



2010 QTEL FIM Endurance World Championship Series, Round 3

# **The 33rd "Coca-Cola Zero" Suzuka 8hours Endurance Road Race**

(IMN 104/03)

July 22(Thu), 23(Fri), 24(Sat), 25(Sun)

"Road to 8hours"  
Suzuka 300 km Endurance Road Race  
12<sup>th</sup> June (Sat) – 13<sup>th</sup> June (Sun)

**Supplementary Regulations**

**Authorized by FIM/MFJ**





***The 33rd “Coca-Cola Zero” Suzuka 8 Hours Endurance Road Race  
Supplementary Regulations  
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## Notice

The Suzuka Circuit, Mobilityland Corp. will host the **2010 QTEL FIM Endurance World Championship Series, Round 3, the 33rd "Coca-Cola Zero" Suzuka 8 Hours Endurance Road Race** at the Suzuka Circuit, Suzuka City, Mie, Japan, between **22<sup>nd</sup> and 25<sup>th</sup> of July 2010**. The Event is organized under the authority of the FIM in accordance with the FIM International Sporting Code (FIM Code), the FIM Road Racing Endurance World Championship Regulations and the present Supplementary Regulations.

### CHAP. 1 GENERAL PROVISIONS

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

**2010 QTEL FIM Endurance World Championship Series, Round 3  
The 33<sup>rd</sup> "Coca-Cola Zero" Suzuka 8 Hours Endurance Road Race (IMN104/03)**

#### ART.2 ORGANISERS

The Motorcycle Federation of JAPAN  
The Mobilityland Corporation, Suzuka Circuit

#### ART.3 PRESIDENT OF THE MEETING

President **Hiroshi OSHIMA**

#### ART.4 INTERNATIONAL JURY

President Rezso BULCSU (FIM delegate)  
Members **Igor ESKINJA (FIM delegate)**  
**Isoyo SUGIMOTO (MFJ delegate)**  
**CCR Coordinator** **Paul DUPARC (FIM delegate)**  
**Charles HENNEKAM (FIM delegate)**  
Technical Director  
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 Prefecture, 510-0295 JAPAN  
Tel: 81-593-78-3405

#### ART.5 ORGANISING COMMITTEE

President Masakazu ARAKI  
Members Naohiro OKI (MFJ Managing Director)  
Kazumasa TSUCHIYA  
**Katsuhito OKANO**

#### ART.6 OFFICIALS

Clerk of the Course Keiji TAMURA  
Assistant Clerk of the Course Ken HASHIGUCHI  
Assistant Clerk of the Course Kiyotaka TSUBOI  
Assistant Clerk of the Course Ryuji KATO  
Assistant Clerk of the Course Seiji UEMURA  
Chief Course Marshal **Akira IRIYAMA**  
Chief Technical Steward Takashi MIZUNO  
Chief Pit Inspector Hiroaki SAKAGUCHI  
Chief Time Keeper Tsutomu HAYAKAWA  
Paddock Director Shinobu MATSUSHIMA  
Chief Medical Officer Yoshimasa SETOGUCHI  
Medical Director **Yasuhiro HAMAMURA**  
Fire Control Director **Takeshi NISHIDE**  
Public Relations Director Yo SATO  
Secretary-General **Katsuhito OKANO**

ART.7 VENUE AND TRACK

- 7-1 Venue: Suzuka Circuit  
7992 Ino-cho, Suzuka-city, Mie Prefecture, 510-0295, JAPAN  
TEL: 059-378-3405
- 7-2 Track: Closed track of 1 lap = 5.821 km in the Suzuka Circuit (clockwise)

ART.8 DATE OF THE MEETING

Technical Inspection/Supplementary Practice	<b><u>22 July (Thu) 2010</u></b>
Free Practice/Qualifying Practice/Night Practice	<b><u>23 July (Fri) 2010</u></b>
Free practice for teams taking part in the race / <b><u>Superpole</u></b> (scheduled in the afternoon)	<b><u>24 July (Sat) 2010</u></b>
Race (Start: 11:30, Finish: 19:30)	<b><u>25 July (Sun) 2010</u></b>

- \* 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, except for the supplementary practice scheduled on Thursday.

ART.9 NUMBER OF MOTORCYCLES IN RACE

From Timed Practice:	62 motorcycles
Recommended by Organiser:	8 motorcycles
Total:	70 motorcycles

## CHAP. 2 APPLICATION FOR ENTRY

### ART.10 ENTRANTS

- 10-1 All entrants (Riders/Teams) must hold valid FIM licenses.  
Entrants from overseas must have entry permits issued by their FMNs.
- 10-2 The MFJ will issue an FIM licence for entrants (Riders/Teams) from Japan.
- 10-3 Entrants from overseas must obtain a performance visa in order to enter Japan.  
The following documents are necessary for visa application:  
1) A copy of entry form;  
2) Personal resume; and  
3) A copy of International Licence issued by the relevant FMN  
Further, documents to be provided by the Organiser will be sent by post to entrants with the Entry Acceptance Notice.

### ART.11 APPLICATION FOR ENTRY

- 11-1 Address and Business Hours  
Suzuka Circuit Race Secretariat  
7992 Ino-cho, Suzuka-city, Mie Prefecture, 510-0295 JAPAN  
Tel: 059-378-3405  
Business hours: 9:30 - 16:00
- 11-2 Period  
Opening: **1st May (Fri.) 2010**  
Closing: **31st May (Sun.) 2010** (Application to be received by this date inclusive)  
\*Changes to the entry form may be made before **25th June (Fri.) 2010.**
- 11-3 The application form must be fully completed and submitted together with the entry fee and MFJ Sports Injury Fund Fee by the closing date.  
The designated application form must be used.
- 11-4 When the application form is sent by mail, the required fees should be transferred through the Japanese postal giro, or the fees should be sent to the GP Office by registered mail for cash.  
\* Details on the application method through postal giro will be given at the bottom.

### ART.12 ENTRY FEE AND MFJ SPORTS INJURY FUND FEE

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

	<b><u>Entry Fee</u></b>	<b><u>MFJ Sports Injury Fund Fee</u></b>	<b><u>Total</u></b>
<b><u>A team w/2 regular riders</u></b>	<b><u>28,000yen</u></b>	<b><u>7,000yen (for two riders)</u></b>	<b><u>35,000yen</u></b>
<b><u>A team w/3 regular riders</u></b>		<b><u>10,500yen (for three riders)</u></b>	<b><u>38,500yen</u></b>

- 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 they 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 for a rider and a fee of ¥ 500 for a pit crewmember shall be paid. This is valid only for the duration of the event (supplementary/free practice, qualifying practice, race).

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 within 72 hours 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 and insurance fee will be refunded to applicants who have been refused entry. (However, handling charge of ¥ 2,000 will be deducted from the total.)
- 14-4 The entry and insurance fees will not be refunded to any applicants who wish to withdraw entry at any time after it has been accepted.
- 14-5 If the meeting is cancelled, a refund will be made according to the table below.  
The organiser shall not be liable for any damages suffered by the applicants under any circumstances.

Status	Entry Fee	Insurance Fee
Cancelled with no timed practice held	Refunded to all entrants	Refunded if practice session covered by insurance scheme was not conducted
Timed practice held, but race cancelled after grid position is announced	Refunded only to qualified entrants	Not refundable
Race was started and cancelled halfway through	Not refundable	Not refundable

## CHAP. 3 ELIGIBILITY OF MOTORCYCLES, FUEL SPECIFICATIONS AND EQUIPMENT

### ART.15 ELIGIBLE MOTORCYCLES

#### 15-1 Eligible motorcycles

Motorcycles that comply with the FIM Road Racing Endurance World Championship Technical Regulations and the present Supplementary Regulations.

\* JSB 1000 motorcycles shall be entered under EWC class.

#### 15-2 Wheel Change System

The use of a wheel change system is not permitted. However, this rule will not apply to the contracted teams (See Art. 1.8.5 of the FIM Road Racing Endurance World Championship Regulations) and teams having obtained points in the Endurance World Championship of the current year.

In installing this system (if applicable), the rear (driven) sprocket and brake disc (or its equivalent components) must be located in the same position as on the base production motorcycle.

\* By "the same position" it is meant as the aforementioned components being located either on the swing arm side (body) or on the wheel (tyre) side, at the time of wheel change.

Note: Restrictions may be imposed on a system that conforms to the above requirement, if it is deemed by the Organiser as having problems from safety or economic point of view or having limited availability or manufacturability.

#### 15-3 Fuel tank

##### (1) Protection of refuelling valve openings

A protective function to the refuelling valve opening must be provided to prevent the fuel from leaking out from or any foreign matter from getting trapped in the opening, in case of a fall.

