

**2024  
Suzuka Circuit  
Endurance Race**

**General Supplementary Regulations**

**2024 Suzuka 4Hours Endurance Race <ST600>  
Supplementary Regulations  
Fri. 2<sup>nd</sup> – Sun. 4<sup>th</sup> August 2024**

**2024 JP250 4Hours Endurance Race  
Supplementary Regulations  
Fri. 22<sup>nd</sup> – Sun. 24<sup>th</sup> November 2024**

**[Announcement]**

**We hereby announce that the year 2024 will be the last year for Suzuka 4Hours Endurance Race <ST600> and JP250 4Hours Endurance Race to be organized and neither of the events will be held from 2025 and onwards.**

**We would like to extend our deepest gratitude to all the people involved for having participated in the events over the course of the years.**

**Your understanding would be greatly appreciated.**

**Suzuka Circuit**

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## Notice

The competitions held at Suzuka Circuit are organized under the sanction of the Motorcycle Federation of Japan (MFJ) in accordance with the FIM Sporting Code. The regulations laid out hereunder constitute the general regulations that serve as a basis for the endurance races held at Suzuka Circuit. Each of the races is subject to the present Regulations as well as the supplementary regulations specifically applied thereto.

### CHAPTER 1 GENERAL PROVISIONS

#### ART.1 VENUE AND TRACK

International Racing Course, Suzuka Circuit: A closed track of 5.821km (Racing direction: clock-wise)

#### ART.2 NUMBER OF ENTRIES ACCEPTED

There will be 65 entries accepted.

**In case the prescribed number of entries is reached, the entry application period may be closed halfway through.**

#### ART. 3 NUMBER OF TEAMS TO START THE RACE

Maximum 65 teams permitted to start the race.

### CHAPTER 2 ELIGIBILITY OF MOTORCYCLES AND FUEL RULES

#### ART.4 ELIGIBLE MOTORCYCLES

The competing motorcycles for each category must conform to the technical specifications stipulated in the MFJ National Sporting Regulations as well as to the Suzuka Circuit Road Race technical regulations.

#### ART.5 SPECIFICATIONS FOR ENDURANCE RACING

5-1 In order to curb the cost of participation, the “Specifications for Endurance Racing laid out in Appendix 12 of the MFJ National Sporting Regulations” will not be applied.

5-2 Lock and opening-closing mechanism on the fuel filler cap may not be changed from the original as homologated.

#### ART.6 FUEL RULES

6-1 Fuels will be controlled in accordance with 13-11 in the Appendix 4, Road Race Sporting Rules under the MFJ National Sporting Regulations and a proof of purchase sticker (voucher) issued when purchasing designated fuels from the gas pump on the premises must be affixed to the motorcycle technical specification sheet for submission.

(The validity of such sticker will be 14 days after the date of purchase)

6-2 The fuel purchase sticker must be submitted before the end of technical inspection.

If it cannot be submitted before the end of technical inspection for unavoidable reasons, it must be submitted to a scrutineer before the start of qualifying practice.

6-3 Fuels supplied on the premises

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

\* As of December 2023

Brand	High octane gasoline	Regular gasoline
Lead content	Unleaded	Unleaded
Research Octane	100.0	90.4
Density (15 °C)	0.7347g/cm <sup>3</sup>	0.7226g/cm <sup>3</sup>

(2) Different brands of fuel must not be mixed. Precaution must be exercised to keep fuel from the previous use from getting mixed.

(3) Fuel supply point: Entrance to Paddock B

(4) Fuel must be purchased, using a portable metal container complied with the national fire laws.

### CHAPTER 3 TECHNICAL INSPECTION

#### ART.7 TECHNICAL INSPECTION

7-1 The technical inspection will be carried out in the technical control area in the paddock according to the timetable. Motorcycles with the under-cowling (lower part of fairing) taken off must be subjected to technical inspection together with the under-cowling.

7-2 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 Jury of the Meeting under unavoidable circumstances. Also, all the riders registered must be present at technical inspection being carried out.
- 7-3 The following items must be presented to technical inspection:  
**(1) Rider's personal protective equipment (helmets [including a remover, leathers, chest/back protectors, boots, gloves and an airbag-equipped protection, if applicable])**  
 (2) Motorcycles  
 (3) Motorcycle specifications forms affixed with a proof of fuel purchase sticker (voucher)
- 7-4 If pit crews are to be also present for technical inspection, up to two registered members will be permitted.
- 7-5 Any motorcycles judged unsuitable for participation in competition under the regulations or for safety reasons will be prohibited from participating in all sessions.
- 7-6 Noise control and fuel tank capacity check may be carried out on the motorcycles during technical inspection. The date, time and location of control will be announced in an official notice.
- 7-7 The protective equipment (helmets and leathers) for riders from overseas will be permitted, provided that such equipment meets the safety standards of the countries the riders come from.

## CHAPTER 4 REGISTRATION AND CHANGE OF RIDERS AND PIT CREWS

### ART.8 REGISTRATION AND CHANGE OF RIDERS

- 8-1 Registration of a substitute rider  
 (1) One substitute rider may be registered, provided that he is eligible for the category concerned.  
 (2) Registration may be made **only in the entry application period**. However, registration after the entry application period may be made under unavoidable circumstances such as an injury sustained during a competition, subject to the approval by the Jury of the Meeting.
- 8-2 **Change of a rider may be made only with a substitute rider registered.**
- 8-3 Should any one of the registered riders not be able to take part in qualifying practice for unavoidable reasons such as an injury sustained, etc., the team must notify the race secretariat with a medical certificate from a doctor. Only with the approval by the Jury of the Meeting will the change of riders be permitted.
- 8-4 Change of the registered riders scheduled to take part in the race will be only permitted, for unavoidable reasons such as an injury sustained during a qualifying practice, etc., which must be notified to the race secretariat and only subject to the approval by the Jury of the Meeting. Application for the change of the rider must be submitted within 30 minutes after the end of the last session prior to the race. However, the replacement rider must have completed at least one timed lap during a free practice or supplementary practice held in the race week, and must have recorded the time that meets the standard qualifying time applicable to the race concerned.

### ART.9 REGISTRATION AND CHANGE OF PIT CREWS

- 9-1 1 to 5 pit crewmembers registered on the entry application are allowed per team.  
 (At least one member must be registered)  
**Pit crewmembers to be registered must be 16 years of age and older.**
- 9-2 If there are pit crewmembers working for more than one team, they must be registered on the entry form as pit crewmembers for both teams. **Please note that if a team has 1 (one) pit crewmember registered, he may not be registered with any other team at the same time. Likewise, anybody registered as a rider (including a regular or substitute rider registered with any other team) may not be registered as a pit crewmember.**
- 9-3 All pit crewmembers must be holders of an MFJ pit crew license valid for the current year.
- 9-4 After the entry application deadline, teams may not register additional pit crews. However, only at the administrative check, teams may replace a pit crewmember already registered with the other member (**with no extra charge**).
- 9-5 Pit crewmembers from overseas are not required to have MFJ licenses, provided that they are 16 years of age and older.
- 9-6 No compensation from the insurance scheme including the MS Mutual Insurance Scheme will be made to cover any pit crewmember unregistered.

## CHAPTER 5 RULES OF CONDUCT FOR COMPETITORS

### ART.10 RULES OF CONDUCT FOR COMPETITORS

- 10-1 All competitors must behave in an open-minded and impartial manner, mind their language and always act in the spirit of sportsmanship.



