



2023
FIM Endurance World Championship Rd 3
The 44th “Coca-Cola”
Suzuka 8 Hours Endurance Race
(IMN 104/03)

Supplementary Regulations

29th May. 2023

The 44th
“Coca-Cola ” Suzuka 8 Hours Endurance Race
Supplementary Regulations
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Notice

HONDA MOBILITYLAND Corp. will host the **2023** FIM Endurance World Championship, the 44th "Coca-Cola" Suzuka 8 Hours Endurance Race, at the Suzuka Circuit, Suzuka City, Mie, Japan, **between 3rd and 6th of August 2023**. The Event is organized under the authority of the FIM in accordance with the FIM International Sporting 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

2023 FIM Endurance World Championship, Round 3
The 44th "Coca-Cola" Suzuka 8 Hours Endurance Race
(IMN104/03)

ART.2 ORGANISERS

The Motorcycle Federation of JAPAN (MFJ)

Tsukiji Square Building 10F, 3-11-6 Tsukiji, Chuo-ku, Tokyo 104-0045 Japan, TEL:03-5565-0900

HONDA MOBILITYLAND Corporation

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

ART. 3 INTERNATIONAL JURY

3-1 FIM EWC Stewards - with voting rights

President of the Jury	Simon MAAS
Jury Member (appointed by the FIM)	Rezsö BULCSU
Jury Member (appointed by the FMNR)	Jean-Marc DELETANG

3-2 FIM Appeal Stewards – Appeal Body without voting rights

FIM Appeal Steward	Paul DUPARC
FIM Appeal Steward (appointed by MFJ)	Yukihiko HIGUCHI

3-3 Race Direction (without voting rights):

FIM Race Director	Patrick COUTANT
FIM Safety Officer	Franck VAYSSIÉ
3 rd Race Direction Members	Doriano VALERIANI/Renaud JEANFILS

3-4 Other members (without voting rights):

FIM EWC Technical Directors	L. REIGNIER/B. SCHENKHUT/D. HEBRARD
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 Event is as follows:

SMSC Office, Suzuka Circuit

7992 Ino-cho, Suzuka city, Mie 510-0295 Japan TEL:+81-59-378-3405

ART.4 ORGANISING COMMITTEE

President	Tetsuhiro JOKO
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ART.5 OTHER OFFICIALS

Assistant Clerk of the Course	Hiroaki SAKAGUCHI
Assistant Clerk of the Course	Teiichi UESHIMA
Assistant Clerk of the Course	Akira IRIYAMA
Chief Track Marshal	Syuichi TAKEUCHI
Chief Technical Steward	Kazuo WATANABE
Chief Timekeeper	Ben HAYAKAWA
Chief Paddock Marshal	Yasuyo OHNISHI
Chief Rescue Marshal	Nobuyuki OE
Public Relations Director	Takashi HARAGUCHI
Secretary General	Daisuke KOBAYASHI
Environmental Steward	Masahiro IJIRI

ART.6 THE FIM EWC PROMOTER (DSE)

FIM EWC Series Director

Jean-Baptiste LEY

ART.7 VENUE AND TRACK

Venue: International Racing Course, Suzuka Circuit

Track: Closed track of 1 lap = 5.821 km (clockwise)

ART.8 DATE OF THE MEETING

2023	Wed, 2 nd August	Test Session (Paid)/Administrative Check
	Thu. 3 rd August	Scrutineering/Track Walk
	Fri. 4 th August	Test Session (Paid)/FP/Q1/Night P/FP&QP (other cat)
	Sat. 5 th August	Q2/FP/Top 10 Trial/Race (other category)
	Sun. 6 th August	Warm-Up/Race

Further details will be indicated in official notices.

ART.9 NUMBER OF TEAMS ACCEPTED

Maximum 65 Teams pre-selected and approved by the Organiser

ART.10 TESTING RESTRICTIONS

All the teams and riders scheduled to compete in the 44th Suzuka 8 Hours Event must comply with the following testing restrictions:

(1) Official test sessions organized by Suzuka Circuit

A total of **3 test** days will be provided for all the teams scheduled to compete in the 44th Suzuka 8 Hours. The detailed information on the official test sessions including the timetable and participation fee will be announced in the Official Testing Guideline.

1 st Test Days	2-day period between Wed. 5th July and Thu. 6th July 2023
2 nd Test Day	1-day on Tue. 2nd August 2023

(2) Restrictions on manufacturer-organized tests

Test sessions organized by motorcycle and tyre manufacturers will be prohibited at Suzuka Circuit between **10th July and 6th August 2023**.

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 **10th July and 6th August 2023**.

① Riders ranked in the top 15 positions in the annual standing for the JSB 1000 category in the **2022** MFJ All Japan Road Race Championship, and riders ranked in the top 15 positions in the annual standing as of 1st June 2023 for the JSB 1000 category in the **2023** MFJ All Japan Road Race Championship.

② Permanent teams and riders competing in the **2023** FIM Road Race World Championship, **2023** FIM Superbike World Championship, **2023** FIM Endurance World Championship and **2023** British Superbike Championship.

