

## MEDIA INFORMATION

April 17, 2017  
Japan Race Promotion Inc.

**Round 1** : April 22 (Saturday) – April 23 (Sunday)

### 2017 NGK Spark Plugs Suzuka 2 & 4 Race

### 2017 Japanese SUPER FORMULA Championship Series: SUZUKA CIRCUIT

Japan Race Promotion Inc. (President: Akira Kurashita, Head office: Chiyoda-ku, Tokyo, Japan) today announced details of Round 1 of the 2017 Japanese SUPER FORMULA Championship Series, part of the “2017 NGK Spark Plugs Suzuka 2 & 4 Race,” scheduled to take place on April 22–23 at the Suzuka Circuit in Mie Prefecture, Japan. The opening round will be run over 35 laps of the Suzuka Circuit (length = 5.807km) for a total distance of 203.245km. A total of 11 teams (entrants) and 19 drivers (cars) from Japan and overseas\* are competing to win this year’s series.

*\*13 drivers from Japan and six from six other countries (New Zealand, Sweden, France, UK, Germany and India).*

In the first race of the season, each team will be required to change tires at least once. The race is likely to be highly tactical, with team decisions about the timing of pit stops for tire changes or the need for refueling set to have a large say over the outcome.

The 2017 Japanese SUPER FORMULA CHAMPIONSHIP series will have a lineup of very competitive drivers, including defending champion Yuji Kunimoto (P.MU / CERUMO · INGING) and four other former champions, namely Hiroaki Ishiura (P.MU / CERUMO · INGING), Kazuki Nakajima (VANTELIN TEAM TOM’S), Andre Lotterer (VANTELIN TEAM TOM’S), and Naoki Yamamoto (TEAM MUGEN), all aiming to regain their title. Other drivers include Yuhi Sekiguchi (ITOCHU ENEX TEAM IMPUL), who won two races and vied for the championship last year as a rookie, and Kamui Kobayashi (KCMG), who moved to the KCMG team this season.

One of the highlights of the race will be how well the five rookies do this year. Each driver has achieved superb results in his respective category or country. From overseas, we welcome two drivers who are competing in Japan for the first time, 2016 GP2 Champion Pierre Gasly (TEAM MUGEN) and Felix Rosenqvist (SUNCO TEAM LEMANS), who has secured two consecutive victories in the Macau GP since 2014, as well as winning the FIA European F3 Championship in 2015. Three new drivers who already have impressive records in Japan are Nick Cassidy (KONDO RACING), winner of the 2015 Japanese F3 championship as a rookie, 2016 F3 Champion Kenta Yamashita (KONDO RACING), and 2016 Japanese F3 second-ranked Jann Mardenborough (ITOCHU ENEX TEAM IMPUL).

Hardware will also obviously play a key role in this year’s series. Honda and Toyota have moved up a gear in proprietary engine development, supplying new engines with even better basic performance profiles. Yokohama Rubber is the tire supplier for a second year and has developed tires with upgraded specifications.

From this year, more fans will be able to enjoy the Japanese SUPER FORMULA Championship Series, with BS FUJI broadcasting the Sunday race free-to-air nationwide. J SPORTS will also continue to broadcast qualifying and races.



From left, 2016 Series winner No. 1 Yuji Kunimoto (P.MU / CERUMO · INGING), No. 15 Pierre Gasly (TEAM MUGEN), No. 3 Nick Cassidy (KONDO RACING), No. 4 Kenta Yamashita (KONDO RACING), No. 20 Jann Mardenborough (ITOCHU ENEX TEAM IMPUL), and No. 7 Felix Rosenqvist (SUNCO TEAM LEMANS)

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## 2017 JAPANESE SUPER FORMULA CHAMPIONSHIP ROUND 1 : ENTRY LIST (Chassis: SF14, Tires : Yokohama)

