

**2026 Japanese Super Formula Championship
Autopolis Kyusho Round
Supplementary Event Regulations
Super Formula Championship Round 3**



Supplementary Regulations of the Event

Round 3 of the **2026 Japanese Super Formula Championship** shall be held as an International-status competition in accordance with the **FIA International Sporting Code and its Appendices**, the **JAF National Sporting Regulations and their Supplementary Provisions**, the **2026 Japanese Super Formula Championship Sporting Regulations**, the **Autopolis General Competition Regulations**, and these **Supplementary Event Regulations**.
The **Japan Anti-Doping Code** shall also apply to this competition.

Article 1 – Event Title

Round 3 – 2026 Japanese Super Formula Championship

Article 2 – Organizers

Autopolis Co., Ltd.

Representative: Takashi Kaneko

Autopolis Club (APC)

Representative: Takashi Kaneko

Address:

1112-8 Kaminoda, Kamitsue-machi, Hita City, Oita Prefecture 877-0312, Japan

TEL: +81-973-55-1111

FAX: +81-973-55-1113

Article 3 – Organizing Committee

Chairman: Takashi Kaneko

Members:

Yoshinori Arimura

Koichi Tokuda

Kouji Sakimura

Article 4 – Event Schedule

Saturday, 25 April 2026 – Official Qualifying Session

Sunday, 26 April 2026 – Race

Article 5 – Venue and Race Start Time

1. Circuit Name
Autopolis International Racing Course
2. Address
1112-8 Kaminoda, Kamitsue-machi, Hita City, Oita Prefecture 877-0312, Japan

TEL: +81-973-55-1111

FAX: +81-973-55-1113

3. Circuit Length
4.674 km
4. Direction of Racing
Clockwise
5. Race Distance
41 laps (191.634 km)

Maximum time to complete the race: 75 minutes

Maximum race duration, including suspensions: 120 minutes

The official race start time shall be indicated by the Official Notification.

Article 6 – Entry Period, Entry Address and Event Secretariat

1. Opening Date for Entries
27 March 2026 (Friday)
2. Closing Date for Entries
3 April 2026 (Friday)
3. Entry Address
Autopolis Co., Ltd. – Event Secretariat

1112-8 Kaminoda, Kamitsue-machi,
Hita City, Oita Prefecture 877-0312, Japan

TEL: +81-973-55-1111

FAX: +81-973-55-1113

After the closing date for entries, notification of **acceptance or refusal** shall be sent to the Entrants.

In the case of refusal of entry, the entry fee shall be refunded after deduction of **JPY 2,200 for administrative expenses**.

No refund of entry fees shall be made to applicants who withdraw their entry after acceptance.

Article 7 – Maximum Number of Starters

Super Formula: **26 cars**

Article 8 – Scrutineering

Date: 24 April (Friday) and 25 April (Saturday)

Time and location shall be specified by Official Notification.

Article 9 – Parc Fermé Location (After the Race)

On the **Home Straight**

Article 10 – Tires

Super Formula:

Tires supplied by **Yokohama Rubber Co., Ltd.**

Article 11 – Mandatory Tire Change (Super Formula)

1. During the Final Race, competitors must use **at least two sets of dry tires**, and a tire change must be carried out within the team's working area, including the pit box.
2. A tire change is defined as replacing **one complete set of four dry tires fitted to the car with another complete set of four dry tires**.
3. The mandatory tire change must be completed **from the moment the leading car reaches Safety Car Line 1 on Lap 11 until before the leading car begins the final lap**. Cars finishing the race without completing the mandatory tire change will be subject to penalties, **including disqualification**.
(Lap 11 refers to the lap started after the completion of 10 laps.)

In case the SC is deployed when the leading car is racing at the end of lap 10, once the SC is withdrawn and after the race is resumed, any tire changes carried out before the leading car first reaches the 1st Safety Car line (SL LINE1) shall NOT be recognized as fulfilling the mandatory tire change requirements under this article.

