

2020 Japanese Super Formula Championship Series

Media Information

August 27 2020



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Super Formula : Then and Now

In the 1950s, the Fédération Internationale de l'Automobile (FIA) launched the Drivers' Championship to find the world's fastest formula car drivers the purest form of racing machine. That ethos was passed on to all FIA national member organizations. Top-level formula motor racing has been held in Japan in various forms since 1973, when Formula 2000 was first launched. The competition evolved into Formula Two in 1978 and then Formula 3000 in 1987. Japan Race Promotion, Inc. (JRP) was established in 1995 and continued carrying the competition torch in 1996 under the name of Formula Nippon.

In 2013, the name of the competition was changed again to Japanese Championship Super Formula and a bold plan was implemented to upgrade the race cars and lift the profile of the competition with the clear aim of spreading the appeal of Super Formula from Japan to other parts of Asia. Another hope was to turn the series into a third great open-wheel racing competition to go along with Formula One and IndyCar. The competition's name was changed again in 2016 to Japanese Super Formula Championship.

In 2017, BS Fuji began broadcasting live Super Formula races, giving many motorsport fans the chance to watch championship races on free-to-air television.



In the early days, formula racing in Japan was led by top drivers such as Kunimitsu Takahashi, Kazuyoshi Hoshino and Satoru Nakajima, who later competed on the global stage in Formula One. During the Formula 3000 era, Michael Schumacher competed in Japan, as did his brother Ralf Schumacher, Eddie Irvine and Toranosuke Takagi who competed in Formula Nippon. All of them were tenacious drivers aiming to make it into Formula One.



Satoru Nakajima



Michael Schumacher



Heinz-Harald Frentzen



Eddie Irvine

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Super Formula : Then and Now

More recently, drivers such as the 3-time winner of the 24 Hours of Le Mans Andre Lotterer, Benoit Treluyer, Loic Duval and 2-time LeMans winner Kazuki Nakajima have been winners of the Japanese Championship. In 2015, Kamui Kobayashi, who competed in Formula One until the previous season, made a triumphant return to Japanese circuits, mesmerizing spectators with his driving skills.

Stoffel Vandoorne, who was the GP2 2015 Champion, competed in the 2016 Super Formula series, while the GP2 2016 Champion Pierre Gasly raced in the 2017 series. Both drivers went on to make their debuts in Formula One. Swedish driving sensation 2-time F3 Macau Grand Prix Champion Felix Rosenqvist also drove in Super Formula in 2017 against the likes of Gasly. Rosenqvist now competes in IndyCar in the U.S. and was crowned Rookie of the Year in 2019. All of these top-class drivers racing in Super Formula have spurred even greater interest worldwide in the series in recent years.



Andre Lotterer



Felix Rosenqvist



Kamui Kobayashi



Stoffel Vandoorne



Pierre Gasly

In the 2019 season, Super Formula welcomed many new promising drivers who competed overseas, such as 2-time F3 Macau Grand Prix winner Daniel Ticktum, Alex Palou, Artem Markelov and Tadasuke Makino.

The 2020 season will bring with it the first female to race in the series in 23 years, one of 6 rookies who will participate in the championship. F1 Red Bull junior drivers will once again line up against the rest of the tremendously talented field—including 2019 Champion Nick Cassidy. Not only finishing well, but racing in the series has become synonymous with being known as one of the top drivers in the world.

From the 2014 season, Super Formula used the SF14 chassis, which was manufactured by Italian company Dallara Automobili. Toyota and Honda supplied 2.0 liter turbo-charged inline-4 direct injection engines (NRE engines) and introduced technical innovations to deliver ongoing improvements in fuel efficiency and power output. The SF14 and NRE package lifted race competition levels, leading to very close races fought over the tightest of margins. Super Formula introduced an even safer next-generation Dallara made chassis in the form of the SF19 in the 2019 season. All cars will once again be fitted with a fuel restrictor system. And the overtaking system (OTS) can be used by drivers for a total of up to 100 seconds per race.



SF19

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Super Formula : Then and Now

In 2016, Yokohama became the competition's official tire supplier, marking its return to top level formula racing after a hiatus of nearly 20 years. The company supplies its ADVAN racing tires, which are known for safety and also for being highly competitive.



