted for ignoring the blue flag will also be applied to the drivers that obstruct part of the track and shall be more severe in the case of systematic obstruction, thus ranging from a fine to the exclusion of the race. The same penalty shall be applied to drivers who swing from one side of the track to the other in order to prevent other competitors from overtaking.
 - v. The repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the track) may entail in the exclusion of the drivers concerned.
 - vi. The race track alone shall be used by the drivers during the race.
- c. Stopping of a car during the race**
- i. The driver of any car leaving the race shall signal this intention in good time and is responsible for ensuring that the maneuver is carried out safely and as near as possible to the point of exit.
 - ii. Should a driver be compelled to stop his/her car, either involuntarily or for any other reason, the car shall be moved off the track as soon as possible so that its presence does not constitute a danger or prevent a normal running of the race. If the driver is not able to move the car by himself it's the duty of the marshals or other officials to help. If the driver succeeds in re-starting the car after a stop **without any external help**, and re-joins the race without committing any breach of the regulations and without gaining any advantage from the preceding movement of the car to a safer position, he/she will not be excluded from the race.

- iii. Any repairs carried out on the track may only be made by **the driver alone** by means of the tools and spare parts carried aboard the car.
 - iv. Any refueling carried out on the track is strictly prohibited, and will entail immediate exclusion.
 - v. Apart from the driver and in exceptional cases, the competent officials, nobody is allowed to touch a stopped car along the track.
 - vi. Pushing a car along the track or pushing it across the finishing line is not allowed, and will entail in immediate exclusion.
 - vii. Any car abandoned on the circuit, even temporarily, by its driver, whatever the reason or the duration shall be considered as withdrawn from the race.
- d. Chicanes and cutting lines**
- i. There will be painted lines to delimit chicanes. Cutting any painted lines that delimit a chicane ,except by force majeure or by mistake on the discretion of the steward stationed at the observation post, is forbidden and subject to penalty (Refer to 10.1 Black Flag with Orange Disk)
- e. General conduct**
- i. No driver under the influence of alcohol or drugs may participate in any official session. A driver found guilty of transgression shall face penalties as decided by EMSA.

12 PILOT BRIEFING

Competitors will be notified and called for a pilot briefing whenever required. Attendance is mandatory and failure to attend will result in a penalty at the discretion of Race Director or Clerk of the Course.

13 Practicing and qualifying (if applicable)

Depending on the event, and if applicable, organizers will provide supplementary regulations for the sessions.

If applicable organizers will give an opportunity for practicing and it can be done a week before the race. Organizers in such a case will provide a period sufficient to allow at least 2 laps of practice or a period of 10 minutes.

During qualifying if a driver sets a faster lap time than his previous ones and during this lap yellow flags are shown at any point on the circuit, this lap time will not be considered. Additional classification and/or other penalties may be inflicted by the Race Director and/or the Stewards during qualifying if, in the opinion of the Stewards, a driver intentionally obstructs another driver in whatever way.

14 Measures before formation lap.

No racing or practice may take place until the Chief Medical Officer has reported to the Clerk of the Course that the necessary doctors/paramedics mobile ambulance vehicles and first aid personnel are present and have been briefed. If no ambulance or suitable substitute vehicle is available at the event, the competition or practice must be suspended. Marshals shall patrol between the course and all unfenced enclosures. Those people stationed outside the pits or enclosures should be warned to remain behind protective barriers in the event of an impending incident.

15 Starting Grid & Formation lap**a. Grid**

The starting grid after Qualifying (Art 13) will be drawn up in the order of the fastest times achieved by drivers in their respective Classes.

If a qualifying session was not applicable the starting grid will be determined either by drawing (when the event is the first of the season) or by points allocated in previous races of the same season.

b. Starting procedure

Prior to every race drivers must adhere to a very strict starting procedure. This gets underway 20 minutes before the formation lap.

Ten minutes before the start the grid must be cleared except for team technical staff, race officials and drivers.

With a minute to go all cars must have their engines running. All personnel must then leave the grid at least 30 seconds before the green flags come on to signal the start of the formation lap.

Any driver who has a problem immediately prior to the green flag must raise his arm to indicate this, in order to push the car in the pit. In this case the car must start the Race from the last grid position if repaired in time without having done the formation lap.

