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1. EVENT OUTLINE

Event Name	FIA FORMULA 1 WORLD CHAMPIONSHIP JAPANESE GRAND PRIX SUZUKA 2013	
Authorizing Associations	FIA : Federation Internationale de l'Automobile JAF : Japan Automobile Federation	
Promoter/ Organizer	Promoter	MOBILITYLAND CORP. SUZUKA CIRCUIT
	Organizer	SUZUKA MOTOR SPORTS CLUB (SMSC)
Supporters	Ministry of Land, Infrastructure, Transport and Tourism Japan Tourism Agency Ministry of Economy, Trade and Industry Mie Prefecture Suzuka City Suzuka Chamber of Commerce and Industry Suzuka City Tourist Association Suzuka F1 Japanese Grand Prix Promotion Council	
Circuit	International Racing Course - SUZUKA CIRCUIT Lap : 5.807km	
Event	Oct. 11 (Friday)	PRACTICE SESSIONS
Schedule	Oct. 12 (Saturday)	PRACTICE SESSION QUALIFYING SESSION
	Oct. 13 (Sunday)	RACE

2. TIMETABLE

THURSDAY

09:00	12:30	PROMOTER ACTIVITY	3 DAY TICKET HOLDERS PIT LANE WALK ONLY
09:00	13:00	PROMOTER ACTIVITY	TRACK ACTIVITIES (EAST COURSE)
10:00	16:00	FORMULA ONE	INITIAL SCRUTINEERING
13:00	15:00	FORMULA ONE	TRACK FAMILIARISATION AND SYSTEMS CHECK - SAFETY CAR – TRACK CLOSED
15:00		FORMULA ONE	PRESS CONFERENCE – PRESS ROOM
16:00		FORMULA ONE	TEAM MANAGERS' MEETING
16:00	17:00	PROMOTER ACTIVITY	AUTOGRAPH SESSION

FRIDAY

09:00		PORSCHE CARRERA CUP JAPAN	DRIVERS' MEETING
09:20		FORMULA ONE	MEDICAL INSPECTION
09:30	09:45	FORMULA ONE	TRACK INSPECTION AND TRACK TEST
10:00	11:30 ¹	FORMULA ONE	FIRST PRACTICE SESSION
12:00	12:30 ¹	PORSCHE CARRERA CUP JAPAN	PRACTICE SESSION
12:35		PROMOTER ACTIVITY	1 LAP PARADE
12:35	13:30	FORMULA ONE	Paddock CLUB PITLANE WALK
13:30	13:40	FORMULA ONE	TRACK INSPECTION
14:00	15:30 ¹	FORMULA ONE	SECOND PRACTICE SESSION
15:55	16:25 ¹	SUPER FJ	PRACTICE SESSION
16:00	17:00	FORMULA ONE	PRESS CONFERENCE ² PRESS ROOM
16:45	17:15	PORSCHE CARRERA CUP JAPAN	QUALIFYING SESSION
17:00		FORMULA ONE	DRIVERS MEETING
17:30		PROMOTER ACTIVITY	TRACK TOURS

SATURDAY

08:30	09:15	FORMULA ONE	PIT STOP PRACTICE
08:30	10:40	FORMULA ONE	Paddock CLUB PIT LANE WALK
09:30	10:00	SUPER FJ	QUALIFYING SESSION
10:20		FORMULA ONE	MEDICAL INSPECTION
10:30	10:45	FORMULA ONE	TRACK INSPECTION AND TRACK TEST
11:00	12:00 ¹	FORMULA ONE	THIRD PRACTICE SESSION
12:05	13:30	FORMULA ONE	Paddock CLUB PIT LANE WALK
12:05		PROMOTER ACTIVITY	1 LAP PARADE
13:30	13:40	FORMULA ONE	TRACK INSPECTION
14:00	15:00	FORMULA ONE	QUALIFYING SESSION
15:40*	16:15 ²	PORSCHE CARRERA CUP JAPAN	FIRST RACE (10 LAPS OR 30 MINS)
16:30		FORMULA ONE	MARSHAL PIT LANE WALK
18:20	18:30	PROMOTER ACTIVITY	DEMONSTRATION RUN – 4 LAPS ON EAST COURSE

* These times refer to the start of the formation lap ¹ Fixed End Session ² Approximate Finishing time

PLEASE NOTE THAT THIS TIMETABLE IS SUBJECT TO AMENDMENTS

2013 FORMULA 1 JAPANESE GRAND PRIX TIMETABLE ISSUE 2

SUNDAY

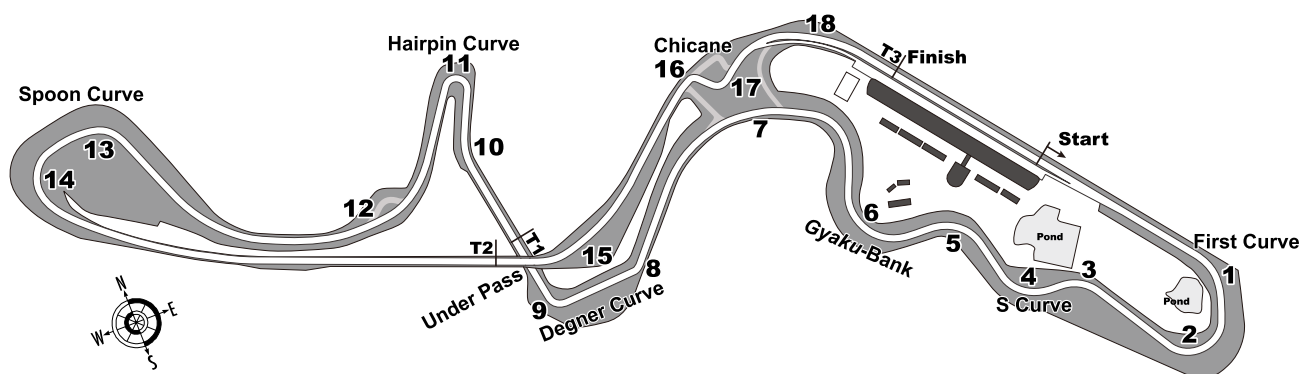
09:45	PROMOTER ACTIVITY	1 PARADE LAP
10:00	FORMULA ONE	MEDICAL INSPECTION
10:15 10:30	FORMULA ONE	MARSHALLING SYSTEMS TRACK TEST
10:40 12:00	FORMULA ONE	Paddock CLUB PIT LANE WALK
11:00* 11:30 ²	SUPER FJ	RACE (08 LAPS OR 25 MINS)
12:00	FORMULA ONE	DRIVERS' MEETING (IF NECESSARY)
12:15* 12:50 ²	PORSCHE CARRERA CUP JAPAN	SECOND RACE (10 LAPS OR 30 MINS)
12:45 14:00	FORMULA ONE	Paddock CLUB PIT LANE WALK
13:00 13:10	TRACK ACTIVITY	FORMULA ONE LEGEND DEMONSTRATION – STARTING GRID – 1 LAP
13:30	FORMULA ONE	DRIVERS TRACK PARADE
13:45 14:15	FORMULA ONE	STARTING GRID PRESENTATION
14:00	FORMULA ONE	MEDICAL INSPECTION
14:10 14:20	FORMULA ONE	TRACK INSPECTION
14:30	FORMULA ONE	PIT LANE OPEN
14:45	FORMULA ONE	PIT LANE CLOSED GRID FORMATION
14:46	FORMULA ONE	NATIONAL ANTHEM - PERFORMED LIVE ON THE STARTING GRID
15:00* 17:00 ²	FORMULA ONE	GRAND PRIX (53 LAPS OR 120 MINS)
17:30	PROMOTER ACTIVITY	TRACK WALK

* These times refer to the start of the formation lap ¹ Fixed End Session ² Approximate Finishing time

PLEASE NOTE THAT THIS TIMETABLE IS SUBJECT TO AMENDMENTS

2013 FORMULA 1 JAPANESE GRAND PRIX TIMETABLE ISSUE 2

3. RACING COURSE LAYOUT



COURSE DATA

- Circuit Length : 5.807km (2wheels : 5.821km)
- No. of Curves : 18
- Length of Main Straight : 800m
- Length of Back Straight : 1200m
- Course Record (F1) : Kimi Raikkonen 1'31.540 (2005)
- Circuit Fastest Lap (F1) : Michael Schumacher 1'28.954 (2006)

4. MEDIA INFORMATION

(1) MEDIA STAFF

FIA F1 Head of Communications

Matteo Bonciani

Tel. +81 (0)59 370 4348

FIA Press

Pat Behar

FIA Communications

Tel. +81 (0)59 370 4349

MEDIA CENTER

Tel. +81 (0)59 370 4248

Fax. +81 (0)59 370 4249

National Press Officer

Assistant National Press Officer

Coordinator

Yoshihisa Ueno

Ryosuke Suzuki

Ayako Shibata

MEDIA ACCREDITATION CENTER

Tel. +81 (0)80 8265 4475

Fax. +81 (0)59 378 1471

Coordinator

Kouki Murabayashi

PHOTOGRAPHERS' AREA

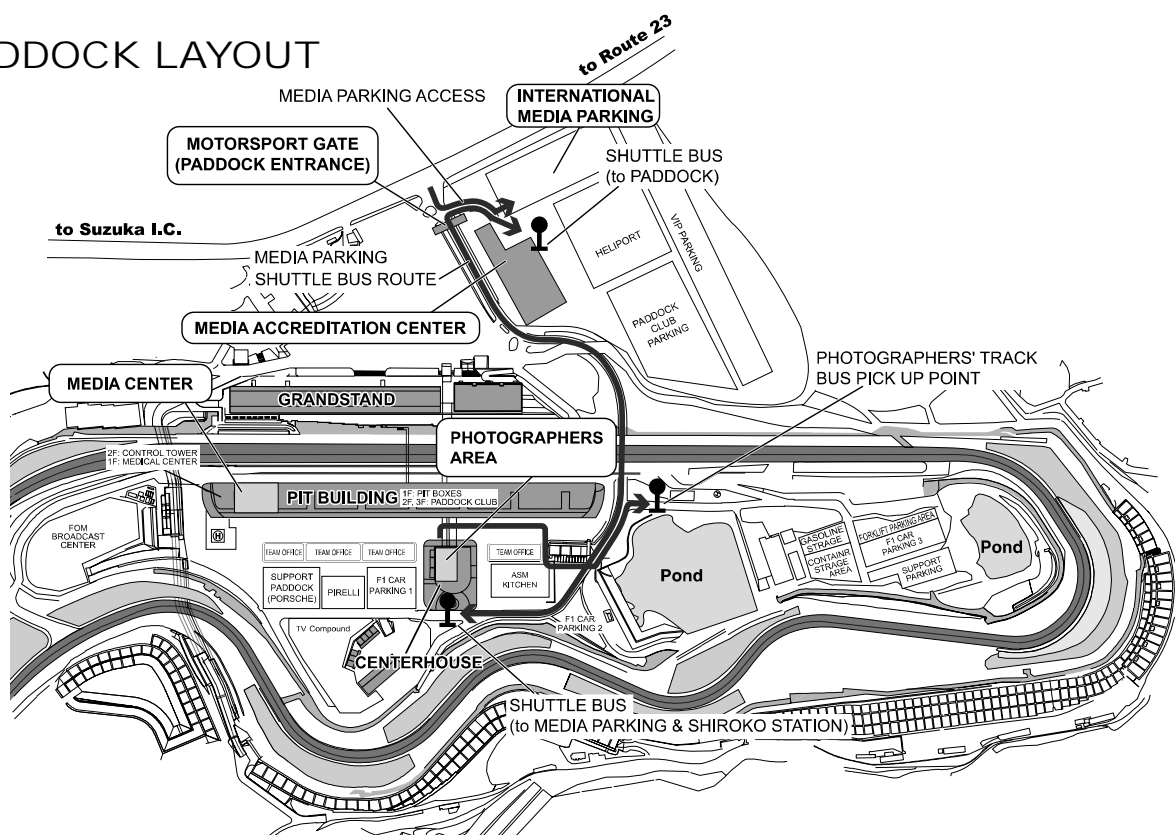
Tel. +81 (0)80 2633 6182

Fax. +81 (0)59 370 4221

Coordinator

Ichiro Ueno

(2) PADDOCK LAYOUT



* Please refer to more information found in the Appendix.

(3) MEDIA ACCREDITATION

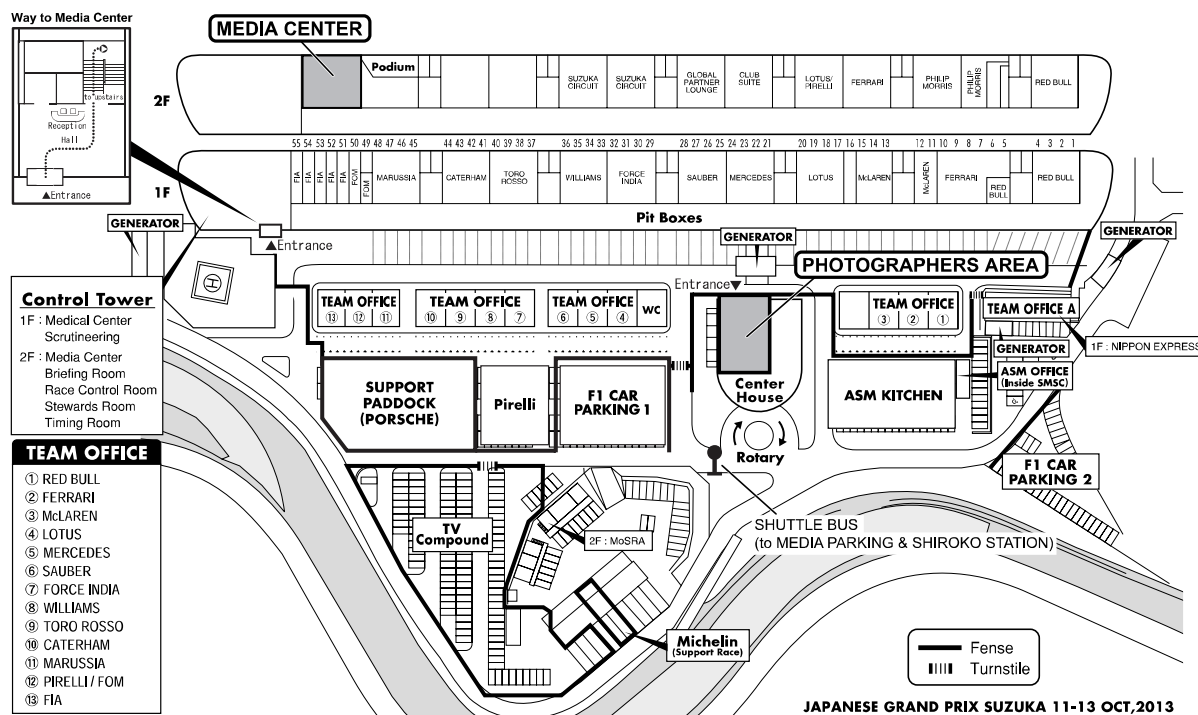
Media Accreditation Center is located over towards the left-hand side of the Motorsports Gate (the Paddock Entrance Gate), inside the STEC (Suzuka Traffic Education Center) building.
(Accreditation desk is for the National/International Press i.e., who must collect their Race-by-Race pass)

[Media Accreditation Hours]

October 9 (WEDNESDAY)	11:00 – 18:00	
October 10 (THURSDAY)	08:00 – 18:00	
October 11 (FRIDAY)	08:00 – 16:00	
October 12 (SATURDAY)	08:00 – 12:00	
October 13 (SUNDAY)	08:00 – 10:00	* Open for National Press ONLY on Sunday

* For a detailed map location of the **Media Accreditation Center**, please refer to the information pages found in the Appendix.

(4) MEDIA CENTER, PHOTOGRAPHERS AREA LOCATION



* Please refer to more information found in the Appendix.

(5) MEDIA CENTER

Media Center (the Press Working Room) is on the 2nd Floor of the Pit Building, by the Control Tower. Please refer to the paddock layout illustration, and access this area through the "Media Entrance" doorway.