CHAPTER 2 APPLICATION FOR ENTRY

ART.11 ELIGIBLE RIDERS

With the exception of the riders registered with contracted teams, all riders must have met either one of the following conditions:

(1) that they have complied with either one of the following requirements between **2021 and 2023**:

a: they have achieved the standard qualifying time in an event of the FIM EWC;

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

* Categories concerned: JSB1000, ST1000 and ST600

c: they have achieved a lap time that falls within **104%** of the fastest lap time recorded during a qualifying session for one lap or more in an event of the Suzuka Championship;

* Categories concerned: Inter-JSB1000, Inter-ST1000 and Inter-ST 600

- (2) that they are 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 Entry Application Period
SMSC Office, Suzuka Circuit
7992 Ino-cho, Suzuka city, Mie 510-0295,Japan TEL:+81-59-378-3405
Application Period:
Opening : Mon. 12th June 2023
Closing : Mon. 26th June 2023 (NLT)
- 12-2 The entry application must be made using the designated application form on the web site.

ART.13 ENTRY FEE

- 13-1 Entry fee per entry: **165,000 yen** (incl. tax) (Not applicable to EWC contracted teams)
* Entry deposit (**165,000 yen**) paid up by the seeded teams, who opt to exercise their rights will be applied to the entry fee.
- 13-2 MFJ Sports Injury Fund Scheme is not applicable to entrants with sporting nationality other than Japan.

ART.14 REGISTRATION OF PIT CREWS

- 14-1 The number of pit crewmembers permitted per team shall be 1 to 10 (at least 1 member) registered at verification.
- 14-2 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.
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 **2023** MFJ pit crew license.
- 14-4 **If competitor's sporting nationality is other than Japan,** they are not required to have MFJ pit crew 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 in the race at Suzuka Circuit must join the Motegi/Suzuka Mutual Insurance Association ("MS Mutual Insurance Association"). However, competitors from overseas including the contracted teams are free to decide whether or not to join.
- 15-2 Annual and temporary memberships to the MS Mutual Insurance Association are available.
(1) An annual membership is reserved only for those registered as MS members who have paid the specified mutual insurance association fee.
(2) For temporary membership, a fee of 7,000 yen for a rider and a fee of 500 yen for a pit crew member shall be paid. This is valid only for the duration of the event.

ART.16 ACCEPTANCE AND REFUSAL OF ENTRIES

- 16-1 All applicants will be notified of whether or not their entry was accepted from the Event 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 **5,500 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 ELIGIBLE CLASSES, TECHNICAL AND FUEL RULES

ART.17 ELIGIBLE CLASSES

- 17-1 Eligible Classes
(1) Formula EWC
(2) **National STOCK (This class does not count toward the 2023 FIM EWC Series)**

ART.18 TECHNICAL RULES

Motorcycles shall be complied with the 2023 FIM Endurance World Championship and Cup Regulations. The National Stock Class referred to in Art. 17 17-1 (2) shall be compliant with the FIM EWC SST Class Regulations (**although this class is not under FIM control**) However, Art. 2.3.6 in the FIM EWC Regulations shall be operated as follows:

- * 2.3.6:The use of tyres other than those supplied by the official supplier will be **permitted**.
- * 2.3.6-5:There will be **no control** on tyres with tyre stickers (No tyre quantity restrictions).

ART. 19 FUEL RULES

- 19-1 Teams must use the fuel in accordance with the specifications under the FIM EWC Regulations (See FIM EWC Technical Regulations Art.2.10.1)
- 19-2 In order to ensure the safe fuel handling, transportation and storage at EWC races and to limit the amount of fuel each team may store in its pit box up to 60 litres maximum, a single fuel supplier has been selected **by the Promoter**.
- 19-3 A maximum of 60 litres of fuel per team is permitted in the pit garage. A maximum of 60 litres of fuel per team is permitted in the pit garage and also in the proximity of the garage (on the paddock side).
- 19-4 Timeframe for implementing the mandatory use of the FIM-homologated fuel quick fill system stipulated under Art. 2.3.15 Refuelling in the FIM EWC Regulations shall be as follows:
For FIM Homologated fuel quick-fill system as defined in FIM EWC Regulations, Art. 2.3.15“Refuelling”, 2023 shall be deemed a transition year and there is no obligation to use the system in the event.

For Suzuka 8h 2023, the following Art. 2.3.15 “Refuelling” applies:

2.3.15Refuelling

The original fuel tank cap must be replaced by maximum two openings to accommodate a ‘quick-fill’ type (i.e. aviation type) fuel valve and must provide a closed system.

Side-by-side quick fill type valve systems are permitted.

For coaxial systems, only the FIM Homologated fuel quick-fill system is permitted.

