The 42nd “Coca-Cola”
Suzuka 8 hours Endurance Race
(IMN 104/05)

Supplementary Regulations
Authorized by FIM
Notice

The Suzuka Circuit, MOBILITYLAND Corp. will host the 2018-2019 FIM Endurance World Championship, Final Round, the 42nd “Coca-Cola” Suzuka 8 Hours Endurance Race, at the Suzuka Circuit, Suzuka City, Mie, Japan, between 25th and 28th of July 2019. 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.

CHAPTER 1 GENERAL PROVISIONS

ART.1 OFFICIAL TITLE OF THE MEETING
2018-2019 FIM Endurance World Championship Final Round
The 42nd “Coca-Cola” Suzuka 8 Hours Endurance Race
(IMN104/05)

ART.2 ORGANISERS
The Motorcycle Federation of JAPAN (MFJ)
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
President of the Jury Igor ESKINJA
Jury Member (appointed by the FIM) Amit Arora
Jury Member (appointed by the FMNR) Koichi KANNO

3-2 Race Direction (without voting rights):
FIM Race Director Patrick COUTANT
FIM Safety Officers Rezsö BULCSU and Paul DUPARC (alternately)
Delegate Appointed by EEL Maurizio BARTOLOMEI

3-3 Other members (without voting rights):
FIM EWC Technical Director Charles HENNEKAM
FIM EWC Medical Director Dr David MC Manus
Clerk of the Course Kiyotaka TSUBOI
Chief Medical Officer Dr 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

ART.5 OTHER OFFICIALS
Assistant Clerk of the Course Hiroaki SAKAGUCHI
Assistant Clerk of the Course Teiichi UESHIMA
Chief Track Marshal Syuichi TAKEUCHI
Chief Technical Steward Kazuo WATANABE
Chief Timekeeper Ben HAYAKAWA
Chief Paddock Marshal Yasumasa DOI
Chief Rescue Marshal Nobuyuki OE
Chief Fire control Marshal Takeshi NISHIDE
Public Relations Director Yasuo SUGAYA
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

Venue: Suzuka Circuit
7992 Ino-cho, Suzuka-city, Mie Prefecture, 510-0295, JAPAN
Track: Closed track of 1 lap = 5.821 km in the Suzuka Circuit (clockwise)

ART.8 DATE OF THE MEETING

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>2019 Wed 24th JULY</td>
<td>Administrative Check</td>
</tr>
<tr>
<td>2019 Thu 25th JULY</td>
<td>Administrative Check / Technical Inspection</td>
</tr>
<tr>
<td>2019 Fri 26th JULY</td>
<td>Free Practice / Qualifying Practice</td>
</tr>
<tr>
<td>2019 Sat 27th JULY</td>
<td>Free practice / Top10Trial</td>
</tr>
<tr>
<td>2019 Sun 28th JULY</td>
<td>Race (Start: 11:30, Finish: 19:30)</td>
</tr>
</tbody>
</table>

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

ART.9 NUMBER OF TEAMS ENTERED

70 Teams pre-selected and approved by the Organiser

ART.10 TESTING RESTRICTIONS

All the teams and riders scheduled to compete in the 42nd Suzuka 8 Hours Event must comply with the following rule on the testing restrictions:

(1) Official test sessions organized by Suzuka Circuit

A total of 5 test days will be provided for all the teams scheduled to compete in the 42nd Suzuka 8 Hours. This official test requires participation fee. The detailed information on the official test sessions including the timetable and participation fee will be announced in the Official Testing Guideline.

<table>
<thead>
<tr>
<th>Session</th>
<th>Period</th>
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</thead>
<tbody>
<tr>
<td>1st</td>
<td>3-day period between Tue. 9th July and Thu. 11th July 2019</td>
</tr>
<tr>
<td>2nd</td>
<td>2-day period between Wed. 24th July and Thu. 25th July 2019</td>
</tr>
</tbody>
</table>

(2) Restrictions on manufacturer-organized tests

Test sessions organized by motorcycle and tyre manufacturers will be prohibited at Suzuka Circuit between 1st of July and 28th of July 2019.

These restrictions will apply to all test sessions held jointly or independently by any of the manufacturers.