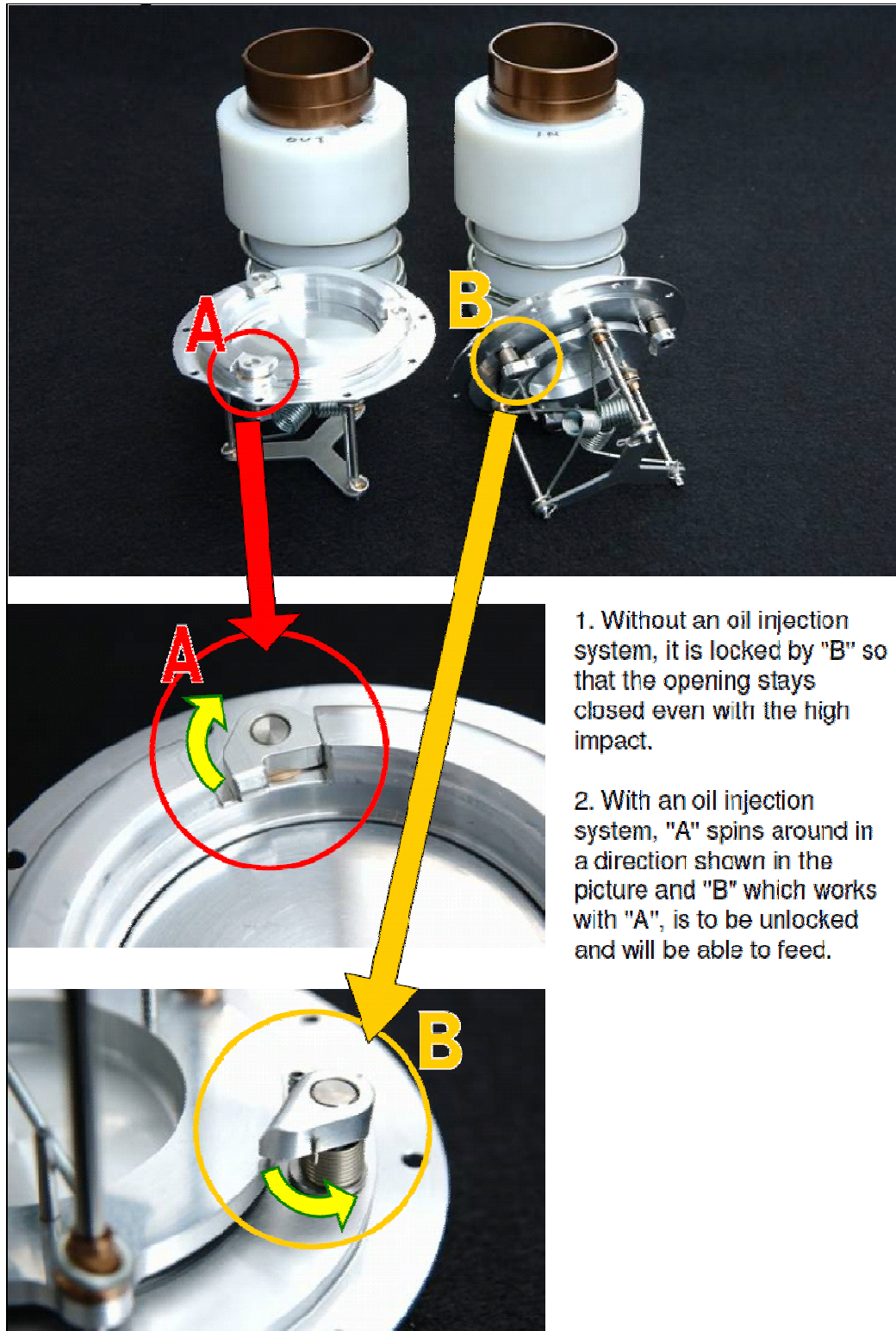
A cover or lock provided with the protective function must not serve any other purpose, and must be fixed securely with appropriate means (use of a hinge or wire, etc.) so as not to fall off the motorcycle, while running.

However, this rule will not apply to the contracted teams in the FIM Road Racing Endurance World Championship (See Art. 1.8.5 of the FIM Road Racing World Championship Endurance Regulations) and the teams having scored points in the FIM Road Racing World Endurance Championship of the current year.

[Example of an attachment]



<Example of protection with a cap>



*<Example of a locking mechanism provided>*

\* Note: The picture of the attachment above is only one example, and any type, shape of or material for an attachment is permitted, including plastics, as long as it has the similar function. As the primary purpose of an attachment like this is to prevent fuel from running out or any foreign matter from getting in at the time of a fall, an appropriate locking mechanism for keeping the valves tightly shut, may be used instead.

- (2) Fuel tanks for non-contracted (one-off) teams and teams without points in the Championship  
The method of increasing the fuel tank capacity as given below is permitted subject to the decision on fuel tanks made and published by the MFJ Technical Commission.

Minimum modification to the side silhouette made with the purpose of fixing the quick filler and/or of obtaining the desired tank capacity is permitted (by enlarging the upper part).

\* The method of expanding the width has always been allowed.

\* The modification to the fuel tank laid out herein is permitted for the Suzuka 8 Hours and 300 km events only, and the aforementioned modification including the cutting of the air box is not permitted in any other national championship events.

- 15-4 Team managers must sign off on a motorcycle specifications form with the entered class of motorcycle indicated to be presented at the time of verification.

#### ART.16 TYRE QUANTITY LIMITATIONS

- 16-1 The number of tyres to be used in all qualifying sessions is limited to 3 sets of tyres (3 front tyres + 3 rear tyres), which will be marked by the officials.

**However, this rule will not be applicable to the contracted teams or teams having scored points in the FIM Endurance World Championship of the current year.**

Also, the teams with 3 regular riders registered are permitted to use 1 additional set of tyres.

This 1 additional set of tyres may be used only in qualifying sessions for the 3<sup>rd</sup> riders.

**This rule will not apply to the Superpole.**

- 16-2 If "Wet" declaration is made in a qualifying session, the tyre quantity limitation rule of **16-1** shall not apply.

Under wet declaration, tyres of all types (including dry, intermediate and wet tyres), marked or not, may be used. Once the wet declaration is removed, though, they must be replaced by the marked tyres within 10 minutes after the removal of the wet declaration.

[Operational procedure]

\* Wet track declaration or removal of declaration will be made in a qualifying session at the discretion of the Clerk of the Course.

\* Until the track condition is officially declared wet, only the marked tyres may be used.

\* After the wet track declaration is officially removed, the tyre markings will be checked 10 minutes after the removal of the declaration.

[Wet track declaration/Removal of declaration]

\* Wet declaration: "Wet" board will remain displayed at the signalling tower (also during the interval between sessions. "Wet" indication may be put up additionally in the pit lane). Public announcement will be also made.

\* Removal of declaration: "Wet" board will be removed from the signalling tower. Public announcement will be made at the same time.

10 minutes after the wet declaration was removed, check on the tyre markings will start.

**16-3 See Art. 33-7 for tyre quantity limitation applied to Superpole.**

- 16-4 The details of tyre marking time/place/check method will be notified in an official notice, etc.

#### ART.17 NUMBER PLATES

- 17-1 Teams other than the contracted teams (See Art. 1.8.5 of the FIM Road Racing Endurance World Championship Regulations on Number Plate) may use the number plates prescribed under either one of the regulations below.

(1) Art. 2.3.12 of the FIM Road Racing Endurance World Championship Regulations

(2) Number plate and color specified in JSB 1000 Technical Specifications 6 under the MFJ National Sporting Regulations

- 17-2 If a team chooses to use the number plate under 17-1(2) herein, the numbers must be always white against the black background and either retro-reflective or electrically illuminated.

