



**The 41st “Coca-Cola”
Suzuka 8 Hours Endurance Race**
(IMN 104/05)

Supplementary Regulations

Authorized by FIM



Notice

The Suzuka Circuit, MOBILITYLAND Corp. will host the 2017-2018 FIM Endurance World Championship, Final Round, the 41st "Coca Cola" Suzuka 8 Hours Endurance Race, at the Suzuka Circuit, Suzuka City, Mie, Japan, between 26th and 29th of July 2018. 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, Cup and Supertwin Regulations (hereinafter, the "EWC Regulations") and the present Supplementary Regulations.

CHAPTER 1 GENERAL PROVISIONS

ART.1 OFFICIAL TITLE OF THE MEETING

2017-2018 FIM Endurance World Championship Final Round
The 41st "Coca-Cola" Suzuka 8 Hours Endurance Race
(IMN104/05)

ART.2 ORGANISERS

The Motorcycle Federation of JAPAN
Tsukiji Square Building 10F, 3-11-6 Tsukiji, Chuo-ku, Tokyo 104-0045 Japan

MOBILITYLAND Corporation
7992 Ino-cho, Suzuka city, Mie 510-0295 Japan TEL:+81-59-378-3404

ART. 3 INTERNATIONAL JURY

3-1 FIM Stewards-Appeal Body with voting rights

The Jury President	Igor ESKINJA
The Jury Member, appointed by the FIM	Jean-Marc DESNUES
The Jury Member, appointed by the FMNR	Koichi KANNO

3-2 Race Direction (without voting rights):

The FIM Race Director	Patrick COUTANT
The FIM Safety Officers	Rezsö BULCSU and Paul DUPARC (alternately)
The Delegate Appointed by EEL	Maurizio BARTOLOMEI

3-3 Other members (without voting rights):

The FIM EWC Technical Director	Oriol GALLEMI
The FIM EWC Medical Director	Pieter Paul VERMEULEN
The Clerk of the Course	Kiyotaka TSUBOI
The Chief Medical Officer	Yoshimasa SETOGUCHI

The contact address for the International Jury during the period of the meeting is as follows:
Suzuka Circuit Race Secretariat,
7992 Ino-cho, Suzuka city, Mie 510-0295 Japan TEL:+81-59-378-3404

ART.4 ORGANISING COMMITTEE

President	Ryoichi FUJIOKA
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ART.5 OTHER OFFICIALS

Assistant Clerk of the Course	Keiji TAMURA
Assistant Clerk of the Course	Akira IRIYAMA
Assistant Clerk of the Course	Hiroaki SAKAGUCHI
Chief Track Marshal	Akio KITAMURA
Chief Technical Steward	Kazuo WATANABE
Chief Timekeeper	Ben HAYAKAWA
Chief Paddock Marshal	Teiichi UEJIMA
Chief Rescue Marshal	Yasuhiro HAMAMURA
Fire Control Director	Takeshi NISHIDE
Public Relations Director	Norihumi HARAGUCHI
Secretary-General	Yu MIYAUCHI
Environmental Steward	Tsuyoshi NISHII

ART.6 THE PROMOTER OF THE FIM EWC CHAMPIONSHIP (EEL)

Head of Eurosport Events

François RIBEIRO

ART.7 VENUE AND TRACK

7-1 Venue: Suzuka Circuit

7992 Ino-cho, Suzuka-city, Mie Prefecture, 510-0295, JAPAN

7-2 Track: Closed track of 1 lap = 5.821 km in the Suzuka Circuit (clockwise)

ART.8 DATE OF THE MEETING

Administrative Check/Technical Inspection / Supplementary Practice

Thu, 26th July 2018

Free Practice / Qualifying Practice

Fri, 27th July 2018

Free practice / Top10Trial

Sat, 28th July 2018

Race.(Start: 11:30, Finish: 19:30)

Sun, 29th July 2018

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

* Riders scheduled to participate in the event are not permitted to test on the track after the Monday of the race week.

ART.9 NUMBER OF TEAMS ENTERED

70 Teams pre-selected and approved by the Organiser

CHAPTER 2 APPLICATION FOR ENTRY

ART.10 ELIGIBLE RIDERS

With the exception of the riders of contracted teams, riders must have met either one of the following conditions

(1) that they have complied with either one of the following requirements in 2017 or 2018:

a: they have finished the 40th Suzuka 8 Hours Race;

b: they have met at least 110 % of the standard qualifying time at an event of the Japanese Road Race Championship.

* Categories concerned: JSB1000, ST600 and JGP2 Classes

c: they have achieved a lap time within 110% of the average lap time of the top three riders recorded during a qualifying session at an event of the Suzuka Championship;

* Categories concerned: Inter-JSB1000, Inter-ST600 and Inter-JGP2 Classes

(2) that they have been deemed at the discretion of the Organizing Committee to have qualification equivalent to either one of the conditions in (1) above.

ART.11 APPLICATION FOR ENTRY

11-1 Address and Business Hours

Suzuka Circuit Race Secretariat

7992 Ino-cho, Suzuka city, Mie 510-0295,Japan TEL:+81-59-378-3404

Business hours: 9:30 - 16:00

Period

Opening: Fri, 27th April 2018

Closing: Sun, 3rd June 2018 (Application to be received by this date inclusive)

11-2 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.

