



# Estoril 12 hours Endurance Race

(IMN 2020-104/07)

# 12H **ESTORIL**

Supplementary Regulations Authorized by FMP and FIM



MCE – Motor Clube do Estoril will host the 2020 FIM Endurance World Championship, the Estoril 12 Hours Endurance Race, at the Estoril Circuit, Portugal, between 23<sup>rd</sup> and 26<sup>th</sup> of September 2020. The Event is organized under the authority of the FIM in accordance with the FIM International Sporting Code (FIM Code), the FIM Endurance World Championship and Cup Regulations (hereinafter, the “EWC Regulations”) and the present Supplementary Regulations.

## **ART.1 OFFICIAL TITLE OF THE MEETING**

2020 FIM ENDURANCE WORLD CHAMPIONSHIP

Estoril 12H Endurance Race (IMN 2020-104/07)

## **ART.2 ORGANIZERS**

### **MCE - Motor Clube do Estoril**

Autódromo Fernanda Pires da Silva

Avenida Alfredo César Torres, Autódromo do Estoril – Loja 1 2646-901 ALCABIDECHE

Tel. 00351 214606190 e-mail: geral@mcestoril.pt

## **ART.3 INTERNATIONAL JURY**

FIM Stewards-Appeal Body with voting rights

President of the Jury	Igor ESKINJA
Jury Member (appointed by the FIM)	Matej SMRZ
Jury Member (appointed by the FMNR)	Armando Vieira MARQUES

Race Direction (without voting rights):

FIM Race Director	Patrick COUTANT
FIM Safety Officers	Paul DUPARC and Rezsö BULCSU
Delegate Appointed by EEL	Doriano VALERIANI

Other members (without voting rights):

FIM EWC Technical Director	Charles HENNEKAM / Dominique HEBRARD
FIM EWC Medical Director	Dr David MC MANUS
Clerk of the Course	Antonio LIMA
Chief Medical Officer	Dr Marcelo VILARES
FIM Representative	Jorge VIEGAS

## **ART.4 ORGANISING COMMITTEE**

President	Antonio LIMA
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## **ART.5 OTHER OFFICIALS**

Assistant Clerk of the Course	João Pedro LIMA
Assistant Clerk of the Course	Paulo MARTINS
Chief Track Marshal	Carlos SANTOS
Chief Technical Steward	Ricardo FERREIRA
Chief Timekeeper	ITS Chrono
Chief Paddock Marshal	José MOREIRA
Chief Rescue Marshal	Jorge CORREIA
Chief Fire control Marshal	TBD

## ART.6 VENUE & TRACK

### CIRCUIT

#### CE CIRCUITO DO ESTORIL S.A.

Av. Alfredo César Torres  
Apartado 49  
2646 - 901 Alcabideche  
Portugal



All races will be driven clockwise.

Access to the Circuit will be authorized from Wednesday 23rd September 09:00AM

The allocation of the competitors in Pits and in the Paddock will be subject to prior authorization from the organization.

The teams under contract will receive their passes from the Promoter of the FIM EWC, the other teams will get their passes during the administrative checks.

### ORGANIZER

#### MOTOR CLUBE DO ESTORIL

Av. Alfredo César Torres, Loja 1 e 3  
2646 - 901 Alcabideche  
Portugal  
Tel. +351 214 606 190 | Fax. +351 214 606 199  
www.mcestoril.pt | geral@mcestoril.pt



### CIRCUIT ACCESS PLANS



## ART.7 DATE OF THE MEETING

<b>Wen, 23<sup>th</sup> SEPTEMBER</b>	Admi. Check/ Technical Inspection / Briefings
<b>Thu, 24<sup>th</sup> SEPTEMBER</b>	Free Practice / Qualifying Practice 1 / Night Practice
<b>Fri, 25<sup>th</sup> SEPTEMBER</b>	Qualifying Practice 2 / Warm-Up
<b>Sat, 26<sup>th</sup> SEPTEMBER</b>	Warm-Up / Race

\*Further details of the schedule will be indicated in official notices.

## ART.8 NUMBER OF TEAMS ALLOWED

Practice: 60  
Admitted to the start of the race: 60

## ART.9 APPLICATION FOR ENTRY / ENTRY FEE

Applications for entry must be made of the official form included in these regulations.