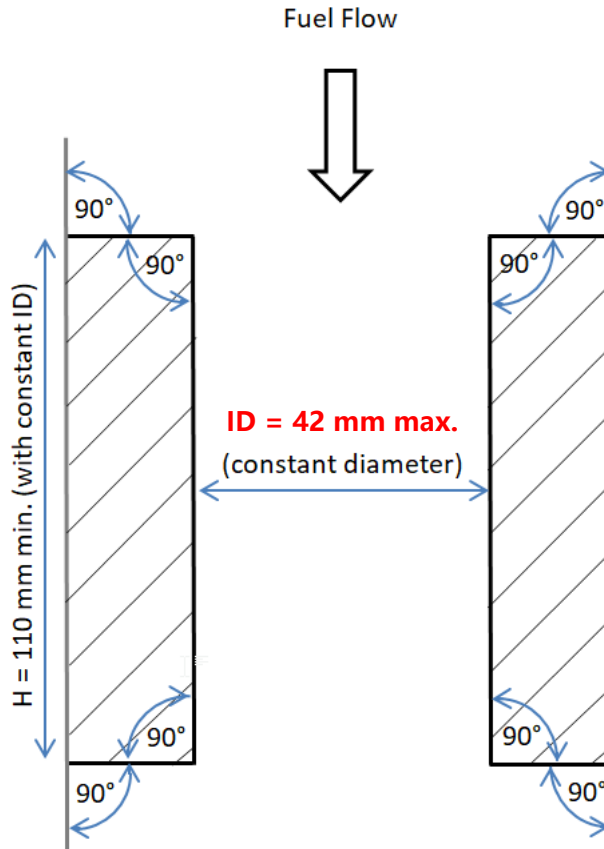
- In case a Team wants to use a coaxial Stäubli (SAF45) refueling system, this system must comply in all respects with the FIM Homologated fuel quick-fill system.

- In case a Team uses a side-by-side quick fill fuel valve system different than the FIM Homologated fuel quick-fill system, the maximum internal diameter (ID) for the opening of the fuel transfer shall not exceed 42 mm. The Team will be required to install a restrictor (with an Internal constant Diameter of 42 mm maximum on a minimum height of 110mm (as shown on the following drawing)) in the fuel supply line directly positioned above the fuel valve to balance the fuel flow. Both ends of the cylinder shaped restrictor shall be cut at an angle of 90°.

- A protective and lockable cover must be affixed on the quick-fill fuel valve(s) if no locking device is already applied to the closing system within the receptive part of the quick fill fuel valve installed in the motorcycle fuel tank.

ID = Internal Diameter

H = Height



- Any tampering with the opening or closing of the quick fuel valve system installed in the fuel tank will be considered as an infringement to the safety requirement.

- The action of opening and closing of the valves when fuel and air are transferred must take place without any leaks or fuel spillage.

2. Complete refuelling system must be used in the form of a 'portable' fuel container.

- Each system must have a 'closed' and leak proof circuit for the transfer of fuel.
- Each system must be fitted with a ventilation opening to equalise the pressure within the circuit with the ambient air pressure.
- Fuel shall only be transferred by gravity feed. No part of the refuelling installation and/or the fuel may be cooled or pressurized.
- Fuel type supply hoses must be reinforced or be protected by a second outer layer (or larger tube). The maximum internal diameter (ID) for fuel supply hoses tubes shall not exceed 60mm.
- The maximum dimension (length/height) of the portable fuel container is 100cm. In any case, the total length/height of a portable container and quick fill fuel valve assembly shall not exceed 120 cm.
- Cameras or any other electrical equipment (batteries or power supply sources) cannot be mounted/affixed to this portable fuel container.
- Excess fuel must return to a handheld container (dedicated for draining). Extremely thin walled hoses used for air transfer cannot be used for fuel supply or overflow. In the event that a safety issue was reported, the decision by the FIM EWC Technical Director to accept/refuse said installation will be final.
- All fuel shall be stored and used at ambient temperature.

3. Fuel spills are not acceptable and very dangerous. Fuel transfer is not without any risks. Every team must be extremely careful and attentive when handling fuel during fuel stops. Any evidence of a defective system observed or reported may be sanctioned. The Team must follow all directives given by the Officials and/or by the Firefighters.

4. All personnel who are involved in the refuelling operations, including the person responsible for the fire extinguisher, must wear an overall made of fire-retardant materials; hands and feet must be protected with gloves and footwear made of fire-retardant materials; safety goggles and mask and a balaclava of fire-retardant quality. The use of a suitable protective helmet and eye protection is compulsory. The original labels sewn by the manufacturer on all these fire-retardant material products must be present and readable by the FIM/FMN technical crew during the scrutineering in order to check the conformity of the fire-retardant material (see ART.22).

All refuelling or "draining" interventions must be secured by a firefighter ready to intervene with an extinguisher in case of issue.