ART.12 ENTRY FEE

12-1 The teams, other than the contracted teams and the seeded teams, must pay the following entry fee:

Entry Fee	
Per team	86,400 yen (incl. tax)

12-2 MFJ Sports Injury Fund Fee is not applicable to entrants from overseas.

ART.13 MOTEGI/SUZUKA MUTUAL INSURANCE ASSOCIATION

- 13-1 Domestic riders and pit crewmembers who participate in the supplementary free practice and/or the event must join the Motegi/Suzuka Mutual Insurance Association (“MS Mutual Insurance Association”). However, entrants from overseas are free to decide whether or not to join.
- 13-2 Annual and temporary memberships to the MS Mutual Insurance Association are available.
- (1) An annual membership is reserved only for those registered as MS members who have paid the specified mutual insurance association fee.
- (2) For temporary membership, a fee of 7,000 yen for a rider and a fee of 500 yen for a pit crew member shall be paid. This is valid only for the duration of the event.

ART.14 ACCEPTANCE AND REFUSAL OF ENTRIES

- 14-1 All applicants will be notified of whether or not their entry was accepted by the Race Secretariat after the closing date.
- 14-2 The organising 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.
- 14-3 The entry fee will be refunded to applicants who have been refused entry. However, handling charge of 2,100 yen will be deducted from the total.
- 14-4 The entry fee will not be refunded to any applicants who wish to withdraw entry at any time after it has been accepted.

CHAPTER 3 ELIGIBILITY/CLASSES OF MOTORCYCLES AND FUEL SPECIFICATIONS

ART.15 ELIGIBLE MOTORCYCLES

- 15-1 Classes
- (1) Formula EWC
- (2) Superstock (the Superstock Class will not count toward the 2017-2018 FIM EWC annual point standing)
- 15-2 Tyre limitation rule under 2.3.6 of the EWC Regulations will not be applied to the Superstock Class.

ART.16 FUEL SPECIFICATIONS

- 16-1 The following types of fuel are available for supply at the pump station on the premises.

Properties of Fuel supplied (as of Feb., 2018)		
Brand	Shell V-Power	Cosmo SUPER MAGNUM
Lead content	Undetected	Undetected
Motor Octane	88.7MON	88.4MON
Research Octane	99.8 RON	99.5 RON
Density (15 °C)	0.7342 g/cm ³	0.7505 g/cm ³

- 16-2 Teams who use gasoline made available at the pump station on the premises must submit a proof of purchase sticker (voucher) to be attached to the motorcycle specifications form.
- 16-3 Teams who use gasoline from outside the premises must attach a fuel specifications (properties data) sheet to the motorcycle specifications form.
- 16-4 Submission of the voucher or fuel specifications sheet must be made before the end of the technical inspection. Furthermore, each time additional fuel is purchased, a proof of purchase sticker (voucher) or fuel specifications sheet must be presented to a scrutineer.

CHAPTER 4 ADMINISTRATIVE VERIFICATION AND TECHNICAL INSPECTION

ART.17 ADMINISTRATIVE VERIFICATION

- 17-1 Entrants who have been formally accepted must sign-in at the verification desk specified in an official notice.
- Riders and pit crewmembers will be given credentials in exchange for the official acceptance notice.

- 17-2 The following documents must be submitted when registering for the event:
- (1) SMSC license or TRMC-S license (Rider/Pit Crew - license holders only)
 - (2) FIM International License (Rider/Entrant)
 - (3) Official acceptance notice
 - (4) Motorcycle specifications
 - (5) Prize money bank transfer form
 - (6) Team composition form

ART.18 AUTOMATIC TIMEKEEPING UNIT (TRANSPONDER)

- 18-1 Competitors must install the rental transponder provided by the Organiser for official timing results on the motorcycle.

ART.19 TECHNICAL INSPECTION

- 19-1 Motorcycles must be submitted for the 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.
- 19-2 The following must be presented to technical inspection:
- (1) Rider's personal equipment (helmet, leathers, back protector, boots and gloves)
 - (2) Motorcycles in running order (main and spare) together with a spare fuel tank.
 - (3) Motorcycle specifications forms (for main and spare machines)
 - (4) Fuel specifications (properties data sheet, purchase sticker for fuel if purchased from the circuit)
 - (5) Helmets for pit crews.
- 19-3 At least two registered mechanics must be present at the technical inspection.
- 19-4 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.
- 19-5 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.
- 19-6 Teams must present the following items for refuelling equipment check:
- (1) Equipment used by all the refuelling and fire extinguisher personnel
 - ① Fire-proof clothing (which cover arms and legs completely such as car racing suits, flame-resistant)
 - ② shoes (car racing shoes, etc.)
 - ③ gloves (car racing gloves, etc. mesh fabric prohibited)
 - ④ eye protections (Full-face helmet or balaclava + goggles)

* Teams must ensure that flame-resistant or fire-retardant property of their equipment verifiable at technical inspection (through the presence of product tags, catalogues, etc.).
 - (2) Fire extinguisher and refuelling equipment

CHAPTER 5 REGISTRATION AND CHANGE OF PIT CREWMEMBERS AND MOTORCYCLES

ART.20 PIT CREW

- 20-1 1 to 8 pit crewmembers registered on the entry application are allowed for each team.
(At least one member must be registered)
If there are pit crewmembers working for more than one team, as in the case of the same competitor having entered more than one machine, they must be registered on the entry form as pit crewmembers for both teams.
- 20-2 If any pit crewmember unregistered, or any member registered only with one team should get injured, while working for other team, no compensation from the insurance scheme including the MS Mutual Insurance Association will be made to cover such injury.
- 20-3 All pit crewmembers must be holders of the 2018 MFJ pit crew license.
- 20-4 Pit crewmembers from overseas are not required to have MFJ licenses, provided that they are 16 years of age and older.