Applications must be approved by the riders FMN´s and must reach [geral@mcestoril.pt](mailto:geral@mcestoril.pt) not later than 18th September 2020 midnight via e-mail

Riders must have one valid FIM license provided by their national motorcycle federation.

Address and Business Hours

**MOTOR CLUBE DO ESTORIL**  
**Avenida Alfredo César Torres, Lojas 1 e 3**  
**2646-901 ALCABIDECHE**  
**TEL:+351 214606190**  
[geral@mcestoril.pt](mailto:geral@mcestoril.pt)

Business hours

**9:00 – 17:00**

Period

**Opening: Mon, 31<sup>th</sup> August 2020**  
**Closing: Mon, 18<sup>th</sup> September 2020**

The application form must be fully completed and submitted together with the entry fee by the closing date. The designated application form must be used.

Entry fee

The teams must pay an entry fee of 1.500 €

## ART.10 ACCEPTANCE AND REFUSAL OF ENTRIES

All applicants will be notified of whether or not their entry was accepted by the Race Secretariat after the closing date.

The organizing committee reserves the right to refuse any entry, without giving reasons. Applicants will be notified of refusal of entry within 72 hours after the closing date.

The entry fee will be refunded to applicants who have been refused entry. The entry fee will not be refunded to any applicants who wish to withdraw entry at any time after it has been accepted.

## **ART.11 ELIGIBLE MOTORCYCLES / TYRES RESTRICTIONS**

The Motorcycles of the following classes are allowed under the definitions set out in sections 2.6, 2.7 and 2.9 of the FIM Endurance World Championship and Cup Regulations.

- FORMULA EWC See FIM Technical Code 2.6
- SUPERSTOCK See FIM Technical Code 2.7
- EXPERIMENTAL See FIM Technical Code 2.9

Tyre Restriction for the Formula EWC and Superstock is controlled by FIM tyre stickers. These tyre restriction rules apply on every new circuit in the championship even with new asphalt (resurfaced circuits).

## **ART.12 BOXES AND PADDOCK ALLOCATION**

Boxes can be booked in advance on [geral@mcestoril.pt](mailto:geral@mcestoril.pt). The box reservation confirmation will participants receive with the acceptance of the registration form. Keys will be prepared for the teams at Race Control Secretary (first floor of the control tower) from 9AM, Tuesday 23th September 2020. The deposit for the box is 100 Euros per team. In case that the box is returned defect, this deposit won't be returned. Competitor is obligated to leave the premises on Sunday, **September 27<sup>th</sup> until 6.00 AM.**

## **ART.13 BRACELETS, ARMBAND COLOUR**

Each rider will receive, during the administrative check a bracelet & one armband of the same color. These must be worn during the entire period of practice and the race. Non-compliance with the rule will result in a "STOP&GO"

Procedure for the team. Armband color and order number are not related to the starting order of the race.

Each team will receive, during the administrative verifications four armbands for the mechanics working directly on the machine during the race. These must be worn during the entire period of the race.

## **ART.14 NUMBERS**

The contracted teams will have a permanent number. The organizers will allocate the number to the other teams. Teams who have already participated in an event of the Championship during the session will have priority on other teams for keeping their number during the full season. **All teams (contracted & other team) must bring their own starting numbers!** The final decision of the starting number is subject to approval by the FIM. All motorcycles must be fitted with number plates in conformity with Art. 1.7.2 and 2.3.12 of FIM Endurance World Championship, FIM Superstock World Cup and Experimental Regulations.

## **ART.15 TIMEKEEPING UNIT (TRANSPONDER)**

Competitors must install either the rental transponder provided by the Organizer on the motorcycle. Rental transponder will be remitted by ITS Chrono at the Technical Scrutineering.

*Rider's transponders:*

Each rider will receive an armband (blue, yellow and red) with the chip (rider's transponder) already installed inside.

*Motorcycle transponder:*

Each team receives a motorcycle transponder. Competitors must install the rental transponder provided by the Organizer, on the motorcycle. Must be installed not higher than 60cm from the ground surface (see drawing below). Please note that it may not be possible to record a time if the transponder is not mounted in a correct manner/position.