4. Tire changes carried out **during a red flag suspension** shall not be considered as fulfilling the mandatory tire change requirement.
However, if the car had already passed **Safety Car Line 1 and entered the pit road prior to the red flag signal**, the tire change shall be recognized as fulfilling the obligation.
5. If the race is suspended by a **Red Flag and not restarted**, drivers who have not completed the tire change requirement shall receive a **40-second time penalty added to their race result**.
6. If a car starts the Final Race on **wet tires**, or changes from dry tires to wet tires after the race start, the provisions of Article 11.1 shall **not apply** to that race.
Wet tires may only be used when the **Clerk of the Course declares a "Wet Race"**.

Article 12 – Fuel

1. Only the **designated fuel sold by Japan Race Promotion Inc. (JRP)** may be used.
Fuel specifications shall be indicated in an **Official Notification**.
2. Fuel Storage in the Pit
If fuel is stored in the pit, a **metal tank** must be used, and the maximum storage amount shall be **400 liters**.
3. **Refueling during the Final Race is strictly prohibited under all circumstances.**

Article 13 – Administrative Checks and Driver Equipment Inspection

Administrative checks shall be conducted during the **entry registration process**.

A **medical sheet** must be submitted to the Event Secretariat at that time.

Driver equipment inspection shall be conducted **during scrutineering**.

Article 14 – Meetings and Briefings

All competitors, or a **duly nominated representative (one person) in writing**, must attend the **Entrants' Meeting**.

All drivers must attend the **Drivers' Briefing**.

Date: 24 April (Friday)

Venue and time shall be specified by **Official Notification**.

Article 15 – Official Qualifying Session

Super Formula

1. Qualifying shall be conducted using the **Knockout Qualifying Format** in accordance with Article 27 of the 2026 Japanese Super Formula Championship Sporting Regulations.
2. Q1 shall be conducted in **two groups (Group A and Group B)**.
 - Group allocation shall be determined by the organizer based on the **Drivers' Championship standings after the previous round**.
 - For entrants with multiple cars, **at least one car must be assigned to a different group**.
3. Q1 schedule:
Group A – 10 minutes
Interval – 5 minutes
Group B – 10 minutes
4. The **top six cars from each group** (12 cars total) will advance to Q2.
5. The **107% qualifying rule** shall apply to each Q1 group, based on the fastest time set in that group.
6. For cars not advancing to Q2:
The car finishing **7th in the fastest Q1 group** shall be classified **13th overall**,
And the car finishing **7th in the other group** shall be classified **14th overall**.
Thereafter, overall qualifying positions shall be determined alternately between groups.
7. Q2 shall be held for **10 minutes**.
The **top five cars** will advance to Q3.
Positions **6th to 12th** will be determined by the Q2 results.
8. Q3 shall be held for **7 minutes**.
Positions from **1st to 5th** shall be determined by the Q3 results.
9. In the event that the Stewards of the Meeting for this Event authorize an extension of the prescribed timing period for any session, certain lap times or timing records may be deemed invalid and excluded in order to ensure fairness.

Article 16 – Overtake System

The Overtake System may be used **for a total of 200 seconds during the Final Race**.

Article 17 – Decisions of Judges of Fact

In accordance with **Article 11 of the FIA International Sporting Code** and **Article 10-20 of the JAF National Sporting Regulations**, the following matters shall be determined by Judges of Fact:

1. **Track Judges**
Judgements concerning **Appendix H of the FIA International Sporting Code**,
Appendix L Chapter 4,

and **Article 19 (Driver Conduct)** of the 2026 Japanese Super Formula Championship Sporting Regulations.

2. **Start Judge**

Judgements concerning the **Start Procedure (Article 31)** of the 2026 Japanese Super Formula Championship Sporting Regulations.

3. **Pit Judges**

Judgements concerning **pit work and pit procedures (Articles 21 and 25)** of the 2026 Japanese Super Formula Championship Sporting Regulations.