ART.21 REGISTRATION AND CHANGE OF MOTORCYCLES

- 21-1 Up to two (2) motorcycles may be registered per team for technical control.
- 21-2 The change of a motorcycle once registered shall only be permitted **if it was damaged beyond repair**.
- (1) If it becomes necessary to change the registered motorcycle at the time of verification, a request to change the motorcycle must be submitted on the prescribed form. Change of motorcycle will be permitted only with the approval of **the FIM EWC Technical Director**.
 - (2) If it becomes necessary to change the registered motorcycle after the verification, a request to change the motorcycle must be submitted on the prescribed form. Change of motorcycle will be permitted only with the approval of **the FIM Technical Director**. (the substitute motorcycle must first undergo an official technical inspection).
- 21-3 A request to change the motorcycle must be accompanied by a motorcycle change request fee of 5,000 yen.

CHAPTER 6 ADMINISTRATIVE DETAILS AND RULES OF CONDUCT

ART.22 CREDENTIALS AND VEHICLE PASSES

- 22-1 Credentials must be always carried and displayed throughout the event in such a manner as to allow for easy identification. Mechanic's armband that will be distributed at the time of administrative check (verification) must be worn on the upper part of the right arm during all official sessions.
- 22-2 All vehicles used for transport or parked must display the pass (sticker) issued by the Organiser. Vehicles having no pass will be denied access to the paddock area.
- 22-3 Competitors must abide by instructions concerning the passage, parking and behaviour within the paddock and all other locations on the Suzuka Circuit premises, as specified in official notices and by road signs.
- 22-4 Credentials and/or vehicle passes may not be sold or lent to other persons or used for any other purpose than that which has been designated.

ART.23 USE OF PITS

As a rule, the pits to be used will be assigned by the race secretariat. If requested by the race secretariat, the area in front of the pit and 3m from inside the box toward the track side must be made available for other use during the period other than qualifying practices and the race.

Further, please be advised that if the pit box shutter is found closed on Saturday, 28th July when it should be open, the race secretariat will be at liberty to open it.

ART.24 RULES OF CONDUCT

- 24-1 All competitors must behave in an open-minded and impartial manner, mind their language and always act in the spirit of sportsmanship.
- 24-2 All competitors must follow the instructions of race officials throughout the event.
- 24-3 Competitors must not use any drugs or alcohols to become intoxicated while in competition or in any activities associated with competition, and no smoking other than in the designated areas.
- 24-4 Competitors must not resort to derogatory language or action that may disgrace the reputation of the Organiser, sponsors, the International Jury or any other officials of the event.
- 24-5 Competitors must take responsibility for their own, riders', pit crews' as well as their guests' action.
- 24-6 Teams must ensure that fuels are properly managed while in storage at their own responsibility.

ART.25 BRIEFING

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.

CHAPTER 7 METHOD OF QUALIFICATION

ART.26 QUALIFYING PRACTICE

- 26-1 To be qualified a rider must have completed at least one timed lap.
- 26-2 The time used to determine the qualification order for each team shall be the average of the best lap times 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.
- 26-3 A ***“TOP 10 TRIAL”*** will be run for the top 10 motorcycles that have qualified in the qualifying practice to take part in the race, in order to determine [the provisional starting grid](#).
- 26-4 [The provisional starting grid](#) for the remaining 60 motorcycles will be decided based on the results of the qualifying practice.