- 10-2 All competitors must follow the instructions of race officials throughout the event.
- 10-3 Competitors must not resort to derogatory language or action that may disgrace the reputation of the Organiser, the Jury or any other officials of the event.
- 10-4 Competitors must take responsibility for their own action as well as that of all the team personnel.
- 10-5 A protest against any decision taken for the breach of the rules of conduct by the competitor will not be accepted, and a penalty decided by the Jury of the Meeting will be imposed on the offender, and any rider who commits a serious offence will be disqualified.
- 10-6 It is the responsibility of competitors to properly manage the gasoline stored in their pit and the paddock.

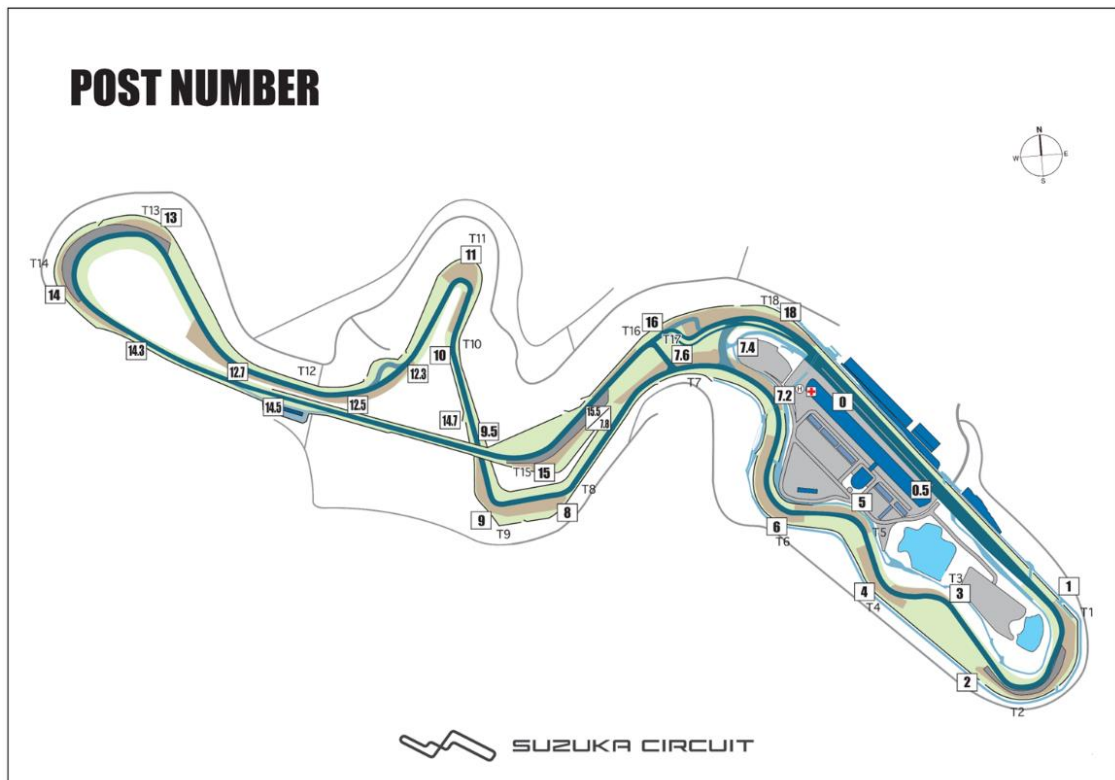
**ART.11 COMPULSORY VISIT TO MEDICAL CENTER WHEN INJURED**

If a rider should get injured, he must receive a medical examination at the medical center in the Suzuka Circuit. Failure to get a medical examination may result in the exemption from the MS Mutual Insurance Scheme.

**CHAPTER 6 FLAG POSTS**

**ART.12 FLAG POSTS**

- 12-1 Flag posts around the track are located as indicated in the map below. Riders are requested to check the locations on their first out-laps.  
Full course race: Post 0 – 18 (**29 in total**).
- 12-2 In order to prevent the riders from taking the chequered flag twice, the moment the leader crosses the Control Line for the first time, a single yellow flag will be shown motionless at each flag post.



## CHAPTER 7 METHOD OF QUALIFICATION

### ART.13 QUALIFYING PRACTICE

- 13-1 Qualifying Practice
- (1) If qualifying practice needs to be run in multiple groups, the riders will be divided alternately into groups ABAB in the order of racing numbers.
  - (2) To be qualified a rider must have completed at least one timed lap.
  - (3) When a session is resumed after it is interrupted to stop all the motorcycles with the red flag, the riders may go out from the pit lane exit following the signal light.
  - (4) Standard qualifying time for each race will be laid out in the relevant supplementary regulations applicable to the race concerned.
- 13-2 The time used to determine the qualification order for each team shall be the average of the best lap times recorded by the registered riders 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.
- 13-3 The three highest teams in the provisional overall results of qualifying practice, from among the teams who have submitted the request for a permission to start the race will be eligible to be on the waiting list. The request for a permission to start the race must be submitted to the race secretariat within 30 minutes after the provisional overall results of qualifying practice is published.
- 13-4 In case the qualifying practice is cancelled due to weather or otherwise, the starting grid may be established on the basis of the times from a free practice (a supplementary sporting practice) held during the race week.
- 13-5 However, in case the race is also cancelled, no prizes will be presented.

## CHAPTER 8 START OF THE RACE

### ART.14 STARTING METHOD

- 14-1 The Le Mans style start with the presentation of the National Flag will be adopted for starting the race. The starting method may be subject to change for reasons of weather and other factors.
- 14-2 The riders will start from their starting grids simultaneously.
- 14-3 In principle the starting riders shall be Rider Blue, but any team who wishes to change their starting rider must submit an application to the race secretariat within 30 minutes after the end of the last qualifying practice and obtain approval. Even if the starting rider is switched, the arm bands must not be switched.
- 14-4 The riders shall make one sighting lap, at the end of which they must stop and switch off the engines near the last grid position, where the marshal is displaying two red flags motionless. Then, a team member must push the motorcycle to the designated grid. While the motorcycles are being pushed to the grids, the starting riders may dismount from or remain on the motorcycles.
- 14-5 Once the motorcycles are lined up, the engines may not be started until the start of the engine warm-up signal is given.
- 14-6 At the end of the engine warm-up period, the motorcycles must be lined up on the platform side in Le Mans style, and the starting riders must move to the other side (grandstand side), where they must stay until the race starts without going back to their motorcycles. One foot of the rider must be on the dot marked on the track just before the start.
- 14-7 **A second rider (excluding a substitute rider) must stand by with a helmet, leathers and riding boots on, supporting the motorcycle at the rear.** All other team personnel must retreat into the pit box. Up until this point, there is no restriction on the number of mechanics working on the motorcycle.
- 14-8 **One mechanic registered as a pit crew and also designated as a start assistant is permitted to stand by behind the machine on the starting grid to assist the starting rider wearing an airbag-equipped protection if applicable. The assistant is permitted to connect a wire of the airbag only. Any other work is strictly prohibited. The assistant must wear long sleeves, long pants, shoes and a motorcycle helmet, and must also wear an arm band issued at the time of administrative check for an airbag assistant.**
- 14-9 A generator for the tyre warmer may be used on the grid. The MFJ National Sporting Regulations, Appendix 4, Road Race Sporting Rules 17-4-4 must be adhered to with respect to the use of a generator.
- 14-10 The engine must be started by the rider alone, using the starting device (cell starter) mounted on the motorcycle. At the start, the motorcycle may not be pushed or otherwise started with the help

of others until the signal is given. A penalty will be imposed for any infraction.