CHAPTER 4 VERIFICATION AND TECHNICAL INSPECTION

ART.20 VERIFICATION

- 20-1 Competitors who have been formally accepted must register their riders and pit crews at the verification site specified in an official notice.
Riders and pit crewmembers' credentials will be issued in exchange for the official acceptance notice.
- 20-2 The following documents must be presented or submitted at the time of verification:
- (1) FIM International License (Teams and Riders)
 - (2) SMSC license or MCoM license (for license holders only)
 - (3) Official acceptance notice
 - (4) Motorcycle specifications
 - (5) Prize money bank transfer form
 - (6) Team composition declaration form


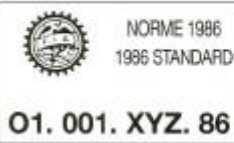
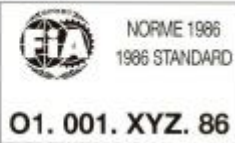







ART.21 TRANSPONDERS

- 21-1 All teams must install the transponder provided by the Organiser for official timing results on their motorcycles.
- 21-2 **An additional Mylaps transponder (provided by the team and without any capabilities of Wi-Fi or remote communication) is tolerated. In case of any issue/interference, the team may be requested to remove it to keep only the transponder mentioned in Art 21.1.**
- Please be advised that the lap times, sector times and any other information collected by the Mylaps transponder will not be adopted for official timing results, and in case of a dispute, only the official transponder/timing system used by the Organiser for official timing results will count to settle any dispute or complaint.


ART.22 TECHNICAL INSPECTION


- 22-1 Motorcycles must be submitted for 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.
- 22-2 The following items must be presented to technical inspection:
- Rider's personal protective equipment (helmets, leathers, an airbag system with chest, spinal or back protection, boots and gloves). Please note that a back protector must comply with criteria under EN-1621-2, and a chest protector under EN-1621-3 or EN14021.
- (1) Motorcycles in running order (main and spare) together with a spare fuel tank (1 for each motorcycle).
 - (2) Motorcycle entry specifications forms (for main and spare machines)
 - (3) Helmets for pit crews.
- 22-3 At least 2 registered mechanics must be present at technical inspection.
- 22-4 All motorcycles judged unsuitable for participation in competition under the regulations or for safety reasons will be prohibited from participating in all sessions.
- 22-5 Exhaust/Silencer sound control will be carried out on the motorcycles during technical inspection. The date, time and location of sound control will be announced in an official notice.
- 22-6 Teams must present the following items for refueling equipment check:
- (1) Equipment used by all the refuelling and fire extinguisher personnel:
 - ① Fire-proof clothing (which covers arms and legs completely such as car racing suits, flame-resistant overalls)
 - ② Shoes (car racing shoes, etc.)
 - ③ Gloves (car racing gloves, etc. no mesh fabric permitted)
 - ④ Eye protections (Full-face helmet or balaclava + goggles)
- * Teams must ensure that flame-resistant or fire-retardant property of their equipment is verifiable at technical inspection (with product tags, catalogues, etc.), **please refer hereunder:**

Overalls must conform to one of the standards below:

<p>FIA 1986 Standard</p>	 <p>Variante</p>  <p>Variante</p> 
<p>FIA Standard 8856-2000</p>	 
<p>FIA Standard 8856-2018</p>	 
<p>ISO 11613-2017 (protective clothing used by firefighters)</p>	
<p>EN 531 (protective clothing for workers exposed to heat)</p> <p>ISO 11612 (protective clothing for workers exposed to heat and flame)</p> <p>ISO 14116 (Materials, composite materials and flame-retardant clothing)</p>	 <p>EN ISO 11612</p>  <p>EN ISO 14116</p> 

For gloves, footwear and balaclavas, the standards below are highly recommended:

<p>FIA Standard 8856-2000</p>	<p>In compliance with FIA Standard 8856-2000 Manufacturer name Year of manufacture: 2016</p> 
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FIA Standard 8856-2018	<div style="display: flex; align-items: center; justify-content: space-around;"> <div style="border: 1px solid black; padding: 5px; text-align: center;"> <p>In compliance with: FIA Standard 8856-2018</p> <hr/> <p>Manufacturer name: Name of manufacturer</p> <hr/> <p>Homologation N°: DC.XXX.XX-X Not valid after: 20XX</p> </div> <div style="font-size: 2em;">+</div>  </div>

- (2) Fire extinguisher
- (3) Refuelling equipment

CHAPTER 5 REGISTRATION AND CHANGE OF MOTORCYCLES

ART.23 REGISTRATION AND CHANGE OF MOTORCYCLES

- 23-1 Up to two 2 motorcycles may be registered per team for technical control.
- 23-2 The change of a motorcycle frame once registered shall only be permitted if it was damaged beyond repair.
 - (1) If it becomes necessary to change the registered motorcycle frame before the end of technical inspection, a request to change the motorcycle must be submitted on the prescribed form. A 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 administrative check, a request to change the motorcycle must be submitted on the prescribed form. Change of motorcycles will be permitted only with the approval of FIM Technical Director (the substituted motorcycle must first undergo an official technical inspection).
- 23-3 **For the National STOCK class**, a request to change the motorcycle must be accompanied by a fee of 5,000 yen.

CHAPTER 6 RULES OF CONDUCT

ART.24 CREDENTIALS AND VEHICLE PASSES

- 24-1 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.
- 24-2 All vehicles used for transport or parked must display the pass issued by the Organiser.
- 24-3 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.
- 24-4 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.25 USE OF PITS

As a rule, the pits to be used will be allocated by the event secretariat.

ART.26 SIGNALLING AREA

When fixing the signboard, the support or its equivalent structure must not be located **below the top edge of the concrete wall**. All instructions from **the Event Secretariat** or officials on the method of fixing it must be always adhered to.