ART.27 TOP 10 TRIAL

- 27-1 The “Top 10 Trial” will be held for the top 10 motorcycles that have qualified in the qualifying practice.
- 27-2 The “Top 10 Trial” will be run on the preceding day of the race day to be participated by two (2) riders per team. The teams with three (3) riders entered must designate two (2) riders for the Top 10 Trial. The team must notify those designated riders to the race secretariat by the time a free practice session ends, right before the Top 10 Trial. Teams must compulsorily participate in the “Top 10 Trial”. If any team is unable to participate for unavoidable reasons, the team must make a written request to the race secretariat to obtain approval by the International Jury.
- 27-3 If any team with two riders entered is unable to take part in the “Top 10 Trial”, due to an injury sustained or force majeure, the team may substitute him with a rider registered with any other team to take part in the “Top 10 Trial” with approval of the International Jury.
- 27-4 The faster riders in the teams will start after the slower riders in the Top 10 Trial.
- 27-5 The results of the Top 10 Trial shall be classified with priority given in the following order to establish the starting grid:
 - (1) The team for which two riders participated and had their times recorded in the Top 10 Trial will be positioned on the starting grid in the order of the faster time of the two riders. (This team will be given higher priority over the team in (2) even if both of their riders have “no time” recorded).
 - (2) The team for which one rider participated and had his time recorded in the Top10 Trial will be positioned on the starting grid in the order of the time. (This team will be given higher priority over the team in (3) even if they have no time recorded.)
 - (3) The team, which did not participate in the Top 10 Trial at all, will be positioned on the starting grid in the order of the time recorded in the qualifying practice.
- 27-6 In case of a tie among different teams, the starting grid will be determined in the following order.
 - (1) The time recorded by the other rider of the team in the Top 10 Trial will be taken.
 - (2) If it still fails to determine the grid, the times from the qualifying practice will be taken.
- 27-7 Any motorcycle, which participated in the Top 10 Trial, but could not have its lap time recorded for any reason, or which took more than 3 minutes to complete a lap will have no time in the Top 10 Trial.
- 27-8 Any motorcycle, which interferes with the running of other motorcycle on its "time attack" lap intentionally or by accident, will have its time recorded in the Top 10 Trial nullified.
- 27-9 All motorcycles scheduled to participate in the “Top10 Trial” must have received pre-start check at least by the scheduled start time of 3 motorcycles before their turn to start, except those qualified in the 10th through 8th place, which must have finished pre-start check at least 5 minutes to the start of the Top 10 Trial.
- 27-10 The riders shall make 3 laps: Warm-up lap, Time-attack lap and Cool-down lap. A rider, who returns to the pit lane before completing the 3 laps, is not permitted to go out again.
- 27-11 The starting grid shall be determined according to the times achieved during "time attack laps."
- 27-12 The rider shall stay on the right side of the track during his cool-down lap and pay full attention to any motorcycle on its time attack lap that may be approaching from behind. He must return to the pit through the east shortcut route.
- 27-13 The starting order for the *Top 10 Trial* will be based on the results of the qualifying practice as follows:
 - (1) 10th to 6th place (Slower rider in the team)
 - (2) 10th to 6th place (Faster rider in the team)
 - (3) 5th to 1st place (Slower rider in the team)
 - (4) 5th to 1st place (Faster rider in the team)

- 27-14 The differences in track condition faced by the riders will not be taken into consideration as a rule.
- 27-15 If a session is interrupted with the showing of the red flag for any reasons, the following restarting procedure will apply:
- (1) All motorcycles that are on the track, when the red flag is given, must return to their own pit box.
 - (2) Restart time will be announced in the pit area within 20 minutes after the red flag is initially shown.
 - (3) The session will be resumed with the rider, who was on time-attack lap, when the red flag was given, going out first to start the warm-up lap.
A lap time recorded when the red flag is given will not count.
If the red flag was caused by the rider on time-attack lap (due to a fall, etc.), the next rider will start the resumed session (the rider who caused the red flag will have no time recorded).
 - (4) The lap time of a rider who was on cool-down lap when the red flag was given, will count as official lap time.
- 27-16 In the event the track condition changes significantly during the Top 10 Trial, the starting grid will be determined at the discretion of the International Jury as follows:
A timed session will be conducted for the 10 teams qualified to take part in the Top 10 Trial, to be participated by the riders from the 10 teams altogether.
However, only one machine from each team can be ridden at a time during the session by any one of the riders registered with each team.

ART.29 STARTING GRID

- 28-1 The provisional starting grid for the first 10 teams will remain unchanged should there be any change made to the team composition.
- 28-2 Teams changing their composition after publication of the provisional starting grid will have their position recalculated on the final grid, according to the riders' time.

CHAPTER 8 START

ART.29 STARTING METHOD

- 29-1 The Le Mans style start with the presentation of the Japanese National Flag will be adopted for starting the race.
- 29-2 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, who wears clothing equipped with an airbag, provided only that such teams submit the relevant application form to the Jury of the Meeting for approval within 30 minutes after the warm-up practice on Sun.29th July.
- 29-3 Starting procedure will be detailed in an official notice to be separately issued.

CHAPTER 9 BEHAVIOR DURING PRACTICE AND RACE

ART.30 STOPPING ON THE TRACK

Riders who wish to withdraw from the race following an accident or mechanical trouble must notify the nearest track marshal of this fact, and turn in a withdrawal report provided for this purpose.

The rider must exit the track, leaving his motorcycle with the track marshal after submitting a withdrawal report.

ART.31 BEHAVIOR DURING PRACTICE AND RACE

- 31-1 All motorcycles in returning to their pits must use the regular pit entry road. However, as an exception, during all sessions other than the race, they may return to their pits through the East Shortcut course, in which case the lap time concerned will be cancelled.
- 31-2 Should a rider have a problem with his motorcycle between Turn 16 (the last chicane 1) and the Control Line, he may return to the pit only under the official's instructions.
- 31-3 If it is necessary to go in the opposite direction to the race on the pit entry road or in the pit lane under unavoidable circumstances to return to the pit, the rider must push the motorcycle under the official's supervision. Riding the motorcycle with the engine running is not permitted under any circumstances.
- 31-4 In every case, a rider returning to the pit through the regular pit entry road shall have the right of way.
- 31-5 If a rider gains any advantage when he rejoins the track after going off, a penalty will be imposed.