## **ART.18 LIGHTS**

### **18-1 Specifications**

**Headlight regulations applicable either to the FIM Endurance World Championship or to Suzuka 8 Hours must be respected:**

**Headlight regulations applicable to the FIM World Endurance Championship**

**See Art. 2.3.11 of the FIM Road Racing World Championship Endurance Technical Regulations for details.**

**Headlight regulations applicable to the Suzuka 8 Hours**

**The motorcycle must have lights in full working order. It is recommendable to have the front light with halogen bulbs of over 55 Watts or equivalent power output with a minimum diameter of 100 mm each. Adding front light is permitted.**

**For any other requirements aside from the above, FIM Endurance World Championship regulations must be complied with.**

**This rule will not be applicable to the contracted teams or teams having scored points in the World Championship of the current year.**

## **ART.19 ENGINE SECONDARY COVER**

**As a rule, a secondary cover for all lateral engine covers containing oil must be able to withstand a sudden impact caused by a fall, etc.**

**If, as a result of an unforeseeable degree of impact, the secondary cover should have a hole or sustain any damage, the instructions may be given by the official to repair the damage in such a manner as he sees fit, in order to protect other riders or the track.**

**You are advised to have a spare secondary cover ready for use in anticipation of such a case.**

## **ART.20 FUEL SPECIFICATIONS**

20-1 **Only the fuel supplied at the pumps on the premises of Suzuka Circuit may be used.**

20-2 The following types of fuel are made available for supply at the Suzuka Circuit:

Properties of Fuel supplied <b><u>(as of May 2010)</u></b>		
Brand	PREMIUM GASOLINE	Cosmo SUPER MAGNUM
Lead content	<b><u>Less than 0.001g/l</u></b>	<b><u>Less than 0.001g/l</u></b>
Motor Octane	<b><u>87. 9MON</u></b>	<b><u>87. 8MON</u></b>
Research Octane	<b><u>99.6 RON</u></b>	<b><u>99.5 RON</u></b>
Density (15 °C)	<b><u>0.7338 g/ml</u></b>	<b><u>0.7478 g/ml</u></b>

20-3 A purchase certificate sticker from the respective fuel supplier issued at the designated pumping stations on the circuit premises must be affixed to a motorcycle specification form for submission.

20-4 Submission must be made before the end of the technical inspection. If it cannot be made by this time due to unavoidable circumstances, it must be submitted to the technical official before the start of the first timed practice session.

## **ART.21 RIDER'S CLOTHING**

The rider's clothing must be MFJ approved or conform with the FIM Regulations and of such quality as to provide protection to the rider and must not in any way impede the movement of the rider.

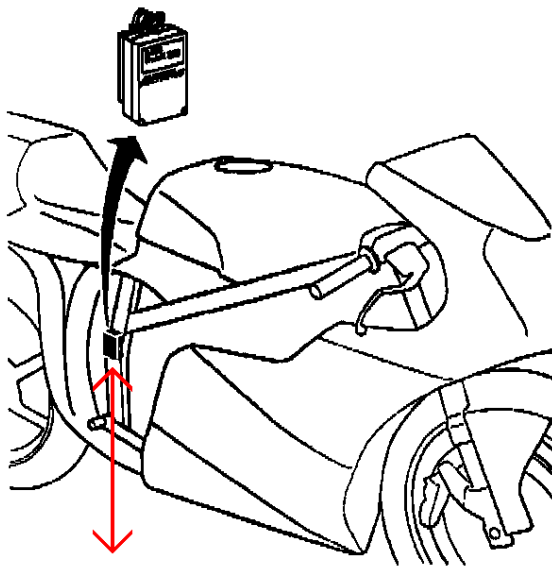
## CHAP. 4 VERIFICATION AND TECHNICAL INSPECTION

### ART.22 VERIFICATION

- 22-1 Entrants who have been formally accepted should 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.
- 22-2 The following documents must be submitted when registering for the event:
- (1) SMSC license or TRMC-S license (Rider/Pit Crew - license holder only)
  - (2) FIM international license (Rider/Team)
  - (3) Official acceptance notice
  - (4) Motorcycle specifications
  - (5) Prize money bank transfer form
  - (6) Team composition form
- 22-3 Entrants who cannot submit an SMSC license or TRMC-S license must pay the temporary mutual fund scheme membership fee.

### ART.23 AUTOMATIC TIMEKEEPING UNIT (TRANSPONDER)

- 23-1 Competitors must install either the rental transponder provided by the Organiser or their own transponder made by AMB (which belongs to the team) on the motorcycle.
- 23-2 The onus is on the competitors to ensure that their own transponders are kept operational at all times during use. Should a team's own transponder fail, such a team is not permitted to take part in the session, unless the problem is rectified or the rental transponder provided by the Organiser is installed on the machine.
- 23-3 The teams' own transponders may not be shared with other competitors.
- 23-4 Competitors must install the transponder on their machines by the time scheduled for Technical Inspection.
- 23-5 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).
- 23-6 If the rental transponder should be damaged or lost, the competitor concerned shall be required by the Organiser to pay 52,500 yen (inclusive of tax) per unit, regardless of the cause.
- 23-7 The use of both rental and team's own transponders on the machine at the same time is prohibited.



*Must be installed not higher than 60cm from the ground surface*

\* Please note that it may not be possible to record a time if the transponder is not mounted in a correct manner/position.

- 23-8 The transponder must be installed on the motorcycle from the supplementary free practice on Thursday.

ART.24 TECHNICAL INSPECTION

- 24-1 The technical inspection will be performed in the technical control area in the paddock, according to the timetable specified in an official notice.
- 24-2 Motorcycles must be submitted for the technical inspection by 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.
- 24-3 Presentation of a machine will be deemed as an implicit statement of conformity with the technical regulations. Responsibility for the preparation of the machine to comply with all technical and safety regulations rests with the team.
- 24-4 Riders must submit an equipment list, a motorcycle specifications form (including the one for a spare motorcycle, if any) and a fuel purchase certificate sticker for fuel purchased from the circuit during technical inspection.
- 24-5 At least two registered mechanics must be present at the technical inspection.
- 24-6 All motorcycles judged unsuitable for participation in competition under the regulations or for safety reasons will be prohibited from participating in all sessions, including the qualifying practice.
- 24-7 The Chief Technical Steward may call for a random technical inspection at any time during the event if deemed necessary.
- 24-8 Noise control will be carried out on the motorcycles during the technical inspection. The date, time and location of measurement will be announced in an official notice. However, the Clerk of the Course may call for the measurement of noise level or fuel tank capacity at any time as needed

**CHAP. 5 REGISTRATION AND CHANGE OF RIDERS, PIT CREWMEMBERS AND MOTORCYCLES**

**ART.25 REGISTERING AND CHANGING RIDERS**

- 25-1 Two to three riders must be registered for each motorcycle at the time of entry application.
- 25-2 The first, second and/or third rider may not be registered for more than one team.
- 25-3 The team composition form that specifies the team's composition of riders (registration of the first, second and/or third rider) for the free practice, **qualifying practice** and **Superpole** must be submitted at the verification. However, the team composition can be changed up until one hour after the end of the last free practice. No further change is allowed from this time until the end of the last **qualifying practice**.
- 25-4 Definitive team make-up must be confirmed within 30 minutes after the warm-up practice on the race day. All teams are required to submit within the specified time the "final team composition" application form to the race secretariat. This "final team composition application" must have the team's starting rider indicated together with the team manager's signature, which must be submitted without fail.
- 25-5 When a change of riders is approved, the original rider will be deleted from the list of riders.

Timing	Switching rider(s) (1 <sup>st</sup> /2 <sup>nd</sup> /3 <sup>rd</sup> )	Registering rider(s) from/to other team	Registering new rider(s) (1 <sup>st</sup> /2 <sup>nd</sup> /3 <sup>rd</sup> )
at verification	○	○	○
within 1 hr after free practice	○	* <sup>1</sup> △	×
after qualifying practice (incl. <b><u>Superpole</u></b> ) within 30 min. after warm-up practice	* <sup>2</sup> △	* <sup>2</sup> △	×

- Acceptable    △···Acceptable on condition    ×···Unacceptable
- \*<sup>1</sup>: Only for riders that have been registered with other teams at the time of verification. After this point, no rider change may be made until the end of qualifying practice.
- \*<sup>2</sup>: Only for riders that have met the standard qualification time in one of the qualifying practices.

**ART.26 PIT CREW**

- 26-1 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 example; engaged in refuelling or standing by with a fire extinguisher) 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.  
(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).  
While the registration of pit crewmembers for more than one team is permitted, a maximum number of pit crewmembers for each team, including those registered for more than one team, shall be 8.
- 26-2 All pit crewmembers must be holders of MFJ pit crew license.  
\* Pit crewmembers from overseas are not required to have MFJ licenses.
- 26-3 The team manager must be designated in the team composition application form at the time of verification.

**ART.27 CHANGE OF MOTORCYCLES**

- 27-1 The change of motorcycle already entered and registered is allowed only under unavoidable circumstances.
- (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 race secretariat.
  - (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 Clerk of the Course (the substitute motorcycle must first undergo an official inspection).
  - (3) No change of class may be made after the declaration form (Motorcycle Specifications Form) verifying the entered class was signed off and presented at verification.
- 27-2 A request to change the motorcycle must be accompanied by a motorcycle change request fee of ¥ 5,000.
- 27-3 In anticipation of the need to change the motorcycle, entrants may bring in more than one spare motorcycle (reserve machine), to be submitted to the technical inspection, provided that the spare motorcycle(s) are of the same class and make.
- 27-4 To register a spare motorcycle, entrants must submit a motorcycle specifications form and obtain approval from the race secretariat.
- 27-5 The racing number of spare motorcycle will be the same as that of the registered motorcycle, and a letter "T" which is 5cm in height will be affixed to the number plate.