During the formation lap no practice starts are allowed. Overtaking is also forbidden unless passing a car that has slowed due to a technical problem. Passed cars may in turn re-overtake in order to regain their grid position if the problem is resolved during the course of the formation lap.

Once all cars have safely taken up their grid positions at the end of the formation lap the clerk of the course should walk true the formation looking for any irregularities and grid position, and only once reached the back of all the cars and waived the green flag the race can start.

c. False Starts

1st false Start: The driver who caused the start abort must start the Race from the last grid position by driving back

2nd false Start: Exclusion from the race.

Any movement of the car before the starting signal is considered to be a false start.

d. Post start

After the start, all the cars which were unable to take the start will be pushed into the park fermé by the marshals, if possible. The team members may then attempt to start the cars. These cars may then start as soon as the whole field has taken the start.

16 Finish

The end of the race signal will be given at the starting line as soon as the leading car has covered the full race distance. After receiving the end of race signal all cars must complete a cooling down lap and then proceed to the pool without stopping.

17 Pool Area & Pit

All persons in the pool and pit, except for team mechanics of the registered teams, must wear the appropriate additional identification.

The pool area designated by the organizers is a restricted area and no one is allowed to enter, except for the authorized officials, competitors and their authorized help who will be supplied with a pass.

18 Repairs

Repairs to cars may be carried out only in the pool/pit area.

19 Refueling

- During refueling, drivers may remain in the car throughout but the engine must be stopped.
- Refueling is not permitted during qualifying or the race.
- Refueling is permitted only in the pool/pit area. Refueling to bring back a stopped car along the track is permitted only when no session is going on and after approval by the clerk of the course.

20 Championship and Points

The top eight finishers in each race score points towards the championships, according to the following scale:

- 1st: 20 points
- 2nd: 17 points
- 3rd: 14 points
- 4th: 11 points
- 5th: 8 points
- 6th: 5 points
- 7th: 3 points
- 8th: 1 point

The only exception to this is when a race is suspended and cannot be restarted. If less than 75 per cent of the race distance has been completed half points are awarded.

21 Protests & Appeals

All Protests must be presented to the clerk of the course in writing, signed by the protesting competitor accompanied by the sum of birr 2,000.00 (two thousand) as a protest fee. This fee is not refunded if the protest is unfounded.

If deemed necessary due to a protest any or all cars may be requested not to leave the pool until the matter is settled.

If the protest requires the dismantling of the engine or any other parts, the expenses must be covered by the protestant, if the protest is unfounded, and by the other party if the protest is justified.

| Protest Type | Time Limit |
|---|--|
| Validity of an entry Rules compliance of an entrant, driver, or car | Protests concerning the admission of competitors and vehicles must be presented not later than 2 hours from the closure of scrutiny or one hour before the start of the event. |
| Starting (Grid) position | Within 30 minutes after the grid is posted. |
| Driver's on track behavior | Within 30 minutes after the end of the Session. |
| Race results | Within 30 minutes after results are posted. |
| Race officials' action or decision | Within 1 hour after the end of the session OR within 30 minutes of receiving the notification of the official's action. |

No protests against one of the following decisions by the Race Director's will be accepted:

- Stop-and-go penalty
- Time penalty during the Race

22 INCIDENTS

"Incident" means any occurrence or series of occurrences involving one or more drivers and which:

- are investigated by the Race Director and may result in a classification penalty
- justifies a report to the Stewards by the Race Director
- Incidents which necessitated an interruption of the Race
- Breaches of these regulations
- False starts
- Collisions
- Forcing another participant off the track
- Blocking other participants
- Impeding during overtaking maneuvers
- Leaving the track and gaining an advantage

In the case of a clear breach of the code of driving conduct by a driver during the event, the incident will be immediately investigated and decided under the control of the Race Director. If a more detailed investigation is necessary and/or in the case of severe breaches, the Race Director will investigate the case after the event and submit a report accompanied with the necessary evidence to the Stewards.

If a driver/competitor was involved in an incident, he must not leave the event area without the consent of the Stewards or the Race Director.

Classification penalties which may be applied for incidents:

- A drop of grid positions
- Non-classification (qualifying or race results)
- Stop-and-go penalty
- Time penalty