- 14-11 Upon showing by the flag marshal of the "PUSH" board after all the motorcycles able to do so start off, can the assistant push-start any motorcycle stalled at the start. The board will be displayed from the flag towers on the Control Line and on the Start Line.
- 14-12 **If the engine still would not start, the motorcycle may be pushed to the pit lane, where it can be worked on by the mechanics before restarting.**
- 14-13 The details of the starting procedure will be separately notified.

#### **ART. 15 Stop & Go Penalty**

- 15-1 A Stop & Go penalty will be imposed for infraction of the starting procedure (including a jump start). The rider concerned must come in and stop at a penalty stop area located immediately before the pit lane exit on the right.
- 15-2 A single board indicating both the word "STOP" and the racing number (See the sample below) will be displayed at the flag post (Post 0) on the Control Line to the rider concerned. The board will also be displayed at Post No.14.5, where no 3-lap rule will be applied.
- 15-3 If the rider should fail to come back in on the lap the board is shown for the 3rd time to implement the penalty, he will be disqualified.
- 15-4 If more than one rider is penalized with a Stop & Go procedure at a time, the order of the riders to serve the penalty will be based on the qualifying time with the faster rider stopping first.
- 15-5 During a Stop & Go procedure, the rider concerned must implement his penalty without stopping at his pit box or elsewhere. Any infraction will result in a Stop & Go penalty procedure being repeated over again.
- 15-6 The pit crew of the rider concerned will also be notified of a Stop & Go penalty being imposed with the showing of the board. No protest will be accepted for the decision.
- 15-7 A Stop & Go penalty may be imposed for infraction of the starting procedure.

#### **A board sample**



### **CHAPTER 9 BEHAVIOR DURING PRACTICE AND RACE**

#### **ART.16 STOPPING ON THE TRACK**

- 16-1 If a rider needs to stop on the track, he must immediately move his motorcycle to the track side and make sure that its presence does not get in the way of other riders.
- 16-2 The rider must not push or pull the motorcycle in the direction opposite to the race, except under the instructions given by the officials.
- 16-3 The rider who wishes to withdraw due to an accident or mechanical trouble must notify the nearest track marshal of this fact, and turn in a withdrawal report provided for this purpose.
- 16-4 The rider must leave the machine in the control of the track marshal until the finish of the race. He must, however, 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.17 BEHAVIOR DURING PRACTICE AND RACE**

17-1 During all sessions, the riders must wear armbands on the upper part of both arms.

- Rider BLUE Blue
- Rider YELLOW Yellow
- Substitute rider Red

\* If the team applies for the change of their riders under 8-3 and 8-4, they must make sure that the riders wear the correct arm bands accordingly.

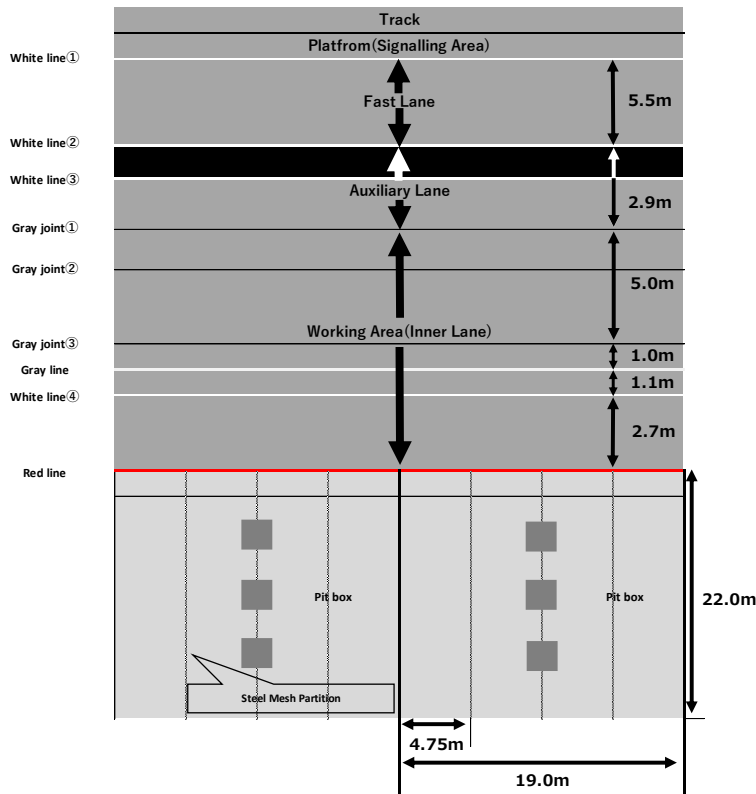
17-2 During all sessions, the rider must not open the fuel cap while riding to get ready for refuelling.

17-3 It is prohibited to ride the motorcycle with a key or any tool being put in the fuel tank filler cap.

**ART.18 PIT LANE**

18-1 The area in front of the pit box (pit lane) is divided into 3 different sections:

- (1) Fast lane:  
This area is for the exclusive use of entering and leaving the pits and the speed must be reduced.
- (2) Auxiliary lane:  
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.
- (3) Working area:  
This area is used to perform pit work and is also a stopping area for machines.





- 18-2 For the purpose of ensuring safety in the pit lane, the speed limit of 60 km/h will be enforced throughout the event period.  
A penalty will be imposed for any infraction. Any infraction during the race will entail a Stop & Go penalty imposed each time an infraction occurs. A Stop & Go procedure will be repeated for infraction of the speed limit. However, if the penalty cannot be implemented before the race finish, a time may be added to the race result instead.
- 18-3 The riders must not go out when the signal light at the pit lane exit is “red,” and may do so when it goes “green”. When there is no signal light or flashing blue light on, it shall be regarded as “green.”

#### **ART.19 NEUTRALIZATION OF THE RACE**

- 19-1 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.  
At this moment, the “SC” board and the waved yellow flag will be displayed at all the observation posts, thereupon all motorcycles must line up in a single file behind the “Safety Cars” without overtaking. If any rider finds it difficult to stay in line during the SC intervention period, he must indicate the fact to other riders following by raising his arm before getting out of line.
- 19-2 While the Safety Cars are being deployed, the riders may return to the pit. The motorcycles must form a line at the pit exit before going out again after a pit stop. They may only rejoin the track when the green light at the pit lane exit is lit. The green light will remain on for 10 seconds after the last motorcycle in the field behind the Safety Car has passed the pit exit. Any rider, who is not able to go out during this time, must wait for the next group of motorcycles following the Safety Car.
- 19-3 The Safety Cars, at the order given by the Clerk of the Course to call in the “Safety Car”, will turn off the orange lights near the next Safety Car post.
- 19-4 Of the two Safety Cars, the former SC will pull off into the runoff area on the right after passing Turn 9 (Degner corner 2) and the latter into the pit entry road for cars at Turn 18 (the last corner), **whereupon the “SC” board and the waved yellow flag will be taken down at all the observation posts to return to racing.**  
**Intervention laps led by the “Safety Car” will also count as race laps.**
- 19-5 After the order to call in the Safety Cars is given, if the track condition changes significantly, etc., which makes it necessary to delay the resumption of the race, the Safety Cars will turn on the flashing orange lights again and continue the neutralization procedure. The “SC” board and the waved yellow flag will remain displayed at all the observation posts.
- 19-6 A neutralization exercise may be carried out during the event.