**ART.28 CHANGE OF ALL RIDERS AND MOTORCYCLES**

Changing all riders and all motorcycles is not permitted.

**CHAP. 6 ADMINISTRATIVE DETAILS AND RULES OF CONDUCT**

**ART.29 CREDENTIALS AND VEHICLE PASSES**

- 29-1 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 for the race must be worn on the upper part of the right arm.
- 29-2 The competitor's private cars or service vehicles must display the pass (sticker) issued by the Organiser. Vehicles having no pass will be denied access to the paddock area.
- 29-3 Three service vehicles for each motorcycle entered will be allowed access to the paddock only when they deliver motorcycles, parts or tools. Further, passing through the paddock, or loading and unloading work must be controlled under the instructions of the Race Secretariat.
- 29-4 Competitors must abide by instructions concerning the passage, parking and behavior within the paddock and all other locations on the Suzuka Circuit premises, as specified in official notices and by road signs.
- 29-5 Credentials and passes may not be sold or lent to other persons or used for any other purpose than that which has been designated.
- 29-6 In the event a credential or pass is lost or damaged, application for reissuing must be made with the Race Secretariat. A re-issuance fee will be charged.
- 29-7 In the event a competitor ceases to participate in the event after the verification for any reason, he must promptly return the credentials and vehicle passes to the Race Secretariat. Infraction of this rule may be sanctioned with a penalty subject to Art 1.8.8 of the FIM Road Racing Endurance World Championship Regulations.

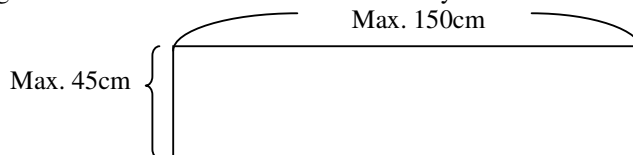
**ART.30 USE OF PITS**

- 30-1 As a rule, the pits to be used for the qualifying practice and the race 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 specified in the timetable.  
Further, please be advised that if the pit box shutter is found closed on Saturday when it should be open, the race secretariat will be at liberty to open it.

Date	Hours	Session	Areas in Question
<b><i>Fri. 24 July</i></b>	<b><i>7:30-9:10 13:40-15:05</i></b>	<b><i>Qualifying practices for Suzuka 4 Hours</i></b>	<b><i>In front of Pit</i></b>
<b><i>Sat. 25 July</i></b>	<b><i>6:40-12:40</i></b>	<b><i>Suzuka 4 Hours Race</i></b>	<b><i>3 m from pit toward track /In front of pit</i></b>

**\*The schedule above may be subject to change.**

- 30-2 If any teams wish to switch their assigned pits between them, the team managers concerned must first have mutual consent and make a request to the race secretariat for approval.
- 30-3 Only race officials, press members and guests specifically authorized are permitted access to the pit roof areas.
- 30-4 Installation of signboards over the pit (facing grand stand):
  - (1) A signboard showing the names of the team and riders, etc. may be installed on the upper part of the pit box throughout the event.
  - (2) The signboard shall measure 45 cm high and 150 cm across.
  - (3) The names of the team and riders should occupy more than half of the signboard space. The name of the sponsor (logo mark) may be carried in the remaining space.
  - (4) The signboard should be made of wooden or acrylic material.



## ART.31 RULES OF CONDUCT

- 31-1 All competitors must behave in an open-minded and impartial manner, mind their language and always act in the spirit of sportsmanship.
- 31-2 All competitors must follow the instructions of race officials throughout the event.
- 31-3 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.
- 31-4 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.
- 31-5 Competitors must take responsibility for their own, riders', pit crew's as well as their guests' action.
- 31-6 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.  
A waiver may be granted by the International Jury.

(1) Riders' briefing (for all riders):

Date/time: **22 July (Thu.)** 11:45~

Place: Briefing room, 2nd floor of the Control Tower

(2) Team managers' briefing (for team managers only):

Date/time: **25 July (Sat.)** 18:00~

Place: Briefing room, 2nd floor of the Control Tower

\*The above schedule may be subject to change.

- 31-7 If a rider is injured, he must receive medical attention without fail at the Medical Center in the Circuit.  
Failing that, he may not be eligible for the Mutual Insurance Fund scheme.

The following hospitals are designated as receiving hospitals for the Suzuka Circuit:

(1) 1<sup>st</sup> Receiving Hospital

Hospital name: Suzuka Central General Hospital

Hospital Director: Masayuki HAMADA

Address: 1275- 53 Yamanohana, Yasuzuka-cho, Suzuka City

Tel: 059-382-1311

Specialty: General Surgery, Orthopaedic, Neurosurgery, Cardiovascular,  
Anaesthesiology, other departments

Journey time on road: 10 minutes

(2) 2<sup>nd</sup> Receiving Hospital

Hospital name: Suzuka Kaisei General Hospital

Hospital Director: Isao TANAKA

Address: 112-1 Kokufu-cho, Suzuka City

Tel: 059-375-1212

Specialty: General Surgery, Orthopaedic, Neurosurgery, Cardiovascular,  
Anaesthesiology, other departments

Journey time on road: 10 minutes

(3) 3<sup>rd</sup> Receiving Hospital:

Hospital name: Mie Prefectural General Medical Center

Hospital Director: Tokuji KONISHI

Address: 5450-132 Nichiei Oaza Yokkaichi City

Tel:059-345-2321

Specialty: General Surgery, Orthopaedic, Neurosurgery, Cardiovascular,  
Anaesthesiology, Emergency Medical Center, other departments

Journey time on road: 25 minutes

## CHAP. 7 METHOD OF QUALIFICATION

### ART.32 **QUALIFYING PRACTICE**

- 32-1 In the event that the **qualifying practice** is divided into multiple groups, the groups shall be decided by open drawing, to be held after the verification.
- 32-2 There is no obligatory number of laps for the **qualifying practice**, however, rider(s) who fails to achieve the standard qualification lap time is not allowed to participate in the race. The standard qualification lap time is a maximum 115% of the average time of the best three times recorded in each session for the group. Riders must obtain the standard qualification lap time in at least one of the qualifying sessions. A machine can start the race, when the team is composed of two or three riders who are qualified as mentioned above.
- 32-3 The time used to determine the qualification order for each team is the fastest lap time (best lap time) achieved by the first, second or third rider within the team during the **qualifying practice**. In case of a tie, the second best lap time of the team will be taken into consideration to determine the order.
- 32-4 The top 62 motorcycles in the **qualifying practice** will form a provisional starting grid (without the teams recommended by the Organiser).  
However, the FIM Road Racing Endurance World Championship contracted teams (See Art. 1.8.5 of the FIM Road Racing Endurance World Championship Regulations) and teams having obtained points in the World Championship of the current year that are not in the top 62 motorcycles will have the right to race providing that they have qualified according to Article 30-2. Those teams, if any, will take the position of the slower teams at the bottom of the provisional starting grid (of 62 motorcycles).
- 32-5 Method of deciding the qualification order if the **qualifying practice** is divided into multiple groups:
- (1) The qualification order is decided with overall time order of all timed practice groups combined if there is no significant difference in the track condition among the groups (the temperature difference due to the time of the timed practice held, etc. will not be taken into consideration).
  - (2) If the International Jury sees that there was a significant difference in the track condition due to change of weather or other factors, the qualification order is determined based on the order of teams by group.
  - (3) If the grid position is to be determined based on the order of teams by group, the top times from group A and group B will be compared to determine the order, the faster team to be the first, the slower team to be the second. The second top times from group A and group B shall then be compared to determine the subsequent order in the grid position, the faster team to be the third, the slower team to be the fourth, and so on.
- 32-6 The "**Superpole**" will be conducted for the top **20** teams qualified for the race, in order to determine the grid positions.
- 32-7 The grid positions for the remaining **42** teams will be decided based on the timed practice results.
- 32-8 The remaining 8 motorcycles to participate in the race will be selected from among the teams who have presented a petition and recommended by the Organizer.
- 32-9 In addition to the registered motorcycle, a substitute motorcycle may be brought into the pit and used alternately for "free practice," "**qualifying practice**," "free practice for the teams taking part in the race," "night practice" and "**Superpoles**."