(3) Motorcycle sporting sessions organized by the Suzuka Motor Sport Club (SMSC)

For any of the motorcycle sporting sessions organized by the SMSC for its membership, the following teams and riders will not be allowed to take part between 1st of July and 28th of July 2019:

① Riders ranked in the top 15 positions in the annual standing for the JSB 1000 category in the 2018 MFJ All Japan Road Race Championship and riders ranked in the top 15 positions as of 30th of June 2019 in the annual standing for the JSB 1000 category in the 2019 MFJ All Japan Road Race Championship.

② Permanent teams and riders competing in the 2019 FIM Grand Prix World Championship, 2019 FIM Superbike World Championship, 2018-2019 FIM Endurance World Championship, and 2019 British Superbike Championship.

CHAPTER 2 APPLICATION FOR ENTRY

ART.11 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 2018 or 2019:

a: they have finished the 41st Suzuka 8 Hours Race;

b: they have achieved the relevant standard qualifying time in an event of the All Japan Road Race Championship;

* Categories concerned: JSB1000, ST600 and JGP2 Classes

c: they have achieved a lap time within 109% of the fastest lap time 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.12 APPLICATION FOR ENTRY

12-1 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 – 17:00
Period
Opening: Mon, 13th MAY 2019
Closing: Fri, 14th JUNE 2019

12-2 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.13 ENTRY FEE

13-1 The teams, other than the contracted teams and the seeded teams, must pay the following entry fee:

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

13-2 MFJ Sports Injury Fund Fee is not applicable to entrants from overseas.

ART.14 PIT CREW

14-1 1 to 10 pit crewmembers registered on the entry application are allowed for each team.
(At least 1 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.

14-2 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.

14-3 All pit crewmembers must be holders of the 2019 MFJ pit crew license.
14-4 Pit crewmembers from overseas are not required to have MFJ licenses, provided that they are 16 years of age and older.

ART.15 MOTEGI/SUZUKA MUTUAL INSURANCE ASSOCIATION

15-1 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.

15-2 Annual and temporary memberships to the MS Mutual Insurance Association are available.
15-2(1) An annual membership is reserved only for those registered as MS members who have paid the specified mutual insurance association fee.
15-2(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.16 ACCEPTANCE AND REFUSAL OF ENTRIES

16-1 All applicants will be notified of whether or not their entry was accepted by the Race Secretariat after the closing date.

16-2 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.

16-3 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.

16-4 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.17 ELIGIBLE MOTORCYCLES

17-1 Classes
17-1(1) Formula EWC
17-1(2) Superstock (the Superstock Class will not count toward the 2018-2019 FIM EWC annual point standing)

17-2 Tyre limitation rule under 2.3.6 of the EWC Regulations will not be applied to the Superstock Class.
ART.18 FUEL SPECIFICATIONS

18-1 The following types of fuel are available for supply at the pump station on the premises.

<table>
<thead>
<tr>
<th>Property</th>
<th>Shell V-Power</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lead content</td>
<td>Undetected</td>
</tr>
<tr>
<td>Motor Octane</td>
<td>87.4 MON</td>
</tr>
<tr>
<td>Research Octane</td>
<td>99.8 RON</td>
</tr>
<tr>
<td>Density (15 ℃)</td>
<td>0.7379 g/cm³</td>
</tr>
</tbody>
</table>

18-2 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.

18-3 Teams who use gasoline from outside the premises must attach a fuel specifications (properties data) sheet to the motorcycle specifications form.

18-4 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.19 ADMINISTRATIVE VERIFICATION

19-1 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.

19-2 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.20 AUTOMATIC TIMEKEEPING UNIT (TRANSPONDER)

20-1 Competitors must install the rental transponder provided by the Organiser for official timing results on the motorcycle.

20-2 Teams will be allowed to fit a MYLAPS transponder owned by them on their motorcycles in addition to the transponder used for official timing results for riders to check their own lap times on the display installed on their motorcycles.
   However, if the additional transponder installed should be found to disrupt the transponder for the official timing results, then the team concerned must rectify the problem or stop using their own transponder before they are permitted to continue.
   In case of a dispute, only the official transponder/timing system used by the Organiser for official timing results will count to settle any discussions (claims).

20-3 Teams who wish to fit a MYLAPS transponder must submit an application form (Letter of Consent) on the additional installation of a transponder. Due date for submitting The Letter of Consent shall be set on Wed. 24th July 2019.

ART.21 TECHNICAL INSPECTION

21-1 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.

21-2 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.

21-3 At least 2 registered mechanics must be present at the technical inspection.