#### **ART.20 ENTERING AND LEAVING PITS, PIT STOPS AND GOING OFF TRACK**

- 20-1 All the motorcycles must use the pit entry road to return to the pits.
- 20-2 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 after signalling his intention with his hand or foot and making sure that it is safe to do so. The rider must travel the fast lane without so much using the auxiliary lane and the working area to come to his pit.
- 20-3 A rider pushing his motorcycle through the runoff area off the track following an accident or mechanical trouble must follow the marshal’s instructions.  
\* The “PUSH” board will be displayed at each post, where there is such rider pushing his motorcycle along the trackside.
- 20-4 Any motorcycle making a pit stop for refuelling or rider changeover must switch off the engine.
- 20-5 When returning to the pit through non-regular routes;  
(1) If it is regarded as dangerous by the marshal for any motorcycle damaged after a fall, etc.to continue on the track, such motorcycle may be permitted to return to the pit through the non-regular routes indicated below as a relief measure only under the instructions and

supervision of the marshal.

① Turn 16 (the last chicane 1) to near the last corner

② East Shortcut

③ Pit lane exit

④ East Course to Paddock

⑤ Pickup by a service car

**However, the use of the non-regular routes ②~⑤ above to return to the pit will result in the cancellation of the lap concerned.**

Should any rider return to the pit via the non-regular routes above or without the marshal's instructions or supervision, the following penalties will be imposed:

\* Qualifying practice: the lap concerned (on which the rider uses a shortcut route to come in) will be cancelled and the rider will not be permitted to continue in the qualifying practice.

\* Race: the lap concerned (on which the rider uses a shortcut route to come in) will be cancelled and **2 laps deducted**.

- (2) A rider who wishes to return to the pit through the non-regular routes must first check with the marshal before doing so. If he comes back to the pit through the non-regular routes without first consulting the marshal, he may be subject to an additional penalty.
- (3) Riders using the track and the pit entry road to come back to the pit shall have the right of way. A rider coming back to the pit through the non-regular routes must ensure safety at the merging traffic point on the track and the pit entry road.
- (4) If a rider enters the pit lane from the pit lane exit to come back to the pit in the opposite direction to the race, he must push his motorcycle under the marshal's instructions. It is prohibited to ride the motorcycle with the engine running under any circumstances.
- (5) If any motorcycle comes to the pit after sustaining a damage due to a fall, etc., the official concerned may check such motorcycle before allowing it to go out on the track. If it is deemed unfit after the check, the motorcycle will not be permitted to re-join the track.

20-6 When re-joining the track after crossing the chicane, missing the apex of a corner, or gaining an advantage in re-joining the track;

- (1) The rider must ensure safety when he gets back on the track after a fall or missing the apex of a turn.
- (2) If the rider concerned gains any advantage as a result of the infractions stated in (1) above, the following penalties may be imposed:

\*Qualifying practice: the lap time concerned to be cancelled

\*Race: Decision to be made by the Jury of the Meeting

However, for the sake of safety, no penalty will be imposed on the rider, who has a fall between Turn 16 (last chicane 1) and near the last corner, on the condition that the motorcycle is checked in the pit after making a shortcut to come in through the pit entry road.

#### **ART.21 RECOVERY CARS (hereinafter called "Service Cars")**

21-1 Two service cars will be deployed in the track at this event.

21-2 During the race, if a rider, due to a fall or mechanical trouble, needs to push his bike back to his pit, he will be allowed to return on a service car together with his bike from three locations around the track; Turn 9 (Degner corner 2) on the left, the opening on the right between Turn 11 (Hairpin curve) and Turn 12a (200R chicane) and Post 14.5 (West Race Control) on the right between Turn 14 (Spoon curve 2) and Turn 15 (130R) to the paddock (near the medical heliport).

21-3 Mechanics for such rider can wait near the medical heliport, 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.

21-4 No protest will be accepted with regards to the order of recovery service provided.

No penalty will be imposed such as a deduction of a lap as a result of using this recovery service.

#### **ART.22 RIDER CHANGEOVER**

22-1 During a pit stop for refuelling, the rider must change over.

22-2 Team representatives must declare without delay the rider changeover to the official.

#### **ART.23 FOUL OR DANGEROUS RIDING**

23-1 Riders must not intentionally interfere with other riders during a session. Further, riders may not behave in a manner that is likely to result in grave consequences.

23-2 Changing lanes on the straight in front of the Grand Stand as well as on the straight between Turn 14 (Spoon curve 2) and Turn 15 (130R) is prohibited except for the purpose of

- overtaking another motorcycle.
- 23-3 No protest will be accepted on rulings regarding the infringement of the rules in this article 23, and a penalty decided by the Jury of the Meeting will be imposed on the offender. Any rider who commits a serious offence will be excluded from the race.

## **CHAPTER 10 REFUELLING**

### **ART.24 REFUELLING DURING THE RACE**

- 24-1 Refuelling must be performed with a standard metal fuel container or a handheld-type metal suspended tank.
- 24-2 Refuelling equipment must be approved by the pit inspector, and only the approved equipment may be used throughout the event. The pipe end of the refuelling equipment shall be **cylindrical in form** with a bore (inside diameter) of up to 25 Φ (25 mm) maximum.
- 24-3 A so-called “quick charge” system that involves modifications of a fuel filler cap is prohibited.
- 24-4 Change to the shape of and/or the filler cap opening mechanism of a fuel tank as homologated is prohibited.
- 24-5 Fuel shall be charged into a single tank secured to the motorcycle. A seat tank or an auxiliary tank is prohibited. The use of a replacement tank that is easily detachable for refuelling is also prohibited.
- 24-6 Refuelling must be carried out with the motorcycle securely supported on a stand.
- 24-7 Refuelling or all other intervention on the motorcycle may be carried out only in the pit assigned to the team concerned.  
**Further, the refuelling may be carried out only in the work area in front of the pit assigned to the team concerned.**
- 24-8 When refuelling during the race, at least one mechanic of the team must be present on the spot and the team manager must submit a notice of refuelling one lap prior to the scheduled refuelling stop to the pit inspector.
- 24-9 Refuelling must take place after all the mechanical work on the motorcycle is finished and before the rider restarts the engine.
- 24-10 No other work is permitted during refuelling under any circumstances. The rider must not stay on the motorcycle and the use of a tyre warmer is prohibited during refuelling.
- 24-11 There must be one pit crewmember standing by with a fire extinguisher while refuelling is in progress (A team manager or pit sign man can act as the crewmember with a fire extinguisher). Any spilled liquids must be cleaned off without fail. (See Art.25 FIRE EXTINGUISHERS for the requirement on fire extinguishers including capacity).
- 24-12 During refuelling operation, all personnel engaged in refuelling (minimum two people, one connecting the refuelling equipment and the other standing by with a fire extinguisher) must wear eye protective equipment and suitable fire-retardant clothing. The eye protective equipment herein refers to a full-face helmet with a shield and the goggle type eyewear including goggles for motocross or skiing, but the eye glasses (such as sun glasses) are not permitted (When wearing a full-face helmet, a shield must be completely down).  
For the suitable fire-retardant clothing stated herein, the Nomex or higher-grade flame-retardant clothes with long sleeves and long pants (such as racing suit used in car racing or fire-resistant work coveralls) are strongly recommended, but at least 100% cotton refuelling attire sprayed with water proofing agent, etc. must be worn as minimum requirements. For the footwear to be worn, no sandals that expose skin are permitted. For the gloves, leather-made ones are minimum requirements (Nomex or product with higher grade fireproof property is recommended. Rider’s gloves or cotton work gloves are prohibited). Refuelling with the rider’s leather suit is not permitted.
- 24-13 During refuelling, a team crew with a fire extinguisher must stand by with the safety plug pulled out and direct the nozzle toward the motorcycle being refuelled. Upon refuelling completed, he must immediately put the safety plug back in place.
- 24-14 Any mechanical work that needs to be done on the motorcycle after refuelling must be carried out inside the pit box assigned to the team.