**ART.33 SUPERPOLE**

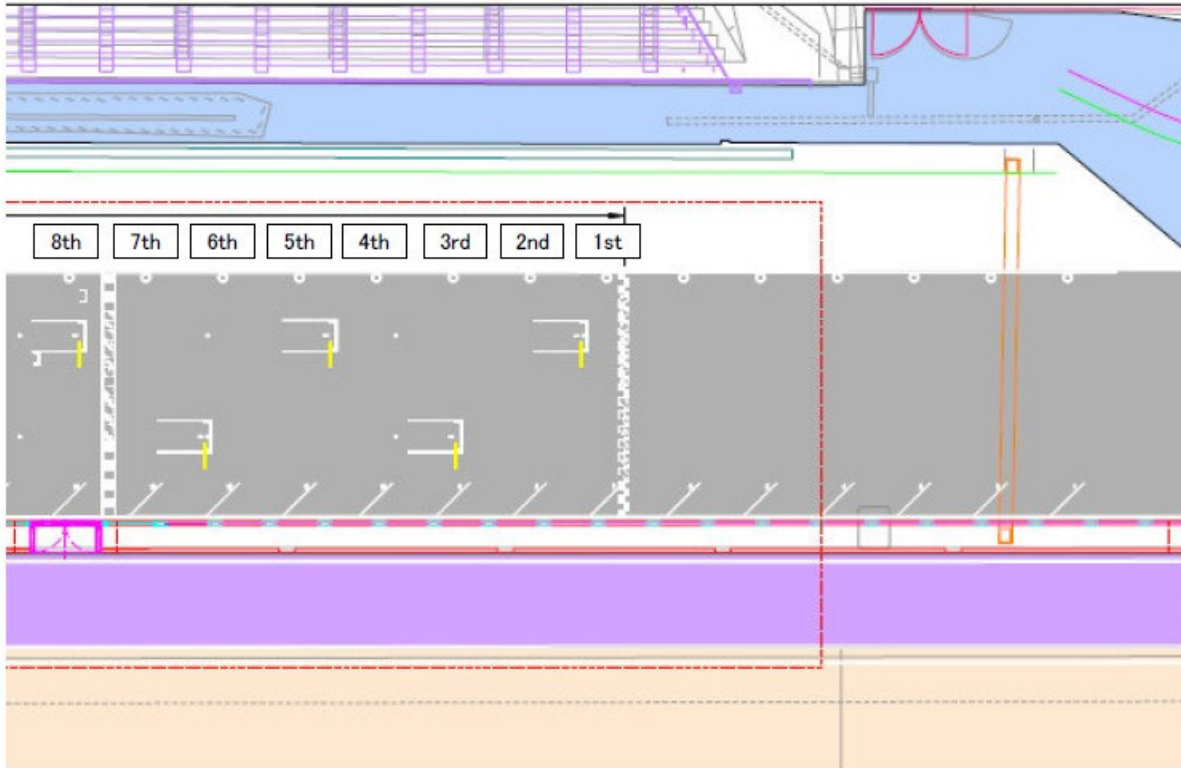
- 33-1 The Superpole will be participated by the first 20 teams of the qualifying practice results.**
- 33-2 The “Superpole” will be held on the day preceding the race, and participated by one rider per team who has met the standard qualification time. The teams must compulsorily participate in the “Superpole.” 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.**  
**Riders once registered must take part in the Superpole and under any circumstances may not be changed.**
- 33-3 Teams participating in the Superpole must register their rider with the race secretariat within 30 minutes after the end of the free practice on Saturday.**
- 33-4 Riders taking part in the Superpole will enter the track from the pit lane within the allocated time. They are allowed to come back to their pits and rejoin the track during the Superpole.**
- 33-5 The results of the Superpoles will be classified in the following order to establish the starting grid:**
- (1) Superpole 1(14 minutes)**  
**Superpole 1 will be participated by the first 20 teams of the qualifying practice results to determine grid positions 20<sup>th</sup> to 17<sup>th</sup>. The first 16 teams from Superpole 1 will proceed to Superpole 2.**
- (2) Superpole 2 (12 minutes)**  
**Superpole 2 will be participated by the first 16 teams from Superpole 1 to determine grid positions 16<sup>th</sup> to 9<sup>th</sup>. The first 8 teams from Superpole 2 will proceed to Superpole 3.**
- (3) Superpole 3 (10 minutes)**  
**Superpole 3 will be participated by the first 8 teams from Superpole 2 to determine grid positions 8<sup>th</sup> to 1<sup>st</sup>.**  
**There will be a 7 minute interval between Superpole 1 and 2 and Superpole 2 and 3 respectively.**
- 33-6 Any motorcycle, which participated in Superpole 1, but could not get its lap time recorded for any reason will have no time in the Superpole. In the event that more than one motorcycle has no time recorded in this session, the qualifying practice results will be taken into account to determine the grid positions.**
- 33-7 Throughout the Superpoles, only 1 set of slick tyres and 1 set of rain tyres per team is allowed.**
- 33-8 The tyres must be marked 1 hour before the start of Superpole at the technical inspection area, by the teams under the supervision of officials.**
- 33-9 The present Supplementary Regulations shall apply in respect to the specific rules of competition.**

**ART.34 GRID POSITIONS FOR THE RACE**

**Pole Position for the Race shall be set at a position marked ⑦ on the track.**

**Grid positions from 2nd downwards shall be assigned accordingly after Pole Position.**

**(See the drawing below)**



**STARTING METHOD**

35-1 The Le Mans style start will be adopted.

35-2 The starting order on the grid for the race will be as follows:

- (1) The first **20** positions on the grid are determined based on the results of the “**Superpole**”.
- (2) The results of qualifying practice will be taken into account to determine the grid positions from **21st** and down.
- (3) The teams, who are allowed to participate in the race at the Organizer's recommendation, will be assigned positions on the grid behind groups (1) and (2) above.

35-3 Starting riders shall be those riders designated on the "final team composition application" form submitted by the teams according to Art. 25-4 of the present Supplementary Regulations.

35-4 Starting procedure according to Art. 1.16 of the FIM Road Racing Endurance World Championship Regulations. Red lights will be used to start the race.

## CHAP. 9 BEHAVIOR DURING PRACTICE AND RACE

### ART.36 STOPPING ON THE TRACK

- 36-1 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.
- 36-2 The rider must exit the track, leaving his motorcycle with the track marshal after submitting a withdrawal report.
- 36-3 The rider must leave the machine abandoned on the track in the control of the track marshal until the finish of the race. He must follow any instructions given by the marshal to move the motorcycle to a place where it does not interfere with the running of the race.

### ART.37 BEHAVIOR DURING PRACTICE AND RACE

- 37-1 During the race, qualifying practice and free practice, the riders must wear armbands on the upper part of both arms.
  - 1st rider: Red
  - 2nd rider: Yellow
  - 3rd rider: White
- 37-2 A rider is not allowed to transport another person on his machine or to be transported by another rider on his machine.
- 37-3 Using the shortcut roads around the track
  - (1) The riders must use the pit entry road at a reduced speed to come back in for a pit stop. Penalty may be imposed for any infraction of this rule, except for the following cases.
    - ①Case  $\alpha$ 
      - Ex.: coming in to the pit through the East shortcut course:  
For this event only, the riders are permitted to come back in to the pit during free practice, qualifying practice (including **Superpole**) and warm-up practice (on Sunday morning) through the East shortcut course.  
The lap time concerned will be cancelled. (The rider must always stop before the pit entry road and pay full attention to any motorcycle that is passing through the pit entry road).
    - ②Case  $\beta$ 
      - Ex.: coming in to the pit through the East shortcut course during free practice, qualifying practice and warm-up practice (on Sunday morning), when it is deemed dangerous for the damaged motorcycle to continue to run on the track after a fall, etc., or coming in to the pit through the irregular routes (i.e. entering the pit entry road from the runoff area at the last corner, or coming back to the pit from the pit lane exit).
        - 1) In the above cases, the rider may come in to the pit through the route other than the regular track, only under the official's supervision. The lap time concerned will be cancelled. (The rider wishing to come in to the pit through the irregular route must first check with the official before doing so. Penalty may be imposed on any rider who came back to the pit through the irregular route without the official's supervision).  
Riders who are on the track and on the regular pit entry road have always right of way. The rider intending to come back in to the pit through the irregular route must ensure safety without fail before he rejoins the track or the regular pit entry road.
        - 2) 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 come back 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.
        - 3) Official may check any damaged motorcycle that has come back to the pit after a fall. before it is allowed to go out again. If the motorcycle was found unsuitable to rejoin the track by the official, it is not permitted to do so.

(2) Penalty may be imposed on the rider who has made a shortcut in the following cases.

①Case  $\gamma$

Ex.: making a shortcut that may prove advantageous for the rider as he rejoins the track after cutting through the chicane, overshooting the corner, or otherwise getting off the track

- 1) The rider must first stop before rejoining the track and ensure safety, after overshooting the corner or after a fall.
- 2) If the rider gains any advantage by violating the rule 1) above, the following penalty may be imposed:
  - During practice: cancellation of the lap time concerned
  - During race: Stop & Go penalty
  - \* If it is not possible to impose a Stop & Go penalty as the finish is imminent as on the last lap, 1 (one) minute will be added to the race result.