ART.27 RULES OF CONDUCT

- 27-1 All competitors must behave in an open-minded and impartial manner, mind their language and always act in the spirit of sportsmanship.
- 27-2 All competitors must follow the instructions of race officials throughout the event.
- 27-3 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.
- 27-4 Team representatives must take responsibility for every person's action including their own, riders',

pit crews' as well as their guests'.

27-5 Competitors must ensure that fuels are properly managed while in storage on their own responsibility.

ART.28 BRIEFING

All team managers and riders participating in the event must attend the briefing.

Failure to attend the briefing in full will result in the disqualification of the rider or the team.

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

Team Managers' Briefing	18:00 - 18:30, Thu. 3 rd August
Riders' Briefing	18:00 - 18:30, Thu. 3 rd August

* The above timetable may be subject to change.

CHAPTER 7 METHOD OF QUALIFICATION

ART.29 QUALIFYING PRACTICE

29-1 To be qualified a rider must have completed at least one timed lap.

29-2 The time used to determine the qualification order for each team shall be the average of **the best lap times recorded by the two fastest 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.

29-3 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.

29-4 The provisional starting grid for the remaining motorcycles will be decided based on the results of the qualifying practice.

ART.30 TOP 10 TRIAL

30-1 The "Top 10 Trial" will be held for the top 10 motorcycles that have qualified in the qualifying practice.

30-2 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 event secretariat by the time a free practice session ends, immediately preceding 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 event secretariat to obtain approval by the International Jury.

30-3 If any team with two riders entered is unable to have one rider 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.

30-4 The faster riders in the teams will start after the slower riders in the Top 10 Trial.

30-5 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 (2) 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 (1) 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.

30-6 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.

30-7 Any motorcycle, which participated in the Top 10 Trial, but could not have its lap time recorded for any reason, or which took 3 minutes or longer to complete a lap will have no time in the Top 10 Trial.

30-8 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.

30-9 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.

30-10 The riders shall make 3 laps: Warm-up lap, Time-attack lap and Cool-down lap.

Any rider, who returns to the pit lane before completing the 3 laps, is not permitted to go out again.

30-11 The starting grid shall be determined according to the times achieved during "time attack laps."

- 30-12 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.
- 30-13 The starting order for the Top 10 Trial will be based on the results of the qualifying practice as follows:
(1) 10th to 6th place (Slower rider in the team)
(2) 10th to 6th place (Faster rider in the team)
(3) 5th to 1st place (Slower rider in the team)
(4) 5th to 1st place (Faster rider in the team)
- 30-14 The differences in track condition faced by the riders will not be taken into consideration as a rule.
- 30-15 If a session is interrupted with the showing of the red flag for any reason, 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 boxes.
(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 his 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 his 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 a cool-down lap when the red flag was given, will count as official lap time.
- 30-16 In the event the track condition changes significantly during the Top 10 Trial, the starting grid shall be determined at the discretion of the International Jury as follows:
A timed session will be held for the 10 teams qualified to take part in the Top 10 Trial, to be participated by the riders from the 10 teams altogether, whereby the starting grid will be established in the order of the best lap times. However, only one machine from each team can be ridden at a time during the session by any rider registered with each team.

CHAPTER 8 WARM-UP/START OF THE RACE

ART.31 WARM-UP

Warm-up practice will be held between 08:30 and 09:15 on Sunday 6th August.

ART. 32 STARTING METHOD

- 32-1 The Le Mans style start with the presentation of the Japanese National Flag will be adopted for starting the race.
- 32-2 During the race starting procedure, one mechanic is permitted to stand by behind the machine on the starting grid as an assistant to his starting rider, who wears an airbag-equipped clothing, provided only that such teams submit the relevant application form to the **International Jury** for approval within 30 minutes after the warm-up practice on **Sun. 6th August.**
- 32-3 Starting procedure will be detailed during the team managers briefing to be held on **Thu. 3rd August.**

CHAPTER 9 BEHAVIOR DURING PRACTICE AND RACE

ART.33 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 **in a safe area as indicated by the marshal** after submitting a withdrawal report.

ART.34 BEHAVIOR DURING PRACTICE AND RACE

- 34-1 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.
- 34-2 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.
- 34-3 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.
- 34-4 In every case, a rider returning to the pit through the regular pit entry road shall have the right of way.
- 34-5 If a rider gains any advantage when he re-joins the track after going off, a penalty will be imposed.