NO.	DRIVER	DATE OF BIRTH PLACE OF BIRTH	ENTRANT	MANAGER	ENGINE
1	Yuji Kunimoto	12 September 1990 Kanagawa, Japan	P.MU / CERUMO · INGING	Yuji Tachikawa	TOYOTA R14A
2	Hiroaki Ishiura	23 April 1981 Tokyo, Japan			
3	Nick Cassidy	19 August 1994 New Zealand	KONDO RACING	Masahiko Kondo	TOYOTA R14A
4	Kenta Yamashita	3 August 1995 Chiba, Japan			
7	Felix Rosenqvist	7 November 1991 Sweden	SUNOCO TEAM LEMANS	Tatsuya Kataoka	TOYOTA R14A
8	Kazuya Oshima	30 April 1987 Gunma, Japan			
10	Koudai Tsukakoshi	20 November 1986 Tochigi, Japan	REAL RACING	Katsutomo Kaneishi	HONDA HR-417E
15	Pierre Gasly	7 February 1996 France	TEAM MUGEN	Nagataka Tezuka	HONDA HR-417E
16	Naoki Yamamoto	11 July 1988 Tochigi, Japan			
18	Kamui Kobayashi	13 September 1986 Hyogo, Japan	KCMG	Ryuji Doi	TOYOTA R14A
19	Yuhi Sekiguchi	29 December 1987 Tokyo, Japan	ITOCHU ENEX TEAM IMPUL	Kazuyoshi Hoshino	TOYOTA R14A
20	Jam Mardenborough	9 September 1991 United Kingdom			
36	Andre Lotterer	19 November 1981 Germany	VANTELIN TEAM TOM'S	Nobuhide Tachi	TOYOTA R14A
37	Kazuki Nakajima	11 January 1985 Aichi, Japan			
40	Tomoki Nojiri	15 September 1989 Ibaraki, Japan	DOCOMO TEAM DANDELION RACING	Kiyoshi Muraoka	HONDA HR-417E
41	Takuya Izawa	1 June 1984 Tokyo, Japan			
50	Takashi Kogure	1 August 1980 Gunma, Japan	B-MAX RACING TEAM	Ryuji Kumita	HONDA HR-417E
64	Daisuke Nakajima	29 January 1989 Aichi, Japan	TCS NAKAJIMA RACING	Satoru Nakajima	HONDA HR-417E
65	Narain Karthikeyan	14 January 1977 India			

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### ■ OFFICIAL QUALIFYING KNOCK-OUT STYLE

The qualifying will be based on a knock-out format, with each team (driver) given one lap in a set time segment to secure their fastest lap at Suzuka Circuit International Racing Course (Circuit length 5.807km).

As the name of the qualifying round suggests, drivers are knocked out if they do not post strong qualifying times.

In the event of 19 entries, the five slowest cars during the 20-minute long Q1 session will be knocked out of the next session and assigned the 15th to 19th positions on the grid. After a 10-minute interval, the 7-minute long Q2 session will determine the 9th to 14th positions in the same way. After another 10-minute interval, the final 7-minute long Q3 session will decide the top 8 positions on the starting grid.