On each seat/desk of the Media Center please find power taps of AC110V and AC200V, and outlets for the telephone lines, Internet LAN. For those in need of telecommunication subscriptions, requests and reservations must be made in advance. Also inside the Media Center, telephone cards can be purchased (by cash only), which are useful for making overseas calls and transmissions.

Foods and smoking are not permitted inside the press working room. Smoking will be allowed in the designated, smoking booth, and snacks and food can be enjoyed inside the Communication Room, a lounge set next to the press working room.

* Those of you using the Internet, please bring your own LAN cables.
Thank you.

Access of Photographers in/to the Media Center

Photographers are generally not permitted to carry in heavy, bulky camera equipment into the Media Center and are not to take a workspace/seat inside the Press Working Room. Please use the desks and workspace provided inside the Photographers Area.

(1) Permanent Pass Holders

On condition that there is no large, bulky camera equipment carried in and not to take any seat inside the Media Center, particularly in the Press Working Room, but only to speak to or get in touch with the journalists, Permanent Photographers may access the Media Center.

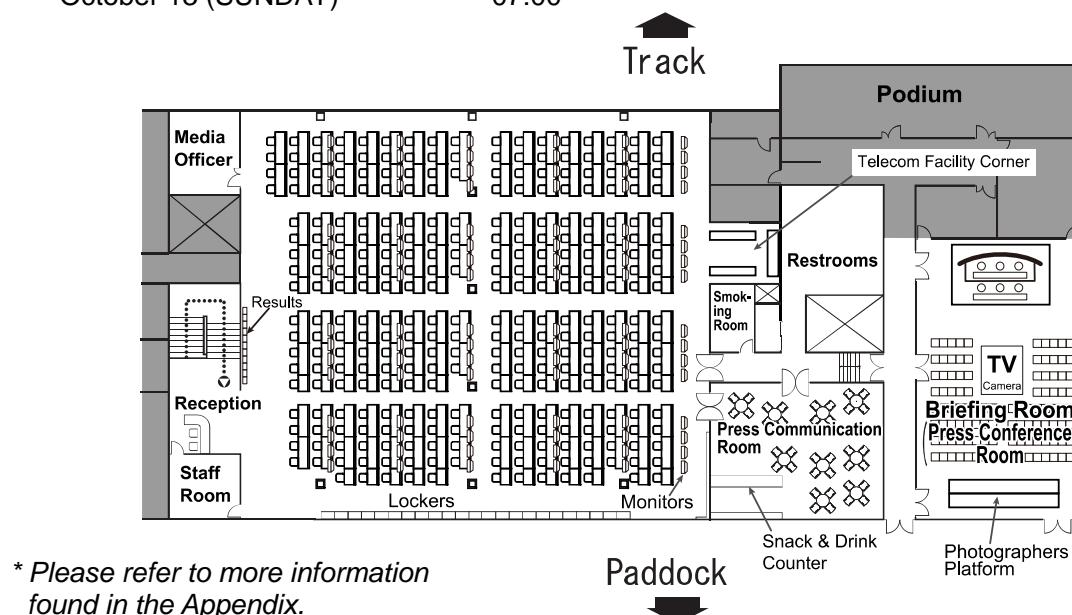
In order to access and cover the Official Press Conferences, one may access the Media Center from 15 minutes before start of each Press Conference, and leave the Media Center soon after finishing the photographing of the conference.

(2) Race-by-Race Pass Holders ('One-event' pass for the Japanese Grand Prix)

Race-by-Race pass holders may access the Media Center only when covering the Official Press Conferences. One may access the Media Center from 15 minutes before start of each Press Conference, and leave the Media Center soon after finishing the photographing of the conference.

[Media Center & Photographers Area Opening Hours]

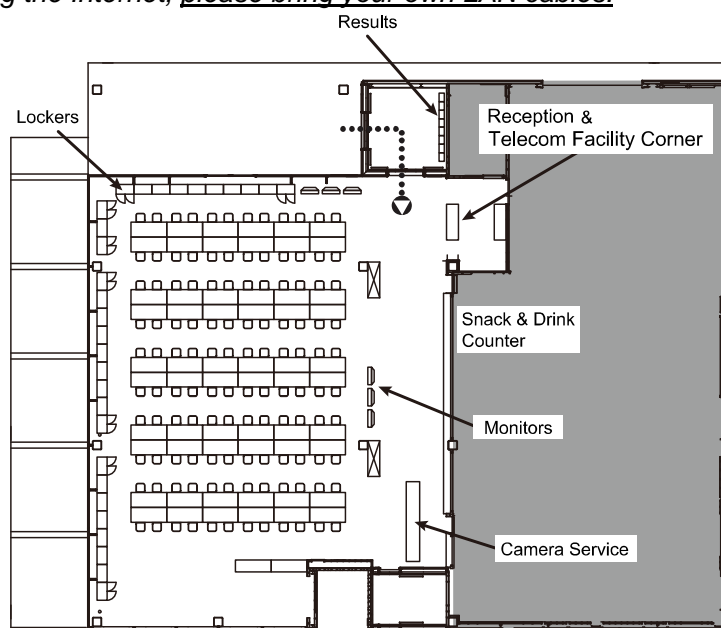
October 9 (WEDNESDAY)	12:00 – 20:00
October 10 (THURSDAY)	09:00 – 22:00
October 11 (FRIDAY)	07:00 – 23:00
October 12 (SATURDAY)	07:00 – 23:00
October 13 (SUNDAY)	07:00 –



(6) PHOTOGRAPHERS AREA

"Photographers Area", a working space exclusively for the Photographers is inside the *Centerhouse* (on the ground floor) of the paddock. Lockers, telecom networks, and camera services, etc. for photographers are available in this area.

* *Those of you using the Internet, please bring your own LAN cables.*
Thank you.



* *Please refer to information also found in the Appendix.*

(7) CAMERA SERVICE

For the convenience of all photographers, Camera Service counters are provided inside the Photographers Area (1st floor of the *Centerhouse*).

(8) PHOTO TOWER AT THE FIRST CURVE

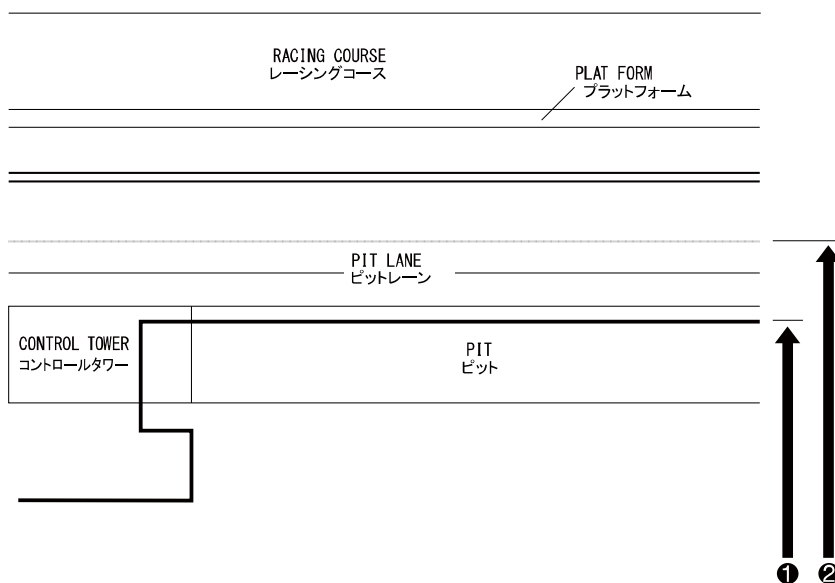
The number of photographers able to take position on the Photo Tower at the First Corner upon START of the race is strictly controlled by the FIA.

For admission to the Photo Tower, please follow the instructions given by the FIA in the Photographers' Area.

(9) CAUTIONS ON THE TRACK

People who are allowed on the track must have both a pass and a tabard OR the FIA photographers jacket. Please make sure to wear them when entering the track. After "Course closed", (The track is closed 30 minutes before the start of a practice session, and 1 hour prior to the Start of the Race) photographers will not be allowed to cross the track.

(10) PADDOCK AREA



- ① Paddock Area is the area going from the bold line and beyond towards the Pit Box
- ② Pit Lane area is where indicated here by the dotted line

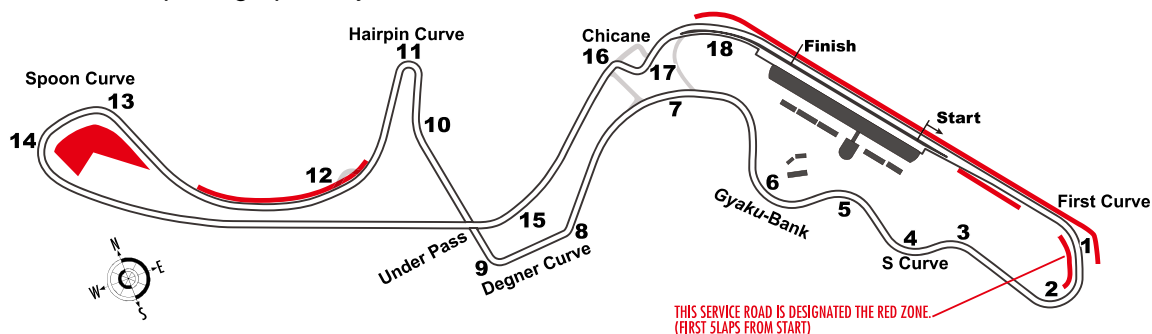
Paddock Area is that area (as shown here,) from the bold line and beyond towards the Pit box. When entering the garages, please be sure to gain permission from the teams, and take every caution not to interfere with any pitwork pursued inside the garages.

Your Media Passes could be revoked if your interruption around the pits or any misconduct is found by the Course Officials.

(11) THE RED ZONE

There are places around the course side where press activities are strictly prohibited. Please refer to the information found in the Appendix. The most up-to-date Red Zone map will be posted in the Media Center and in the Photographers Area.

One must have a valid accreditation (permanent or race by race / one event) and either wear a tabard OR the FIA photographers' jacket.



** The above map is tentative, only to give a broad IMAGE.*

(12) MEDIA TRACK BUS

Media Track Bus is a service available for the Photographers with tabards (jackets). Timetable for this bus can be found in the event time schedule. (* As for exact location of the pick-up point, please refer to onsite information guided inside the Photo Area.)

Please board these buses on time according to the given timetable as the seating capacity can be limited. Schedules are occasionally due to minor change or adjustments without advance notice. Please look out for any latest information or details posted in the Photographers Area or the Media Center.

To avoid any delays getting to the race/sessions, please gather at the Media Track Bus pick-up point well ahead of time.

(13) SHUTTLE BUS SERVICES

Two (2) kinds of shuttle buses and loops are available for different purposes or destinations. They can be boarded by presenting your media credential.

Please follow each of their timetables and allow enough time to wait at their respective bus stops and board the buses, well ahead of time.

● MEDIA PARKING SHUTTLE BUS

CENTERHOUSE ↔ MEDIA PARKING

● SHUTTLE BUS to SHIROKO STATION

CENTERHOUSE ↔ THE EAST EXIT OF SHIROKO STATION

** For Shuttle Bus operation timetables, please refer to the information found in the Appendix.*

(14) Other services available:

- Maintenance Service for Photographers: at **Camera Service** counters
 - Food and Beverage Service: Inside **Photographers Area** - PHOTOGRAPHERS ONLY
 - Lockers (*Cash deposits requested) : Inside **Media Center** ("Communications Room" lounge space) - JOURNALISTS ONLY
- Media Center and Photographers Area**

(15) TV Broadcast Schedule:

Local Broadcasting Schedule

[BS Terrestrial] BS Fuji

Oct. 12 (SAT) Qualifying	19:00 - 20:00
Oct. 13 (SUN) RACE	21:00 - 22:50

[CS Broadcasts] Fuji TV NEXT

Oct. 11 (FRI) Free Practice 1	09:55 - 11:40
Free Practice 2	13:55 - 15:40
Oct. 12 (SAT) Free Practice 3	10:55 - 12:10
Qualifying	13:50 - 16:00
Oct. 13 (SUN) RACE	14:30 - 17:50

* Broadcast schedule may be due to change.

5. 2013 FORMULA ONE GRAND PRIX DATA

(1) Grand Prix

Round 1 Australian Grand Prix

Circuit Name: Albert Park

Race Date: 17 Mar 2013

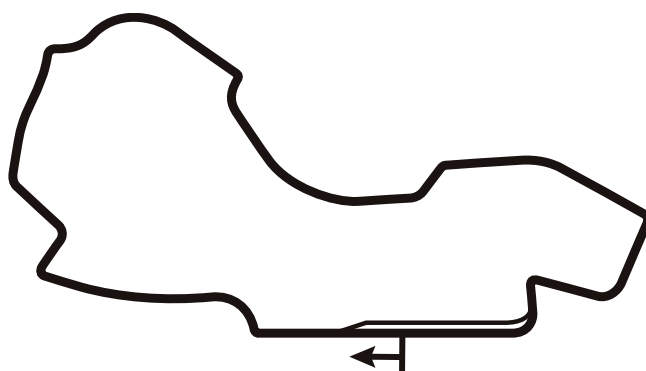
No. of Laps : 58

Circuit Length : 5.303km

Race Distance : 307.574km

Pole Position : Sebastian Vettel (Red Bull)

Winner : Kimi Raikkonen (Lotus)



Round 2 Malaysian Grand Prix

Circuit Name: Sepang International Circuit

Race Date: 24 Mar 2013

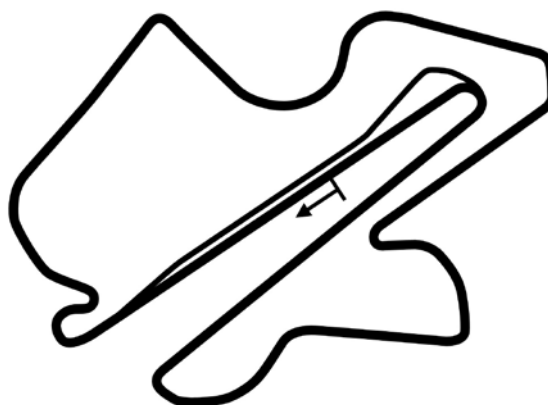
No. of Laps : 56

Circuit Length : 5.543km

Race Distance : 310.408km

Pole Position : Sebastian Vettel (Red Bull)

Winner : Sebastian Vettel (Red Bull)



Round 3 Chinese Grand Prix

Circuit Name: Shanghai International Circuit

Race Date: 14 Apr 2013

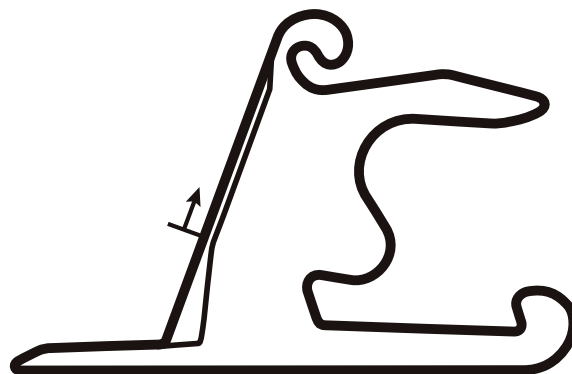
No. of Laps : 56

Circuit Length : 5.451 km

Race Distance : 305.066 km

Pole Position : Lewis Hamilton (Mercedes)

Winner : Fernando Alonso (Ferrari)



Round 4 Bahrain Grand Prix

Circuit Name: Bahrain International Circuit

Race Date : 21 Apr 2013

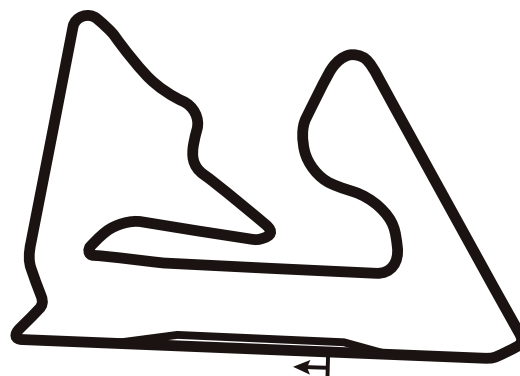
No. of Laps : 57

Circuit Length : 5.412 km

Race Distance : 308.238 km

Pole Position : Nico Rosberg (Mercedes)