### **ART. 25 FIRE EXTINGUISHERS**

- 25-1 It is the responsibility of each team to prepare fire extinguishers in working order that comply with the following specifications:
- (1) 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
- (2) Number of fire extinguishers to be prepared: at least one fire extinguisher for each motorcycle entered.
  - \*The fire extinguisher installed in the pit box by the organiser may not be used.
- 25-2 Any team, who covers up the check mark on the fire extinguisher given by the marshal before the race is finished, opens the fuel cap while riding the motorcycle before coming to a stop for refuelling, or otherwise does any other act judged by the officials as malicious or dangerous, may be penalized by the Jury of the Meeting.

## CHAP. 11 INTERVENTION AND PIT WORK DURING THE RACE

### ART. 26 INTERVENTION DURING THE RACE

- 26-1 All repairs, adjustments and changing of parts with spares during qualifying practice and the race must be performed using spares and tools either carried on board the motorcycle or kept in the pit and only by the pit crews registered and the riders.
- 26-2 All damaged or broken components except for a frame, a crankcase and cast parts of a gearbox case may be replaced.
- 26-3 A fuel tank may be replaced by a spare tank if it is crushed during the race in a fall or other accidents, provided only that the spare tank is of the genuine tank with the same specifications as approved in the technical inspection. The spare tank in this case must be mounted on the motorcycle without fuel.  
For any motorcycle with a fuel tank replaced, the crushed tank must be also presented to the technical inspection.
- 26-4 Repairs, adjustments and changing of parts with spares with the use of tools and spares kept in the pit may only be performed on the motorcycle that comes in for a pit stop.  
It is prohibited to work on the motorcycle inside the pit box in principle, except for any job specifically permitted beforehand. There is no restriction imposed on the number of people working on the motorcycle inside the pit box.
- 26-5 Repairs on a motorcycle stopped any place other than the pit must be carried out in a safe place. It is strictly prohibited for anybody other than the rider to carry out such repair 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.
- 26-6 At no time while in competition (**on the track**) may a rider receive any outside assistance in pushing or riding his motorcycle.  
However, this rule does not apply, when the track marshals provide help to move the motorcycle for safety reasons, or when the rider, who has overshot his pit and stopped, pushes the motorcycle back to the pit by himself and/or with assistance from pit crews.  
**In the pit lane the motorcycle may be push-started or moved with the assistance of up to two pit crews.**

### ART.27 PIT WORK

- 27-1 When the motorcycle comes back to the pit, the mechanics may come out to the stop area in front of the pit box to work on the motorcycle.
- 27-2 Except during pit work, mechanics may not come out and leave the parts or tools in the stop area. It is the responsibility of each team to ensure that the pit crews other than mechanics directly engaged in pit work provide sufficient space for the officials to check around the pit area.
- 27-3 **During qualifying practice and the race, the tyres on the competing motorcycle may be replaced with the change in racing condition. During tyre change work, the engine must be switched off. The use of electric or pneumatic tools is prohibited.**

### ART.28 PIT SIGNS

- 28-1 Pit signs may be conveyed to the riders running on the track.
- 28-2 Personnel engaged in sending pit signs shall be limited to two per team, who may send signs from the signalling platform.
- 28-3 Signboards to be used may not exceed 100cm × 60cm in size.  
**Further, they must not be confusingly similar to the signalling flags (including yellow and red flags).**
- 28-4 When securing the signboards, a support or other equivalent device must not be fixed on the track. Any instructions from the official regarding the method of setup must be followed.



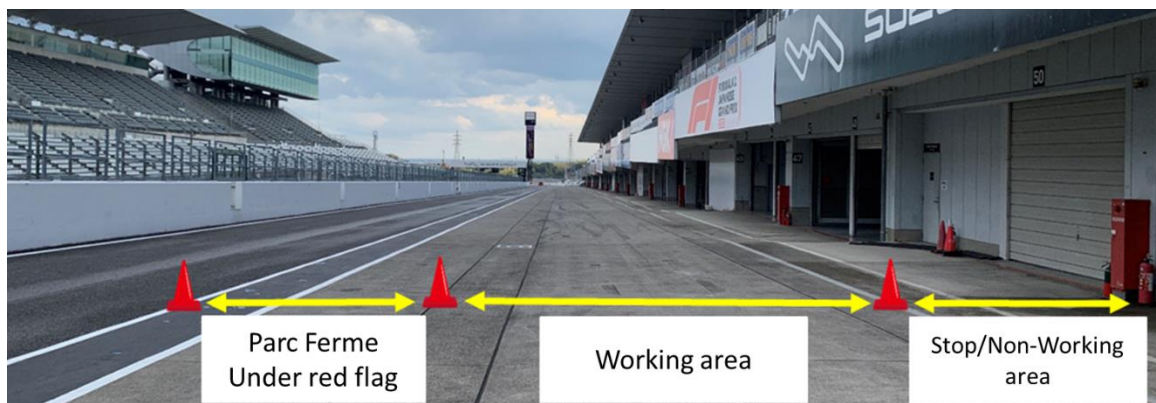
## CHAPTER 12 INTERRUPTION OF THE RACE

### ART.29 STOPPING THE RACE

- 29-1 Should it be deemed dangerous to continue the race due to unavoidable circumstances, the Clerk of the Course may stop the race with the agreement of the Jury of the Meeting. However, in case of emergency, he may stop the race or take any other necessary action without such agreement.
- 29-2 The signal to stop the race is given by displaying the red flag at all the observation posts around the track to indicate the interruption of the race.
- 29-3 When the race is stopped, all riders must proceed with maximum caution to and stop at the designated 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.
- 29-4 If at least two thirds of the total race duration have been completed at the time of interruption, the race may be deemed to have finished and may not be resumed. In this case, the riders will be classified according to the order in which the race leader and all other riders on the same lap crossed the Control Line on the penultimate lap before the red flag was displayed.
- 29-5 The "Parc Ferme under red flag" will be located in the auxiliary area in front of each team's pit box, where the riders must stop. All the motorcycles, on the track or in the pit for repairs or refuelling, will be directed into the "Parc Ferme under red flag", except for any motorcycle under repair work too serious to be moved. All work is prohibited.

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 0) and on the Start Line (Post 0.5). At this time, pit work must be carried out in front of each team's pit box. At the same time, the start procedure will begin with the sighting lap (the pit exit will be closed in 5 minutes).



### ART.30 RESUMING THE RACE

- 30-1 When the track is clear of a dangerous condition, the Clerk of the Course may give orders to resume the race with the approval of the Jury of the Meeting.
- 30-2 The race will be resumed in the Le Mans style, which may be subject to change depending on the weather and other conditions.
- 30-3 There will be the following three cases (hereinafter called Case A, B and C) under which the race will be resumed:
- [Case A]  
If the leader of the race and all other riders on the same lap have covered less than 3 laps, the race will be null and void, and will be run as a completely new race.
- [Case B]  
If the leader of the race and all other riders on the same lap have covered three laps or more but less than two thirds of the original race duration, it will be resumed as a second race. Starting grid positions for a second race shall be based on the order in which the leader of the race and all other riders on the same lap have crossed the Control Line on the penultimate lap before the red flag was deployed. **The starting riders shall be free.**

The final race results shall be based on the number of laps combined from multiple races run, and the team who has covered the highest number of laps will be the winner. If there is a tie in the number of laps, the results of the last race will prevail.

[Case C]

If the leader and all other riders on the same lap have covered two thirds of the original race duration or more, the race will be deemed as having been completed. Classification will be based on the order in which the leader and all other riders on the same lap have crossed the Control Line on the penultimate lap before the red flag was deployed.