ART.32 NEUTRALIZATION OF THE RACE

- 32-1 Two "Safety Cars" with flashing orange lights on the rooftop will enter the track at the point just before Turn 1 (the 1st corner) and past Turn 11 (Hairpin curve) simultaneously.
- 32-2 The Safety Cars, at the order given by the Clerk of the Course/Race Director to call in the "Safety Car", will turn off orange lights, as soon as they pass the next Safety Car post.
- 32-3 Then the former SC will pull off the track past Turn 9 (the "Degner corner 2") into the runoff area on the right, and the latter will enter the pit entry road for cars at Turn 18 (the last corner).
- 32-4 A neutralization exercise will be conducted during the event.

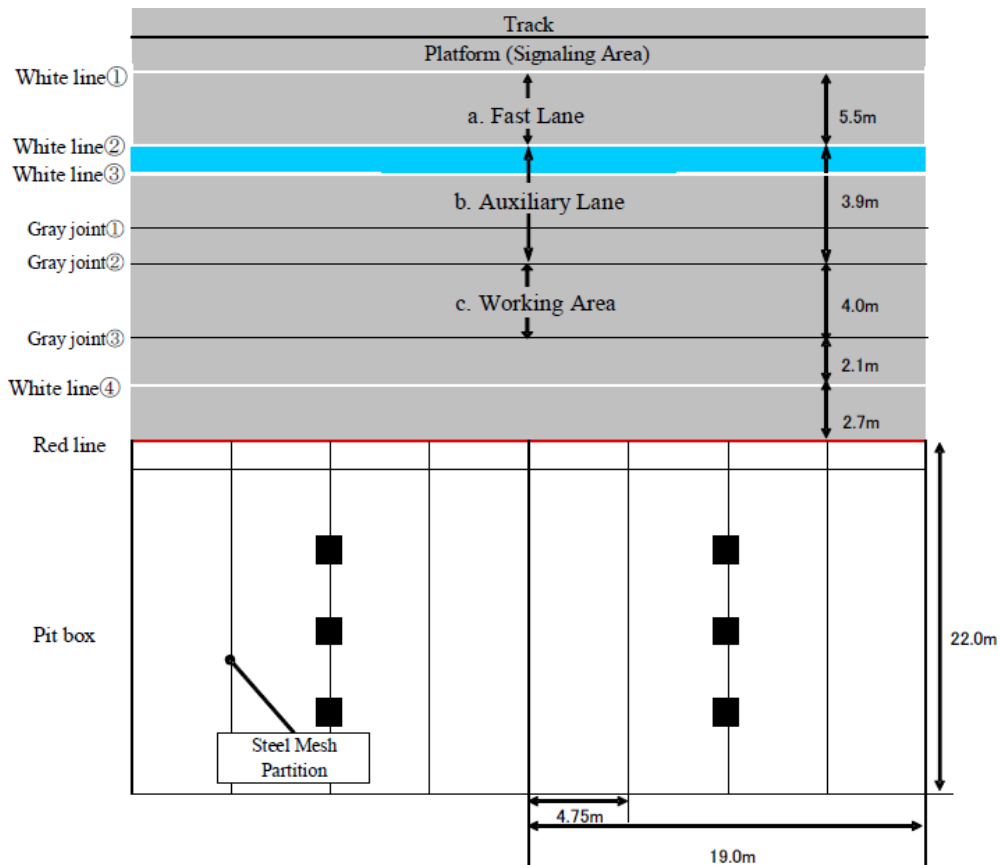
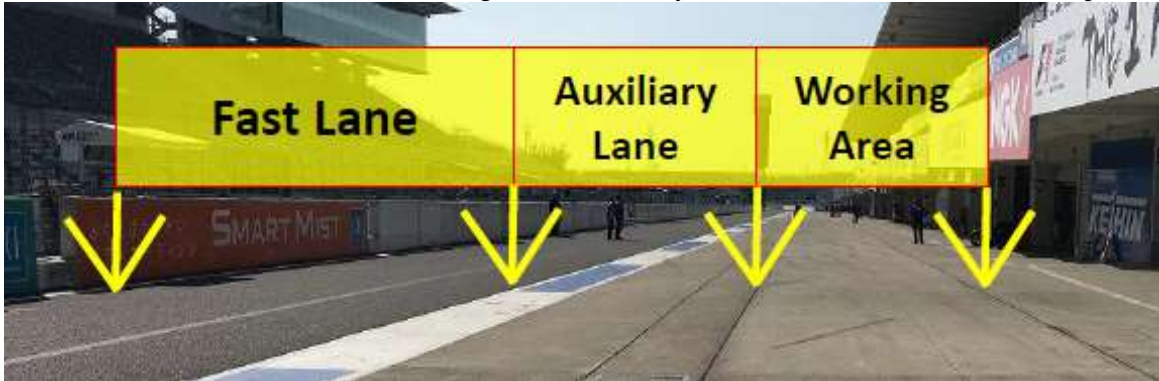
ART.33 RECOVERY CARS (hereinafter, "Service Cars")

- 33-1 Two service cars will be deployed in the track at this event.
- 33-2 During the race, if a rider, due to a fall or mechanical trouble, needs to push his bike back to his pit, he will be allowed to return on a service car together with his bike from three locations around the track:
Turn 9 (Degner corner 2) on the left, the opening on the right between Turn 11 (Hairpin curve) and Turn 12a (200R chicane) and Post 24 (West Race Control) on the right between Turn 14 (Spoon curve 2) and Turn 15 (130R) to the paddock (near the medical helipad).
- 33-3 Mechanics for such rider can wait near the medical helipad, from where they can bring their bike back to their pit box. If there are more than one machines to be picked up, the order of recovery will be determined by the officials. No protest will be accepted with regards to the order of recovery service.
- 33-4 No penalty will be imposed such as cancellation of the lap because of using this recovery service.