Winner : Sebastian Vettel (Red Bull)



Round 5 Spanish Grand Prix

Circuit Name: Circuit de Barcelona-Catalunya

Race Date: 12 May 2013

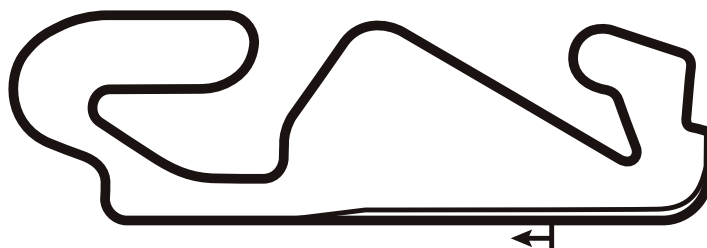
No. of Laps : 66

Circuit Length : 4.655 km

Race Distance : 307.104 km

Pole Position : Nico Rosberg (Mercedes)

Winner : Fernando Alonso (Ferrari)



Round 6 Monaco Grand Prix

Circuit Name: Circuit de Monaco

Race Date: 26 May 2013

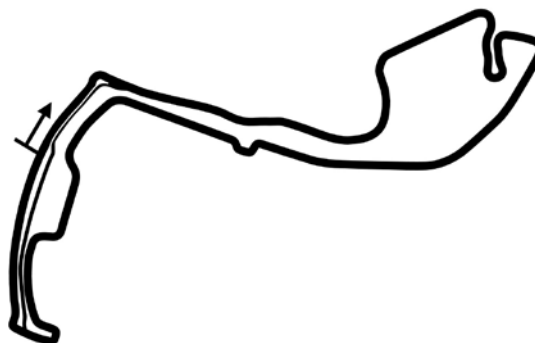
No. of Laps : 78

Circuit Length : 3.340 km

Race Distance : 260.520 km

Pole Position : Nico Rosberg (Mercedes)

Winner : Nico Rosberg (Mercedes)



Round 7 Canadian Grand Prix

Circuit Name: Circuit Gilles-Villeneuve

Race Date: 09 Jun 2013

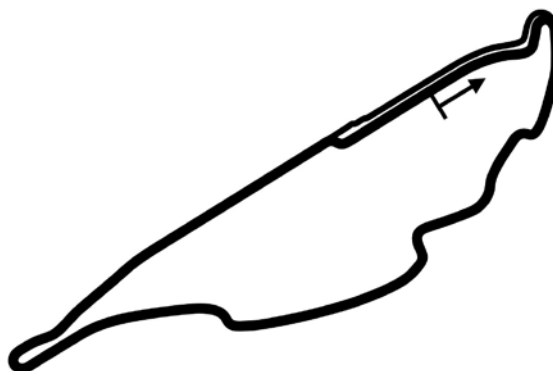
No. of Laps : 70

Circuit Length : 4.361 km

Race Distance : 305.270 km

Pole Position : Sebastian Vettel (Red Bull)

Winner : Sebastian Vettel (Red Bull)



Round 8 British Grand Prix

Circuit Name: Silverstone Circuit

Race Date: 30 Jun 2013

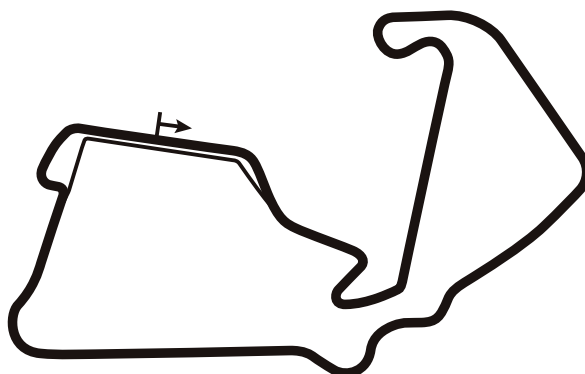
No. of Laps : 52

Circuit Length : 5.891 km

Race Distance : 306.198 km

Pole Position : Lewis Hamilton (Mercedes)

Winner : Nico Rosberg (Mercedes)



Round 9 German Grand Prix

Circuit Name: Nurburgring

Race Date: 07 Jul 2013

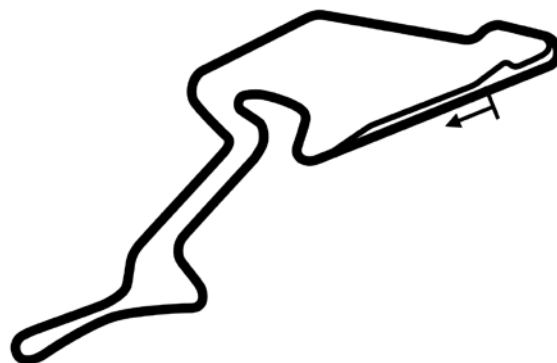
No. of Laps : 60

Circuit Length : 5.148 km

Race Distance : 308.623 km

Pole Position : Lewis Hamilton (Mercedes)

Winner : Sebastian Vettel (Red Bull)



Round 10 Hungarian Grand Prix

Circuit Name: Hungaroring

Race Date: 28 Jul 2013

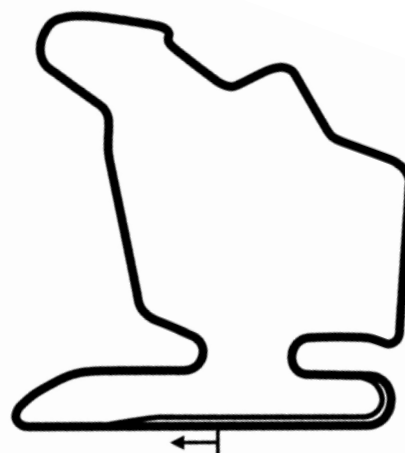
No. of Laps : 70

Circuit Length : 4.381 km

Race Distance : 306.630 km

Pole Position : Lewis Hamilton (Mercedes)

Winner : Lewis Hamilton (Mercedes)



Round 11 Belgian Grand Prix

Circuit Name: Circuit de Spa-Francorchamps

Race Date: 25 Aug 2013

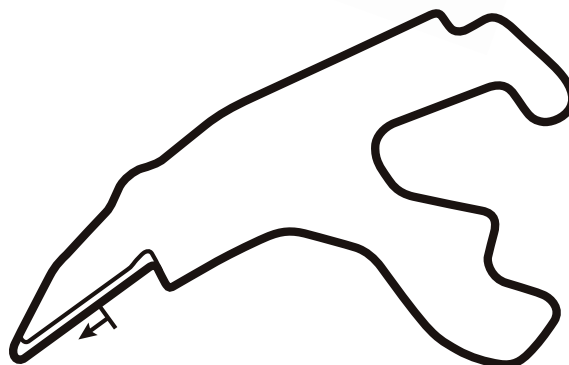
No. of Laps : 44

Circuit Length : 7.004 km

Race Distance : 308.052 km

Pole Position : Lewis Hamilton (Mercedes)

Winner : Sebastian Vettel (Red Bull)



Round 12 Italian Grand Prix

Circuit Name: Autodromo di Monza

Race Date: 08 Sep 2013

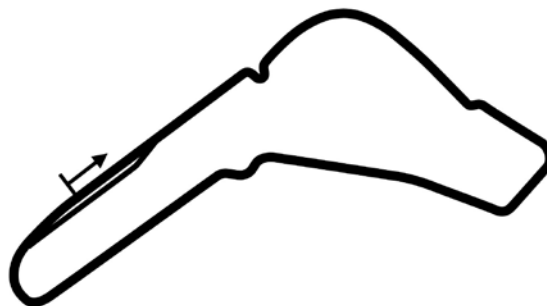
No. of Laps : 53

Circuit Length : 5.793 km

Race Distance : 306.720 km

Pole Position : Sebastian Vettel (Red Bull)

Winner : Sebastian Vettel (Red Bull)



Round 13 Singapore Grand Prix

Circuit Name: Marina Bay Street Circuit

Race Date: 22 Sep 2013

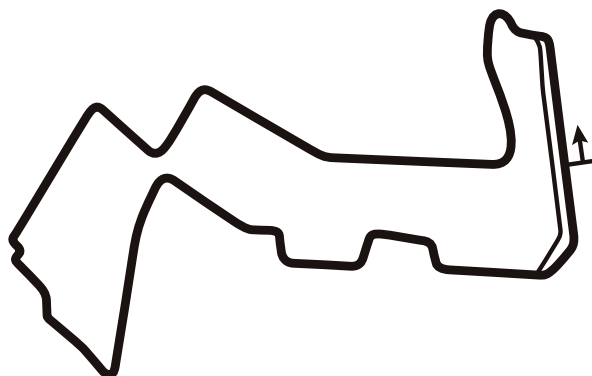
No. of Laps : 61

Circuit Length : 5.073 km

Race Distance : 309.316 km

Pole Position : Sebastian Vettel (Red Bull)

Winner : Sebastian Vettel (Red Bull)



Round 14 Korean Grand Prix

Circuit Name: Korean International Circuit

Race Date: 06 Oct 2013

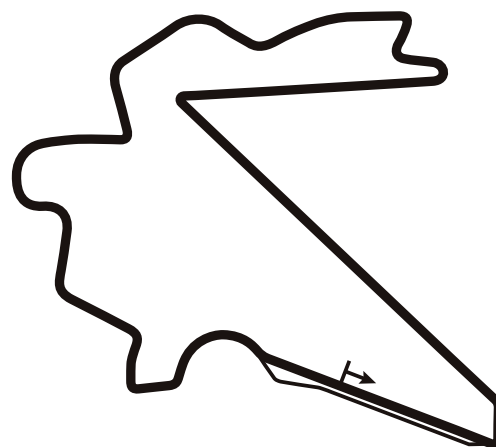
No. of Laps : 55

Circuit Length : 5.615 km

Race Distance : 308.630 km

Pole Position : Sebastian Vettel (Red Bull)

Winner : Sebastian Vettel (Red Bull)



Round 15 Japanese Grand Prix

Circuit Name: Suzuka Circuit

Race Date: 13 Oct 2013

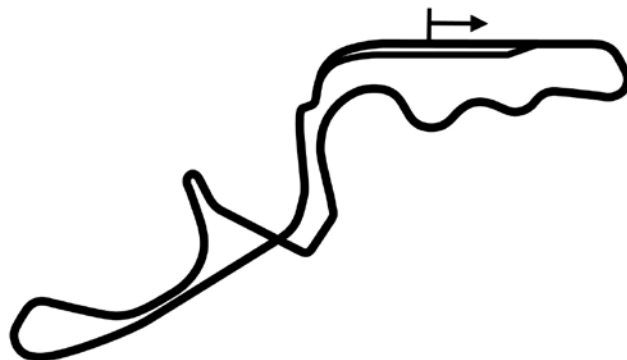
No. of Laps : 53

Circuit Length : 5.807 km

Race Distance : 307.471 km

Pole Position : -

Winner : -



Round 16 Indian Grand Prix

Circuit Name: Buddh International Circuit

Race Date: 27 Oct 2013

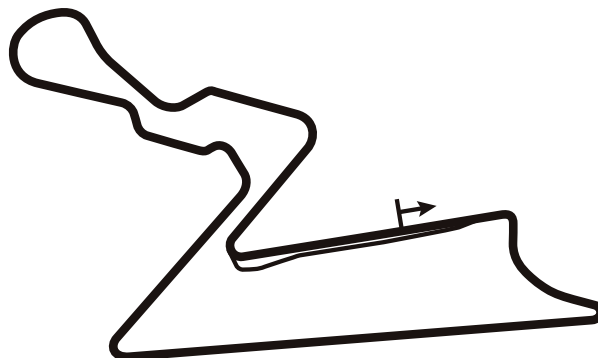
No. of Laps : 60

Circuit Length : 5.125 km

Race Distance : 307.249 km

Pole Position : -

Winner : -



Round 17 Abu Dhabi Grand Prix

Circuit Name: Yas Marina Circuit

Race Date: 03 Nov 2013

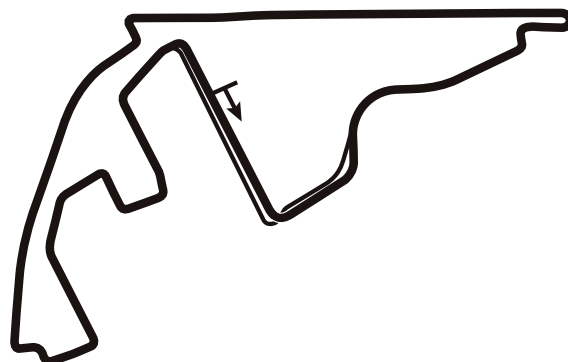
No. of Laps : 55

Circuit Length : 5.554 km

Race Distance : 305.355 km

Pole Position : -

Winner : -



Round 18 United States Grand Prix

Circuit Name: Circuit of The Americas

Race Date : 17 Nov 2013

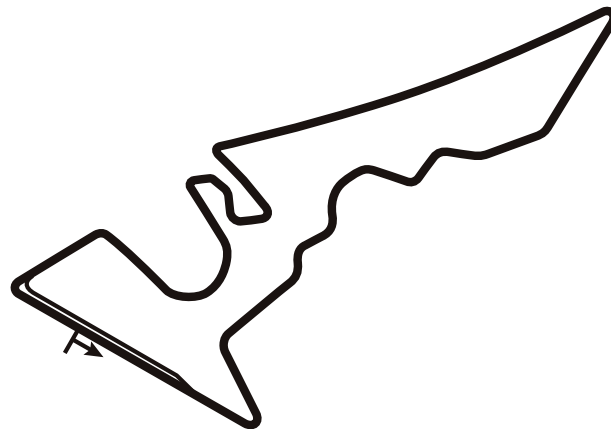
No. of Laps : 56

Circuit Length : 5.513 km

Race Distance : 308.405 km

Pole Position : -

Winner : -



Round 19 Brazilian Grand Prix

Circuit Name: Autodromo Jose Carlos Pace

Race Date: 24 Nov 2013

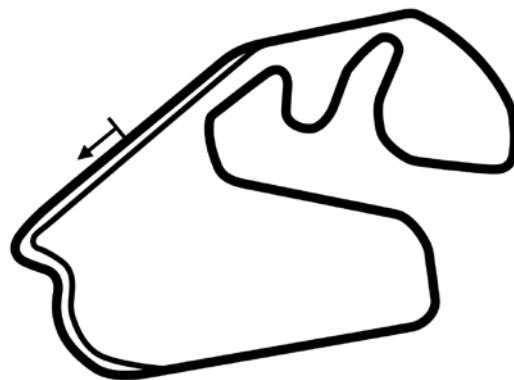
No. of Laps : 71

Circuit Length : 4.309 km

Race Distance : 305.909 km

Pole Position : -

Winner : -



(2) Teams, Drivers

Infiniti Red Bull Racing

Base: Milton Keynes, UK
Team Principal: Christian Horner

Drivers: No.1 Sebastian Vettel
No.2 Mark Webber

Chassis: RB9
Engine: Renault RS27-2013
First Season: 2005
World Championships: 3

Scuderia Ferrari

Base: Maranello, Italy
Team Principal: Stefano Domenicali

Drivers: No.3 Fernando Alonso
No.4 Felipe Massa

Chassis: F138
Engine: Ferrari 056
First Season: 1950
World Championships: 16

Vodafone McLaren Mercedes

Base: Woking, UK
Team Principal: Martin Whitmarsh

Drivers: No.5 Jenson Button
No.6 Sergio Perez

Chassis: MP4-28
Engine: Mercedes-Benz FO108F
First Season: 1966
World Championships: 8

Lotus F1 Team

Base: Enstone, UK
Team Principal: Eric Boullier

Drivers: No.7 Kimi Raikkonen
No.8 Romain Grosjean

Chassis: E21
Engine: Renault RS27- 2013
First Season: 1981
World Championships: 2

