

MEDIA INFORMATION

May 16, 2017
Japan Race Promotion Inc.

Round 2 : May 27 (Saturday) – May 28 (Sunday)

2017 Japanese SUPER FORMULA Championship Series: OKAYAMA

Japan Race Promotion, Inc. (President: Akira Kurashita, Head office: Chiyoda-ku, Tokyo, Japan) today announced details of Round 2 of the 2017 Japanese SUPER FORMULA Championship Series, scheduled to take place on May 27–28 at the OKAYAMA International Circuit (length = 3.703km) in Okayama Prefecture, Japan.

Round 2 will feature an irregular two-race format, with a qualifying session and championship race on Saturday (Race 1) and another qualifying session and championship race on Sunday (Race 2). The format will give spectators the chance to see a qualifying and a race on both days. Race 1 and Race 2 will also be run under different formats.

Saturday, May 27 will feature an official qualifying based on a 20-minute timed format, followed by a championship race of 30 laps (111.09 km). Race 2 on May 28 (Sunday) will feature an official qualifying based on a knock-out format. Q1 will last for 20 minutes and determines positions 11-19, and Q2 will last for 10 minutes and determines positions 1-10. Race 2 will be 51 laps (188.85 km). Drivers will receive only half the normal points in each race due to the 2 race format for the weekend, but an extra point will be given to drivers who secure pole position for each race.

The opening round of the season at Suzuka was a pole-to-win victory for Kazuki Nakajima (VANTELIN TEAM TOM'S), who has been in excellent form since off-season testing. Finishing in 2nd place for that race was Naoki Yamamoto (TEAM MUGEN), followed by Yuji Kunimoto (P.MU/CERUMO・INGING) in 3rd. Hiroaki Ishiura (P.MU/CERUMO・INGING) came in 4th and Andre Lotterer (VANTELIN TEAM TOM'S) was 5th. All of the top five drivers are current or former SUPER FORMULA champions. However, this season's five promising rookies, including Pierre Gasly (TEAM MUGEN) and Felix Rosenqvist (SUNOCO TEAM LEMANS), all finished with no points, highlighting a clear gap between the experienced drivers and the newcomers.

OKAYAMA circuit, venue for Round 2, is a narrow course with limited room for overtaking, meaning that positions secured in qualifying sessions will be extremely important. Race 1 is a short sprint race, which will put the focus on driver skills, while team strategy will hold the key to the outcome of Race 2, as all teams have to change tires at least once. Race 2 will likely have a large say over momentum in the early part of the season, the key question is which drivers will benefit most from the two-race format.



No. 37 Kazuki Nakajima (VANTELIN TEAM TOM'S) opened the season with a dominant pole-to-win victory

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■ OFFICIAL QUALIFYING KNOCK-OUT STYLE

Grid positions will be decided by time attack qualifying sessions run during a set time window on the OKAYAMA International Circuit (length = 3.703km). Different qualifying formats will be used for Race 1 and Race 2.

On May 27 (Sat), grid positions for Race 1 will be decided by the best lap times recorded by drivers during a 20-minute timed qualifying session involving all cars.

On May 28 (Sun), grid positions for Race 2 will be decided by two knockout qualifying sessions separated by a 10-minute interval. Q1 will last for 20 minutes, and grids 11-19 for Race 2 will be decided. The remaining 10 cars will progress to Q2, which will last for 10 minutes and will determine grid positions 1-10 for the race.