Excluding the engines, Super Formula racing cars are essentially single-manufacturer machines, meaning qualifying and races are fought over extremely tight margins of less than 1 second. The outcome of each race comes down to pure competition between drivers and a battle of wits between engineers working to get the most out of the cars. Super Formula races are run on world championship tracks such as Suzuka Circuit, Fuji Speedway and Twin Ring Motegi.

Races are also held on old-style circuits such as Sportsland Sugo, Okayama International Circuit and Autopolis, where even the smallest errors are punished, making them popular among overseas drivers due to the narrow margins involved.

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Race Calendar

Race Events

Round	Circuit	Dates
Rd. 1	Twin Ring Motegi	August 29-30
Rd. 2	OKAYAMA International Circuit	September 26-27
Rd. 3	Sportsland SUGO	October 17-18
Rd. 4	AUTOPOLIS International Racing Course	November 14-15
Rd. 5	Suzuka Circuit	December 5-6
Rd. 6	Fuji Speedway	December 19-20

Note: Round 7 (Final Round) will be held under the event name "19th JAF Suzuka Grand Prix"

Pre-Season Test Schedule

Circuit	Dates
Fuji Speedway	March 24-25
Twin Ring Motegi	August 28

Venues

Twin Ring Motegi

Round 1: August 29-30
 Address: 120-1 Hiyama, Motegi-machi, Haga-gun, Tochigi Prefecture 321-3597, Japan
 Inquiries: Twin Ring Motegi, Tel: 0285-64-0001
 URL: www.twinring.jp

Course Length: 4.801km

OKAYAMA International Circuit

Round 2: September 26-27
 Address: 1210 Takimiya, Mimasaka City, Okayama Prefecture 701-2612, Japan
 Inquiries: Okayama International Circuit, Tel: 0868-74-3311
 URL: www.okayama-international-circuit.jp

Course Length: 3.703km

Sportsland SUGO

Round 3: October 17-18
 Address: 6-1 Sugo, Murata-machi, Shibata-gun, Miyagi Prefecture 989-1394, Japan
 Inquiries: Sportsland SUGO, Tel: 0224-83-3111
 URL: www.sportsland-sugo.co.jp

Course Length: 3.586km

AUTOPOLIS International Racing Course

Round 4: November 14-15
 Address: 1112-8 Kaminoda, Kamitsue-machi, Hita City, Oita Prefecture 877-0312, Japan
 Inquiries: Autopolis, Tel: 0973-55-1111
 URL: www.autopolis.jp

Course Length: 4.674km

Suzuka Circuit

Round 5: December 5-6
 Address: 7992 Inou-cho, Suzuka City, Mie Prefecture 510-0295, Japan
 Inquiries: Suzuka Circuit, Tel: 059-378-1111
 URL: www.suzukacircuit.jp

Course Length: 5.807km

Fuji Speedway

Round 6: December 19-20
 Address: 694 Nakahinata, Oyama-cho, Sunto-gun, Shizuoka Prefecture 410-1307, Japan
 Inquiries: Fuji Speedway Head Office, Tel: 0550-78-1234
 Fuji Speedway Tokyo Office, Tel :03-3556-8511
 URL: www.fsw.tv

Course Length: 4.563km

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2020 Season Format

■ Qualification Format

A knock-out format will be used in each qualifying: Q1, Q2, Q3 will be held, with all cars taking part in Q1, the top 14 cars will progress on to Q2, and the top 8 cars will progress on to Q3.

Depending on the circuit, drivers may be divided into groups for Q1 to avoid on-track traffic.

■ Point Allocation System

	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th and below
Qualifying Points	3	2	1								
Points Per Race (1 Race Per Round) 20	20	15	11	8	6	5	4	3	2	1	0

※At the conclusion of the final race, the ranking of any drivers or teams with the same number of points shall be determined by superior race results, with teams or drivers that secured more high-point finishes during the season gaining precedence.

For the 2020 season, the best five finishes in Qualifying and Races out of the seven rounds will be counted towards Championship Points.

●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.(A rookie is deemed as a driver that has competed in less than 4 Super Formula Championship races)

●Team Points:

- Team Points are calculated by adding the points earned by the driver or drivers belonging to the team.
- Should a team 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 calculations.

■ Champion & Rookie of the Year

The Series Champion is determined by the total number of points awarded based on each race. Three prizes are awarded to drivers and teams in the Japanese Super Formula Championship Series.