Mercedes AMG Petronas F1

Base: Brackley, UK
Team Principal: Ross Brawn

Drivers: No.9 Nico Rosberg
No.10 Lewis Hamilton

Chassis: F1 W04
Engine: Mercedes-Benz
First Season: 2010
World Championships: 0

Sauber F1 Team

Base: Hinwil, Switzerland
Team Principal: Monisha Kaltenborn

Drivers: No.11 Nico Hulkenberg
No.12 Esteban Gutierrez

Chassis: C32
Engine: Ferrari
First Season: 1993
World Championships: 0

Sahara Force India F1 Team

Base: Silverstone, UK
Team Principal: Vijay Mallya

Drivers: No.14 Paul di Resta
No.15 Adrian Sutil

Chassis: VJM06
Engine: Mercedes-Benz
First Season: 2008
World Championships: 0

Williams F1 Team

Base: Grove, UK
Team Principal: Frank Williams

Drivers: No.16 Pastor Maldonado
No.17 Valtteri Bottas

Chassis: FW35
Engine: Renault
First Season: 1975
World Championships: 9

Scuderia Toro Rosso

Base: Faenza, Italy
Team Principal: Franz Tost

Drivers: No.18 Jean-Eric Vergne
No.19 Daniel Ricciardo

Chassis: STR8
Engine: Ferrari 056
First Season: 2006
World Championships: 0

Caterham F1 Team

Base: Leaffield, UK
Team Principal: Cyril Abiteboul

Drivers: No.20 Charles Pic
No.21 Giedo van der Garde

Chassis: CT03
Engine: Renault RS27-2013
First Season: 2010
World Championships: 0

Marussia F1 Team

Base: Banbury, UK
Team Principal: John Booth

Drivers: No.24 Jules Bianchi
No.25 Max Chilton

Chassis: MR02
Engine: Cosworth CA2013K
First Season: 2010
World Championships: 0

(3) 2013 Championship

Drivers Championship Points

Rank.	Driver	Total	Rd. 1	Rd. 2	Rd. 3	Rd. 4	Rd. 5	Rd. 6	Rd. 7	Rd. 8	Rd. 9	Rd. 10	Rd. 11	Rd. 12	Rd. 13	Rd. 14	Rd. 15	Rd. 16	Rd. 17	Rd. 18	Rd. 19
1	S.Vettel	272	15	25	12	25	12	18	25		25	15	25	25	25	25					
2	F.Alonso	195	18		25	4	25	6	18	15	12	10	18	18	18	8					
3	K.Raikkonen	167	25	6	18	18	18	1	2	10	18	18			15	18					
4	L.Hamilton	161	10	15	15	10		12	15	12	10	25	15	2	10	10					
5	M.Webber	130	8	18		6	10	15	12	18	6	12	10	15							
6	N.Rosberg	122		12		2	8	25	10	25	2		12	8	12	6					
7	F.Massa	89	12	10	8		15		4	8		4	6	12	8	2					
8	R.Grosjean	72	1	8	2	15					15	8	4	4		15					
9	J.Button	58	2		10	1	4	8			8	6	8	1	6	4					
10	P.di Resta	36	4		4	12	6	2	6	2											
11	N.Hulkenberg	31		4	1					1	1			10	2	12					
12	A.Sutil	26	6					10	1	6			2		1						
13	S.Perez	23		2		8	2				4	2			4	1					
14	D.Ricciardo	18			6		1			4			1	6							
15	J.Vergne	13		1				4	8												
16	P.Maldonado	1										1									
	E.Gutierrez	0																			
	V.Bottas	0																			
	J.Bianchi	0																			
	C.Pic	0																			
	G.van der Garde	0																			
	M.Chilton	0																			

Constructors Championship Points

Rank.	Constructor	Total	Rd. 1	Rd. 2	Rd. 3	Rd. 4	Rd. 5	Rd. 6	Rd. 7	Rd. 8	Rd. 9	Rd. 10	Rd. 11	Rd. 12	Rd. 13	Rd. 14	Rd. 15	Rd. 16	Rd. 17	Rd. 18	Rd. 19
1	Red Bull	402	23	43	12	31	22	33	37	18	31	27	35	40	25	25					
2	Ferrari	284	30	10	33	4	40	6	22	23	12	14	24	30	26	10					
3	Mercedes	283	10	27	15	12	8	37	25	37	12	25	27	10	22	16					
4	Lotus	239	26	14	20	33	18	1	2	10	33	26	4	4	15	33					
5	McLaren	81	2	2	10	9	6	8			12	8	8	1	10	5					
6	Force India	62	10		4	12	6	12	7	8			2		1						
7	Sauber	31		4	1					1	1			10	2	12					
7	Toro Rosso	31		1	6		1	4	8	4			1	6							
9	Williams	1										1									
	Marussia	0																			
	Caterham	0																			

6. GRAND PRIX RECORDS

(4) Past records of the F1 Grand Prix

Successive Champions of F1 History

Year	Driver <Team>		Constructor
1950	G.Farina (ITA)	<AlfaRomeo>	-
1951	J-M.Fangio (ARG)	<AlfaRomeo>	-
1952	A.Ascari (ITA)	<Ferrari>	-
1953	A.Ascari (ITA)	<Ferrari>	-
1954	J-M.Fangio (ARG)	<Mercedes>	-
1955	J-M.Fangio (ARG)	<Mercedes>	-
1956	J-M.Fangio (ARG)	<Lancia>	-
1957	J-M.Fangio (ARG)	<Maserati>	-
1958	M.Hawthorn (GBR)	<Ferrari>	Vanwall
1959	J.Brabham (AUS)	<Cooper>	Cooper
1960	J.Brabham (AUS)	<Cooper>	Cooper
1961	P.Hill (USA)	<Ferrari>	Ferrari
1962	G.Hill (GBR)	<BRM>	BRM
1963	J.Clark (GBR)	<Lotus>	Lotus
1964	J.Surtees (GBR)	<Ferrari>	Ferrari
1965	J.Clark (GBR)	<Lotus>	Lotus
1966	J.Brabham (AUS)	<Brabham>	Brabham
1967	D.Hulme (NZL)	<Brabham>	Brabham
1968	G.Hill (GBR)	<Lotus>	Lotus
1969	J.Stewart (GBR)	<Matra>	Matra
1970	J.Rint (AUT)	<Lotus>	Lotus
1971	J.Stewart (GBR)	<Tyrrell>	Tyrrell
1972	E.Fittipaldi (BRA)	<Lotus>	Lotus
1973	J.Stewart (GBR)	<Tyrrell >	Lotus
1974	E.Fittipaldi (BRA)	<McLaren>	McLaren
1975	N.Lauda (AUT)	<Ferrari>	Ferrari
1976	J.Hunt (GBR)	<McLaren>	Ferrari
1977	N.Lauda (AUT)	<Ferrari>	Ferrari
1978	M.Andretti (USA)	<Lotus>	Lotus
1979	J.Scheckter (RSA)	<Ferrari>	Ferrari

Year	Driver <Team>		Constructor
1980	A.Jones (AUS)	<Williams>	Williams
1981	N.Piquet (BRA)	<Brabham>	Williams
1982	K.Rosberg (FIN)	<Williams>	Ferrari
1983	N.Piquet (BRA)	<Brabham>	Ferrari
1984	N.Lauda (AUT)	<McLaren>	McLaren
1985	A.Prost (FRA)	<McLaren>	McLaren
1986	A.Prost (FRA)	<McLaren>	Williams
1987	N.Piquet (BRA)	<Williams>	Williams
1988	A.Senna (BRA)	<McLaren>	McLaren
1989	A.Prost (FRA)	<McLaren>	McLaren
1990	A.Senna (BRA)	<McLaren>	McLaren
1991	A.Senna (BRA)	<McLaren>	McLaren
1992	N.Mansell (GBR)	<Williams>	Williams
1993	A.Prost (FRA)	<Williams>	Williams
1994	M.Schumacher (GER)	<Benetton>	Williams
1995	M.Schumacher (GER)	<Benetton>	Benetton
1996	D.Hill (GBR)	<Williams>	Williams
1997	J.Villeneuve (CAN)	<Williams>	Williams
1998	M.Hakkinen (FIN)	<McLaren>	McLaren
1999	M.Hakkinen (FIN)	<McLaren>	Ferrari
2000	M.Schumacher (GER)	<Ferrari>	Ferrari
2001	M.Schumacher (GER)	<Ferrari>	Ferrari
2002	M.Schumacher (GER)	<Ferrari>	Ferrari
2003	M.Schumacher (GER)	<Ferrari>	Ferrari
2004	M.Schumacher (GER)	<Ferrari>	Ferrari
2005	F.Alonso (ESP)	<Renault>	Renault
2006	F.Alonso (ESP)	<Renault>	Renault
2007	K.Raikkonen (FIN)	<Ferrari>	Ferrari
2008	L.Hamilton (GBR)	<McLaren>	Ferrari
2009	J.Button (GBR)	<Brawn GP>	Brawn GP
2010	S.Vettel (GER)	< Red Bull>	Red Bull
2011	S.Vettel (GER)	< Red Bull>	Red Bull
2012	S.Vettel (GER)	< Red Bull>	Red Bull

Number of World Championship Titles (Driver)

	Driver	Times
1	M.Schumacher (GER)	7
2	J-M.Fangio (ARG)	5
3	A.Prost (FRA)	4
4	J.Brabham (AUS)	3
4	J.Stewart (GBR)	3
4	N.Lauda (AUT)	3
4	N.Piquet (BRA)	3
4	A.Senna (BRA)	3
4	S.Vettel	3
10	A.Ascari (ITA)	2
10	J.Clark (GBR)	2
10	G.Hill (GBR)	2
10	E.Fittipaldi (BRA)	2
10	M.Hakkinen (FIN)	2
10	F.Alonso (ESP)	2

Number of World Championship Titles (Constructor)

	Team	Times
1	Ferrari	16
2	Williams	9
3	McLaren	8
4	Lotus	7
5	Red Bull	3
6	Brabham	2
6	Cooper	2
6	Renault	2
9	Brawn GP	1
9	Vanwall	1
9	BRM	1
9	Matra	1
9	Benetton	1
9	Tyrrell	1

NOTE: Drivers listed here are all "More than two-time" winners

Number of Wins per Driver

1	M.Schumacher	91
2	A.Prost	51
3	A.Senna	41
4	S.Vettel	34
5	F.Alonso	32
6	N.Mansell	31
7	J.Stewart	27
8	J.Clark	25
8	N.Lauda	25
10	J.M.Fangio	24
	L.Hamilton	22
	K.Raikkonen	20
	J.Button	15
	F.Massa	11
	M.Webber	9
	N.Rosberg	3
	P.Maldonado	1

Number of Pole Positions per Driver

1	M.Schumacher	68
2	A.Senna	65
3	S.Vettel	42
4	A.Prost	33
4	J.Clark	33
6	N.Mansell	32
7	L.Hamilton	31
8	J.M.Fangio	29
9	M.Hakkinen	26
10	N.Piquet	24
10	N.Lauda	24
	F.Alonso	22
	K.Raikkonen	16
	F.Massa	15
	M.Webber	11
	J.Button	8
	N.Rosberg	4
	P.Maldonado	1
	N.Hulkenberg	1

Number of Fastest Laps per Driver

1	M.Schumacher	77
2	A.Prost	41
3	K.Raikkonen	38
4	N.Mansell	30
5	J.Clark	28
6	M.Hakkinen	25
7	N.Lauda	24
8	N.Piquet	23
8	J.M.Fangio	23
10	G.Berger	21
	S.Vettel	21
	F.Alonso	20
	M.Webber	17
	F.Massa	14
	L.Hamilton	13
	J.Button	8
	N.Rosberg	4
	S.Perez	2
	E.Gutierrez	1
	N.Hulkenberg	1
	A.Sutil	1
	R.Grosjean	1
	N.Hulkenberg	1

Number of Wins per Constructor

1	Ferrari	221
2	McLaren	182
3	Williams	114
4	Lotus	81
5	Redbull	42
6	Brabham	35
6	Renault	35
8	Benetton	27
9	Tyrrell	23
10	BRM	17
	Mercedes	13
	Toro Rosso	1

Number of Wins per Engine Maker

1	Ferrari	222
2	Ford	176
3	Renault	160
4	Mercedes	99
5	Honda	72
6	Climax	40
7	Porsche	26
8	BMW	20
9	BRM	18
10	Alfa Romeo	12

(5) Past records of the Japanese F1 Grand Prix

YEAR	CIRCUIT	POLE POSITION			WINNER			FASTEST LAP		
		DRIVER	TEAM	TIME	DRIVER	TEAM	TIME	DRIVER	TEAM	TIME
1977	Fuji Speed Way	Ma.Andretti	Lotus	1'12.770	Ma.Andretti	Lotus	1:43'58.860	J.Laffite	Ligier	1'19.097
1978	Fuji Speed Way	Ma.Andretti	Lotus	1'12.230	J.Hunt	McLaren	1:31'51.680	J.Scheckter	Wolf	1'14.300
1987	Suzuka Circuit	G.Berger	Ferrari	1'40.042	G.Berger	Ferrari	1:32'58.072	A.Prost	McLaren	1'43.844
1988	Suzuka Circuit	A.Senna	McLaren	1'41.853	A.Senna	McLaren	1:33'26.173	A.Senna	McLaren	1'46.326
1989	Suzuka Circuit	A.Senna	McLaren	1'43.035	A.Nannini	Benetton	1:35'06.277	A.Prost	McLaren	1'43.506
1990	Suzuka Circuit	A.Senna	McLaren	1'36.996	N.Piquet	Benetton	1:34'36.824	R.Patrese	Williams	1'44.233
1991	Suzuka Circuit	G.Berger	McLaren	1'34.700	G.Berger	McLaren	1:32'10.695	A.Senna	McLaren	1'41.532
1992	Suzuka Circuit	N.Mansell	Williams	1'37.360	R.Patrese	Williams	1:33'09.533	N.Mansell	Williams	1'40.646
1993	Suzuka Circuit	A.Prost	Williams	1'37.154	A.Senna	McLaren	1:40'27.912	A.Prost	Williams	1'41.176
1994	Suzuka Circuit	M.Schumacher	Benetton	1'37.209	D.Hill	Williams	1:55'53.532	D.Hill	Williams	1'56.597
1995	Suzuka Circuit	M.Schumacher	Benetton	1'38.023	M.Schumacher	Benetton	1:36'52.930	M.Schumacher	Benetton	1'42.976
1996	Suzuka Circuit	J.Villeneuve	Williams	1'38.909	D.Hill	Williams	1:32'33.791	J.Villeneuve	Williams	1'44.043
1997	Suzuka Circuit	J.Villeneuve	Williams	1'36.071	M.Schumacher	Ferrari	1:29'48.446	H.H.Frentzen	Williams	1'38.942
1998	Suzuka Circuit	M.Schumacher	Ferrari	1'36.293	M.Hakkinen	McLaren	1:27'22.535	M.Schumacher	Ferrari	1'40.190
1999	Suzuka Circuit	M.Schumacher	Ferrari	1'37.470	M.Hakkinen	McLaren	1:31'18.785	M.Schumacher	Ferrari	1'41.319
2000	Suzuka Circuit	M.Schumacher	Ferrari	1'35.825	M.Schumacher	Ferrari	1:29'53.435	M.Hakkinen	McLaren	1'39.189
2001	Suzuka Circuit	M.Schumacher	Ferrari	1'32.484	M.Schumacher	Ferrari	1:27'33.298	R.Schumacher	Williams	1'36.944
2002	Suzuka Circuit	M.Schumacher	Ferrari	1'31.317	M.Schumacher	Ferrari	1:26'59.698	M.Schumacher	Ferrari	1'36.125
2003	Suzuka Circuit	R.Barrichello	Ferrari	1'31.713	R.Barrichello	Ferrari	1:25'11.743	R.Schumacher	Williams	1'33.408
2004	Suzuka Circuit	M.Schumacher	Ferrari	1'33.542	M.Schumacher	Ferrari	1:24'26.985	R.Barrichello	Ferrari	1'32.730
2005	Suzuka Circuit	R.Schumacher	Toyota	1'46.106	K.Raikkonen	McLaren	1:29'02.212	K.Raikkonen	McLaren	1'31.540
2006	Suzuka Circuit	F.Massa	Ferrari	1'29.599	F.Alonso	Renault	1:23'53.413	F.Alonso	Renault	1'32.676
2007	Fuji Speed Way	L.Hamilton	McLaren	1'25.368	L.Hamilton	McLaren	2:00'34.579	L.Hamilton	McLaren	1'28.193
2008	Fuji Speed Way	L.Hamilton	McLaren	1'28.404	F.Alonso	Renault	1:30'21.892	F.Massa	Ferrari	1'18.426
2009	Suzuka Circuit	S.Vettel	Redbull	1'32.160	S.Vettel	Redbull	1:28'20.443	M.Webber	Redbull	1'32.569
2010	Suzuka Circuit	S.Vettel	Redbull	1'30.785	S.Vettel	Redbull	1:30'27.323	M.Webber	Redbull	1'33.474
2011	Suzuka Circuit	S.Vettel	Redbull	1'30.466	J.Button	McLaren	1'30:53.427	J.Button	McLaren	1'36.568
2012	Suzuka Circuit	S.Vettel	Redbull	1'30.839	S.Vettel	Redbull	1'28:56.242	S.Vettel	Redbull	1'35.774