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

■ RACE

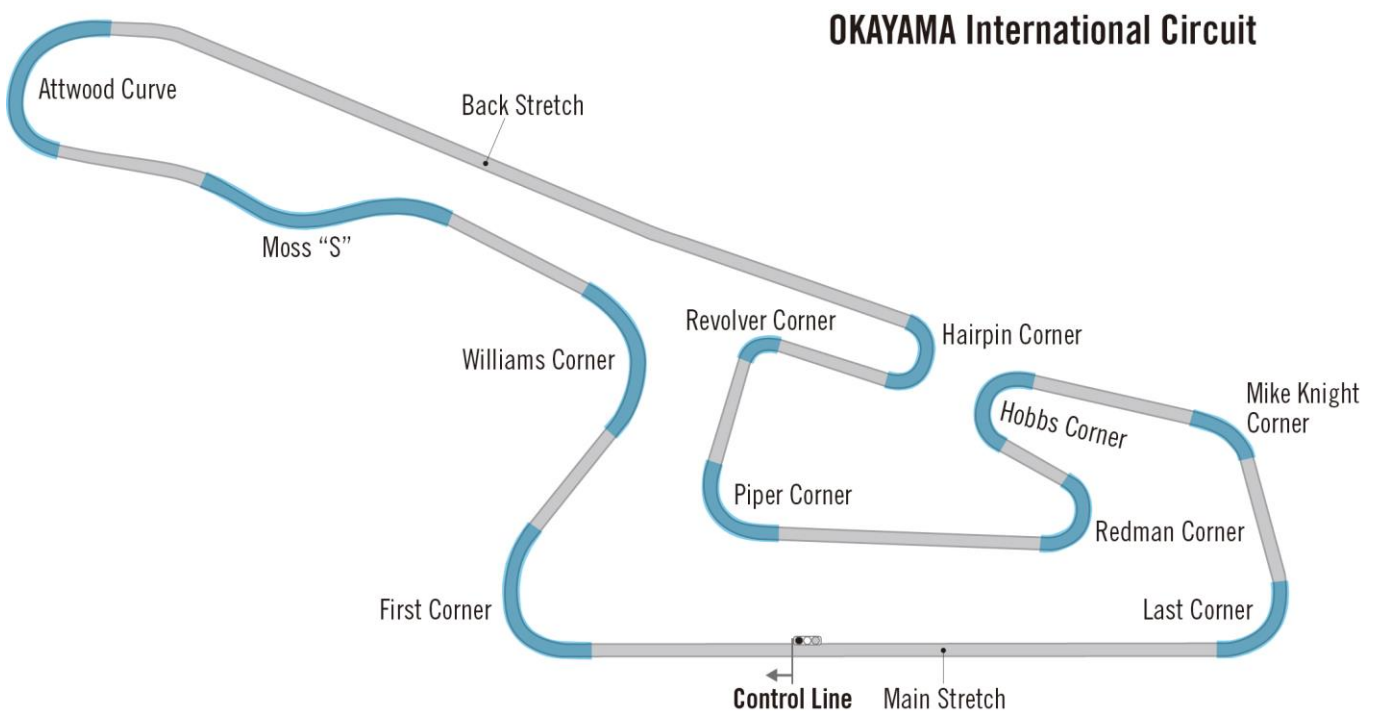
Race 1 on May 27 (Sat) will be run over 30 laps of the OKAYAMA International Circuit (length = 3.703km) for a total of 111.09 km, and Race 2 on May 28 (Sun) will be run over 51 laps for a total of 188.85 km.

During Race 2 each team is required to change one set of tires (4 tires) at least once. However, no tire change is required if a race car starts on the grid with wet weather tires.

Also, drivers are only allowed to use the overtaking system 5 times total for Race 1 and Race 2.

■ OKAYAMA International Circuit

OKAYAMA is a technical course with two long straights and a mix of 13 small and large corners. Some corners are named after famous racing drivers of the past. Key places to watch the action are at the First Corner after the Main Stretch, the descent from Hairpin Corner to Revolver Corner, and the double hairpin combination (Redman Corner and Hobbs Corner). Since spectator areas are located so close to the track, fans are able to feel the action up close and personal.



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2017 JAPANESE SUPER FORMULA CHAMPIONSHIP Round 2 : 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	Katsutomu 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	Jann 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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2017 STANDINGS