ART.35 NEUTRALIZATION OF THE RACE

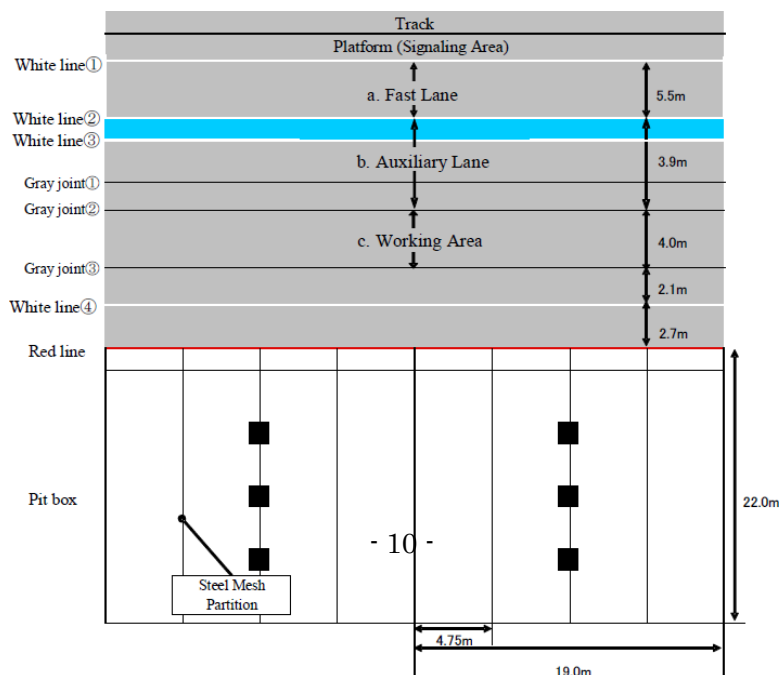
- 35-1 Two "Safety Cars" with flashing orange lights on the rooftop will enter the track at the point just before Turn 1 (the 1st corner) and past Turn 11 (Hairpin curve) simultaneously.
- 35-2 The Safety Cars, at the order given by the Clerk of the Course/Race Director to call in the "Safety Car", will turn off orange lights, as soon as they pass the next Safety Car post.
- 35-3 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).
- 35-4 A neutralization exercise will be conducted during the event.

ART.36 RECOVERY VEHICLES ("Service Cars")

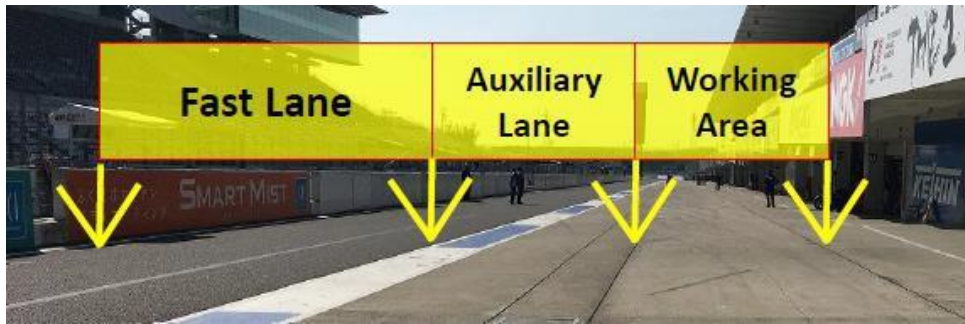
- 36-1 Two service cars will be deployed in the track at this event.
- 36-2 During the race, if a rider, due to a fall or mechanical trouble, needs to push his bike back to his pit, he will be allowed to return on a service car together with his bike from three locations around the track: Turn 9 (Degner corner 2) on the left, the opening on the right between Turn 11 (Hairpin curve) and Turn 12 (200R chicane) and Post No.24 (West Race Control) on the right between Turn 14 (Spoon curve 2) and Turn 15 (130R) to the area by the side of the medical helipad.
- 36-3 Mechanics for such rider must wait near the medical helipad, from where they can pick up their bike and rider 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.
- 36-4 No penalty will be imposed such as deduction of a lap due to this recovery service.

ART.37 ENTERING AND LEAVING PITS

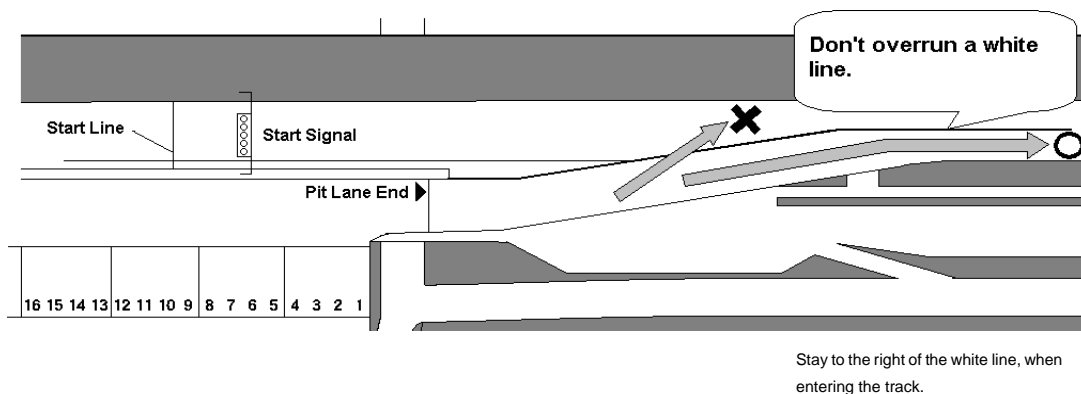
- 37-1 The area in front of the pit (pit lane) is divided into 3 different sections:
 - a. Fast Lane: This area is for the exclusive use of entering and leaving the pits and the speed must be reduced.
 - b. Auxiliary Lane: This area is crossed when going from the Fast Lane to the Working Area and vice versa.
 - 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 go beyond the red line into the area on the pit lane side.