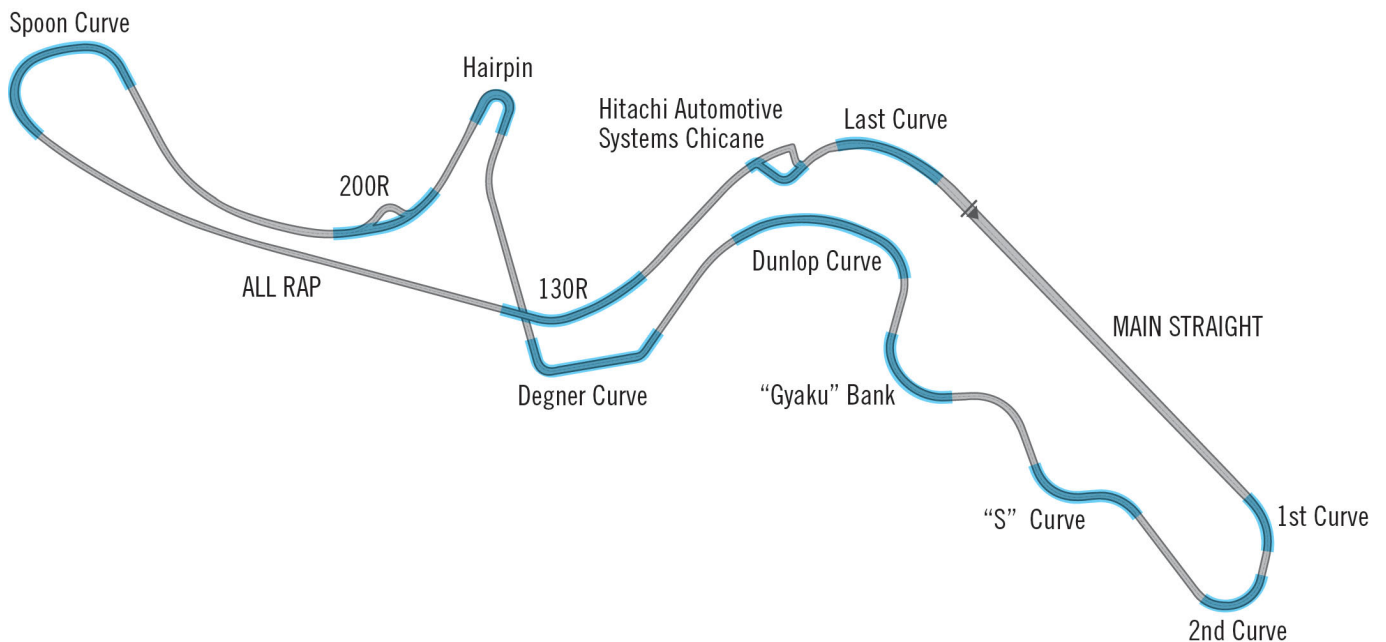
### ■ RACE

Suzuka Circuit International Racing Course (Circuit length 5.807km): 35 laps / total distance 203.245km. All teams are required to pit at least once to change at least one tire. The rule is not enforced during rainy conditions.

### ■ SUZUKA CIRCUIT International Racing Course

Suzuka is one of the few racing circuits worldwide with a figure-eight design. The circuit has a long, narrow east-west layout with an overpass in the center that switches the driving direction from clockwise to counter-clockwise. Suzuka is also Japan's longest circuit with a length of 5.807km. The track is between 10m and 16m wide, has 18 corners and a maximum elevation change of 52m. Suzuka's asphalt has a higher coefficient of friction than many circuits worldwide. Suzuka circuit is widely liked in the racing community as a technical, but rewarding course for drivers due to its elevation change and balanced layout of high and low-speed corners.

## SUZUKA CIRCUIT INTERNATIONAL RACING COURSE



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## ROUND 1 at SUZUKA

- **Official name :** 2017 NGK SPARK PLUGS SUZUKA 2 & 4 RACE  
2017 Japanese SUPER FORMULA Championship Round 1 : Suzuka Circuit
- **Held jointly with :** 2017 MFJ SUPERBIKE ALL JAPAN ROAD RACE CHAMPIONSHIP Round 2  
The 40th "Coca-Cola" Suzuka 8 Hours FIM Endurance World Championship Tryout 1st stage  
2017 Japanese Formula 3 Championship Round 4 & 5  
2017 N-ONE OWNER'S CUP Rd.4
- **Dates :** 2017 April 22 (Saturday) : Qualifying  
2016 April 23 (Sunday) : Race
- **Location :** Suzuka Circuit International Racing Course, Mie Prefecture (Circuit length: 5.807km)
- **Hosted by :** Automobile: Group of Speed Sports (GSS), Suzuka Motor Sports Club (SMSC)  
Motorcycle: Motorcycle Federation of Japan (MFJ)  
and Mobilityland Corporation
- **Official recognition by :** Automobile : Fédération Internationale de l'Automobile (FIA) and Japan Automobile Federation (JAF)  
Motorcycle : Fédération Internationale de Motorcyclisme (FIM) and Motorcycle Federation of Japan (MFJ)
- **Authorized by :** Automobile : Japan Race Promotion Inc. (JRP) and Japanese Formula 3 Association (JF3A)
- **Sponsored by :** Japan Sports Agency, Culture, Sports, Science and Technology (plan); Japan Tourism Agency (plan);  
Mie Prefecture; The City of Suzuka;  
The Suzuka F1 Japan Grand Prix Regional Revitalization Council;  
Tourist Information Office Suzuka; Suzuka Chamber of Commerce and Industry;  
THE TOKYO CHUNICHI SPORTS / THE CHUNICHI SPORTS / The Chunichi Shimbun