**30-4 The starting procedure will resume with a sighting lap, and the pit exit closed 5 minutes later.**

**30-5 The motorcycles may not be pushed to the grids. Any rider who is unable to do his sighting lap must start from the pit exit.**

**30-6 Upon the confirmation of the motorcycles taking up positions on the grid, "1 minute to start" board" will be displayed, after which the standard starting procedure will be followed.**

## **CHAPTER 13 FINISH OF THE RACE AND CLASSIFICATION**

### **ART.31 FINISH AND CLASSIFICATION**

31-1 When the original race duration has elapsed or when the initially scheduled time has come, the chequered flag will be waved at the leader of the race. If the leader fails to cross the Finish Line within 5 minutes after such time, then the chequered flag will be waved at the 2<sup>nd</sup> rider in the provisional classification.

31-2 The race will be officially finished 5 minutes after the chequered flag is shown.

31-3 For the teams to be classified in the race results, the following conditions must be met:

(1) They must cross the Finish Line within 5 minutes after the first motorcycle that received the chequered flag crossed the Finish Line.

(2) Classification will be established for the finishers who received the chequered flag on the Finish Line on the track side, not on the pitlane side, in the order of the higher number of laps covered. If there is a tie in the number of laps covered, it will be based on the order in which they have crossed the Finish Line.

(3) They must have covered more than 75% of the distance travelled by the winning team to be classified.

31-4 If the original race duration has elapsed or the initially scheduled time has come during the neutralization period in the race, the chequered flag will be displayed from the Safety Car leading a group of motorcycles with the leader of the race in it.

### **ART.32 PROVISIONAL PODIUM CEREMONY**

32-1 The provisional podium ceremony will be held after the race. Class and positions concerned will be set out in the relevant supplementary regulations for the race concerned.

32-2 Upon showing of the chequered flag, any motorcycles that are in the pit are not permitted to go out again.

32-3 Any motorcycle that has received the chequered flag but is unable to complete a full lap may return to the paddock via the U-turn road on the right side of the track before Turn 1 (asphalt section off the track). 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.33 TECHNICAL INSPECTION OF CLASSIFIED MOTORCYCLES**

The first six motorcycles from each class will be kept under the Parc Ferme control for 30 minutes after the publication of the provisional results, and subjected to technical inspection as needed.

The teams may not refuse the technical inspection.

### **ART.34 PUBLICATION OF RACE RESULTS**

34-1 After the Race, the provisional results will be published.

34-2 Competitors and riders may not file any protest against the official race results published.

## **CHAPTER 14 COMPENSATION FOR DAMAGES**

### **ART.35 COMPENSATION FOR DAMAGES**

35-1 Except for the period during which the motorcycles are in the custody of race officials, each competitor shall be responsible for any damage sustained by his motorcycles or its equipment.

35-2 Any rider and/or mechanic himself/herself shall be responsible for any injury sustained before, during and after the event.

## **CHAPTER 15 APPLICATION OF THE SUPPLEMENTARY REGULATIONS**

### **ART.36 INTERPRETATION OF THE PRESENT REGULATIONS**

In case of any doubt over the interpretation of the present supplementary regulations or any ensuing official notice, an inquiry may be made in writing by a competitor. However, the interpretation or decision by the Jury of the Meeting made in response to any such inquiry will be final and will be notified verbally to the parties concerned.

### **ART.37 ISSUING OF OFFICIAL NOTICES**

Any details pertinent to the running of the meeting, instructions to participants, and any other details not covered in the present supplementary regulations or arising after the publication thereof will be communicated in official notices with the following methods:

- (1) To be sent by post to the address of the team representative;
- (2) To be posted in the race secretariat office or the official notice board (**including the e-notice board**);
- (3) To be informed during the briefing to be held before qualifying or the race, or otherwise called from time to time as needed; and/or
- (4) To be communicated through public announcement and with text message at the bottom of the timing monitors in the pits in case of emergency

### **ART.38 ENFORCEMENT OF THE SUPPLEMENTARY REGULATIONS**

The present supplementary regulations shall apply to the 2024 Suzuka 4 Hours Endurance Race <ST600> and the 2024 JSP 250 4 Hours Endurance Race, and go into effect at the same time as the opening date for entry application for the race concerned.

**2024 Suzuka 4Hours Endurance Race <ST600>  
Supplementary Regulations  
Fri.2<sup>nd</sup> – Sun.4<sup>th</sup> August 2024**

## Notice

Honda Mobilityland Corp. will organize the 2024 4hours Endurance Race <ST600> at the Suzuka Circuit, Suzuka City, Mie, Japan, between 2<sup>nd</sup> and 4<sup>th</sup> of August 2024. The Event is organized in accordance with the National Sporting Regulations authorized by the Motorcycle Federation of Japan (“MFJ”) and the Suzuka Circuit Road Race Standard Regulations and Suzuka Circuit Endurance Race General Supplementary Regulations, the present Supplementary Regulations in compliance thereof, under the FIM International Sporting Code.

### CHAPTER 1 GENERAL PROVISIONS

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

2024 Suzuka 4hours Endurance Race <ST600>

#### ART.2 ORGANISER

Honda Mobilityland Corporation

#### ART.3 STATUS OF THE MEETING

Semi-International

#### ART.4 OFFICIALS OF THE MEETING

The event officials will be indicated in the official programme.

#### ART.5 DATE OF THE MEETING

Fri. 2 <sup>nd</sup> Aug.	Verification/Supplementary Sporting Practice
Sat. 3 <sup>rd</sup> Aug.	Technical Inspection
Sun. 4 <sup>th</sup> Aug.	Free Practice/Qualifying Practice/Race (4hrs)

\* The schedule above is provisional and subject to change. Detailed schedule will be indicated in an official notice.

### CHAPTER 2 APPLICATION FOR ENTRY

#### ART.6 CATEGORY OF TEAMS

[Inter-4hours]

Teams whose registered riders include holders of FIM License or MFJ International License

[National-4hours]

Teams whose registered riders include holders of MFJ National License only

#### ART.7 CONDITIONS FOR ENTRIES

- 7-1 Riders must hold an MFJ Road Race License (International or National) or FIM License valid for the current year.
- 7-2 Each team must register two (2) riders per motorcycle entered at the time of entry application.
- 7-3 Riders must have a record of having participated in **an MFJ-authorized or approved event at least once in 2023 and/or before 10<sup>th</sup> of June 2024.** (Applicable to national riders only. A “record” herein refers to a lap time recorded at least for one lap in qualifying practice)
- 7-4 Classification of license holders set out for each category
  - (1) Inter-4hours: Holders of FIM License, MFJ License (International or National)
  - (2) National-4hours: Holders of MFJ National License
- 7-5 Riders classified **in the top 10 positions** in the annual point standing in the following category of motorcycles in the national road race championship **in the past three years (2021/2022/2023)** are not eligible for the event: JSB 1000 Class, ST600 Class

#### ART.8 ENTRY FEE • APPLICATION FOR ENTRY

- 8-1 **85,000 yen per entry (incl. tax)**
- 8-2 MFJ Sports Safety Insurance Scheme is not applicable to competitors from overseas.
- 8-3 Address and Application Period  
Suzuka Circuit SMSC Secretariat  
7992 Ino-cho, Suzuka-city, Mie Prefecture, 510-0295 JAPAN Tel: 81-593-78-3405  
Business hours: 10:00 – 16:00  
Application Period:  
**Opening Date: Tue, 11<sup>th</sup> June 2024      Closing Date: Tue, 25<sup>th</sup> June 2024**
- 8-4 **For any entry application made after the designated deadline above, the late entry period (for 5 days after the closing date) will be set, and any such entry as approved by the race secretariat only will be accepted with the extra charge of 5,500 yen (incl. tax).**
- 8-5 **Entry application must be made via the following website:**