- Reference - History of Pacific Grand Prix

YEAR	CIRCUIT	POLE POSITION			WINNER			FASTEST LAP		
		DRIVER	TEAM	TIME	DRIVER	TEAM	TIME	DRIVER	TEAM	TIME
1994	TI Circuit Aida	A.Senna	Williams	1'10.218	M.Schumacher	Benetton	1:46'01.693	M.Schumacher	Benetton	1'14.023
1995	TI Circuit Aida	D.Coulthard	Williams	1'14.013	M.Schumacher	Benetton	1:48'49.972	M.Schumacher	Benetton	1'16.374

(6) Records of all F1 Grand Prix staged at Suzuka Circuit

YEAR	DATE	RACE INFORMATION				ATTENDANCE				
		LAPS	DISTANCE	WEATHER	TRACK	THU	FRI	SAT	SUN	TOTAL
1987	01 - Nov.	51	298.809km	fine partly cloudy	dry	25,000	36,000	74,000	112,000	247,000
1988	30 - Oct.	51	298.809km	fine, rain later	dry		37,000	75,000	121,000	233,000
1989	22 - Oct.	53	310.527km	fine	dry		51,000	100,000	132,000	283,000
1990	21 - Oct.	53	310.527km	fine	dry		60,000	115,000	141,000	316,000
1991	20 - Oct.	53	310.792km	fine	dry		69,000	120,000	148,000	337,000
1992	25 - Oct.	53	310.792km	fine	dry		56,000	126,000	150,000	332,000
1993	24 - Oct.	53	310.792km	fine, rain later	dry partly wet		67,000	132,000	151,000	350,000
1994	6 - Nov.	50	293.200km	cloudy, rain later	wet		67,000	135,000	155,000	357,000
1995	29 - Oct.	53	310.588km	rain, fine later	wet, cludy later		60,000	125,000	145,000	330,000
1996	13 - Oct.	52	304.718km	fine	dry		54,000	110,000	139,000	303,000
1997	12 - Oct.	53	310.596km	fine	dry		65,000	112,000	140,000	317,000
1998	1 - Nov.	51	298.868km	fine	dry		50,000	120,000	148,000	318,000
1999	31 - Oct.	53	310.596km	fine	dry		52,000	120,000	146,000	318,000
2000	8 - Oct.	53	310.596km	cloudy, rain later	dry		52,000	115,000	151,000	318,000
2001	14 - Oct.	53	310.331km	fine	dry		50,000	110,000	150,000	310,000
2002	13 - Oct.	53	308.317km	fine	dry		53,000	118,000	155,000	326,000
2003	12 - Oct.	53	307.573km	cloudy	dry		54,000	120,000	155,000	329,000
2004	10 - Oct.	53	307.573km	fine partly cloudy	dry		54,000	0	156,000	210,000
2005	9 - Oct.	53	307.573km	fine	dry		54,000	110,000	156,000	320,000
2006	8 - Oct.	53	307.573km	fine	dry		57,000	143,000	161,000	361,000
2009	4 - Oct	53	307.573km	fine	dry		31,000	78,000	101,000	210,000
2010	10-Oct	53	307.471km	fine	dry		33,000	61,000	96,000	190,000
2011	9-Oct	53	307.471km	fine	dry		35,000	62,000	102,000	199,000
2012	8-Oct	53	307.471km	fine	dry		41,000	64,000	103,000	208,000

* In 1987 which was the inaugural F1 year for Suzuka Circuit, Free Practice session was held on Thursday as a special exception.

* In 2004, due to a Typhoon storm, all the sessions on Saturday were cancelled. Therefore, the Official Qualifying session scheduled on Saturday took place on Sunday morning instead.

Number of Pole Positions

Driver		
M.Schumacher	8	1994, 1995, 1998, 1999, 2000, 2001, 2002, 2004
S.Vettel	3	2009, 2010, 2011, 2012
A.Senna	3	1988, 1989, 1990
G.Berger	2	1987, 1991
J.Villeneuve	2	1996, 1997
N.Mansell	1	1992
A.Prost	1	1993
R.Barrichello	1	2003
R.Schumacher	1	2005
F.Massa	1	2006

Team		
Ferrari	9	1987, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2006
Redbull	4	2009, 2010, 2011, 2012
McLaren	4	1988, 1989, 1990, 1991
Williams	4	1992, 1993, 1996, 1997
Benetton	2	1994, 1995
Toyota	1	2005

Engine		
Ferrari	9	1987, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2006
Renault	9	1992, 1993, 1995, 1996, 1997, 2009, 2010, 2011, 2012
Honda	4	1988, 1989, 1990, 1991
Ford	1	1994
Toyota	1	2005

Number of Wins

Driver		
M.Schumacher	6	1995, 1997, 2000, 2001, 2002, 2004
S.Vettel	3	2009, 2010, 2012
G.Berger	2	1987, 1991
A.Senna	2	1988, 1993
D.Hill	2	1994, 1996
M.Hakkinen	2	1998, 1999
A.Nannini	1	1989
N.Piquet	1	1990
R.Patrese	1	1992
R.Barrichello	1	2003
K.Raikkonen	1	2005
F.Alonso	1	2006
J.Button	1	2011

Team		
Ferrari	7	1987, 1997, 2000, 2001, 2002, 2003, 2004
McLaren	7	1988, 1991, 1993, 1998, 1999, 2005, 2011
Benetton	3	1989, 1990, 1995
Williams	3	1992, 1994, 1996
Redbull	3	2009, 2010, 2012
Renault	1	2006

Engine		
Renault	8	1992, 1994, 1995, 1996, 2006, 2009, 2010, 2012
Ferrari	7	1987, 1997, 2000, 2001, 2002, 2003, 2004
Mercedes	4	1998, 1999, 2005, 2011
Ford	3	1989, 1990, 1993
Honda	2	1988, 1991

Number of Fastest Laps

Driver		
M.Schumacher	4	1995, 1998, 1999, 2002
A.Prost	3	1987, 1989, 1993
A.Senna	2	1988, 1991
R.Schumacher	2	2001, 2003
M.Webber	2	2009, 2010
R.Patrese	1	1990
N.Mansell	1	1992
D.Hill	1	1994
J.Villeneuve	1	1996
H-H.Frentzen	1	1997
M.Hakkinen	1	2000
R.Barrichello	1	2004
K.Raikkonen	1	2005
F.Alonso	1	2006
J.Button	1	2011

Team		
Williams	8	1990, 1992, 1993, 1994, 1996, 1997, 2001, 2003
McLaren	7	1987, 1988, 1989, 1991, 2000, 2005, 2011
Ferrari	4	1998, 1999, 2002, 2004
Redbull	3	2009, 2010, 2012
Benetton	1	1995
Renault	1	2006

Engine		
Renault	11	1990, 1992, 1993, 1994, 1995, 1996, 1997, 2006, 2009, 2010, 2012
Ferrari	4	1998, 1999, 2002, 2004
Honda	3	1988, 1989, 1991
Mercedes	3	2000, 2005, 2011
BMW	2	2001, 2003
Porsche	1	1987

7. SUPPORT RACES

(7) PORSCHE CARRERA CUP JAPAN (PCCJ)

Round 10 (October 12, 2013) / Round 11 (October 13, 2013)

With the power of 450ps and over! PORSCHE CARRERA CUP JAPAN is indeed the fastest "one-make" series in Japan!

PCCJ (Porsche Carrera Cup Japan), true to its name is a race of all Porsche machines and known to be the fastest of all one-make car race series in Japan. Since the very first event held in 2001, this year marks the 13th season for this popular series. This time's battle will be among the Porsche 911GT3 CUP (Type997) machines, which are as always finished to racing spec already on delivery. And of course, this is exactly why the series is also known as the "Cup Cars".

Again, one special feature of this race is that no modification is permitted. Just minimal adjustments such as on the suspension section, the tyre pressures are barely allowed, but otherwise all the engine and transmission sections are strictly untouchable. By providing such "equal conditions" among all cars and entrants, greater excitement gets aroused because then, it is really up to the drivers' skills and techniques that make a difference and even more importantly, influence the outcome of the race!

This is not the only attraction of this race, however. The 3.8 liter, horizontally-opposed 6 cylinder DOHC engine generates the power of over 450ps, which gets transmitted by the 6-shift sequential transmission system. And what's more, Michelin racing slick tyres at its wheels don't go unnoticed too, of course!

This series is divided into two classes, with one named the "Champions Class" attended by also the professional drivers, is where the throne of No. 1 PCCJ pilot is fought for, while in the "Gentlemen Class" amateur drivers can also enter to compete their techniques, and the two running mixed in the race every round, the respective winners are decided, everyone with ultimate purposes to go and conquer the series title.



(8) Super FJ (S-FJ)

Challenge Cup Race (October 13, 2013)

As an introductory class to the Formula Races, this Series delivers seven rounds staged at various circuits around Japan.

The Super FJ series champion will finally be decided in its last round in December, right here at Suzuka Circuit!



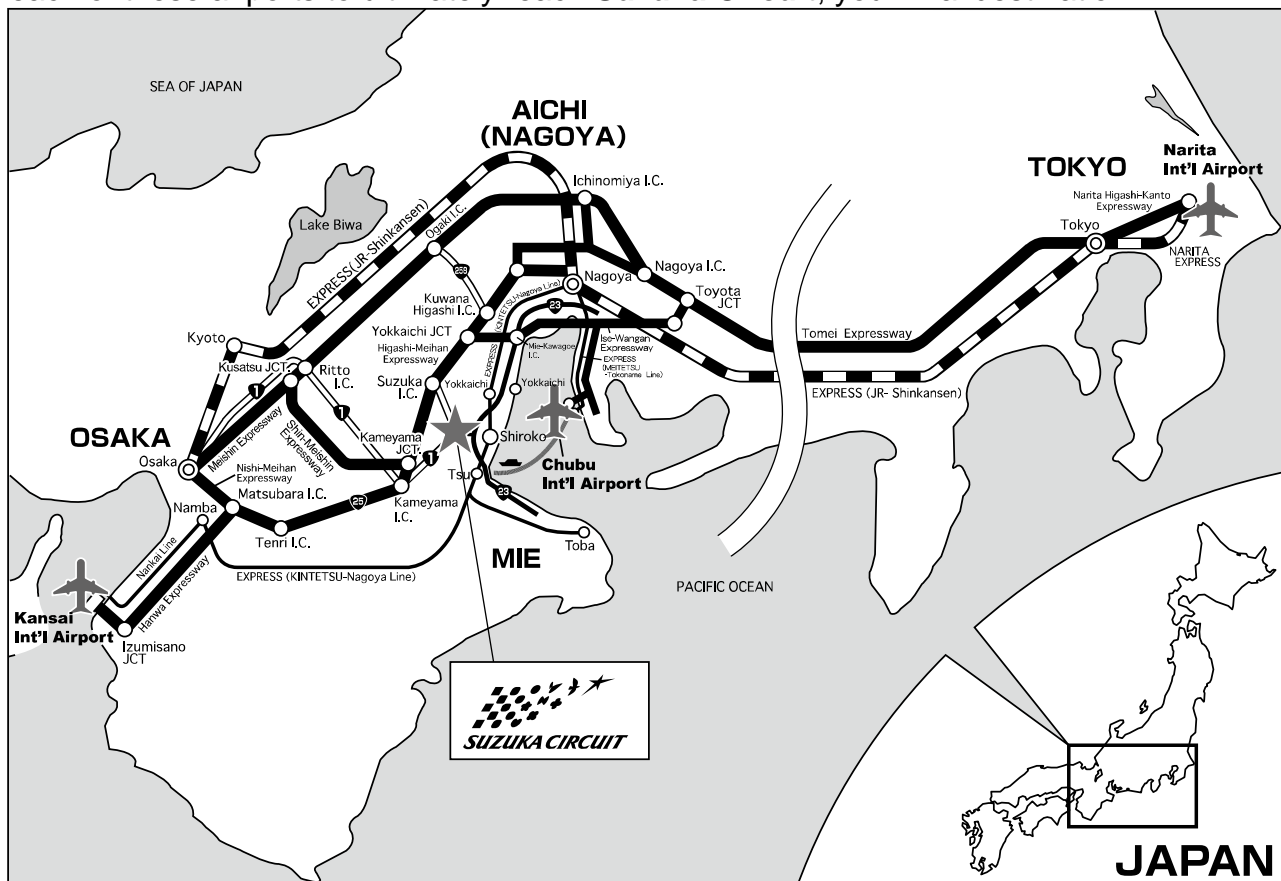
Back in 1978, the FJ1600 Series began as an introductory class to the Formula races and since then it has become the gateway for many top drivers to enter the world. From one time however, production of the engines used in FJ1600 was terminated, and therefore this Series also had to be discontinued, but later reborn and replaced as the S-FJ (Super FJ) Series from 2007. Whereas in the FJ1600 days when aerodynamic parts were not accepted, now the S-FJ machines come with wings on both their front and the rear, which is one of the features now allowing the young drivers to step up more quickly to the advanced levels of Formula racing, based on experiences and techniques they gain from driving machines powered by Honda's 4-cylinder drivetrain 1500cc engine. In the 2013 season, seven rounds are staged at different circuits

inside Japan, and then concluded in December at Suzuka Circuit, with the champion-decider race held under the name of "The final battle for Japan's No. 1", which will bring together the contenders currently ranked in the top standings of each series to come fight for the crown.

In the Challenge Cup Race of this time, the hopeful drivers of under age 29 will gather to compete fiercely for the titles - also aiming to step up to the upper classes!

8. ACCESS GUIDE

To access Suzuka Circuit from the major airports around Japan, routes from CHUBU International Airport (= "Centrair"), KANSAI International Airport and NARITA International Airport are recommended. The following are the ground transportation routes suggested from each of these airports to ultimately reach **Suzuka Circuit**, your final destination.



Routes from the above-mentioned major airports around Japan are as outlined below. If your visit to Japan concerns only Suzuka Circuit, use of *Centrair* (airport near Nagoya city) is highly recommended because of closer distance and time (to/from the Circuit).

Major airlines are serving *Centrair*. Please also note that Kansai International Airport (near Osaka city) is always closer to travel from Suzuka Circuit compared with Narita International Airport (near Tokyo metropolitan). When coming from Tokyo-Narita, the famous "Shinkansen" (the bullet train) is usually the most reliable and convenient way to travel to Suzuka, but beware of the several transfers you must make.

(9) CHUBU INTERNATIONAL AIRPORT (Centrair)

<http://www.centrair.jp/en/index.html>



by Train

- (1) Meitetsu Railway to Nagoya Station (30 min.) 1200yen
- (2) Kintetsu Railway from Nagoya Station to Shiroko Station (40 min.) 1670yen
- (3) From Shiroko Station: Taxi (approx. 15min.) Approx. 2350yen



by Bus

- (1) Bus to Kintetsu Yokkaichi Station (83min) 1500yen
- (2) Kintetsu Railway from Yokkaichi Station to Shiroko Station (11min.) 840yen
- (3) From Shiroko Station: Taxi (approx. 15min.) Approx. 2350yen

*Buses leave out side of the airport lobby.



by Taxi

Centrair to Suzuka:

Taxi (approx. 90 to 120 min.) Approx. 33,000yen

*Taxis are suggested to get to Suzuka Circuit, Suzuka Circuit Hotel and other hotels in the area.