ART.34 ENTERING AND LEAVING PITS

34-1 The area in front of the pit (pit lane) is divided into 3 different sections:

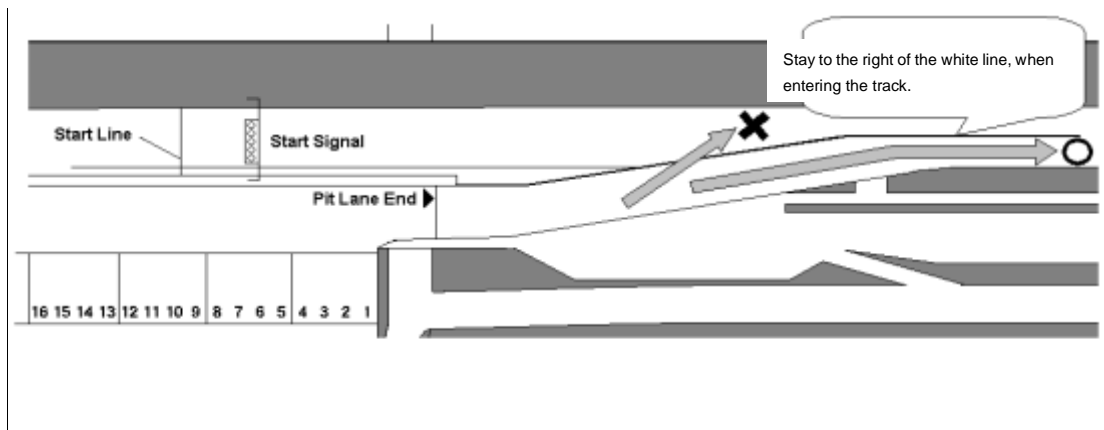
- a. Fast Lane: This area is for the exclusive use of entering and leaving the pits and the speed must be reduced.
 - b. Auxiliary Lane: This area is crossed when going from the Fast Lane to the Working Area or when going from the Working Area to the Fast Lane.
 - c. Working Area: This area is used to perform pit work and is also a stopping area for machines.
- In addition, it is not allowed for team guests to enter beyond the red line into the area at the pit lane side.



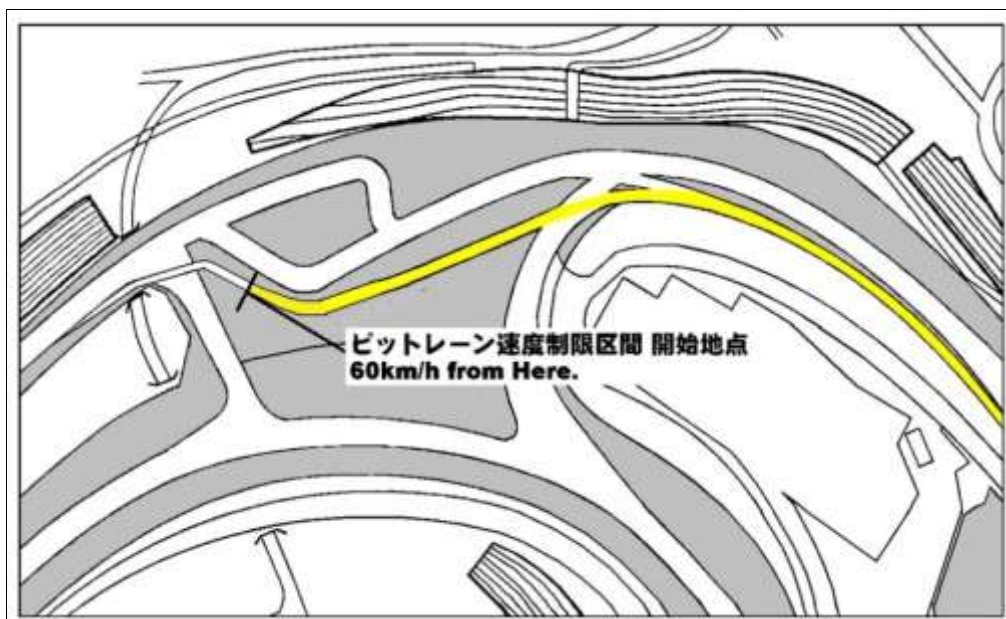
- 34-2 A rider wishing to make a pit stop must move to and stay on the right side of the track before Turn 15 (130R) and enter the pit entry road just before Turn 16 (the last chicane 1) after making sure that it is safe to do so. Also, he must not ride through the working area.
- 34-3 When a rider comes in for a pit stop, he must enter the working area at the closest point to his pit and stop as close as possible to his pit.
- 34-4 A rider and his pit crew with their machine in the working area must be careful not to impede the passing of other motorcycles entering or leaving the pits during a pit stop.
- 34-5 If a rider should overshoot his pit as he comes in for a pit stop, he may be assisted in pushing his motorcycle back to the pit with the engine turned off by his pit crew, with permission from a pit marshal.
- 34-6 The rider must be aware that a motorcycle going out first in the pit lane has the right of way in the fast lane. A rider may leave the pit only with the approval from a pit marshal.
- 34-7 After leaving the fast lane to go out, the rider must stay to the right side of the track until he comes to the second corner, and while doing so he must not get in the way of other motorcycles coming from behind.