21-4 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.
21-5 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.

21-6 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 MOTORCYCLES**

**ART.22 REGISTRATION AND CHANGE OF MOTORCYCLES**

22-1 Up to two 2 motorcycles may be registered per team for technical control.

22-2 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 FIM 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 FIM Technical Director.
   (the substitute motorcycle must first undergo an official technical inspection).

22-3 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.23 CREDENTIALS AND VEHICLE PASSES**

23-1 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.

23-2 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.

23-3 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.

23-4 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.24 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, 27th JULY when it should be open, the race secretariat will be at liberty to open it.

**ART.25 RULES OF CONDUCT**

25-1 All competitors must behave in an open-minded and impartial manner, mind their language and always act in the spirit of sportsmanship.

25-2 All competitors must follow the instructions of race officials throughout the event.

25-3 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.

25-4 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.

25-5 Competitors must take responsibility for their own, riders’, pit crews’ as well as their guests’ action.

25-6 Teams must ensure that fuels are properly managed while in storage at their own responsibility.
ART.26 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.

<table>
<thead>
<tr>
<th>Briefing Type</th>
<th>Date</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st Team Managers Briefing</td>
<td>Thu. 25th JULY</td>
<td>15:00−15:30</td>
</tr>
<tr>
<td>Riders Briefing</td>
<td>Thu. 25th JULY</td>
<td>18:00−18:30</td>
</tr>
<tr>
<td>2nd Team Managers Briefing</td>
<td>Sat. 27th JULY</td>
<td>18:00−18:30</td>
</tr>
</tbody>
</table>

CHAPTER 7  METHOD OF QUALIFICATION

ART.27 QUALIFYING PRACTICE

27-1 To be qualified a rider must have completed at least one timed lap.
27-2 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.
27-3 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.
27-4 The provisional starting grid for the remaining 60 motorcycles will be decided based on the results of the qualifying practice.

ART.28 TOP 10 TRIAL

28-1 The "Top 10 Trial" will be held for the top 10 motorcycles that have qualified in the qualifying practice.
28-2 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.
28-3 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.
28-4 The faster riders in the teams will start after the slower riders in the Top 10 Trial.
28-5 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.
28-6 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.
28-7 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.
28-8 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.
28-9 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.
28-10 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.
28-11 The starting grid shall be determined according to the times achieved during “time attack laps.”
28-12 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.

28-13 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) 9th to 5th 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)

28-14 The differences in track condition faced by the riders will not be taken into consideration as a rule.

28-15 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.

28-16 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.

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 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
participants submit the relevant application form to the Jury of the Meeting for approval at least 30 minutes after the
warm-up practice on Sun.28th July.
29-3 Starting procedure will be detailed in the 2nd team managers briefing to be held at 27th July.

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 re-joins 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.
ART.35 PIT WORK

35-1 During pit work carried out in the working area, everybody other than the 4 pit crew members wearing the mechanic’s armband must stay at least 1.5m away from the motorcycle in order 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.

35-3 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.

35-4 Each team must appoint one crewmember standing by with a fire extinguisher from among the pit crews registered with the team. This crewmember standing by with a fire extinguisher will be exempt from wearing the mechanic’s armband. Any crewmember dedicated to the refuelling work will also be exempt from wearing the mechanic’s armband. However, if he is also involved in other work, he must wear the mechanic’s armband.

35-5 It is the responsibility of each team to prepare fire extinguishers in working order that comply with the following specifications.

<table>
<thead>
<tr>
<th>Type</th>
<th>Minimum Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>ABC Dry Powder type</td>
<td>3 kg</td>
</tr>
<tr>
<td>Neutral fortified liquid type</td>
<td>6.0 L</td>
</tr>
<tr>
<td>CO₂ type</td>
<td>4.6 kg</td>
</tr>
</tbody>
</table>

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.

35-6 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.