*Taking taxis directly to Suzuka Circuit or any other hotels is the most simple way (though costly). Please note that you will be charged for toll road fees as well (on top of the taxi fares), and the fare and travel time could vary by traffic conditions.
Large-cars, "Jumbo Taxi" able to seat more passengers and luggage are also available with reservations.



by Boat

High-Speed Boats are operated between *Centrair* and Tsu.

There is a connecting-passage linking the boat port and the Airport Terminal (*Centrair*).

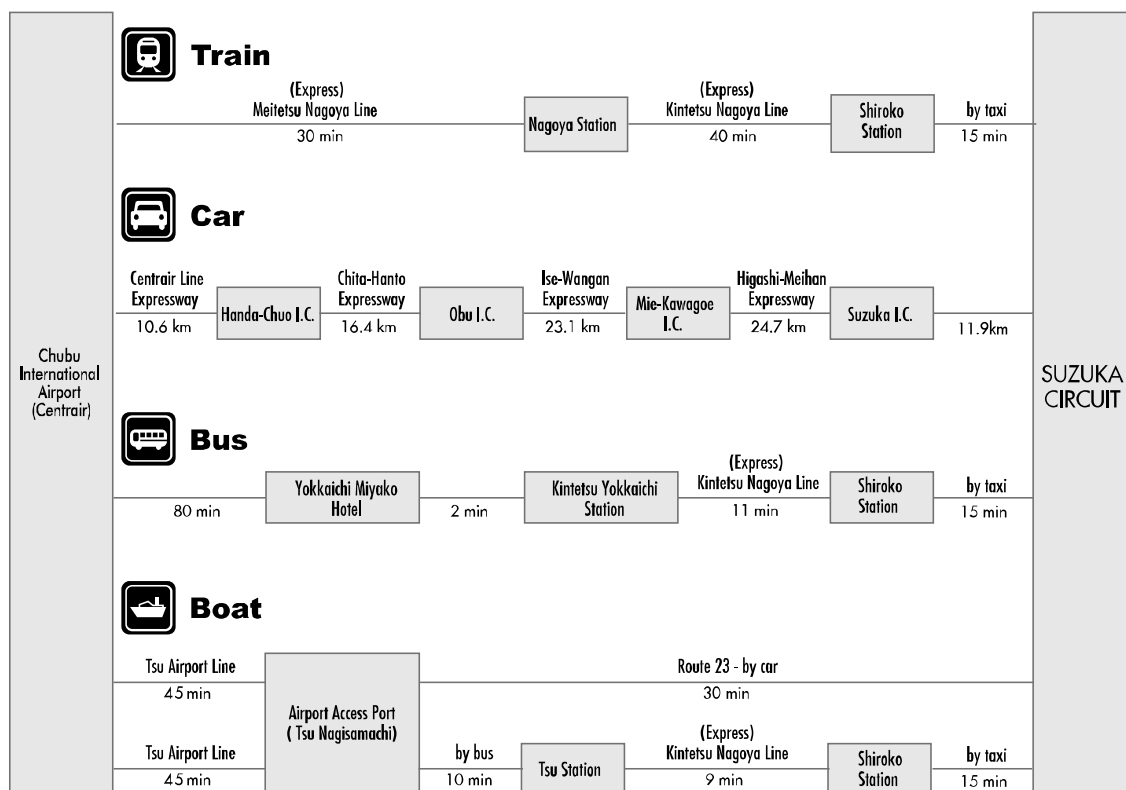
*From the Airport to main destinations

**Centrair* > Tsu

First Boat → 7:00 / Last Boat → 22:00

Travel time: 45 min

Fare: 2400yen



(10) KANSAI INTERNATIONAL AIRPORT

<http://www.kansai-airport.or.jp/>



by Train

(1) GOING TO NAMBA ON THE NANKAI RAILWAY "RAPI:t" EXPRESS (29-34 min.)1390yen

A passageway connects the 2nd floor of the airport terminal building with the Kansai International Airport Station.

There are two express trains with services to **Namba** : The Nakai Rapi:t Alpha (nonstop) and Rapi:t Beta each leaving the airport station every hour.

All seats are reserved. In addition to the standard seats, large "Super Seats" are available for the charge of ¥1590. Both trains arrive at the Nankai Railway Namba Station, located on the 3rd floor of the terminal building.

From there to the Kintetsu Line you must go down three floors to the underground complex, where the Kintetsu Station and a number of Subway Stations are located. If you know the way around usually it is about ten-minutes on foot, but please allow some extra time as the way around the station is rather complicated. Ask for the "Kintetsu" Station and/or look for the signs.

To save time, we recommend that you purchase your train tickets in advance (to avoid any queues).

(2) KINTETSU LIMITED EXPRESS TRAIN to SHIROKO STATION (114min.) 3030yen

There is one limited **Express** train serving from SHIROKO every hour.

All seats are reserved. As there are no English announcements given in the train, check with the conductor for arrival time at Shiroko and be prepared to de-board promptly, as all stops are very brief.

The same Limited Express train to Shiroko also makes stops at TSU and YOKKAICHI for access to hotels in these cities.

(3) From SHIROKO (approx. 15min.) Approx. 2350yen

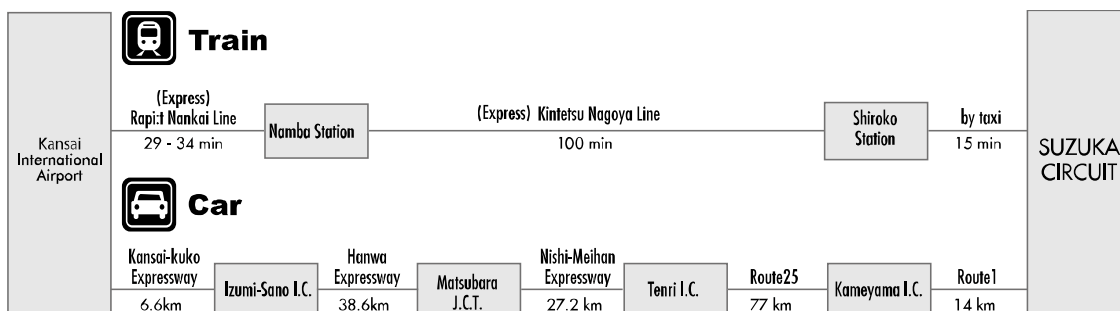
Taxis are recommended for the access of Suzuka Circuit or hotels in the area.



by Taxi

BY TAXI to SUZUKA (approx.150min.) Approx. 55,000yen

Convenient but costly unless shared with several persons, the use of taxis may be inevitable if your scheduled arrival at Osaka Airport is after 20:00 (no more trains). Note that fares can vary by traffic conditions. Large-type vehicles, "Jumbo Taxi" able to carry more passengers and luggages can also be booked with reservations.



(11) NARITA INTERNATIONAL AIRPORT

<http://www.narita-airport.jp/en/index.html/>



by Train

(1) NARITA EXPRESS to TOKYO STATION (60min.) 2940yen

NARITA EXPRESS station (train terminal) is in the basement floor of the Airport Terminal building. All seats are reserved so proceed to the ticket counter on the basement floor and purchase tickets for the next available (or convenient) train with connections to the SHINKANSEN (Bullet Train) from Tokyo Station which arrives in the underground concourses.

(2) SHINKANSEN (NOZOMI = Super Express "Bullet Train") FROM TOKYO STATION TO NAGOYA STATION (approx.105min.) 10,580yen

If tickets for the SHINKANSEN are already purchased, proceed to Shinkansen concourses. Note the train number, departure time and track number of the train as well as car and reserved seat numbers well ahead of time and be prepared, as these trains run very frequently each hour on a tight timetable, which may seem bewildering even for well-experienced worldwide tourists.

Those in need for tickets can find several ticket counters around the station building.

Reserved seats are highly recommended. Non-smoking cars are also available.

Nagoya is usually the 2nd or the 3rd stop from Tokyo and all trains make a brief stop there.

There are some English announcements on the train but be careful with the arrival time and make ample preparations for disembarking, especially if you have a large luggage.

Once again, it must be stressed that the stop is quite brief.

(3) KINTETSU RAILWAY LIMITED EXPRESS TRAIN to SHIROKO STATION (40min.)1670yen

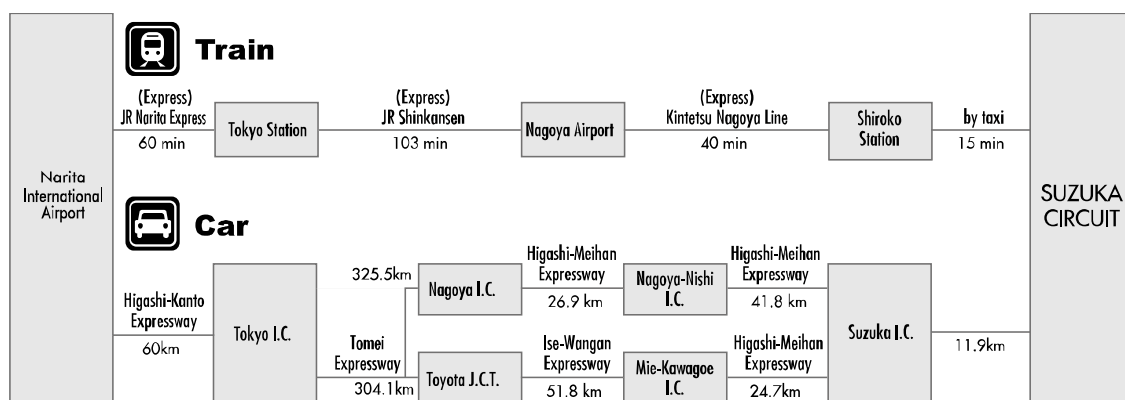
At Nagoya, transfer to KINTETSU RAILWAY. This is a separate railroad company and new tickets must be purchased. Most limited express trains stop at SHIROKO, the 3rd major stop on limited express train coming from Nagoya.

Again the trains make brief stops at selected stations, and all the seats are reserved.

If your destination is YOKKAICHI, it is the 2nd stop on the same limited express, if in TSU, then the 4th stop.

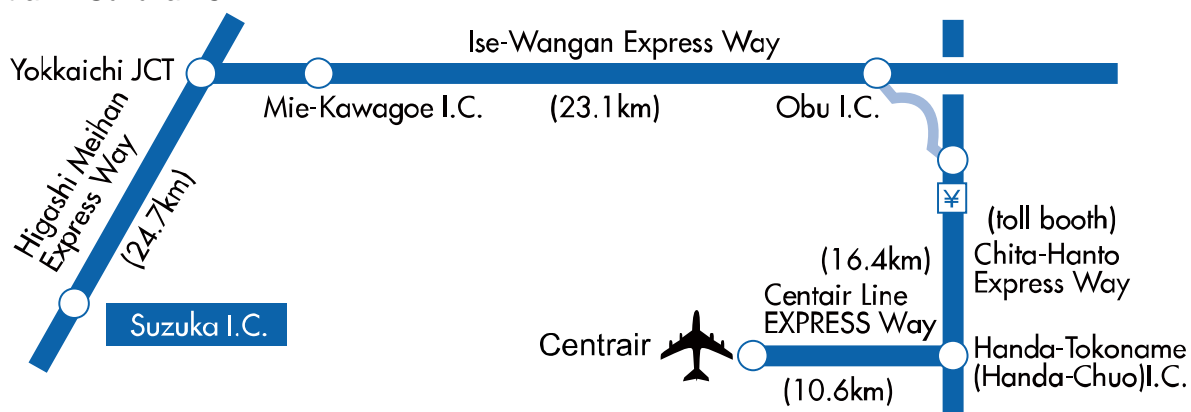
(4) From SHIROKO STATION -- TAXI (approx. 15min.) Approx. 2350yen

You have made it to Suzuka City! Use of taxis is suggested if you are headed to Suzuka Circuit, Suzuka Circuit Hotel or other hotels in the area.

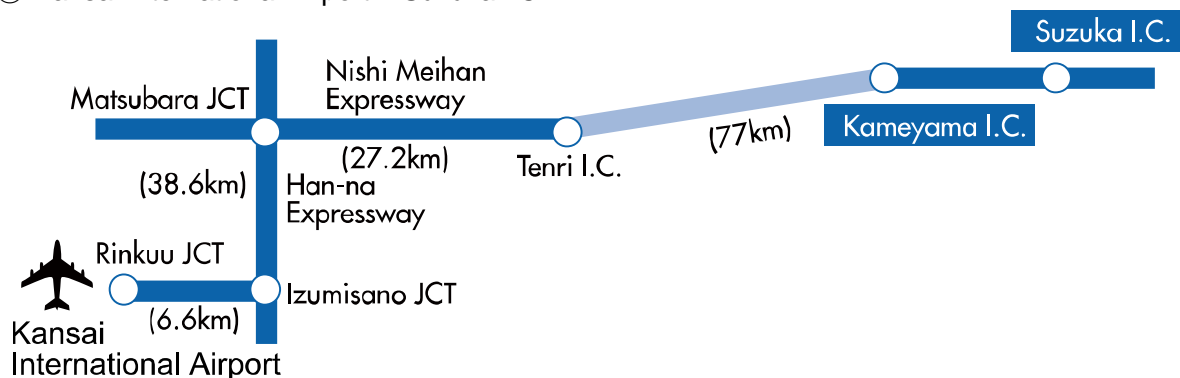


(12) Access by car

① Centrair ~ Suzuka I.C.

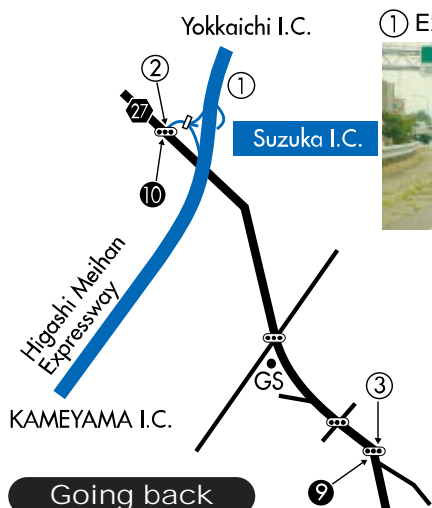


② Kansai International Airport ~ Suzuka I.C.



(13) Suzuka I.C. ~ Suzuka Circuit

Going to



① Expressway Exit



② Turn left at the light



③ Go towards the right



④ Turn left after passing the bridge



⑤ Turn right at intersection



Going back

⑦ Turn left



⑧ Turn right



⑨ Keep left



⑩ Turn right



⑥ Go straight on the next light coming ahead



SUZUKA CIRCUIT

9. VARIOUS SERVICES

* There are other, general services which you can make use of, in order to make your stay in Suzuka area / Japan a more comfortable one.



CAR RENTAL

INTERNATIONAL DRIVING PERMIT is needed for car rental in Japan.

Without this permit, car rental companies cannot lease their vehicles.

Contact either the car-rental agency listed below or the major European or American companies leasing cars around Japan. Designating your requested pick-up time is suggested since most rental locations are not open 24 hours. Advance booking is strongly recommended, especially for the pick-up in Suzuka, since local agencies here do not carry as many vehicles while the demand gets high during the major race events. (Alternatives are found at *Centrair*). Also note that larger wagons and van type cars are in rare stock, so they can run out quite fast.

*NIPPON RENT-A-CAR, INC.

English Service Desk: +81(0)3-3485-7196

Mon-Fri: 09:00~17:00 (Closed on Sat., Sun., and Holidays)

or e-mail to: intlres@nipponrentacar.co.jp



TAXI

Taxis can be ordered at the Media Center. Those in want of taxis during early morning hours, following the race, are advised to book well in advance for better assurance.



CURRENCY EXCHANGE

The following currencies (both in cash and travellers checks) can be exchanged to Japanese Yen at SUZUKA CIRCUIT HOTEL; U.S. Dollar, U.K. Pound, Australian Dollar and Euro bills.

There is no exchange of Yen (back) into foreign currencies.