The rental transponders must be returned within 1 hour after the race! (For those machines that did not qualify for the race, the transponders must be returned within 1 hour after the results of the qualifying session concerned are published). The team will have to give back the transponders to the timekeeping company. In the case of non-return of this equipment, the unreturned item will be deducted from the technical costs deposit.

## **ART.16 ADMINISTRATIVE CHECK/TECHNICAL INSPECTION**

No rider or machine can enter the track without having passed the technical checks. Administrative controls and technical controls will take place on Wednesday, 23<sup>th</sup> September from 9:00 am to 13:00.

First Technical inspection will be done directly in the pits of each team, then at the basement of the Race Control (technical garages) for weighing, sound controls, etc..

All EWC classes motorcycles must be submitted for the initial technical inspection within the time specified in the timetable. No technical inspection will be carried out after the specified timeframe, unless specifically permitted by the International Jury due to unavoidable circumstances.

The following must be presented to the Chief Technical Steward prior to the inspection:

- Rider's personal equipment (helmet, leathers, back protector, boots and gloves)
- Motorcycles in running order (main and spare) and a spare fuel tank.
- Motorcycle specifications forms (for main and spare machine)
- Fuel specifications form (properties data sheet, purchase sticker for fuel if purchased from the circuit)

At least two registered mechanics (per Team) must be presented at the technical inspection (and maximum 4 people including the rider and the Team Manager). All motorcycles judged unsuitable for participation in competition under the regulations or for safety reasons will be prohibited from participating in all sessions, including qualifying practice. Noise control will be carried out on the motorcycles during technical inspection. The date, time and location of noise control will be announced in an official notice. TBC

Team must present the following items for refuelling equipment check:

- \*Equipment used by all the refuelling and fire extinguisher personnel
  - \*Fire-proof clothing (which cover arms & legs completely), helmet, shoes, gloves & eye protections.
- Note: Teams must ensure that flame-resistant or fire-retardant property of their equipment is verifiable at technical inspection (through the presence of product tags, catalogues, etc.)
- Every Team's Fire extinguisher and refuelling equipment will be checked in the pit garages.

**See also Art. 2.12 FIM Endurance World Championship. In case of doubt, the FIM Endurance World Championship Regulations prevail.**

The onboard cameras (other than the promoter of the FIM Championship) are not allowed. If a team wants to install its own board camera, it must make a formal request to the EEL promoter. Their installation will subject to the approval of the Race Direction and technical Commissioners.

## ART.15 PRACTICES

It is strictly forbidden to ride racing motorcycles on the course outside the official practice periods. In order to take part in the competition each rider has to complete the minimum qualifying time (**108% of the time recorded by the fastest rider of his group in at least one of the qualifying session**) a minimum of 3 laps during practices.

Each team has to participate in the night practice.

The practice sessions will be as follows:

DATE	WARM UP	FREE PRACTICE	QUALIFYIN PRACTICE	NIGHT PRACTICE
September 24 <sup>th</sup>		09H00-11H00	14H30-16H00	19H30-21H00
September 25 <sup>th</sup>	15H00-15H45		09H00-10H30	
September 26 <sup>th</sup>	07H45-08H00			

## ART.16 FUEL SPECIFICATION

*A single fuel supplier has been designated.*

Competitors must use fuel provided by the organisation exclusively (Appendix 12).

## ART.17 - REFUELLING

Refuelling operations must comply with Articles 1.15.5 and 2.3.15 of the Endurance FIM Regulations.

The storage of fuel in the stand may not exceed 60 liters (derrick content included). **A maximum of 60 litres of fuel per team is permitted outside and at the immediate proximity of the pit box (paddock side).**

## ART.18 BRIEFINGS

All team managers and riders participating in the race must attend the briefing. Failure to attend the briefing in full will result in the disqualification of the rider or the team.

However, a waiver may be granted by the International Jury.

Team Managers and Riders Briefing	Wed. 23th September 19:00
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## ART.19 QUALIFYING PRACTICE

To be qualified a rider must have completed at least one timed lap.

The time used to determine the qualification order for each team shall be the average of the best lap time recorded by the registered riders (two or three riders) within each team during qualifying practice.

In case of a tie in the average times, the best lap times within the teams shall be compared to determine the qualification order.

The final starting grid will be decided based on the results of the qualifying practice.