35-7 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 2018-2019 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:

<table>
<thead>
<tr>
<th>Case</th>
<th>Entry Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cancelled with no qualifying practice held</td>
<td>Refunded to all entrants registered</td>
</tr>
<tr>
<td>Qualifying practice held, but race cancelled after grid position is announced</td>
<td>Refunded only to entrants qualified to start the race</td>
</tr>
<tr>
<td>Race started and cancelled halfway through</td>
<td>Not refundable</td>
</tr>
</tbody>
</table>

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.
ART.40 PRIZES

40-1 The following prize scheme will be provided:

(1) Main prize

<table>
<thead>
<tr>
<th>Classification</th>
<th>Prize</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall</td>
<td>1st - 10th Trophy</td>
</tr>
<tr>
<td>Superstock</td>
<td>1st - 3rd Trophy</td>
</tr>
</tbody>
</table>

(2) Extra prize

Total prize money **20,000,000 yen**

① Classification prize money

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

② Special prize money

<table>
<thead>
<tr>
<th>Classification</th>
<th>Prize</th>
</tr>
</thead>
<tbody>
<tr>
<td>SST 1st</td>
<td>¥200,000</td>
</tr>
<tr>
<td>SST 2nd</td>
<td>¥100,000</td>
</tr>
<tr>
<td>SST 3rd</td>
<td>¥50,000</td>
</tr>
<tr>
<td>SST 4th</td>
<td>¥20,000</td>
</tr>
<tr>
<td>SST 5th</td>
<td>¥20,000</td>
</tr>
<tr>
<td>SST 6th</td>
<td>¥10,000</td>
</tr>
<tr>
<td>Pole Position Award</td>
<td>¥800,000</td>
</tr>
<tr>
<td>1hour TOP Award</td>
<td>¥700,000</td>
</tr>
<tr>
<td>Tag Team Award</td>
<td>¥400,000</td>
</tr>
<tr>
<td>Best Performance Award</td>
<td>¥200,000</td>
</tr>
<tr>
<td>U-23 Award</td>
<td>¥200,000</td>
</tr>
</tbody>
</table>

To be awarded to the first 6 teams in Superstock Class

To be awarded to the pole position team on the grid.

To be awarded to the leader at the end of each hour 100,000yen/hr. × 7 hours

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).

To be awarded to the team which has moved up the highest number of positions during the race.

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
1 March 2019
To Members of the Motegi-Suzuka Aid Society

Outline of the Comprehensive Accident Insurance for Members of the Motegi-Suzuka Aid Society, and Introduction to Claims Paid or Payable

This insurance is intended to pay claims, pursuant to provisions of Aid Society and general insurance conditions of the Comprehensive Accident Insurance, for injuries to the body due to abrupt and incidental outside accidents (hereinafter called “accidents”) that occur on any of the circuits defined by the Motegi-Suzuka Aid Society.

1. Claims to be paid

<table>
<thead>
<tr>
<th>Type of claim</th>
<th>Case where claim is paid</th>
<th>Amount of payment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Death benefit</td>
<td>In cases where a member is injured by an accident and dies within 180 days from the accident including the date of the accident, the whole amount of the death and residual disability benefit will be paid. However, if any portion of the death and residual disability benefit has already been paid, that amount will be deducted from the payment.</td>
<td>30 million yen</td>
</tr>
<tr>
<td>Residual disability benefit</td>
<td>In cases where a member is injured by an accident and develops a residual disability within 180 days from the accident including the date of the accident, 4 to 100% of the death and residual disability benefit will be paid according to the degree of the disability. However, the death benefit and the residual disability benefit will not exceed the amount of the death and residual disability benefit.</td>
<td>1.2 to 30 million yen</td>
</tr>
<tr>
<td>Hospitalization benefit</td>
<td>In cases where a member is injured by an accident and hospitalized, a daily amount of hospitalization benefit per day will be paid for the days of hospitalization with a limit of not more than 1,000 days.</td>
<td>5,000 yen (for up to 1,000 days)</td>
</tr>
<tr>
<td>Surgery benefit</td>
<td>In cases where a member is injured by an accident and receives a surgery (1) or (2) below at a hospital or clinic for treating the injury, a surgery benefit calculated by multiplying the daily amount of hospitalization benefit by a prescribed multiplying factor (10 times if the surgery is received during hospitalization; 5 times if the surgery is received on an outpatient basis) will be paid. However, the payment will be limited for one surgery per accident. (1) Surgeries listed in the table of points of remuneration for medical treatment under a public medical insurance system as items for calculation of surgery charges (*1) (2) Surgeries that fall under the category of advanced medical treatment (*2) (*1) The following surgeries are not covered: Wound treatment, skin incision, debridement, non-invasive or manipulative reduction/reduction and fixation of bones or joints, and mobilization and tooth removal (*2) Surgeries falling under the category of advanced medical treatment shall be limited to those in which a procedure such as resection and removal is provided to the affected area or site using a tool such as scalpel with the direct aim of treatment.</td>
<td>Surgery during hospitalization 100,000 yen Surgery received on an outpatient basis 25,000 yen</td>
</tr>
<tr>
<td>Outpatient benefit</td>
<td>In cases where a member is injured by an accident and receives outpatient treatment, a daily amount of outpatient benefit will be paid per day for the number of days of outpatient treatment within 1,000 days from the accident including the date of the accident with a limit of not more than 90 days. In addition, for outpatient treatment during the period in which a hospitalization benefit is to be paid, the outpatient benefit will not be paid. * If a member has another injury during the period of outpatient benefit payment, any overlapping outpatient benefit will not be paid.</td>
<td>3,000 yen (for up to 90 days)</td>
</tr>
</tbody>
</table>