CASHING OF MONEY

Cash withdrawal from your credit cards can be made on ATM machines found at selected convenience stores such as "Seven Eleven", or those in large shopping centers/stores around Japan. Look for English-assisted ATM machines. *There might be some ATM machines unable to handle specific types of international credit cards and transactions however (i.e., such as on debit cards, credit union, etc. issued outside of Japan).



HOSPITAL / MEDICAL

Any medical problem (illness or injury) should be reported to the Media Center or the Media Staff immediately. MEDICAL CENTER in the Paddock is adequately-staffed during the race events.



POST

Stamps and post cards are available at SUZUKA CIRCUIT HOTEL Reception.

Letters/Cards can be dropped at the mail deposits near by, and also at hotel reception.

Packages must be mailed at the Post Office.

10. ABOUT SUZUKA CIRCUIT

(14) CREATION OF A MOBILITY RESORT

Since its birth in 1962 as Japan's first full-fledged racing course, Suzuka Circuit has always been the heartland of the motorsports enthusiasm in this country.

One of the many endeavors it has made alongside staging all the important racing events is the promotion of motorsports itself, which is represented by one example, such as the Suzuka Racing School, established on the theme to foster and bring up many Drivers/Riders competent on the world-class level of racing.

At the amusement park, Suzuka Circuit **Motopia**, a whole range of rides and attractions are available to entertain kids and families. In fact, the majority of the attractions at Motopia is intended to give "hands-on" operating experiences and the senses of driving vehicles by children themselves, starting from young age. This is based on the vision of raising our "future's" motor-sporting fans, and consequently to strengthen farther the car and mobility culture inside Japan from its very base.

Meanwhile, a great deal of efforts have always been dedicated to offer fine hotel and restaurants within - a totalized holiday resort with a comfortable environment and fine services throughout for the benefit of every guest. Actively pursuing to propose innovative leisure suggestions and entertainment to everyone ... at the root of such efforts lie the spirit to bring on absolute "hospitality" and "mobility resort" for all.

Offering a place where people can gather around to enjoy motorsports, let them be totally amused with fantastic racing events and experiences, lie at the core of the unending quest made by Suzuka Circuit. From small children to grown-ups from around the world, everyone is sure to find heart-beating excitement and "inspirations" at Suzuka!

(15) MOTOPIA

Respecting each guest's 'independency' to ride-and-drive vehicles with their own abilities, Motopia offers the best playground to physically gain the feel or the sense of operating machines with chances to "steer the park rides by themselves". This is the basic policy of amusement park, Motopia, a utopia where people and mobility come together. Offering many fun-rides filled with original ideas, produced in-house by the designers of their technical department, the company has worked endlessly to invent new motorized attractions and expand the amusement segment, based on many mobility-engineering techniques and creative senses acquired through the long history of this company. This is something that makes Suzuka Circuit quite unique and extraordinary even among all the famed F1 venues around the world.

(16) MOTORSPORTS

Born in 1962 as the first racing course in Japan excelling the international standards, Suzuka Circuit has hosted numerous big-time, prime events including the Formula One Grand Prix, which made the name “SUZUKA” known around the world. Apart from these major races, Suzuka Circuit has always worked actively at managing a racing school, organizing debutant racing-sessions and various other training courses to assist the growth of the industry on the whole. This business segment serves the pivot of Suzuka Circuit, enhancing and propelling further progress of the motorsports, by and large.

(17) TRAFFIC EDUCATION

The Traffic Education Center at Suzuka Circuit, is one segment in the company that provides specialized traffic training and education grounds - the “safety software”, so to speak, to assist the development of everyone's mindset and the technical skills of each driver/rider.

(18) RESORT

The Resort area welcomes everyone with the best hospitality and a beautiful flourish of flowers, lush-green surrounding the hotel resort area, then with fine gourmet-dining of various popular cuisines from around the world, plus other services such as bridal/wedding facilities, all the first-class services bring on a complete-holiday feeling and entertainment to all the guests. Other than just the hotel and restaurants, special corporate retreats, training seminars and banquet functions can also be organized within its property, thus an absolute, multi-purpose mobility-resort is here to answer every guest's various requests and needs.

[illegible]

SUZUKA CIRCUIT is not only synonymous with the world's famous racing circuits but is also a totalized park facility featuring a resort-type hotel, variety of gourmet restaurants, a very popular amusement area and other recreational amenities. For the people of different cultures, ages and interests – always offering something for everyone – come enjoy your day at Suzuka Circuit.

(19) S-PLAZA

What is S-PLAZA?

The S-Plaza which opened in 2010, continues to offer excellent dining experiences and services to all the guests, whether it may be through a family-oriented natural buffet-style restaurant (Sora-Tabeyo), a casual café (Sunpo) on its 1st floor, or "SHUN", a sophisticated dining bar-and-grill restaurant on the 2nd floor.

S-Plaza can be found inside the Hotel Area of Suzuka Circuit, and its restaurants will fully entertain the guests in a very casual and comfortable atmosphere throughout the day. Come spend a relaxing time from the morning, noontime or in the evening, right here in the confines of this beautiful hotel and resort surroundings, also as enjoying the pleasant view of the well-cared garden filled with flowers and lush green of each season.

[1st Floor]

Natural Buffet Restaurant "*Sora-Tabeyo*"



At the natural foods buffet restaurant "Sora-Tabeyo" be casual and enjoy the wide variety of dishes prepared with many locally-produced, fresh "in-season" ingredients and recipes that are pleasing to everybody - "something for everyone" - particularly to the family guests.



Location: 1st Floor, S-PLAZA in the Suzuka Circuit Hotel

Type: Japanese-Western foods buffet restaurant

Seating capacity : approx. 330

Organic Cafe "*Sunpo*"

Organic foods-oriented cafe "Sunpo" offers first a scenic view of the garden that blends in with the resort-like, open atmosphere and also inside, subtle ambience in a stylish, lounge-setting. Then, in the menu find a good selection of healthy dishes and foods, also beverages and sweets prepared by original recipes.



Location: 1st Floor, S-PLAZA in the Suzuka Circuit Hotel

Type: Light foods/Cafe

Seating capacity: about 130 (including terrace tables)

[2nd Floor]

Entertainment Grill & Bar "SHUN"

Entertainment Grill & Bar "SHUN" satisfies the crave of guests of high-end, refined tastes and preferences with excellent foods and drinks served in a very sophisticated atmosphere. In the Center Grill section, top-class chefs will exhibit dynamic techniques right there on spot, preparing dishes with the best local ingredients and produce of the region. With also a bar counter and private dining rooms, SHUN can answer the various needs of guests, from cozy parties to receptions, when hosting important visitors, associates and also don't forget, your friends!



Location: 2nd Floor, S-PLAZA in the Suzuka Circuit Hotel

Type: Grilled food restaurant/bar

Seating capacity: about 140 (including private rooms)

(20) AMUSEMENT PARK

MOTOPIA is a unique amusement park featuring about 30 varieties of motorized rides for children from age 3 and over, and enjoyed by families all together.

(21) BOWLING ALLEY

Bowling alley with 38 many lanes can be found right in the confines of Suzuka Circuit Resort Park Area, where anyone can easily drop by and spend their spare times with group of friends and families. (Shoes rental also available)

(22) KUR GARDEN HOT SPA



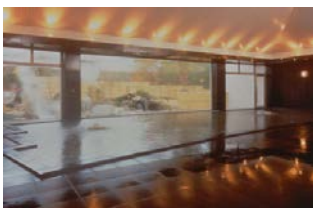
Suzuka Circuit Hot Spa

Try gaining relaxation by natural hot springs in the comfortable surroundings of Suzuka Circuit.

In addition to the large indoor and outdoor baths and a sauna, there is a heated pool and water-jets that give massaging effects on your back.

All the facilities are free of charge for guests staying at SUZUKA CIRCUIT HOTEL.

Please show your guest card at the Kur Garden reception desk.



12. THE HISTORY OF SUZUKA CIRCUIT

(23) The Birth of Suzuka Circuit

It is the passion of Souichiro Honda that brought on a “full-fledged” international racing course for the very first time in Japan.

Suzuka Circuit was opened in September of 1962

Founded by Souichiro Honda who established Honda Motor Co, Ltd., “Suzuka Circuit” is the very first, full-scaled international racing track ever to be built in Japan, realizing all the passion and aspirations the Founder always felt for motor-sporting and mobility. According to the initial plans, a simple recreation facility was to be built over the lot. However, on the thinking that it is the Maker’s responsibility to deliver products not only as everyday-life tools or machinery, but to also offer a place so-designed and equipped to allow for both cars and bikes be ridden and “enjoyed” or tried to their maximum power for pure leisure and entertainment, and most importantly, in good safety. Therefore, the plan to build a racing circuit emerged to becoming a real, more serious development project for the company.

At the time, the Japanese automotive industry was already showing rapid growth and progress, but motor-sporting was still limited to the few enthusiasts with racing activities having to take place on riverbanks and airfields, anywhere with wide space. Thus, efforts to build a real circuit were started without adequate knowledge or any expertise building a racing track, but in August of 1960 the first plan was drafted as studying the circuits of the overseas. Then, with supervision given by a Dutch designer, John Hugenholtz who designed the Zandvoort Circuit in Netherlands, Suzuka Circuit’s course layout and all the planning became more concrete in January of 1962. The endeavor eventually up-scaled and grew into a larger project as additional decisions were drawn to build alongside a totalized mobility park with “motorized” amusement rides, also a racing school to bring up racers, and enhance further advancement of this sport as well as various other facilities whatever dedicating to the future development of motorization and the automotive environment on the whole.

Finally, in September of 1962, by which time one year and three months had already passed since launch of this project in June of 1961, the new course unveiled itself. With the total length of 6,004 meters, the track width ranging between 9 to 15 meters, and a main stand large enough to accommodate 10,000 spectators, thus everyone saw birth of Suzuka Circuit, a racing course with a good diversity of 18 bends of both high and low speeds, 2 straights, even a cross-over section in one part of the track! In November of the same year, the first all-Japan road race was held as the inaugural event celebrating the birth of a brand new circuit, and then in May of 1963, the very first world-class grand prix race of this country was held – now remembered as the first Japanese Grand Prix.



Suzuka Circuit at dawn of completion

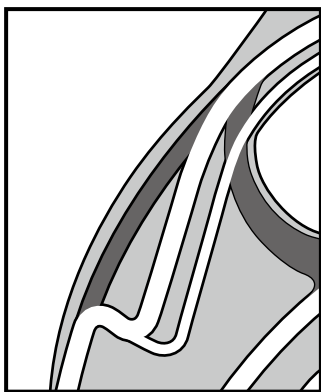


Demonstration-run upon unveiling of the course

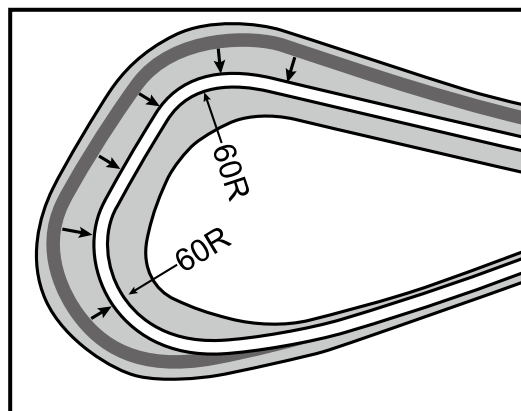
(24) Course improvement efforts made up to 1987

Working tirelessly at improving the overall safety ... in 1987, Suzuka Circuit saw completion of the Pit area and the Control Tower

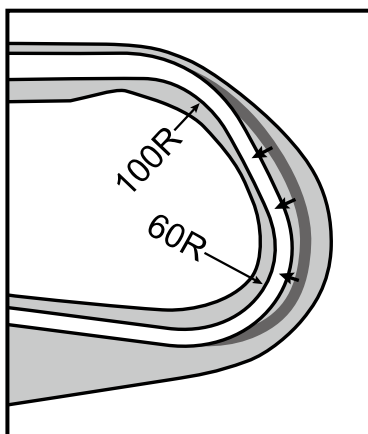
Since its establishment, Suzuka Circuit has constantly challenged to establish a considerable degree of safety throughout the course. Besides the many endeavors it always made to technically refine its track and layout, modifications and improvement efforts to the finest details are outlasting efforts to be undertaken by this circuit. In March of 1983, a Chicane was built, that section of the track where machines streaming out the last corner come to a drastic speed-down. Then, after some more modifications repeated from time to time, the length of the track which used to be 6004.15 was adjusted to 6033.35 meters. Next, in March of 1985, the sections stretching between the 1st and 2nd corners that curved at 100R, 70R, and 60 radii, work was redone to link and streamline them into one large turn of 100R and 60R, which was also done to widen the safety zone and give a better visibility overall. Following such works, the track then came to be 5911.98 meters in length. In March of 1984, visibility at the Spoon Curve was improved by moving it entirely towards the In. At the same time, a turn preceding the Spoon Curve was also modified from 135R to 250R, and also the entrance and exit that used to be 90R and 70R were both adjusted to 60R. Hence, by this time, Suzuka's racing track counted 5943.15 meters.



1983 CHICANE WAS BUILT



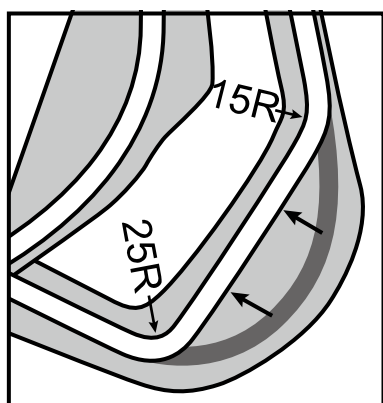
1984 SPOON CURVE REWORKED



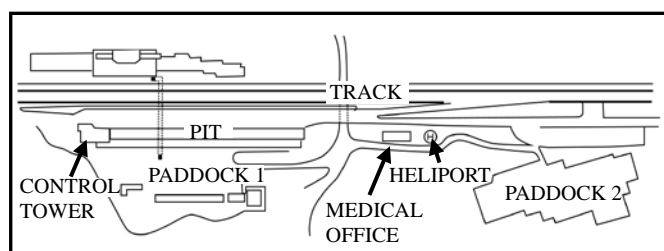
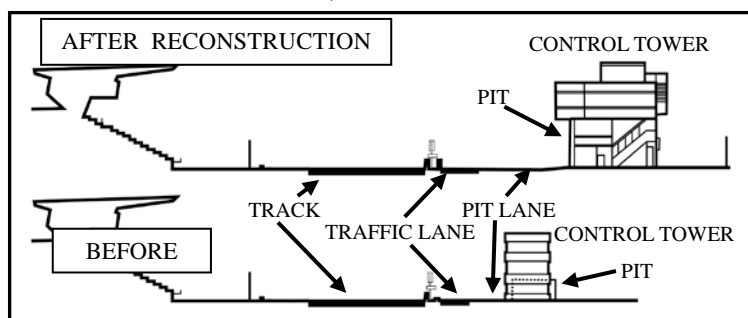
1985 1st - 2nd CORNER REWORKED

In January of 1987, the Pit and the Control Tower were largely renovated. The width of the pit lane was widened from the former 10 meters to 18 meters, and lengthwise from the front of the garage to back-pit expanded twice as long, from 6 to 12 meters, thus with 4.5 m x 12m per unit allowed for added capacity of 48 pit boxes in total, which was 8 more than before. As a result of all these works done, the entire pit area which was 186 before, came to be 229 meters in all. Along with this, the 3-stories high Control Tower now covered a six times bigger space. Above the pits, a Hospitality Area was added, with also a new Medical Center, Driver's Salon (a restaurant) all built inside the paddock area as well as a helicopter port. Meanwhile, over on the racing course, the safety zones by the S-curve and the Hairpin curves were enlarged and the West pit control tower which used to be located right after coming off the hairpin curve was moved to the Back-straight. In July of that same year, Degner Curve which used to bend at 80R, was re-shaped by combining 15R on entrance with a straight stretch going for 137 meters, then with 25R at exit came with also a more spacious safety zone. After all of these works done by 1987, the track length measured 5859.43 meters in all.