## **ART.20 RACE & STARTING PROCEDURE**

The Le Mans style start with the presentation of the Portuguese National Flag will be adopted for starting the race.

During the race starting procedure, one mechanic is permitted to stand by behind the machine on the starting grid as an assistant to his starting rider.

Date and time of the start: September 26<sup>th</sup> 2020 at 08:30AM  
Period: 12 hours

In order to be placed in the race a team must have:

- Crossed the finish line on the track within 5 minutes after the winner
- Covered at least 75% of distance travelled by the winner of the class.

When the riders reach the grid after the sighting lap(s) they must **stop at the rear of the grid and turn off the engine**. The motorcycle will then be pushed at the walking pace by a team member to their grid position. The rider may dismount or remain on the motorcycle to be pushed to his grid position. On the grid, the riders may be attended by **maximum 7 persons**, one of whom may hold an umbrella. All attendants on the grid must wear a "Grid Pass". Having taken their position, the riders must take off their helmets.

## **ART.21 PIT STOPS**

Any mechanical operation, refueling or riders change must take place in front of the allocated pit. At any pit spot, for whatever reason, the engine must be turned off! No other motorcycle (or engine) can be stored in or behind the pits. After being repaired, the motorcycle will have to be checked by a Scrutineer before tacking the track again. If the rider overshoots his pit stop, up to the level of the last pit stop, he can push his bike in the opposite direction with engine turn off! The speed limit of 60km/h will be enforced in the pit lane at all times during the event. Any exceeding during the practices will be penalized with 150 Euro. In case of an offence during the race the "STOP&GO" penalty will be applied. During "STOP&GO" procedure, the rider will not be allowed to pit stop and will have to complete a full lap before his next pit stop. It is strictly forbidden to smoke in and in front of the pits.

## **ART.22 RACING CONDUCT – STOPPING ON THE TRACK**

Rider may not leave his machine while stopped on the circuit. Violation of this rule may be punished with disqualification from the race. Any rider who has to stop on the track during the race shall immediately push the motorcycle to the edge of the track so that other competitors are not endangered.

Any rider receiving outside assistance of any kind from anybody will be disqualified unless this assistance is given for safety matters or if such assistance is provided in accordance with the FIM Regulations Art. 1.15.6: If the team so wishes, it can ask for assistance for the rider and its bike to be taken back in a vehicle provided by the organizers. In that case, both will be dropped in front of the technical control building. From this point, 2 persons from the team are allowed to bring the machine back to the pits under the Track marshal control.

His lap will be counted in his end-of-race total. If several teams ask for such assistance following a problem involving a number of riders, the teams will be assisted in the order of the starting grid. Four (4) vehicles will be available on the track for this use.

Riding or pushing a motorcycle in opposite direction to the race is forbidden, except marshals give instruction to do so. In case of a breakdown in front of



the pits, the driver may, under surveillance of a marshal, return by the pit exit lane, engine switched off. He must push his machine in the opposite direction until he reaches his pits.

**Taking short cuts on the track are forbidden!**

## **ART.23 END OF THE RACE**

The chequered flag will be waved to the leading motorcycle at the end of the race. The chequered flag will remain displayed for 5 minutes.

## **ART.24 PROTESTS AND APPEALS**

All protests and appeals must be made in accordance with the requirements of the FIM Endurance Disciplinary & Arbitration Code and be accompanied by a fee of **660 Euro for protest and 1.320 Euros for Appeal.**

**See Article 3.4 of the FIM EWC, Cup and Experimental Regulations.**

## **Article 25 – RENUNCIATION OF ANY RECOURSE AGAINST SPORTING AUTHORITIES**

Apart from the requirements of the FIM Sporting Code, riders and teams by participating renounce all rights of appeal against the organizer, his representatives or agents by arbitration or before a tribunal of any other manner not foreseen by the FIM Sporting Code for any damages for which they

Could be liable in consequence of all acts or omissions on the part of the organizer, his officials, representatives or agents in the application of these regulations or contributed to or arising out of their actions.

Enclosures:

- Drawings of the circuit
- Entry form

Approved by FMP  
(Armando Vieira Marques)

Date: 01/09/2020

Approved by FIM  
(Paul Duparc)

Date: 01/09/2020