The following rule will apply with regard to the white line painted on the track from the pit exit toward the 1st corner:

- (1) A motorcycle leaving the pit lane to enter the track must stay to the right of the white line.
- (2) There will be no restrictions on the motorcycles approaching on the track.




- 34-8 See the map below for the starting point of the speed limit in the pit lane. Starting Point of the Speed Limit in the Pit lane.



CHAPTER 10 PIT WORK

ART.35 Pit Work

- 35-1 Everybody other than the mechanics that are permitted to work on the machine must stay at least 1.5 m away from the motorcycle to provide sufficient space for an official on duty to check around the motorcycle.
- 35-2 Officials and accredited Pitlane crew must wear helmets conforming to the accepted helmet standards under Art. 1.15.5 of the FIM EWC Regulations: EN1078, SNELL B95, JIS T8134-2007/CPSA0056, or JCF approved when present in pitlane.
- 
- JCF approved mark**
- 35-2 Work specifically permitted by the official as inevitable for safety reasons (ex. when the nut in the wheel was found loose, etc.), closing of protective cover on refuelling valve openings and/or a team crew member who assists his rider with the air-bag during a rider changeover (provided only that relevant application form has been submitted to and approved by the Jury) may be carried out after the refuelling is done.
- 35-3 A team manager or a pit sign man may act as a crewmember standing by with a fire extinguisher. He will not be counted as one of the four members in charge of refuelling. If a crewmember is dedicated to the refuelling work, he will be exempt from wearing the mechanic's armband. If he is also involved in other work, he must wear the mechanic's armband.
- 【Fire extinguishers】**
- It is the responsibility of each team to prepare fire extinguishers in working order that comply with the following specifications:
- Capacity per unit:
- (1) ABC Dry Powder type: minimum 3kg,
 - (2) Neutral fortified liquid type: minimum 6.0 l or
 - (3) CO₂ type: minimum 4.6 kg
- Number of fire extinguishers to be prepared: at least one fire extinguisher for each machine entered. Use of any cylinder or extinguishing agent that is beyond its shelf life is not permitted.
- *The fire extinguisher installed in the pit box by the organiser may not be used.
- 35-4 Refuelling during the race must be performed with a standard metal fuel container or a suspended tank. Only the portable type refuelling equipment can be used, and no fixed type refuelling equipment with a scaffold is permitted.
- 35-5 The use of an electrical or pneumatic operated jack, whether external or internal, is prohibited. However, the contracted teams in the FIM Endurance World Championship and the teams having scored points in the 2017-2018 FIM EWC shall be exempt from this requirement.

CHAPTER 11 INTERRUPTION OF THE RACE

ART.36 STOPPING THE RACE

- 36-1 When the race is stopped, all riders must proceed with maximum care and attention and stop at the designated area ("Parc Ferme"). All work being done on the motorcycles in the pit must be stopped immediately. The rider, who is on the pit entry road when the signal to interrupt the race is given, is regarded as being in the pit.
- 36-2 Any motorcycles being worked on inside the pits and/or coming in to the pit will be placed under Parc Ferme control, too. All work is prohibited. However, if the race is stopped with less than three laps covered, motorcycles will not be placed under Parc Ferme control. In this case, riders may come straight back to their pits.
- 36-3 If the red flag is given:
- (1) One mechanic per motorcycle is allowed to go to the Parc Ferme and support the motorcycle with a stand, but no other work is permitted until further instruction is given by the official.
 - (2) The motorcycles may be worked on with the showing of the green flag from the signal towers on the Control Line and on the Start Line.
- At the same time, the start procedure with the sighting lap will begin.
- 36-4 Pit lane exit will be closed 5 minutes after the start of the sighting lap.

CHAPTER 12 FINISH OF THE RACE

ART.37 FINISH

After 8 hours have elapsed in the race or immediately after 19:30, the chequered flag will be waved to the leading motorcycle. The chequered flag will remain displayed for 5 minutes.

ART.38 ENTRY INTO THE PADDOCK AFTER RACE

- 38-1 The Marshal Car will enter the track for final checking lap, the moment the chequered flag is given.
- 38-2 Yellow flag (flashing yellow light) will be waved at all the riders that have received the chequered flag.
- 38-3 Any motorcycles that have received the chequered flag but are unable to complete another full lap may return to the paddock via the U-turn road on the right side of the track before the 1st corner (asphalt section off the track). In this case, the rider must enter the U-turn road, paying full attention to any other motorcycle approaching from behind and ensuring safety.

CHAPTER 13 POSTPONEMENT OR CANCELLATION OF THE RACE

ART.39 POSTPONEMENT OR CANCELLATION OF THE RACE

- 39-1 The race may be postponed or cancelled by the International Jury under special circumstances.
- 39-2 All people involved in the event must abide by the decisions made by the International Jury.
- 39-3 Should the event be cancelled, refunding of entry fee will be arranged as follows:

Case	Entry Fee
Cancelled with no qualifying practice held	Refunded to all entrants registered
Qualifying practice held, but race cancelled after grid position is announced	Refunded only to entrants qualified to start the race
Race started and cancelled halfway through	Not refundable

- 39-4 In the event the event is postponed, competitors will be notified by official notice or other means of the arrangement about the entry fee paid up by the competitors.