2. Main cases where claims will not be paid

- Accident caused by intentional or gross negligence, suicidal act, criminal act or fighting act.
- Accident caused by driving without a license, or accident during driving in a state where the driver may not be able to perform normal driving due to the influence of alcohol or use of narcotic or the like.
- Accident due to a brain disease, illness or mental unsoundness.
- Accident due to an earthquake or volcanic eruption, or tsunami caused by these.
- Accident due to war, rioting (excluding terrorism) or the like.
- Cervical syndrome (so-called “whiplash”) or backaches not accompanied by any medical objective symptom, etc.
- Surgery or other medical procedures

* The above statement describes the outline. For detailed information, contact the agency indicated on the reverse side of this leaflet or Sompo Japan Nipponkoa Insurance Inc.
3. Procedures to be taken if an accident occurs

1. Notification of the accident
   If a member is injured in an accident, be sure to preserve a record of the accident at the circuit’s medical treatment room designated by the aid society in accordance with the rules of the aid society (excluding life-threatening emergencies).

2. Procedure for making insurance claim
   (1) The insurance company or the agency will send information on insurance claim to the injured member based on the accident record preserved at the medical treatment room designated by the Aid Society.
      (Please note that such information may not be sent depending on the degree of the injury.)
   (2) Please note that a claim may not be paid if the insured (injured member) or the person who is to receive a claim (including an agent for these people) does not submit the insurance company’s prescribed document, or does not enter the known fact, or enters information contradicting the fact, in the submitted document.

4. Handling of personal information
   ○ The Motegi-Suzuka Aid Society will provide personal information on members of this policy to Sompo Japan Nipponkoa Insurance Inc. at the time of accident.
   ○ Sompo Japan Nipponkoa Insurance Inc. will acquire and utilize personal information on this policy and provide it to the company entrusted with the operation, the reinsurance company, etc. in order to execute this policy, introduce or provide products or services provided by our company such as nonlife insurance, etc. Special non-public information (sensitive information) such as healthcare will not be used other than for the purpose restricted by the Ordinance for Enforcement of the Insurance Business Act. For details, refer to the declaration of personal information protection contained in the official website of Sompo Japan Nipponkoa Insurance Inc., or contact the agency or Sompo Japan Nipponkoa Insurance Inc.’s sales office. The members of the Motegi-Suzuka Aid Society must agree to the handling of these pieces of personal information.

Contacts for inquiries about the policy/accidents

Agency

Honda Staffing Service Corp.
7992, Ino-cho, Suzuka City, Mie Prefecture, 510-0201
TEL:059-370-0247 (office hours: 9:00 to 18:00 on weekdays)
FAX:059-370-0248

Contact for inquiries about the policy
Yokkaichi Regional Office, Mie Branch, Sompo Japan Nipponkoa Insurance Inc.
TEL: 059-353-6557  FAX : 059-351-5417 (office hours: 9:00 to 17:00 on weekdays)

Contact for inquiries about accidents
- Accidents at “Twin Ring Motegi”:
  Tochigi Fire New Type Claim Service Section, Kanto SC 2nd Operation Department, Sompo Japan Nipponkoa Insurance Inc.
  TEL: 028-633-7431  FAX: 028-633-7456 (office hours: 9:00 to 17:00 on weekdays)
- Accidents at “Suzuka Circuit”:
  Aichi Fire New Type Claim Service 1st Section, Chubu SC 1st Operation Department, Sompo Japan Nipponkoa Insurance Inc.
  TEL: 052-953-3911  FAX: 052-953-3691 (office hours: 9:00 to 17:00 on weekdays)