●Champion Team

Economy, Trade and Industry Minister's Cup (TBC)

●Champion Driver

Driver's Champion Cup / Japan Tourism Agency Commissioner's Cup (TBC) / Liberal Democratic Party Parliamentary Association for Motorsports Cup

●Rookie of the Year

Trophy

2020 Series Changes

■ Qualifying Format

Points will be awarded to the top three qualifying finishers: 1st 3 points, 2nd 2 points, 3rd 1 point.

■ Championship Point Allocations

The following points will be allocated to drivers each championship race

1st 20 points	2nd 15 points	3rd 11 points	4th 8 points	5th 6 points
6th 5 points	7th 4 points	8th 3 points	9th 2 points	10th 1 point

■ Fire Extinguishing Duty Designation

Of those personnel permitted to work in each team's pit, at least one of those persons must be designated for fire extinguishing duty. All of the 4 personnel that handle tire changes may be designated for that duty.

■ Fuel Capacity

Fuel capacity for all machines will be set at 90 liters. This provision will be managed according to series' special regulations.

■ Increase in Wet Tires

The number of wet tires that can be used during a race event will increase from the previous 4 sets to a maximum of 6 sets (12 front, 12 rear tires)

■ Clearly Set Tire Management Procedures

Tires that are maintained at temperatures which are remarkably higher than those in confined spaces or outside temperatures will not be permitted for use.

■ Course Layout Change Not Permitted

Course layout changes shall not be permitted

■ Number of Cars in Q2

The number of cars moving on to Q2 will change from 12 to 14 cars.

■ Stalled Cars Will Start from the Last Grid

During the formation lap, if a car stalls out or if they stall out after they have reached the grid for the formation lap, that car shall start the race from the last starting spot on the grid.

■ Addition of Extra Formation Lap

If the race cannot be started after the cars have come to rest in their perspective grids, either by notification by the use of signals or through the Extra Lap Formation board, an extra formation lap may take place.

■ Cars Must Reach Parc Ferme

Once the checker flag has been brought out after each session, each car must reach Parc Ferme. If a car has stopped on course due to the lack of fuel, that car may be the subject of a penalty.

■ Tire Pressure Management Regulation

After the start or finish, the amount of tire pressure/tire temperatures shall be checked. If it is found that either are not in accordance with regulations, that car may be the subject of a penalty.

■ Full Course Yellow (FCY)

The use of Full Course Yellow is currently be contemplated.

■ Only one spec of slick tires will be used.

■ There will be no mandatory tire changes.

■ There will be no re-fueling, once pit lane is closed.

■ Race distances will be shortened, due to no re-fueling.

TV / Streaming

TV/Worldwide Streaming/VOD _____

- Motorsport.com
- The Race (YouTube channel)
the-race.com/youtube
- Red Bull TV
- REV TV (Canada)

Domestic Broadcasts and Streaming/VOD _____

- BS Fuji (Broadcasts only in Japanese)
- JSports (Broadcasts, Streaming, VOD in Japanese)
- Gyao! (VOD in Japanese—10 days after each race)
<http://gyao.yahoo.co.jp/sports/>

YouTube (Super Formula Official Channel) _____

- Qualifying and race digests
- Special Super Formula content, interviews and more!
<https://superformula.net/sf2/video-library>
<https://www.youtube.com/user/superformulavideo>

Website _____

All the latest information will be posted on superformula.net

Live Timing _____

Live timing for practice sessions, Qualifying, Races will be available on the official Super Formula app

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Key Specifications

■ Chassis

Manufacturer	Dallara Automobili S.p.A. (Italy)
Length	5,233mm
Wheelbase	3,115mm
Width	1,910mm
Height	960mm
Minimum weight	670kg
Gearbox	Ricardo 6-speed gearbox with paddle shift
Brakes	Brembo calipers, Brembo carbon discs
Steering system	KYB electric power steering system
Front suspension set up	Pushrod, torsion-bar spring
Rear suspension set up	Pushrod suspension
Safety standards	Complies with 2016-17 FIA F1 safety regulations

■ Engine

Manufacturer / Supplier / Model	Honda Motor / M-TEC / HR-417E Toyota Motor / TRD / TRD01F
Displacement	2,000cc
Type	Inline-four, direct injection
Supercharger	Garrett turbocharger
Minimum weight	85kg
Power	405kw (550ps) and above
Limiter	Fuel flow restrictor

※*In accordance with 2020 SUPER FORMULA Sporting Regulations, competitors in each motorsport category will be restricted to the use of a single engine for the whole year.