DRIVERS Standings				2017/4/23 SUZUKA	2017/5/28 OKAYAMA		2017/7/9 FUJI	2017/8/20 MOTEGI	2017/9/10 AUTOPOLIS	2017/9/24 SUGO	2017/10/22 SUZUKA	
Pos.	No.	Driver	Pts.	Rd.1	Rd.2-1	Rd.2-	Rd.3	Rd.4	Rd.5	Rd.6	Rd.7-1	Rd.7-2
1	37	Kazuki Nakajima	11	<i>11</i>								
2	16	Naoki Yamamoto	8	8								
3	1	Yuji Kunimoto	6	6								
4	2	Hiroaki Ishiura	5	5								
5	36	Andre Lotterer	4	4								
6	10	Koudai Tsukakoshi	3	3								
7	64	Daisuke Nakajima	2	2								
8	41	Takuya Izawa	1	1								
	18	Kamui Kobayashi	-	-								
	15	Pierre Gasly	-	-								
	7	Felix Rosenqvist	-	-								
	19	Yuhki Sekiguchi	-	-								
	65	Narain Karthikeyan	-	-								
	4	Kenta Yamashita	-	-								
	50	Takashi Kogure	-	-								
	40	Tomoki Nojiri	-	-								
	3	Nick Cassidy	-	-								
	20	Jann Mardenborough	-	-								
	8	Kazuya Oshima	-	-								

* Winners are in ***Bold italics*** / Polesitters are in **Bold**.

TEAMS Standings				2017/4/23 SUZUKA	2017/5/28 OKAYAMA		2017/7/9 FUJI	2017/8/20 MOTEGI	2017/9/10 AUTOPOLIS	2017/9/24 SUGO	2017/10/22 SUZUKA	
Pos.	No.	Driver	Pts.	Rd.1	Rd.2-1	Rd.2-2	Rd.3	Rd.4	Rd.5	Rd.6	Rd.7-1	Rd.7-2
1	36 37	VANTELIN TEAM TOM'S	14	<i>14</i>								
2	1 2	P.MU/CERUMO・INGING	11	11								
3	15 16	TEAM MUGEN	8	8								
4	10	REAL RACING	3	3								
5	64 65	TCS NAKAJIMA RACING	2	2								
6	40 41	DOCOMO TEAM DANDELION RACING	1	1								
	3 4	KONDO RACING	-	-								
	7 8	SUNOCO TEAM LEMANS	-	-								
	18	KCMG	-	-								
	19 20	ITOCHEU ENEX TEAM IMPUL	-	-								
	50	B-MAX RACING TEAM	-	-								

* Winners are in ***Bold italics***

* Team points: Team Points are the total number of points won by the driver or drivers attached to that team (entrant). Should a team (entrant) enter more than two cars at any race event, only the best two results shall be taken into account. Pole position points shall not be included in Team Points.

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ROUND 2 at OKAYAMA

- **Official name :** 2017 Japanese SUPER FORMULA Championship Round 2 : OKAYAMA

- **Dates :**
Race 1: May 27 (Saturday) : QUALIFYING and RACE [30 Laps]
Race 2: May 28 (Sunday) : QUALIFYING and RACE [51 Laps]

- **Location :** OKAYAMA International Circuit, Okayama Prefecture (Circuit length: 3.703km)

- **Hosted by :**
Okayama International Circuit Co., Ltd.
Aida Club (AC)

- **Official recognition by :**
Fédération Internationale de l'Automobile (FIA)
Japan Automobile Federation (JAF)

- **Authorized by :**
Japan Race Promotion Inc. (JRP)
Japanese Formula 3 Association (JF3A)

- **Sponsored by :**
Okayama Prefecture, Mimasaka City, Okayama Prefectural Government Tourism Division,
Mimasakanokuni Sightseeing Union, Okayama Business Federation,
The Federation of Chambers of Commerce and Industry in Okayama Prefecture,
Okayama Employers` Association, Okayama Association of Corporate Executives,
Okayama Federation of Small Business Associations,
Okayama Federation of Societies of Commerce and Industry, and The Sanyo Shimbun

- **Held jointly with :**
2017 Japanese Formula 3 Championship Round 8 & 9
2017 N-ONE OWNER'S CUP Rd.7
Roadster Party Race III West Japan series Round 2

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TV Coverage & Race Footage Delivery

[TV Broadcasts]

● BS Fuji :

Live Race Broadcast “2017 SUPER FORMULA ROUND 2 OKAYAMA”

This program will be broadcast “live” and hosted by Super Formula’s official commentator Pierre Kitagawa, with 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: May 28 (Sun) at 14:00 -15:55

*For more info on the program, visit the BS Fuji website < <http://www.bsfuji.tv/superfomuralive/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, 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: Show #2 May 13 (Sat) at 23:00 -23:55

May 21 (Sun) at 25:00 -25:55 (Re-broadcast)

Show #3 Jun 10 (Sat) at 23:00 -23:55

Jun 18 (Sun) at 25:00 -25:55 (Re-broadcast)

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

● J SPORTS :

Live broadcasts of all rounds (both qualifying and races). Re-broadcasts and digest programs will be aired.