②Case  $\Lambda$

Ex.: coming in to the pit through the irregular routes (i.e. entering the pit entry road from the runoff area at the last corner, coming back to the pit from the pit lane exit or through the paddock) or through the East shortcut course, when it is deemed dangerous for the damaged motorcycle to continue to run on the track following a fall, etc. during the race.

- 1) In the above cases, the rider may come back to the pit through the irregular route only under the official supervision and at the risk of being penalized as provided for herein. (The rider wishing to come in to the pit through the irregular route, he must first check with the official before doing so. If he came back to the pit without the official's instructions through the irregular route, the additional penalty may be imposed). Riders that are on the regular track and on the regular pit entry road always have right of way. The rider intending to come back in to the pit through the irregular route must stop first before he rejoins the track or the regular pit entry road, ensuring safety.
- 2) 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 come back 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.
- 3) Officials may check any damaged motorcycle that has come back to the pit after a fall, before it is allowed to go out again. If the motorcycle was found unsuitable to rejoin the track by the official, it is not permitted to do so.
- 4) Penalty may be imposed at the discretion of the International Jury.

#### ART.38 NEUTRALIZATION OF THE RACE

38-1 Art. 1.15.9 of the FIM Road Racing Endurance World Championship Regulations and the following provisions shall be followed for the neutralization procedure:

- (1) Two "Safety Cars" equipped with yellow and red revolving lights on the rooftop will enter the track at the point just before the 1st corner and at the hairpin curve simultaneously.
- (2) The Safety Cars, at the order given by the Clerk of the Course to call in the "Safety Car", will turn on yellow and red revolving lights, one just before the Chicane and the other at the Degner corner and make a lap.
- (3) Then the former SC will pull off the track from the pit entry road, and the latter will pull off into the runoff area on the right after passing the "Degner corner (25R)."

At the same time the green flag will be waved at Marshal Post 14.5 located after the overpass bridge and at ***the Main Flag Tower post***. From ***the Post 14.5 and the Control Line***, the race will be resumed.

38-2 A neutralization exercise may be conducted during any of the free practices.

ART.39 CHANGEOVER OF RIDERS

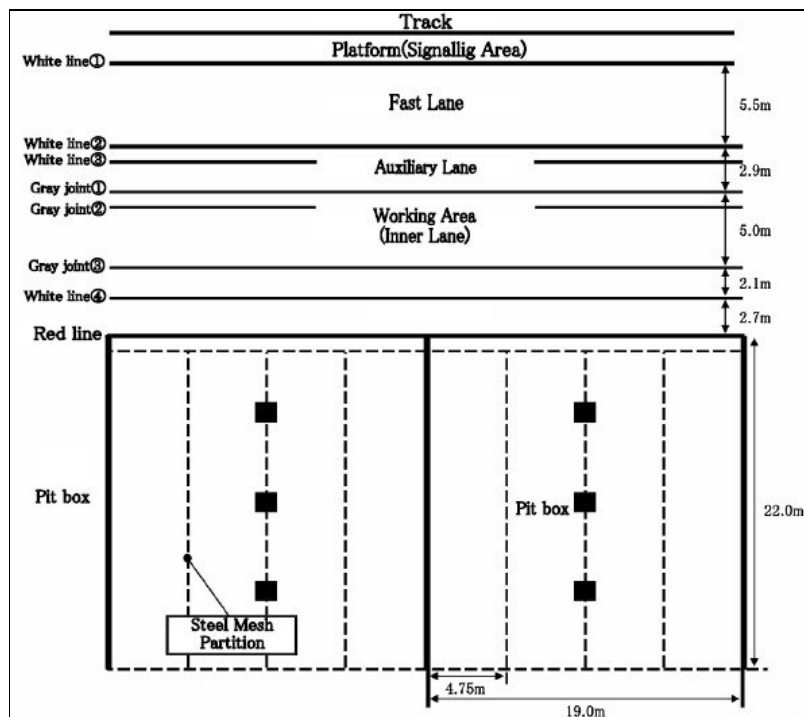
- 39-1 Engines must be switched off during a rider change.
- 39-2 Changeover of riders is only allowed when the motorcycle makes a proper pit stop.
- 39-3 The running time of each rider during the race is controlled as follows:  
When the rider crosses the pit lane exit, it will be taken as the start of his running time. When the rider crosses the pit lane in front of the control tower, it will be taken as the end of his running time.  
As a rule, if no rider changeover took place, it will be counted as continuous running time.  
However, this rule will not apply, if the rider spends more than half of his previous running time in front of the pit.
- 39-4 If a penalty rest imposed is not exercisable as the race finish is imminent, a further penalty will be imposed (including exclusion).

ART.40 FOUL OR DANGEROUS DRIVING

- 40-1 Riders must not intentionally interfere with other riders during the race. Further, riders may not behave in a manner that is likely to result in grave consequences.
- 40-2 Changing of lanes on the “straight” in front of the Grand Stand as well as on the “straight” between the Spoon curve and the 130R corner is prohibited except for the purpose of overtaking another motorcycle.
- 40-3 No protest will be accepted on rulings regarding the infringement of the rules in this article, and a penalty decided by the International Jury will be imposed. Riders who have committed a serious offence will be excluded from the race.

ART.41 ENTERING AND LEAVING PITS

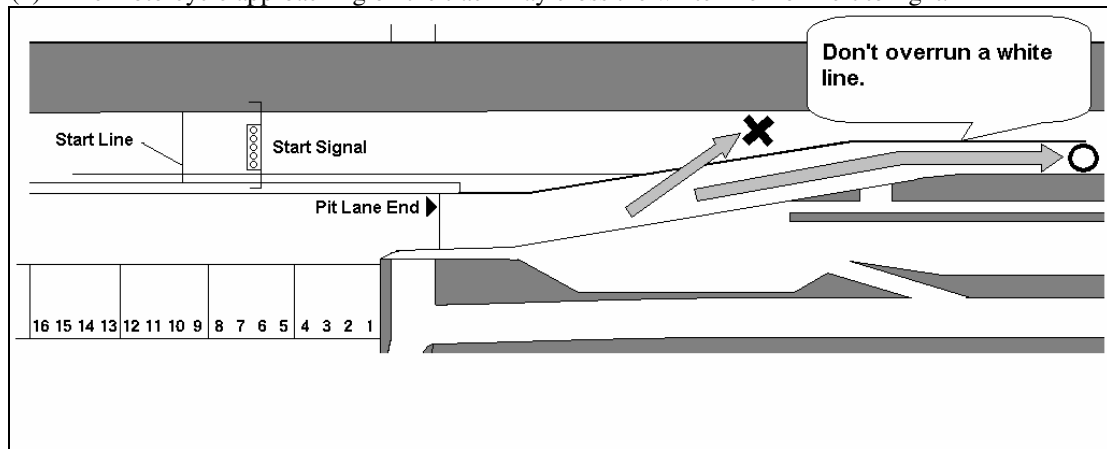
- 41-1 The area in front of the pit (pit lane) is divided into 3 different sections:
  - a. **Fast lane:** Section between the signalling platform and white line ②.  
This area is for the exclusive use of entering and leaving the pits and the speed must be reduced.
  - b. **Auxiliary lane:** Section between the white line ② and gray joint ①.  
This area is crossed when going from the fast lane to the working area (inner lane) or when going from the working area (inner lane) to the fast lane.
  - c. **Working area:** Section between the gray joint ① and gray joint ③.  
This area is used to perform pit work and is also a stopping area for machines.



- 41-2 A rider wishing to make a pit stop must move to and stay on the right side of the track before the 130R corner. The rider shall then enter the pit entry road just before the chicane after making sure that it is safe to do so. All riders must travel the pit entry road and the fast lane at a reduced speed and under no circumstances are they allowed to ride through the working area.
- 41-3 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.
- 41-4 A rider and his pit crew with their machine in the working area must be careful so as not to impede the passage of other motorcycles entering or leaving the pits during a pit stop.
- 41-5 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 the pit inspector or pit marshal.
- 41-6 A rider wishing to go out of the pit must be aware that a motorcycle coming in for a pit stop have the right of way in the fast lane. A rider may leave the pit only with the approval from the pit marshal.
- 41-7 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.