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## TV Coverage & Race Footage Delivery

### • BS Fuji :

Live Race Broadcast “2017 SUPER FORMULA ROUND 1 SUZUKA”

The program will broadcast “live” and will be hosted by Super Formula’s official commentator

Pierre Kitagawa and additional commentary by Super Formula ambassador Satoshi Motoyama.

Tsugio Matsuda, a highly respected technical commentator, and Miki Higashi, will give reports from the pit, as well as after-race interviews.

DATE/TIME: Apr. 23 (Sun) at 13:35 -14:55

\*For more info on the program, visit the BS Fuji website < <http://www.bsfuji.tv/superformulalive/pub/index.html> >

### • BS Fuji:

“Super Formula Go On!”

This talk-show program hosted by Super Formula drivers Kamui Kobayashi and Daisuke Nakajima will showcase the appeal of Super Formula by introducing key people from the sport today. High-profile guests from within and outside the industry will be featured each program. Pierre Kitagawa will assist the hosts, and Hina Higuchi, a member of top-idol girl band Nogizaka 46, will narrate the show.

In the race digest segment of the show, Tsugio Matsuda, the pit reporter in the “live” broadcast will deliver in-depth commentary, complemented by reports from the race track by Miki Higashi.

DATE/TIME: Next broadcast May 13 (Sun) at 11:00 -11:55

\*For more info on the programs, visit the BS Fuji website < <http://www.bsfuji.tv/superformula/pub/index.html> >

### • J SPORTS :

Live broadcast of all rounds (both qualifying and races). Re-broadcastings and digest programs are also available.

On-air dates : Apr. 22 (Sat) at 13:50 - [ Live coverage of the qualifying sessions on J SPORTS 3 ]

Apr. 23 (Sun) at 13:10 - [ Live coverage of the race on J SPORTS 3 ]

\*For more info on the programs, visit J SPORTS website < [http://www.jsports.co.jp/motor/super\\_formula/](http://www.jsports.co.jp/motor/super_formula/) >

### • GYAO ! :

Each Super Formula round will be available on-demand 10 days after the “live” broadcast.

< <http://gyao.yahoo.co.jp/sports/> >

### • YouTube:

Both qualifying and race highlights will be posted on YouTube.

< <https://www.youtube.com/user/superformulavideo> >

Visit the SUPER FORMULA official website <<http://www.superformula.net/>> for updates.

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## Ticket Information & Enquiries

### ■ Advance purchase

- Admission ticket (2-days) : ¥4,000 + MOTOPIA 1day passport (adult)
- : ¥1,700 (High school & junior high school students)
- : ¥800 (Elementary school)
- : ¥600 (Over 3 years old and under elementary school)
- Admission ticket (2-days) : ¥4,000 (adult)
- + MOTOPIA 1day passport : ¥4,000 (High school & junior high school students)
- : ¥3,100 (Elementary school)
- : ¥2,000 (Over 3 years old and under elementary school)
- Group ticket**
  - ◎ 3 person : ¥10,800 (¥3,600 per person)
- Admission ticket (2-days) ◎ 4 person : ¥13,600 (¥3,400 per person)
- + MOTOPIA 1day passport ◎ 5 person : ¥16,000 (¥3,200 per person)