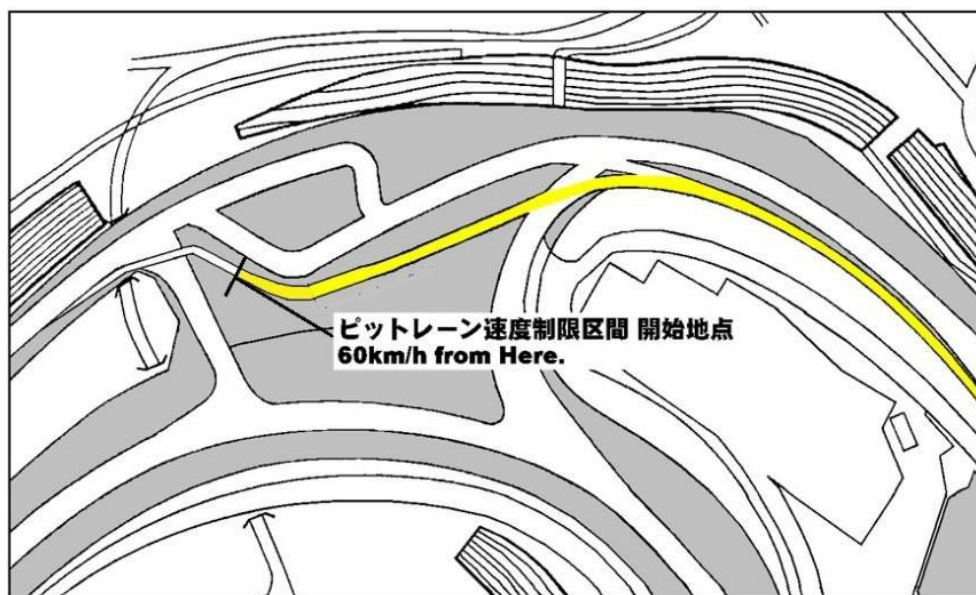
- 37-2 A rider wishing to make a pit stop must move to and stay on the right side of the track before Turn 15 (130R) and enter the pit entry road just before Turn 16 (the last chicane 1) after making sure that it is safe to do so.
- 37-3 When a rider comes in for a pit stop, he must enter the auxiliary lane from the fast lane close to his own pit and stop his motorcycle in front of his pit box.
- 37-4 Riders must not ride through the working area.
- 37-5 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 by himself and his pit crew with the engine turned off, with permission from a pit marshal.
- 37-6 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.
- 37-7 A 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 under a pit marshal's instructions.




- 37-8 After leaving the pit lane to enter the track, a rider must stay on the right side of the track until he comes to Turn 2 (the second turn), 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 turn 1:
- (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.



- 37-9 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.38 PIT WORK

- 38-1 The following personnel are permitted to access the pit working area during a session:
The respective members may not assist other members with their work, nor be assisted by others.
- (1) 4 (four) pit crews wearing an armband each (only these 4 members may work on their motorcycle).
 - (2) 1 (one) team manager
 - (3) 1 (one) stop board controller
 - (4) 1 (one) refuelling man
 - (5) 1 (one) fire extinguisher man
 - (6) 1 (one) refuelling assistant (request to be submitted to race secretariat in advance)
 - (7) 1 (one) rider
- 38-2 Officials and accredited pit-lane crews must wear helmets conforming to the accepted helmet standards under Art. 1.17.5 of the FIM EWC Regulations while in the pit-lane.
: EN1078A, SNELL B95, JIS T8134-2007/CPA0056,
or JCF approved, while in the pit-lane.
- 
JCF approved mark
- 38-3 Work specifically permitted by the official, 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 assisting by a crew member of his rider with the airbag-equipped clothing during a rider changeover may be carried out after the refuelling is done.
- 38-4 It is the responsibility of each team to prepare fire extinguishers in working order which comply with the following specifications:
- (1) Capacity per unit:

ABC Dry Powder type	minimum 3 kg
Neutral fortified liquid type	minimum 6.0 L
CO ₂ type	minimum 4.6 kg
 - (2) Number of fire extinguishers to be prepared: at least one fire extinguisher for each machine entered.
*The fire extinguisher installed in the pit box by the organiser may not be used.
- 38-5 Refuelling during official sessions must be carried out using the refuelling equipment that have passed the technical inspection. Only the portable type refuelling equipment can be used. Fixed type refuelling equipment with a scaffold is not permitted.
- 38-6 The use of an electrical or pneumatic jack, whether external or internal, is prohibited.
However, the contracted teams in the FIM Endurance World Championship and the teams having scored points in a **2023** FIM EWC event will be exempt from this requirement.