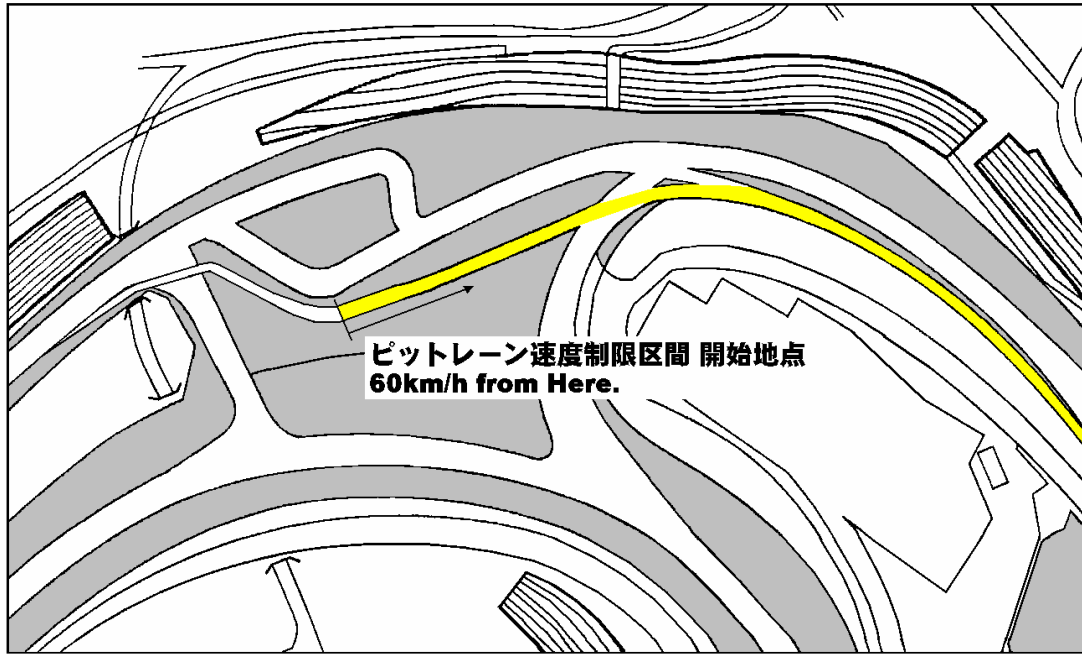
The following rule will apply with regard to the white line painted on the track from the pit exit toward the 1<sup>st</sup> corner:

- (1) The motorcycle leaving the pit lane to enter the track must stay to the right of the white line and either a front or rear tyre of the motorcycle may not extend over the left edge of the line.
- (2) The motorcycle approaching on the track may cross the white line from left to right.



- 41-8 When re-starting from the pit, the use of an external battery is prohibited.

- 41-9 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.42 LIGHT-ON SIGNAL**

The Light-On signal will be given by the flag marshal at 18:45. This may be subject to change, if weather conditions change.

Lights must remain lit until the order to turn them on is cancelled. If the light on the motorcycle is not in working order, the motorcycle must come back and stay in the pit until it is fully repaired.

## CHAP. 10 REPAIR WORK AND PIT SERVICE

### ART.43 REPAIR WORK DURING THE RACE

- 43-1 All repairs, adjustments and changing of parts with spares during ***qualifying practice, Superpole*** and race must be performed using spares and tools either carried on board the motorcycle or kept in the pit.
- 43-2 All damaged components except for a frame, a crankcase and a gearbox case may be replaced.
- 43-3 The fuel tank may be replaced if it is crushed during the race in a fall or other accident. Any spare tank must be declared as such during the technical inspection and must have passed the inspection. For any motorcycle with a fuel tank replaced, the crushed tank must be also presented to post-race technical inspection.
- 43-4 Repairs, adjustments and changing of parts with spares with the use of tools and spares kept in the pit may only be performed when the motorcycle makes a proper pit stop.
- 43-5 Repairs, adjustments and changing of parts with spares on a motorcycle stopped any place other than the pit must be carried out in a safe place without getting in the way of other motorcycles. It is strictly prohibited for anybody other than the rider to carry out any repair or adjustment work on the motorcycle. Further, all repairs, adjustments or replacement of parts must be performed only with spare parts and tools carried on board the motorcycle.
- 43-6 At no time during the race may a rider receive any outside assistance in pushing or riding his motorcycle. However, this rule does not apply, where the track marshals provide help to move the motorcycle for safety reasons, or when the rider, who has overshot his pit, pushes the motorcycle back to the pit with assistance from two pit crewmembers under the supervision of the marshals.

### ART.44 PIT WORK DURING THE RACE

- 44-1 The arm for the lighting device to illuminate the working area in front of the pit box must conform to the following requirements, when it is set up.
- (1) The arm must be located at least 2 m above the ground (with the lights and any other auxiliary equipment such as cables included).
  - (2) The arm must not extend beyond the work area.
  - (3) The arm must be tightly fixed so as not to fall.
  - (4) The support structure to fix the arm to must not extend beyond the red line.
  - (5) The arm may remain out over the pit work area during the race, whether or not any pit work is underway, and therefore there is no need to pull it inside the pit box.
  - (6) The extra lighting device may remain lit after the intervention work is finished, but must be switched off, if it is liable to disturb other team's work or affect the riders.
- 44-2 A rider coming back in during the race after the light-on board is displayed must keep the lights lit on the machine, while on the pit entry road and until he enters his pit. After he comes to a stop, he must turn them off. Also, when he leaves his pit, he must turn them back on again. A penalty will be imposed for any infraction of this rule.
- 44-3 When the motorcycle comes back to the pit during the race, the mechanics for the motorcycle may come out to the working area in front of the pit box to work on the motorcycle. Crewmembers are not allowed to stay in the working area unnecessarily nor leave the parts or tools in this area, except when they are engaged in the pit work. Everybody other than the mechanics that are permitted to work on the machine must stay at least 1.5m away from the motorcycle to provide sufficient space for the pit inspector(s) on duty to check around the motorcycle.
- 44-4 Work specifically permitted by the pit inspector as inevitable for safety reasons (ex. when the nut in the wheel was found loose, etc.) or closing of protective cover on refuelling valve openings may be carried out after the refuelling is done.
- 44-5 While the pit work is in progress, the authorized number of crewmembers in charge of refuelling may stand by near the motorcycle to be ready for refuelling work, provided neither they nor the refuelling equipment touch the motorcycle (These crewmembers must make sure that there is sufficient space between the motorcycle and them as instructed by the pit inspector). However, anybody standing less than 1 m away from the machine must wear an overall impregnated with a chemical combustion inhibitor.
- Please be reminded that the rider's clothing will not be regarded as the relevant overall referred to herein.**

- 44-6 During refuelling operation (“refuelling operation” herein refers to a condition where the refuelling equipment is connected with the fuel tank), all personnel (minimum two people, one connecting the refuelling equipment and the other standing by with a fire extinguisher) involved in the refuelling must wear suitable fire retardant clothing.

Definition of fire retardant clothing (including eye protective equipment)

The suitable fire retardant clothing herein refers to the Nomex flame-retardant clothes with long sleeves and long pants (such as racing suit used in car race, or fire-resistant working coverall, etc.) and gloves. Undergarments similar to the above product may not be used as fire retardant clothes. Nomex-made flame-retardant mask covering head to chin and goggles (those goggles for motocross or ski may be used, but no glass (sunglass) type is permitted), or otherwise full face helmet (**with a shield**) with eye protection must be worn.

- 44-7 A team manager or a pit sign man may act as a crewmember standing by with a fire extinguisher. He is not 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) CO<sub>2</sub> 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.

- 44-8 Refuelling during the race must be performed with a standard metal fuel container or a suspended tank. The tank may not be lifted above a height exceeding 2.5 meters from the ground. Only the portable type refuelling equipment can be used, and no fixed type refuelling equipment with a scaffold is permitted. During the refuelling, any excess fuel must be contained without spillage or returned via an overflow line back to the fuel container.
- 44-9 Refuelling equipment must be approved by the pit inspector, and only the approved equipment may be used throughout the event.
- 44-10 Engine must be turned off during refuelling. Any spilt fuel or oil must be cleaned up with a mop, saw dust or other such material kept in the pit for this purpose.
- 44-11 The act of opening the protective cover on the refuelling valve openings is permitted as part of the mechanical work being carried out before refuelling. However, a rider, who is coming in to make a pit stop, is not permitted to open the protective cover as he is riding in the pit lane, for safety reasons.
- 44-12 During refuelling, no other work (including the cleaning of the screen/ matching of the markings on the wheels) is permitted under any circumstances. The rider must not stay on the motorcycle during refuelling.
- 44-13 The use of an electrical and pneumatic jack, whether external or internal, is prohibited. However, the contracted teams in the FIM Road Racing Endurance World Championship (See Art. 1.8.5, FIM Road Racing Endurance World Championship Regulations) and also the teams having scored points in the said Championship of the current year shall be exempt from this requirement.
- 44-14 The area inside the pit box and the working area in front must be kept clean with all the equipment in order and every effort must be made to prevent fire. There is no smoking.