### ■ At the door

- Admission ticket
  - \* Saturday : ¥1,700 (adult)
  - \* Sunday : ¥4,300 + MOTOPIA 1day passport (adult)
  - \* Sat / Sun : ¥1,700 (High school & junior high school students)
  - \* Sat / Sun : ¥800 (Elementary school)
  - \* Sat / Sun : ¥600 (Over 3 years old and under elementary school)
- Paddock pass (+ Pit-walk) : ¥7,200 (Over junior high school students)
- : ¥2,000 (Over 3 years old and under elementary school)
- Pit-walk pass : ¥2,100 Sat/Sun

\* Child under Elementary School age are free of admission when accompanied by an adult.

### Please visit the :

SUPER FORMULA Official **website** : < [http://superformula.net/apf/ap/nlist\\_h.dll/?lang=en](http://superformula.net/apf/ap/nlist_h.dll/?lang=en) >

SUPER FORMULA Official **facebook** : < <https://www.facebook.com/superformula.official> >

SUPER FORMULA Official **twitter** : < [https://twitter.com/SUPER\\_FORMULA](https://twitter.com/SUPER_FORMULA) >

FOR MORE INFORMATION, PLEASE CONTACT US AT :

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## GET TO KNOW THE BASICS

### ■ WHAT IS SUPER FORMULA?

Japanese SUPER FORMULA Championship is the top category of Japanese formula racing featuring purpose-built racing cars with single-seat, open cockpit and open wheels Organized by Japan Race Promotion Inc. and fully sanctioned by the Japan Automobile Federation (JAF), SUPER FORMULA traces back its origins to the Japanese Championship Formula NIPPON first launched in 1996. 2013 saw the re-launch of the series under the name SUPER FORMULA.

### ■ ABOUT THE CHAMPIONSHIP

The 2017 Japanese SUPER FORMULA Championship Series is the only internationally accredited driver championship in Asia, run over seven rounds and six circuits across Japan. A total of 11 teams (entrants) and 19 drivers (cars) from Japan and overseas\*<sup>1</sup> are competing to win this year's series.

\*<sup>1</sup> 13 drivers from Japan and six from six other countries: New Zealand, Sweden, France, UK, Germany, and India

### 2017 CHAMPIONSHIP RACE CALENDAR

	DATES	CIRCUIT	QUALIFYING FORMAT	RACE FORMAT
Round 1	April 22 – 23	Suzuka Circuit	Knockout	200km
Round 2	May 27 – 28	OKAYAMA International Circuit	Knockout	2-Races
Round 3	July 8 – 9	Fuji Speedway	Knockout	250km
Round 4	August 19 – 20	Twin Ring Motegi	Knockout	250km
Round 5	September 9 – 10	AUTOPOLIS International Circuit	Knockout	250km
Round 6	September 23 – 24	Sportsland SUGO	Knockout	250km
Round 7*	October 21 – 22	Suzuka Circuit	Knockout	2-Races

\* “The 16th JAF GRAND PRIX SUZUKA”

### 2017 CHAMPIONSHIP POINT SCORING SYSTEM

POSITION	Winner	2nd	3rd	4th	5th	6th	7th	8th	9th & beyond	PP
1 race round	10	8	6	5	4	3	2	1	0	1
2 races round <b>Race 1</b>	5 (+3)	4	3	2.5	2	1.5	1	0.5	0	1
2 races round <b>Race 2</b>	5 (+3)	4	3	2.5	2	1.5	1	0.5	0	1

#### Notes:

- 1) In the case of a 2-race format, half the number of points shall be awarded in each of the two races except for pole position which brings one point in each race.
- 2) In Round 7 (Final Round) in Suzuka Circuit, the winner(s) in race 1 and race 2 shall be awarded an additional 3 points per race. Should the same driver take pole position and win in both race 1 and race 2, he would earn a maximum of 18 points for the Round.
- 3) In the event of any ties for position, the driver or team with superior race results—based on descending order from number of wins to number of second places and so forth—will gain precedence.