4. **Finish Line Judge**

Judgements concerning **race finish procedures (Article 36)** of the 2026 Japanese Super Formula Championship Sporting Regulations.

Article 18 – Winners’ Press Conference

After the Final Race, the **top finishers** must attend the press conference.

Date: Sunday, 26 April 2026

Location: Control Tower, 2F Meeting Room

Article 19 – Official Notice Board

Official notifications will be posted on the **Notice Board on the 1st Floor of the Control Tower** or on the **Electronic Notice Board**.

Article 20 – Awards

Award Presentation Location:

Event Secretariat, 1F Control Tower

1st – 3rd place

Official Trophy and **JAF Award**

Article 21 – Principal Officials of the Meeting

Stewards of the Meeting

Chairman

Kazuhiro Tsuge (JAF Appointed)

Stewards

Takayuki Miyoshi (JAF Appointed)

Masao Fujinaga (Appointed by Organizing Committee)

Driving Advisor

Toranosuke Takagi (JAF Appointed)

Officials

Clerk of the Course

Yuya Hirakida

Deputy Clerks of the Course

Masahiro Usuki

Katsumi Takaya

Yoshiyuki Iida

Noriyuki Konishi

Chief Course Marshal
Naohiro Ikeda

Chief Scrutineer
Yoshinori Kawakubo

Chief Pit/Grid Marshal
Kenichi Wakida

Chief Timekeeper
Tsuyoshi Kurosaki

Chief Medical Officer
Takahiko Ito

Chief Rescue Officer
Nobuhiko Yoshida

Secretary of the Meeting
Kana Takaya

Race Director
Norio Miyazawa (JAF Certified)

Super Formula Technical Director
Takuya Hori (Dispatched by JRP)

Super Formula Engine Controller
Shusuke Inagaki (Dispatched by JRP)

Super Formula Medical Advisor
Atsushi Mizutani (Dispatched by JRP)

Super Formula Driving Advisor
Toshihiro Kaneishi (Dispatched by JRP)

Article 22 – Stopping Position in Case of Race Suspension (Red Flag)

If the race is suspended by a **Red Flag**, overtaking is prohibited.

All cars must immediately cease racing and proceed **slowly**, at a speed allowing them to stop at any time, following the instructions of the officials, and return either to the **Red Flag Line on the track** or the **Red Flag Line in the pit lane**.

- The **Red Flag Line on the track** is located at the **Start Line**.
- The **Red Flag Line in the pit lane** is located at the **Pit Lane Exit Line**.

However, note that during **practice sessions**, cars must stop **at their respective pit positions (inside or outside the garage)**.

Article 23 – Pit Crew

Pit work may only be carried out by **registered pit crew members**.

Any change to pit crew registration shall be permitted **only to persons holding valid insurance** and must be submitted with a **signed Pit Crew Registration Change Form**.

Article 24 – Automatic Car Number Identification Device

All entrants must install the **automatic car number identification device for timing**, supplied by the organizer, on their car **prior to scrutineering**.

Article 25 – Safety Car Lines

When the Safety Car is deployed, the procedures defined in **Appendix H Article 2.10.10 of the FIA International Sporting Code** regarding the **Safety Car Lines** shall apply.



(virtual line)

(Figure 1 – Safety Car Line 1)



(Figure 2 – Safety Car Line 2)

Article 26 – Pit Entry

For the purposes of **Article 34 of the Japanese Super Formula Championship Sporting Regulations**, the **Pit Entry Line** shall be defined as **Safety Car Line 1**.

Article 27 – Tie Result Due to Time Penalty

If the application of a **time penalty under Article 16.8 of the Sporting Regulations** results in a tie, the **penalized competitor shall be classified behind** the other competitor.

Article 28 – Circuit Homologation Number and JAF Permit Number

Circuit Homologation Number
2026-1514

JAF Organizing Permit Number
To be indicated in an **Official Notification**.

Article 29 – Pit and Paddock Layout

(Attached diagram)

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