<https://www1.ms-event.net/szkaweb/>

- 8-6 Cancellation fees after the entry application made  
 (1) During the entry application period: 1,100 yen (incl. tax). \*Administrative handling charge;  
 (2) After the closing date up until 2 weeks prior to the Event (Sun.): 5,500 yen (incl. tax);  
 (3) 2 weeks prior to the Event (Mon.) up until the Event day: Full entry fee (full amount)
- 8-7 **All cancellations will incur cancellation charges.**

### CHAPTER 3 ELIGIBILITY OF MOTORCYCLES

#### ART.9 ELIGIBLE MOTORCYCLES

- 9-1 Each category of motorcycles must be production motorcycles homologated (including the ones formerly homologated) by MFJ that comply with Appendix 9 the ST600 Technical Specifications under the MFJ National Sporting Regulations and Chapter 2 of the Suzuka Circuit Endurance Race General Supplementary Regulations.
- 9-2 Tyres to be used.  
 (1) Tyres complied with Appendix 10 the ST600 Technical Specifications under the MFJ National Sporting Regulations (for both dry and wet tyres).  
 (2) Quantity restrictions

Qualifying	Race
1 set of dry tyres	1 set of dry tyres *See Note

\*Note

- 1) Dry tyres to be used in the race will be marked during pre-start check.
  - 2) Any tyre damaged due to external factors, etc. may be replaced at the discretion of Chief Technical Steward.
  - 3) No quantity restrictions imposed on wet tyres.
- (3) The following single make tyres only are permitted for use.

Brand	Type	F/R	Product Name	size
BRIDGESTONE	DRY	FRONT	BATTLAX RACING R11 NHS	120/600R17
		REAR	BATTLAX RACING R11 NHS	180/640R17
	WET	FRONT	RACING BATTLAX W01	120/600R17
		REAR	RACING BATTLAX W01	190/650R17

Tyre stampings : Dry and wet tyres must have the wording “NOT FOR HIGHWAY SERVICE” or “NOT FOR HIGHWAY USE (Not for public road use) stamped on its sidewalls.

- (4) **When dry tyres are used, each motorcycle must wear the tyres marked by scrutineers. In case of change in track condition, tyres may be changed. Engines must be switched off while changing tyres during qualifying and/or race, and no electric or pneumatic tools may be used.**
- (5) The competitors must abide by the tyre designation requirements in Appendix 6, 4-4-3 Bridgestone specified-designations under the MFJ National Sporting Regulation.

### CHAPTER 4 QUALIFYING PRACTICE

#### ART.10 QUALIFYING PRACTICE

- 10-1 Each rider must have clocked the lap time that falls within 115 % of the fastest rider’s time in his group of riders to qualify for the race.
- 10-2 If any one of the registered riders fails to meet the qualifying time mentioned in 10-1 above, the team concerned will not be permitted to take part in the race.

### CHAPTER 5 TROPHY & PRIZES

#### ART.11 TROPHY & PRIZES

- 11-1 Trophy
- |                        |                                  |        |
|------------------------|----------------------------------|--------|
| (1) Overall Awards     | 1 <sup>st</sup> -3 <sup>rd</sup> | Trophy |
| (2) National Awards *1 | 1 <sup>st</sup> -3 <sup>rd</sup> | Trophy |

\*<sup>1</sup> To be presented to the National 4 Hours teams

\*<sup>2</sup> **The teams should collect their trophies received on the race day. Should they fail to collect it on the race day, they will be deemed to have relinquished their right to receive a trophy, whereupon the Race Secretariat may discard or otherwise dispose of such trophy. No delivery at later date will be made.**

#### 11-2 Prize money

(1) Classification Prize Total **¥ 850,000**

Overall Classification	Amount
<b>1<sup>st</sup></b>	<b>¥ 350,000</b>
<b>2<sup>nd</sup></b>	<b>¥ 200,000</b>
<b>3<sup>rd</sup></b>	<b>¥ 150,000</b>
4 <sup>th</sup>	¥ 70,000
5 <sup>th</sup>	¥ 50,000
6 <sup>th</sup>	¥ 30,000

(2) Special Prize Total **¥ 150,000**

Teams	Amount	
National 4h 1 <sup>st</sup>	¥ 50,000	To the top 3 National Awards teams
National 4h 2 <sup>nd</sup>	¥ 30,000	
National 4h 3 <sup>rd</sup>	¥ 20,000	
Pole Position Award	¥ 50,000	To the team starting from highest grid position

## CHAPTER 6 APPLICATION OF THE SUPPLEMENTARY REGULATIONS

### ART.12 INTERPRETATION OF THE PRESENT REGULATIONS

In case of any doubt over the interpretation of the present supplementary regulations or an official notice or any other rules, an inquiry may be made in writing by a competitor. However, the interpretation or decision by the Jury of the Meeting made in response to any such inquiry will be final and will be notified verbally to the parties concerned.

### ART.13 ISSUING OF OFFICIAL NOTICES

Any details pertinent to the running of the meeting, instructions to participants, and any other details not covered in the present supplementary regulations or arising after the publication thereof will be

communicated in official notices with the following methods:

- (1) To be sent by post to the address of the team representative
- (2) To be posted in the race secretariat office or to be posted in the official notice board
- (3) To be informed during the briefing to be held before or after qualifying or before the race, or otherwise called from time to time as needed.
- (4) To be communicated through public announcement in case of emergency

### ART.14 POSTING OF OFFICIAL NOTICES

Official notices and results will be posted on the official notice board on the premises or on the downloadable page on the web site for the competitors.

\*2024 Endurance Race Competitors' Page

<http://apps.mobilityland.co.jp/info/download/1L0Rt4>

### ART.15 CONTACT ADDRESS OF THE EVENT SECRETARIAT

Race Secretariat, Suzuka Circuit

7992 Ino-cho, Suzuka-city, Mie Prefecture, 510-0295 JAPAN Tel: 81-593-78-3405 (10:00 – 16:00)

### ART.16 ENFORCEMENT OF THE PRESENT SUPPLEMENTARY REGULATIONS

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

**2024 JP250 4Hours Endurance Race  
Supplementary Regulations  
Fri. 22<sup>nd</sup> – Sun. 24<sup>th</sup> November 2024**



## Notice

Honda Mobilityland Corp. will organize the 2024 JP250 4hours Endurance Race at the Suzuka Circuit, Suzuka City, Mie, Japan, between 22<sup>nd</sup> and 24<sup>th</sup> of November 2024. The Event is organized in accordance with the National Sporting Regulations authorized by the Motorcycle Federation of Japan (“MFJ”), and the Suzuka Circuit Road Race Standard Regulations and Suzuka Circuit Endurance Race General Supplementary Regulations, the present Supplementary Regulations in compliance thereof, under the FIM International Sporting Code.

### CHAPTER 1 GENERAL PROVISIONS

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

2024 JP250 4 hours Endurance Race

#### ART.2 ORGANISER

Honda Mobilityland Corporation

#### ART.3 STATUS OF THE MEETING

**Semi-International**

#### ART.4 OFFICIALS OF THE MEETING

The event officials will be indicated in the official programme.

#### ART.5 DATE OF THE MEETING

Fri. 22 <sup>nd</sup> Nov.	Verification/Supplementary Practice
Sat. 23 <sup>rd</sup> Nov.	Technical Inspection
Sun. 24 <sup>th</sup> Nov.	Qualifying Practice/Race (4 Hours)

\* The schedule above is provisional and subject to change. Detailed schedule will be indicated in an official notice.