#### Rookie of the Year:

Should there be three or more rookie drivers participating for the first time in the SUPER FORMULA series, the rookie driver with the highest number of points at the end of the season shall be named Rookie of the Year.

#### Team Points:

- a) Team Points are calculated by adding the points earned by the driver or drivers belonging to the team.
- b) Should a team enter more than two cars at any race event, only the best two results shall be taken into account.
- c) Pole position points shall not be included in the Team Points.

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## ■ CHAMPIONSHIP AWARDS

The Drivers' Championship title is awarded to the driver who scores the most points over the course of the season. The Driver Champion is given the Series Driver's Champion Cup and prize money by Japan Race Promotion Inc. On top of this, he receives the Confederation's Cup offered by Parliamentary Association for Motorsport Promotion of the Liberal Democratic Party of Japan, as well as the Commissioner's Cup from the Japan Tourism Agency. Towards the Team Champion, the Minister's Cup will be awarded by the Ministry of Economy, Trade and Industry, plus prize money by Japan Race Promotion Inc.

## ■ RACE CAR

### Chassis

Since 2014, SUPER FORMULA race cars have used the SF14 chassis, which is made by Italian company Dallara and is based on the "quick and light" design concept. The adoption of the SF14 chassis has led to a dramatic improvement in the quality of races, leading to greater interest in SUPER FORMULA overseas.

### Engines

Honda and Toyota, two of Japan's leading automakers, have developed engines for SUPER FORMULA based on the NRE engine concept<sup>2</sup>, which is part of automaker efforts to develop next-generation engines. SUPER FORMULA cars are currently powered by the HONDA HR-417E or the TOYOTA R14A.

All engines are fitted with fuel flow restrictors. By setting fuel flow limits, the key to winning races is how efficiently fuel can be converted into power.

Competitive development between automakers has resulted in a highly efficient engine with higher brake specific fuel consumption (BSFC) and net thermal efficiency than hybrid vehicles currently on the market, helping to advance the development of next-generation engines.

#### <sup>2</sup> NRE engine specifications

Honda, Toyota and Nissan together agreed on a number of criteria for race engines that incorporate environmental technology while also preserving the excitement of motor sport.

Cylinder configuration	: Inline-four
Displacement	: 2,000cc + turbo
Fuel intake system	: Direct injection
Fuel flow limits	: 95kg/h for Suzuka and Fuji Speedway circuits, 90kg/h for other circuits

### Overtaking System

SUPER FORMULA introduced an overtaking system (OTS) in 2009 as part of initiatives to make races more exciting. SUPER FORMULA was the first competition in the world to adopt this system.

The OTS encourages drivers to make more overtaking maneuvers, one of the most exciting parts of motorsport.

The SF14 OTS system uses the fuel flow restrictor fitted to engines to temporarily increase fuel flow to the engine, boosting power<sup>3</sup>. Drivers use a button on the steering wheel to activate the system for 20 seconds up to five times each race. Overtaking lamps (OTL) on the roll hoop indicate when the system is in use, allowing spectators to see when drivers have activated their OTS.

The racing driver with the most Championship points has the distinction of an OTL with red lamps, called "leader's red."

#### <sup>3</sup> Overtaking system specifications

Mechanism	: Activating the overtaking system boosts fuel flow by 10kg/h
Impact	: Activating the overtaking system increases engine output by around 60PS, or 10%
Rules	: Drivers are allowed to use the system up to five times per race for 20 seconds each time.

### Tires

Yokohama Rubber became the sole tire supplier 2016 season. Yokohama Rubber's ADVAN racing tires perform well against SUPER FORMULA's rigorous criteria for grip, durability and safety, adding to the excitement of race events.

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