CHAPTER 14 PRIZES

ART.40 PRIZES

40-1 The following prize scheme will be provided:

(1) Main prize

	Classification	Prize
Overall	1 st - 10 th	Trophy
Superstock	1 st - 3 rd	Trophy

(2) Extra prize Total prize money **20,000,000 yen**

① Classification prize money

1 st	¥10,000,000	11 th	¥180,000
2 nd	¥2,000,000	12 th	¥170,000
3 rd	¥1,000,000	13 th	¥160,000
4 th	¥600,000	14 th	¥150,000
5 th	¥550,000	15 th	¥140,000
6 th	¥500,000	16 th	¥130,000
7 th	¥450,000	17 th	¥120,000
8 th	¥320,000	18 th - 20 th	¥60,000
9 th	¥250,000	21 st - 30 th	¥20,000
10 th	¥200,000		

② Special prize money

SST 1 st	¥200,000	To be awarded to the first 6 teams in Superstock Class
SST 2 nd	¥100,000	
SST 3 rd	¥50,000	
SST 4 th	¥20,000	
SST 5 th	¥20,000	
SST 6 th	¥10,000	
Pole Position Award	¥800,000	To be awarded to the pole position team on the grid.
1hour TOP Award	¥700,000	To be awarded to the leader at the end of each hour 100,000yen/hr. × 7 hours
Tag Team Award	¥400,000	To be awarded to the team placed in highest position from among the 2-rider teams (based on the number of riders registered by the teams on the starting grid).
Best Performance Award	¥200,000	To be awarded to the team which has moved up the highest number of positions during the race.
U-23 Award	¥200,000	To be awarded to the team placed in highest position from among the teams registered with 2 or more riders under 23 (based on the number of riders registered by the teams on the starting grid).

40-2 Prize money indicated in 41-1 is inclusive of taxes. Tax amount will be deducted beforehand and paid to the competent authorities by the organiser.

CHAPTER 15 RIGHTS OF THE ORGANISERS

ART.41 RIGHTS OF THE ORGANISERS

41-1 To select or refuse entry to any competitor, rider or pit crewmember at the time of receiving entry application, without giving reasons.

41-2 To determine priority of entrants regarding such matters as assignment of racing numbers and pits.

41-3 To record the voice and image of and take pictures of all entrants (including riders, pit crewmembers, campaign girls, etc.) and entered motorcycles for the purpose of reporting, broadcasting and publishing (such as video/CD-ROM/DVD, etc.) and showing on electronic media (including all of reporting and broadcasting via Internet and automated public transmission) and to authorize a third party to use the rights.

41-4 To refuse entry to any competitor, rider or pit crewmember at any time regardless of the acceptance of entry should their language or action be found improper and anti-social.

CHAPTER 16 COMPENSATION FOR DAMAGES/LIABILITY OF OFFICIALS OF THE MEETING

ART.42 COMPENSATION FOR DAMAGES

- 42-1 Except for the period during which the motorcycles are in the custody of race officials, each entrant is responsible for any damage sustained by his motorcycles or its equipment.
- 42-2 The Organiser will pay compensation for any damage sustained by a motorcycle during the period when it is in their custody, up to a maximum amount of 100,000 yen per motorcycle.

ART.43 LIABILITY OF THE ORGANISERS AND OFFICIALS OF THE MEETING

All entrants, riders and mechanics are hereby informed that neither the organisers nor officials of the event can be held responsible for any damages sustained. Officials will perform their duties to the best of their abilities, but if any damages have been suffered by an entrant, rider, pit crew and/or a motorcycle as a result of the action by any official, such official will not be held responsible for the damage.

CHAPTER 17 APPLICATION OF SUPPLEMENTARY REGULATIONS

ART.44 INTERPRETATION OF REGULATIONS

Any inquiry concerning the interpretation of these supplementary regulations or any ensuing official notice may be submitted in writing by a competitor. However, the interpretation or decision by the Jury of the Meeting made in response to any inquiry will be final and will be notified verbally to the parties concerned. In the event of a conflict in the interpretation of the English and Japanese text, the English text will prevail.

ART.45 ISSUING OF OFFICIAL NOTICES

Any details pertinent to the running of the meeting, instructions to participants, and any other details not covered in these supplementary regulations or arising after the publication thereof will be communicated by way of official notice.

Official notice will be given via either one of the following methods to the competitors:

- (1) To be sent by post to the address of the competitors
- (2) To be sent by e-mail or published on SNS (Suzuka Circuit Official Facebook and Twitter)
- (3) To be distributed at the Race Secretariat
- (4) To be posted on the Official Notice Board in front of the Race Control Tower
- (5) To be distributed during the riders' briefing
- (6) To be communicated via public announcement for urgent matters

ART.46 ENFORCEMENT OF SUPPLEMENTARY REGULATIONS

These supplementary regulations shall apply to the event specified in Art. 1, Chap. 1, and go into effect at the same time as the opening date for application.

Secretary General
10th March 2018