Round 2 OKAYAMA International Circuit

DATE/TIME: May 27 (Sat) at 10:20 - [Live coverage of the qualifying sessions on J SPORTS 3]

May 27 (Sat) at 15:00 - [Live coverage of Race 1 on J SPORTS 3]

May 28 (Sun) at 09:10 - [Live coverage of the qualifying sessions on J SPORTS 3]

May 28 (Sun) at 14:00 [Live coverage of Race 2 on J SPORTS 3]

*For more info on the programs, visit J SPORTS website < http://www.jsports.co.jp/motor/super_formula/ >

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[Online Video Distribution]

● **GYAO!** :

All SUPER FORMULA championship races will be available to view for free on-demand 10 days after the race has finished.

*Distribution times may change. < <http://gyao.yahoo.co.jp/sports/> >

● **YouTube** :

A digest featuring the qualifying sessions and championship races will be uploaded the evening of the races.

*Distribution times may change. For more information, visit the Japanese SUPER FORMULA Championship official website on the evening after qualifying and the race: <http://www.superformula.net/>

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

[Internet / Social Media]

SUPER FORMULA Official **website** : < http://superformula.net/apf/ap/hlist_h.dll/?lang=en >

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

SUPER FORMULA Official **twitter** : < https://twitter.com/SUPER_FORMULA >

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

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Ticket Information & Inquiries

■ Advance purchase	• Admission ticket	: ¥5,400 (valid for both days)
		: ¥4,300 (Sat)
		: ¥5,400 (Sun)
	• Paddock pass (+ Pit-walk)	: ¥9,720 (valid for both days)
	• Pit Lounge pass	: ¥30,780 (Junior high school students and older)
		: ¥16,200 (Elementary school students)
	• Parking tickets (one day)	: Passenger cars ¥1,650
■ At the door	• Admission ticket	: ¥5,400 (Sat)
		: ¥7,600 (Sun)
	• Paddock pass (+ Pit-walk)	: ¥5,000 (Sat)
		: ¥12,000 (Sun)
	• Pit-walk pass	: ¥3,000 (Sat)
		: ¥3,000 (Sun)
	• Parking tickets (one day)	: Passenger cars ¥2,000 / Motorcycles ¥1,100

Ticket details: Please visit the OKAYAMA International Circuit official website for more details.

< <http://www.okayama-international-circuit.jp/special/sf-2017/ticket.html> >

Please visit the :

SUPER FORMULA Official **website** : < 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 >

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GET TO KNOW THE BASICS

■ WHAT IS SUPER FORMULA?

Japanese SUPER FORMULA Championship is the top category of formula racing in Japan featuring purpose-built racing cars with a 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 new name of 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^{*1} are competing to win this year's series.

^{*1} 13 drivers from Japan and six from six other countries: New Zealand, Sweden, France, UK, Germany, and India

2017 CHAMPIOSHIP 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	Timed/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 Race 1	5 (+3)	4	3	2.5	2	1.5	1	0.5	0	1
2 races round Race 2	5 (+3)	4	3	2.5	2	1.5	1	0.5	0	1

Notes:

- 1) For 2-race formats, half the number of points shall be awarded in each of the two races except for pole position which brings one point for 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 Champion is awarded the Series Driver's Champion Cup and prize money by Japan Race Promotion, Inc. In addition, the Champion receives the Confederation's Cup offered by the Parliamentary Association for Motorsport Promotion of the Liberal Democratic Party of Japan, as well as the Commissioner's Cup from the Japan Tourism Agency. For the Team Champion, the Minister's Cup will be awarded by the Ministry of Economy, Trade and Industry, plus prize money from 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 concept², which is part of each automaker's 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 better than hybrid vehicles currently on the market, helping to advance the development of next-generation engines.

² 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 power³. Drivers use a button on the steering wheel to activate the system for 20 seconds up to five times during a race or five times total for 2-race formats.

The 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" whereas the other cars' OTL lamps are white.

³ 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 from the 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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