■ Tires

Manufacturer	Yokohama Rubber Co., Ltd.
Size	Front: 270/620/R13 Rear: 360/620/R13



Dry Tire



Wet Tire

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2020 Entry List

Drivers are subject to change anytime. The entry list will be updated prior to each race and posted on superformula.net.

Car No.	Driver	Date of Birth Country of Origin	Team	Entrant	Team Manager	Engine
1	Nick Cassidy	1994/ 8/19 New Zealand	VANTELIN TEAM TOM'S	VANTELIN TEAM TOM'S	Nobuhide Tachi	TOYOTA/ TRD01
36	Kazuki Nakajima	1985/ 1/11 Japan(Aichi Prefecture)				
3	Kenta Yamashita	1995/ 8/ 3 Japan(Chiba Prefecture)	KONDO RACING	KONDO RACING	Masahiko Kondo	TOYOTA/ TRD01
4	Sacha Fenestraz	1999/ 7/28 France				
5	Naoki Yamamoto	1988/ 7/11 Japan(Tochigi Prefecture)	DOCOMO TEAM DANDELION RACING	DANDELION RACING	Norimitsu Yoshida	HONDA/ M-TEC HR-417E
6	Nirei Fukuzumi	1997/ 1/24 Japan(Tokushima Prefecture)				
7	Kamui Kobayashi	1986/ 9/13 Japan(Hyogo Prefecture)	carrozzeria Team KCMG	carrozzeria Team KCMG	Tsugio Matsuda	TOYOTA/ TRD01
18	Yuji Kunimoto	1990/ 9/12 Japan(Kanagawa Prefecture)				
12	Tatiana Calderón	1993/ 3/10 Colombia	ThreeBond Drago CORSE	THREEBOND DRAGO CORSE	Ryu Michigami	HONDA/ M-TEC HR-417E
14	Kazuya Oshima	1987/ 4/30 Japan(Gunma Prefecture)	ROOKIE Racing	ROOKIE Racing	Tatsuya Kataoka	TOYOTA/ TRD01
15	Juri Vips	2000/ 8/10 Estonia	TEAM MUGEN	MUGEN	Shinji Nakano	HONDA/ M-TEC HR-417E
16	Tomoki Nojiri	1989/ 9/15 Japan(Ibaraki Prefecture)				
19	Yuhi Sekiguchi	1987/12/29 Japan(Tokyo City)	ITOCHU ENEX TEAM IMPUL	TEAM IMPUL	Kazuyoshi Hoshino	TOYOTA/ TRD01
20	Ryo Hirakawa	1994/ 3/ 7 Japan(Hiroshima Prefecture)				
38	Hiroaki Ishiura	1981/ 4/23 Japan(Tokyo City)	JMS P.MU/CERUMO · INGING	INGING MOTORSPORT	Yuji Tachikawa	TOYOTA/ TRD01
39	Sho Tsuboi	1995/ 5/21 Japan(Saitama Prefecture)				
50	Sérgio Sette Câmara	1998/ 5/23 Brazil	Buzz Racing with B-Max	B-MAX RACING TEAM	Kenichi Hasegawa	HONDA/ M-TEC HR-417E
51	Charles Milesi	2001/ 3/ 4 France				
64	Tadasuke Makino	1997/ 6/28 Japan(Osaka Prefecture)	TCS NAKAJIMA RACING	TCS NAKAJIMA RACING	Satoru Nakajima	HONDA/ M-TEC HR-417E
65	Toshiki Oyu	1998/ 8/ 4 Japan(Hokkaido Prefecture)				

Honda Motor / M-TEC engine: 5 teams, 9 cars
Toyota Motor / TRD engine: 6 teams, 11 cars

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<http://www.honda.co.jp/>

TOYOTA

トヨタ自動車株式会社

<http://www.toyota.co.jp/>

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横浜ゴム株式会社

<http://www.yrc.co.jp/>

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株式会社スリーボンド

<https://www.threebond.co.jp/>



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<http://www.ninki.co.jp/>

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<http://www.bsfuji.tv/>



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