### CHAPTER 2 APPLICATION FOR ENTRY

#### ART.6 CATEGORY OF TEAMS

##### **[Inter-4hours]**

**Teams whose registered riders include holders of FIM License or MFJ International License.**

**If any one of the registered riders is a holder of the MFJ International License, the team will be registered in Inter-4hours.**

**Possible combination example: If one rider is a holder of the MFJ International License and the other is a holder of the MFJ National License, the team will be registered in Inter-4hours.**

##### **[National-4hours]**

**Teams whose registered riders include holders of MFJ National License only**

#### ART.7 CONDITIONS FOR ENTRIES

- 7-1 Riders must meet the entry requirements stipulated in Chapter 1, Art. 3 of the Suzuka Circuit Endurance Race General Supplementary Regulations.
- 7-2 At the time of entry application, each team must register two riders per motorcycle entered.
- 7-3 Riders must have a record of having participated in an MFJ-authorized or approved event at least once in **2023 and before 30<sup>th</sup> of September 2024**. (**Applicable only to national riders**. A “record” herein refers to a lap time recorded at least for one lap in qualifying practice). Otherwise riders must have ridden in any one of sporting practice sessions for over 60 minutes at the Suzuka Circuit International Racing Course before **20<sup>th</sup> October 2024**.
- 7-4 In case any rider fails to meet the requirement in Art. 7-3 above, he may participate in the event only with the special permission granted by the Event Organising Committee.
- 7-5 Classification of licenses set out for each category
- (1) **Inter-4hours: Holders of FIM License, MFJ International License or MFJ National License**
- (2) **National-4hours: Holders of MFJ National License (Junior /Freshman /National)**

#### ART.8 ENTRY FEE/PROCEDURE FOR ENTRY APPLICATION

8-1 **55,000 yen per entry (incl. tax)**

**\* It includes the fees for supplementary sporting practice and mutual insurance scheme**

- for pit crews.**
- 8-2 MFJ Sports Safety Insurance Scheme is not applicable to a competitor whose sporting nationality is not Japanese.
- 8-3 Address and Application Period  
Suzuka Circuit Race Secretariat  
7992 Ino-cho, Suzuka-city, Mie Prefecture, 510-0295 JAPAN Tel: 81-593-78-3405  
Business hours: 10:00 - 16:00  
Application Period:  
**Opening Date: Tue, 1<sup>st</sup> October 2024 Closing Date: Tue, 15<sup>th</sup> October 2024**
- 8-4 **For any entry application made after the designated deadline above, the late entry period (for 5 days after the closing date) will be set, and any such entry as approved by the race secretariat only will be accepted with the extra charge of 5,500 yen (incl. tax).**  
**Entries after the late entry period will not be accepted for any reasons.**
- 8-5 Entry application shall be made via the following web site:  
**<https://www.1.ms-event.net/szkaweb/>**
- 8-6 **Cancellation fees after the entry application made**  
**(1) During the entry application period: 1,100 yen (incl. tax). Administrative handling charge;**  
**(2) After the closing date up until 2 weeks prior to the Event (Sun.): 5,500 yen (incl. tax);**  
**(3) 2 weeks prior to the Event (Mon.) up until the Event day: Full entry fee (full amount)**
- 8-7 **All cancellations will incur cancellation charges.**

## CHAPTER 3 ELIGIBILITY OF MOTORCYCLES

### ART.9 ELIGIBLE MOTORCYCLES

- 9-1 Each category of motorcycles must comply with the JP250 Technical Specifications in Appendix 11 of the 2024 MFJ National Sporting Regulations and the Suzuka Circuit Road Race Technical Regulations as well as Chapter 2 of the Suzuka Circuit Endurance Race General Supplementary Regulations.
- 9-2 Tyres to be used.
- (1) Tyres complied with the JP250 Technical Specifications, Appendix 11 under the 2024 MFJ National Sporting Regulations (for both dry and wet tyres).
- (2) Quantity restrictions

Qualifying	Race
1 set of dry tyres	1 set of dry tyres *See Note

\*Note

- 1) Dry tyres to be used in the race will be marked during pre-start check.
  - 2) Any tyre damaged due to external factors, etc. may be replaced at the discretion of Chief Technical Steward.
  - 3) No quantity restrictions imposed on wet tyres.
- (3) Only the following single make tyres designated by the MFJ below are permitted for use.

Brand	Type	F/R	Product Name	Size
DUNLOP	DRY	FRONT	DUNLOP SPORTMAX α-13SP	110/70R17M/C 54H
		REAR	DUNLOP SPORTMAX α-13SP	140/70R17M/C 66H or 150/60R17M 66H
	WET	FRONT	DUNLOP RACING KR189 (WA)	110/70R17
		REAR	DUNLOP RACING KR389 (WA)	140/65R17

- (4) **When dry tyres are used, each motorcycle must wear the tyres marked by scrutineers. In case of change in track condition, tyres may be changed.**  
**Engines must be switched off while changing tyres during qualifying and/or race, and no electric or pneumatic tools may be used.**

## CHAPTER 4 QUALIFYING PRACTICE

### ART.10 QUALIFYING PRACTICE

- 10-1 Criteria for qualifying time shall be based on each rider's individual time recorded.  
He must have clocked the lap time that falls within 115 % of the fastest rider's time in his group of riders to qualify for the race.
- 10-2 If any one of the registered riders fails to meet the qualifying time mentioned in 10-1 above, the team

concerned will not be permitted to take part in the race.

## **CHAPTER 5 MINIMUM NUMBER OF COMPULSORY REFUELING PIT STOPS**

### **ART.11 MINIMUM NUMBER OF COMPULSORY REFUELING PIT STOPS**

Each team must make at least 3 refueling pit stops during the race.

The amount of fuel to be replenished is free, but it is compulsory to do the refueling.

## **CHAPTER 6 PRIZES**

### **ART.12 PRIZES**

The following prize scheme will be provided:

- (1) Inter-4 hours                      1st-3rd    Trophy
- (2) National-4 hours                1st-3rd    Trophy

\* **The teams should collect their trophies received on the race day. Should they fail to collect it on the race day, they will be deemed to have relinquished their right to receive a trophy, whereupon the Race Secretariat may discard or otherwise dispose of such trophy. No delivery at later date will be made.**

## **CHAPTER 7 APPLICATION OF THE SUPPLEMENTARY REGULATIONS**

### **ART.13 INTERPRETATION OF THE PRESENT REGULATIONS**

In case of any doubt over the interpretation of the present supplementary regulations or an official notice or any other rules, an inquiry may be made in writing by a competitor. However, the interpretation or decision by the Jury of the Meeting made in response to any such inquiry will be final and will be notified verbally to the parties concerned.

### **ART.14 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 in official notices with the following methods:

- (1) To be sent to the address of the team representative
- (2) To be posted in the race secretariat office or in the official notice board
- (3) To be informed during the briefing to be held before or after qualifying or before the race, or otherwise called from time to time as needed.
- (4) To be communicated through public announcement in case of emergency

### **ART 15 POSTING OF OFFICIAL NOTICES**

Official notices and/or results will be posted on the official notice board on the premises or on the downloadable page on the web site for the competitors.

\*2024 JP250 4 Hours Endurance Race Competitors' Page  
<http://apps.mobilityland.co.jp/info/download/1L0Rt4>

### **ART.16 CONTACT ADDRESS OF THE EVENT SECRETARIAT**

Race Secretariat, Suzuka Circuit  
7992 Ino-cho, Suzuka-city, Mie Prefecture, 510-0295 JAPAN    Tel: 81-593-78-3405 (10:00 – 16:00)

### **ART.17 ENFORCEMENT OF THE PRESENT SUPPLEMENTARY REGULATIONS**

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