CHAPTER 10 INTERRUPTION OF THE RACE

ART.39 STOPPING OR SUSPENDING THE RACE

- 39-1 If the race is interrupted, the Race Direction will take the appropriate measures with the Clerk of the Course to manage the resumption in accordance with Art. 1.25 and 1.26 of the FIM Endurance World Championship Regulations.
- 39-2 When the race is stopped, all riders must proceed with maximum caution to and stop at the designated Parc Ferme (hereinafter called "Parc Ferme under red flag"). All work being carried out on the motorcycles during a pit stop must be halted immediately.
- "Parc Ferme under red flag" will be located in the area in front of each team's pit box in the auxiliary lane referred to in Art. 35-1 (2). **Depending on weather conditions, it may be decided that all motorcycles allowed to be restarted should be stored in a covered secure area. All motorcycles allowed to restart are to be stored in covered secured area located in one of the technical box located at the beginning of the pit building.**
- 39-3 All motorcycles being worked on or in the pit when the race is interrupted will be placed under Parc Ferme control. All work is prohibited in the "Parc Ferme under red flag." However, in case less than 3 laps have been completed, when the race is interrupted, the motorcycles will not be placed under Parc Ferme control. All riders may go straight to their pit box.
- 39-4 The points to be noted when the red flag is given are as follows:
- (1) One mechanic per motorcycle will be permitted to go to the Parc Ferme and support the motorcycle on a stand, but only under the officials' instructions. Also, no other work may be carried out until so instructed by the officials.
 - (2) The motorcycles may be worked on in front of the team's pit upon showing of the green flag from the flag towers on the Control Line (Post 00) and on the Start Line (Post 01).
- At the same time, the start procedure will begin with the sighting lap.
- 39-5 The pit exit will be closed 5 minutes after the start of the sighting lap.

CHAPTER 11 FINISH OF THE RACE

ART.40 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.41 ENTRY INTO THE PADDOCK AFTER THE RACE

- 41-1 The Marshal Car will enter the track for final checking lap, the moment the chequered flag is given.
- 41-2 Yellow flag (flashing yellow light) will be displayed at all the riders that have received the chequered flag.
- 41-3 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 12 POSTPONEMENT AND CANCELLATION OF THE RACE

ART.42 POSTPONEMENT AND CANCELLATION OF THE RACE

- 42-1 The International Jury has the authority to postpone, suspend or cancel the event under special circumstances.
- 42-2 All people involved in the event must abide by the decisions made by the International Jury.
- 42-3 Should the event be cancelled, refunding of entry fee will be arranged as laid out in the table below.
- Competitors may not claim damages against the Organiser save for entry fee.

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

- 42-4 In the event that the event is postponed, competitors will be notified via official notice or other means about the entry fee paid up by the competitors.

CHAPTER 13 PRIZES

ART.43 PRIZES

43-1 The following prize scheme will be provided:

(1) Main prize

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

(2) Extra prize Total prize money **18,700,000 yen**

① Classification prize money

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

SST 1 st	\200,000	To be awarded to the first 6 teams in National STOCK Class
SST 2 nd	\100,000	
SST 3 rd	\50,000	
SST 4 th	\20,000	
SST 5 th	\20,000	
SST 6 th	\10,000	
Pole Position Award	\1000,000	To be awarded to the pole position team on the grid.

43-2 Prize money indicated in 43-1 is inclusive of taxes. Tax amount will be deducted beforehand and paid to the competent authorities by the organiser.

CHAPTER 14 RIGHTS OF THE ORGANISERS

ART.44 RIGHTS OF THE ORGANISERS

- 44-1 To select or refuse entry to any competitor, rider or pit crewmember at the time of receiving entry application, without giving reasons.
- 44-2 To determine priority of competitors regarding such matters as assignment of racing numbers and pit boxes.
- 44-3 To record the voice and image of and take pictures of all competitors (including riders, pit crews, 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, broadcasting, screening via Internet) and to authorize a third party to use the rights.
- 44-4 To refuse entry to any competitor, rider or pit crewmember at any time after verification should their language or action be found improper and anti-social.

CHAPTER 15 COMPENSATION FOR DAMAGES/LIABILITY OF THE ORGANISERS AND OFFICIALS

ART.45 COMPENSATION FOR DAMAGES

- 45-1 Except for the period during which the motorcycles are in the custody of race officials, each competitor is responsible for any damage sustained by his motorcycles or its equipment.
- 45-2 The Organiser will pay compensation for any damage sustained by a motorcycle to its owner during the period which it is in their custody, up to a maximum amount of 100,000 yen per motorcycle.

ART.46 LIABILITY OF THE ORGANISERS AND OFFICIALS

All competitors, riders and mechanics are hereby informed that neither the organisers nor officials of the event shall 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 a competitor, rider, pit crew and/or a motorcycle as a result of the action by any official, such official shall not be held liable for the damage.

CHAPTER 16 ENFORCEMENT OF THE SUPPLEMENTARY REGULATIONS

ART.47 INTERPRETATION OF THE 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 or the Race Direction 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.48 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 (Facebook, Twitter, LINE@, etc.)
- (3) To be distributed at the Event 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.49 ENFORCEMENT OF THE SUPPLEMENTARY REGULATIONS

These supplementary regulations shall apply to the event specified in Art. 1, Chap. 1, and go into effect on the opening date for entry application.

Secretary General
29th May 2023