**ART.45 PIT SIGNS**

- 45-1 Signals may be given to the riders running on the track.
- 45-2 Signboards may not exceed 100cm × 60cm in size.  
**The use of red letters on signboards is prohibited.**
- 45-3 The use of a radio is prohibited.
- 45-4 Pit signals may only be given by the designated and registered crewmembers from the signalling platform.
- 45-5 Crewmembers assigned to giving signals must be fully attentive to motorcycles coming in or going out as they access or leave the platform and also must not get in the way of such motorcycles.

## CHAP. 11 INTERRUPTION OF THE RACE

### ART.46 STOPPING THE RACE

- 46-1 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.
- 46-2 Parc Ferme shall be located in the area **in front of each team's pit box as indicated in the drawing below.** 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 (as stipulated in the FIM regulations).**
- 46-3 If the red flag is given:
- (1) One mechanic per motorcycle is allowed to go to Parc Ferme and support the motorcycle with the stand, but no other work is permitted until further instruction is given by the official.
  - (2) The riders who have stopped at Parc Ferme may come back to their pit if they wish, but the same riders must restart the race.
  - (3) The motorcycles may be worked on with the showing of the green flag from the signal tower. At the same time, the start procedure with the sighting lap will begin (the pit exit will be closed in 5 minutes).

### ART.47 RESTARTING THE RACE

- 47-1 When the track is clear of a dangerous condition, the Clerk of the Course will give orders to restart the race with the approval of the International Jury.
- 47-2 When the signal to stop the timed practice is given, the time that has elapsed from the time the session was stopped until it is resumed will be counted as time lost. When the session is resumed, riders will start from the pit lane one at a time under the official's instructions.

## CHAP. 12 FINISH OF THE RACE AND CLASSIFICATION

### ART.48 FINISH

- 48-1 After 8 hours have elapsed in the race or immediately after 19:30, the chequered flag will be waved to the leading motorcycle.
- 48-2 The chequered flag will remain displayed for 5 minutes.

### ART.49 CLASSIFICATION

The teams that have not crossed the finish line while the chequered flag is displayed but have covered more than 75% of the distance travelled by the winning team will be certified as having finished the race in the overall race result without being classified.

### ART.50 ENTRY INTO THE PADDOCK AFTER RACE AND PROVISIONAL PODIUM CEREMONY

- 50-1 The Marshal Car will enter the track for final checking lap, the moment the chequered flag is given.
- 50-2 All riders that have received the chequered flag will ride under the yellow flag (flashing yellow light).
- 50-3 All riders that have received the chequered flag must slow down and make a lap.
- 50-4 All riders follow the lead of the Marshal Car around the track after taking the chequered flag, and proceed to the pre-designated point to stop.
- 50-5 Once the chequered flag is given, the motorcycle in the pit may not go out.
- 50-6 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.  
In this case, the rider must enter the U-turn road after paying full attention to any other motorcycle approaching from behind and ensuring safety.

### ART.51 FINAL RACE RESULT AND PUBLICATION

- 51-1 The provisional results will be published after the race.
- 51-2 The official results will be published within 3 hours after the race.

### ART.52 PROTEST

- 52-1 The person(s) authorized by FIM and affected by the decision taken under the authority of FIM has the right to protest against the decision.
- 52-2 A protest must be lodged in writing on the special form provided for this purpose by the race secretariat, and be submitted to the race secretariat together with a protest deposit of **600 euros**, promptly after the incident has occurred for which the protest is being lodged.  
A protest concerning the start of the race may be lodged within thirty minutes after the start of the race.
- 52-3 A protest concerning the provisional results may be lodged within thirty minutes after its publication.
- 52-4 Only protests which are lodged according to the formal procedure will be accepted and considered by the International Jury.
- 52-5 If deemed necessary, the International Jury will call witnesses in the hearing concerning the protest to carefully examine the case before passing a judgement.
- 52-6 No protest may be lodged against the rulings by the International Jury.
- 52-7 The protest deposit will only be returned when the protest has been judged as justifiable.

### ART.53 INFRINGEMENT OF REGULATIONS AND PENALTIES

The following penalties may be imposed by the International Jury.

- (1) Warning
- (2) Time penalty or withdrawal of Championship points, or both
- (3) Stop & Go penalty
- (4) Black flag/Black flag with orange disk
- (5) Fine (**maximum 3,000 euros**)
- (6) Disqualification
- (7) International suspension of a license (for 30 days maximum from the date of the offence)

Without prejudice to the above, additional penalty may be imposed by the International Disciplinary Court (CDI).

CHAP. 13 POSTPONEMENT OR CANCELLATION OF RACE

ART.54 POSTPONEMENT OR CANCELLATION OF THE RACE

- 54-1 The race may be postponed or cancelled by the International Jury under special circumstances.
- 54-2 All participants of the event must abide by the decisions made by the International Jury.
- 54-3 Should the event be cancelled, refunding of fees will be arranged as specified in Article 14-5.
- 54-4 In the event the race is postponed, competitors will be notified by official notice or other means of the arrangement about the entry fee paid up by the competitors.

CHAP. 14 PRIZES

ART.55 PRIZE MONEY

55-1 The prize money scheme will be established as follows:

● Overall Prize:

Positions	Prize	Prize money
1 <sup>st</sup>	Trophy	10,000,000 yen
2 <sup>nd</sup>	Trophy	1,500,000 yen
3 <sup>rd</sup>	Trophy	1,000,000 yen
4 <sup>th</sup>	Trophy	500,000 yen
5 <sup>th</sup>	Trophy	450,000 yen
6 <sup>th</sup>	Trophy	400,000 yen
7 <sup>th</sup>	Trophy	350,000 yen
8 <sup>th</sup>	Trophy	300,000 yen
9 <sup>th</sup>	Trophy	250,000 yen
10 <sup>th</sup>	Trophy	200,000 yen
11 <sup>th</sup>	/	180,000 yen
12 <sup>th</sup>		160,000 yen
13 <sup>th</sup>		140,000 yen
14 <sup>th</sup>		120,000 yen
15 <sup>th</sup>		100,000 yen
16 <sup>th</sup> to 20 <sup>th</sup>		50,000 yen each
21 <sup>st</sup> to 25 <sup>th</sup>		20,000 yen each
26 <sup>th</sup> to 30 <sup>th</sup>		10,000 yen each

● Qualifier Prize and Special Stage Prize :

Position	Qualifier Prize
Pole Position ↓ 62 <sup>nd</sup>	28,000 yen each

\* Please be advised that the teams recommended by the Organiser will be classified in the results as with regular teams and also be entitled to the podium presentation as well as to the prize money, but not to the qualifier prize (including starting money).

55-2 Competitors classified in the race results, who do not attend the provisional podium ceremony, will be regarded as having forfeited their right to receive a prize.

55-3 Prize money indicated in 55-1 is inclusive of taxes. Tax amount will be deducted beforehand and paid to the competent authorities by the organiser.

## CHAP. 15 RIGHTS OF THE ORGANISER

### ART.56 RIGHTS OF THE ORGANISER

The Organiser reserves the following rights:

- 56-1 To select or refuse entry to any competitor, rider or pit crewmember at the time of receiving entry application, without giving reasons.
- 56-2 To demand that a rider submit the results of medical examination by an appointed physician, should it be deemed necessary by the Clerk of the Course, and to allow or deny entry to the rider on health ground.
- 56-3 To determine priority of entrants regarding such matters as assignment of racing numbers and pits.
- 56-4 To authorize the nomination, registration or change of riders after the official program has been printed if it is found justifiable.
- 56-5 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.
- 56-6 To recommend a maximum of 8 teams to participate in the race with the approval of the International Jury.
- 56-7 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.

## CHAP. 16 COMPENSATION FOR DAMAGES, RESPONSIBILITY OF OFFICIALS

### ART.57 COMPENSATION FOR DAMAGES

#### 57-1 Damage to Motorcycles:

- (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.
- (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 per motorcycle.

#### 57-2 Responsibility for personal injuries:

Each entrant is personally responsible for any injuries sustained by the rider or mechanic during the event or at any time before or after the event.

### ART.58 LIABILITY OF OFFICIALS OF THE MEETING

All entrants, riders and mechanics are hereby informed that no official 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.

## CHAP. 17 APPLICATION OF SUPPLEMENTARY REGULATIONS

### ART.59 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.60 ISSUING OF OFFICIAL NOTICES

Any details pertinent to the administration 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 in official notices.

Official notices will be communicated as follows:

- (1) Mailed by post to each competitor's address.
- (2) Posted on the Official Notice Board at the entrance to the Control Tower.
- (3) Informed in the riders' briefing following the official qualifying practice, or prior to practice or the race.
- (4) Announced over the public address system in times of emergency

### ART.61 CONTACT ADDRESS

Race Secretariat, Suzuka Circuit

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

Tel: 059-378-3405 / Fax: 059-378-3625

### ART.62 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