1987 MAJOR REWORK ON PADDOCK, PIT AND THE CONTROL TOWER



1987 DEGNER CURVE REWORKED



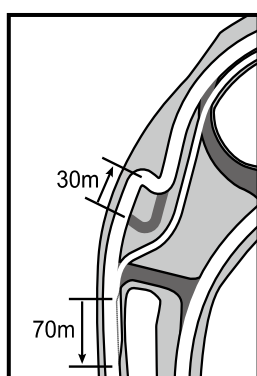
(25) Further efforts made between the years 2000 and 2005

Towards the new century, a great deal of work was done over the course and the stands, one after the other... A new Grandstand was completed in 2005.

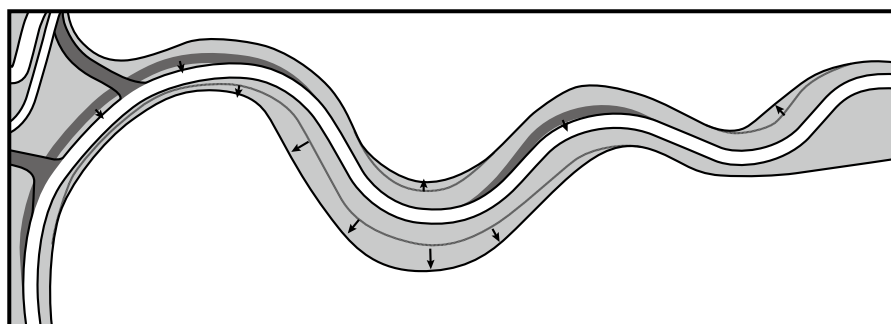
Since the major renovation done back in 1987, the Chicane got rebuilt in 1991. This effort was made with the purpose to avoid contact of the machines pitting in and those advancing onto the Chicane. For improvement and better safety, particularly where going into the Chicane was moved 30 meters closer towards the last corner. Also, the mouth of the pit road was moved 70 meters towards the 130R which resulted with 5864.03 meters of total course length. In June of 2000, a short-cut bend in the shape of a hairpin was added where coming right after the Dunlop Corner. Then from December of that same year, the long-spanned reconstruction project got underway towards the coming century.

In March of 2001, a segment of the S-Curve was relocated. The safety zone on the Out-side was expanded, and while doing so, the modification of the pit buildings, enlarging of the paddock, and the grandstand areas were also started.

Then, in February of 2002 the Dunlop Corner was moved towards the In side, right from where the machines come up the Gyaku-bank. The safety zone on the Out side was then expanded from 12 meters to 25, and that of the Degner Curve widened from 17 to 20 meters. After these many works done, the total length of the course that used to be 5859.13 was now 5821 meters in all.



1991 CHICANE REWORKED

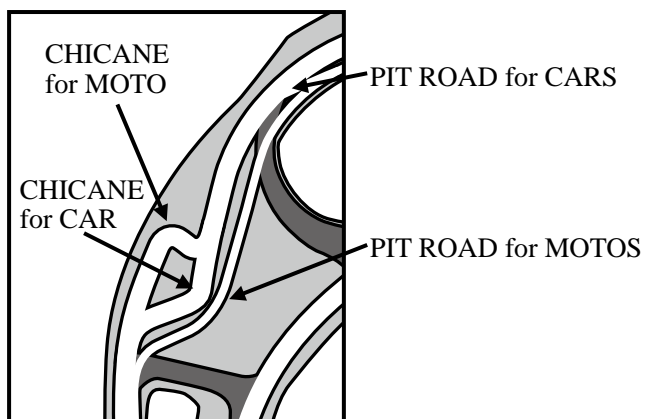


2001 – 2002 S-CURVE, GYAKU-BANK, AND DUNLOP CORNER REWORKED

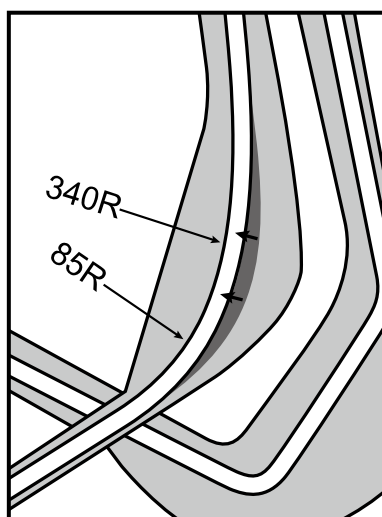
In February of 2003, Suzuka Circuit's famous 130R was modified by combining the radii of 85R and 340R, as also enlarging the safety zone to the Out. At the same time, a path exclusively provided for the 4-wheel machines was laid in order to improve safety at the chicane. Compared to how it was before, the entrance portion was moved up 65 meters, giving a less critical approach angle. This turned the course length into 5807 meters for the cars while similar work at the chicane was done also exclusively for moto (2-wheel) events in March of 2004, right upon coming up the hairpin curve, with the track length for the moto now measuring 5821 meters.

In October of 2005, finally another new Grandstand building was completed, that providing an exceptional spectator space for the guests with a grand, panoramic view sweeping over the Eastern-half of the course.

2003 CHICANE REWORKED

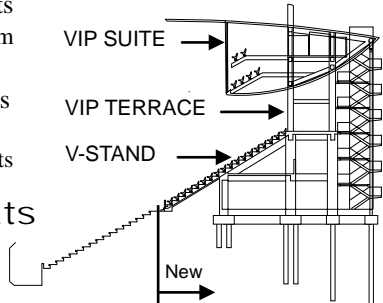


2005 A NEW GRANDSTAND WAS CONSTRUCTED



2003 130R REWORKED

VIP SUITE	500 seats	
	Height from the track – 28m	
VIP TERRACE	198 seats	
V-STAND	1608 seats	
TOTAL	2298 seats	



VIP SUITE

VIP TERRACE

V-STAND

New

(26) A set of more efforts devoted between the years 2007 and 2009

For the safety, ease and comfort, and also the convenience of each and every guest visiting Suzuka Circuit, efforts were devoted ever so more to make here a place where each person will continue to find pleasing to visit and to work at, for what purpose it may be.

In 2009, this track celebrated the birth of “New” Suzuka Circuit!!

Since founded in September of 1962, Suzuka Circuit has always been praised with its course layout comprised of very technical, varying, hi-speed sections, and this high reputation was proven ever more through successful staging of various world-class events such as the F1, the 8 Hours Endurance, the MotoGP, - all the high-leveled series in both the auto and moto categories. Over the years, it has put in constant efforts to improve the track and surrounding facilities.

On the concept of, “To be one of the best circuits in the world, as putting to good use our renowned tradition as one ‘fantastic’ course, and to provide a heart-beating excitement while also realizing a safe and sound venue-making for everybody, which means the people watching, the people racing, and the people operating the events”, particularly between the years 2007 to 2009, Suzuka Circuit underwent a whole new set of efforts to modify its facilities, concentrated mostly over the East Course in particular, which is considered as one of the largest works ever done in its history.

The key significance of these reworks was to let the circuit and its facilities become more safe, comfortable and convenient, overall user-friendly for everybody watching, participating in competitions, sponsoring and supporting, operating” as well as “media attending to report the event”, also the businesses and merchandisers associated with the events in any official kind of fashion. And to this very day, this continues to be a very sincere wish held by this Circuit.

- Improvements made through the modification project of up to 2009

- (1) Modification and expansion of the Grandstand
- (2) Improvement of the stand areas for better spectator comfort, environment and convenience
- (3) Construction of the Pit Building
- (4) Construction of the Team Offices
- (5) Expansion of the Paddock
- (6) Enlargement of the Run-off Areas
- (7) Rework over the Service Road



** For further information on Circuit Renovation History, please contact our staff.*

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MEDIA SHUTTLE BUS TIMETABLE

SUZUKA CITY MAP 1

SUZUKA CITY MAP 2

TIME TABLE

公式通知 No. 1
大会事務局
2013.10.1 発行

■2013 FIA F1世界選手権シリーズ第15戦 日本グランプリレース

■Porsche Carrera Cup Japan 2013 第10戦&第11戦 / 2013 S-FJ チャレンジカップレース

[illegible]



SUZUKA CIRCUIT INTERNATIONAL RACING COURSE

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RED ZONE

レッドゾーン

SERVICE ROAD

サービスロード

WAY TO TRACK-SIDE

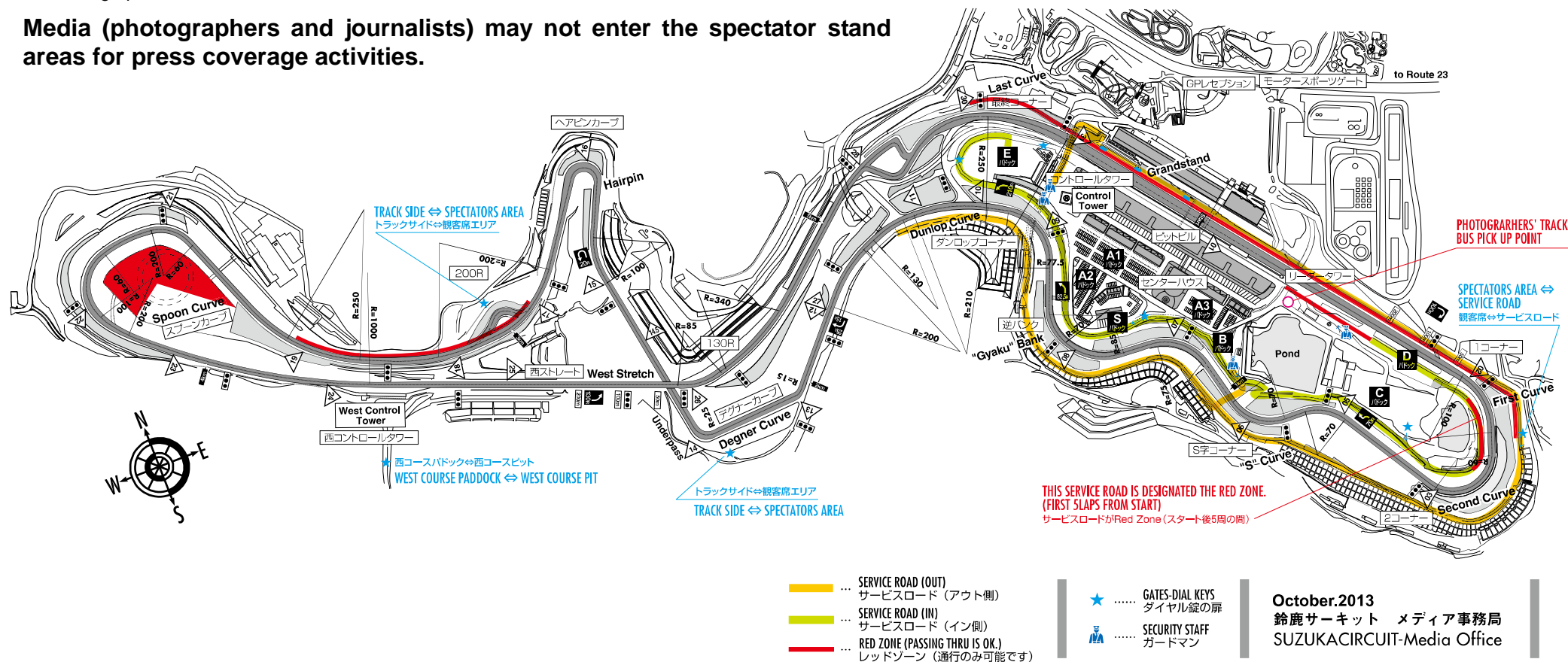
トラックサイド
入場ルート

ABOUT MEDIA ACTIVITIES IN THE TRACK AREA

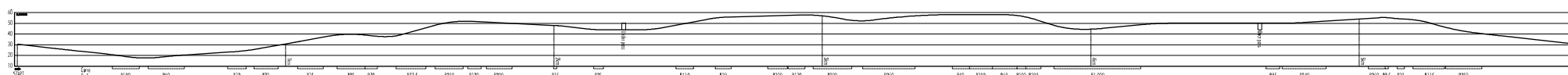
Must have a valid accreditation (permanent or race by race / one event) and either wear a tabard OR an FIA photographers' jacket.

You can gain access through the dial-key gates and openings wherever the security staff are standing. Password for the dial-keys will be posted inside the Media Center and the Photographers Area.

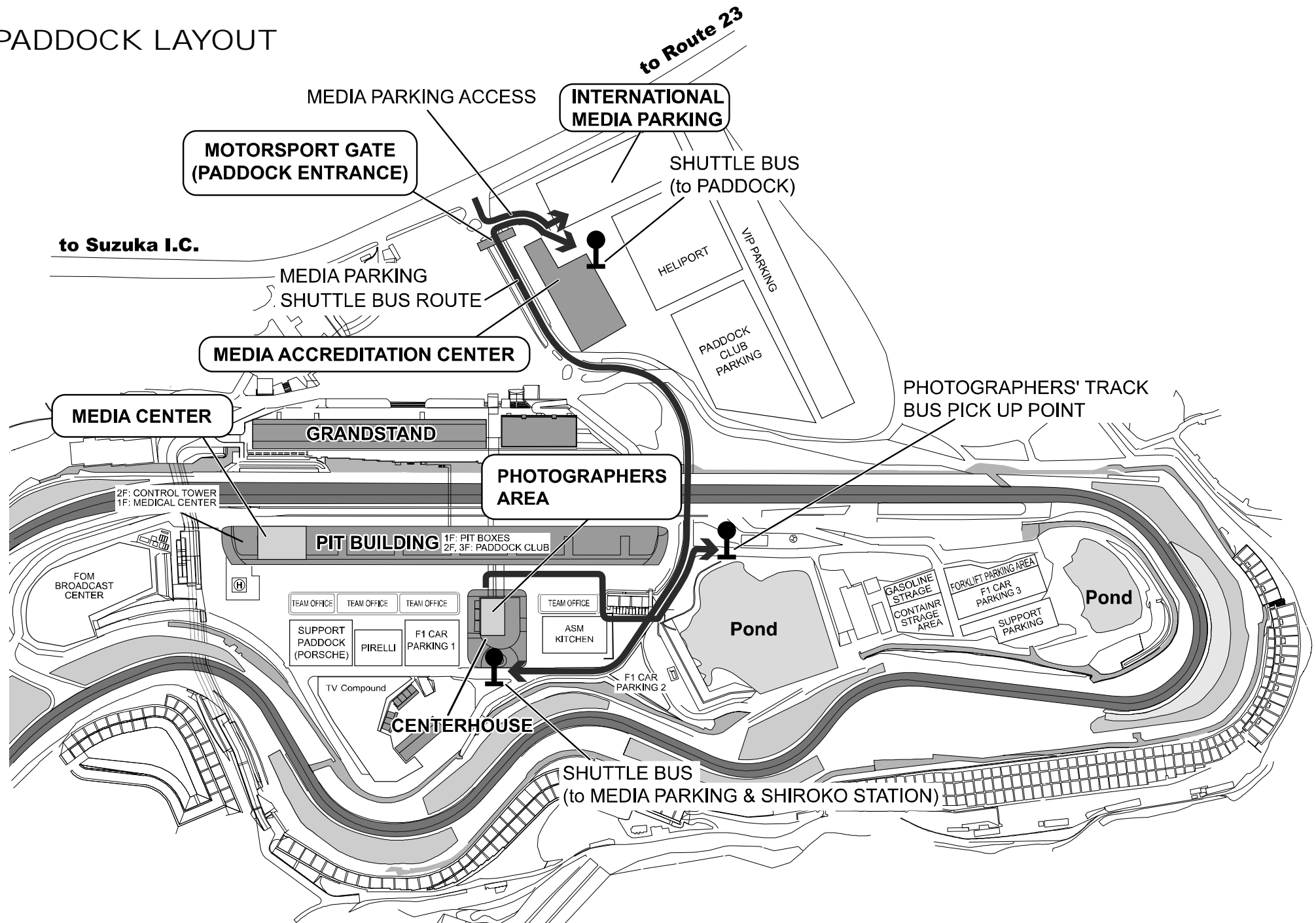
Media (photographers and journalists) may not enter the spectator stand areas for press coverage activities.



ELEVATION

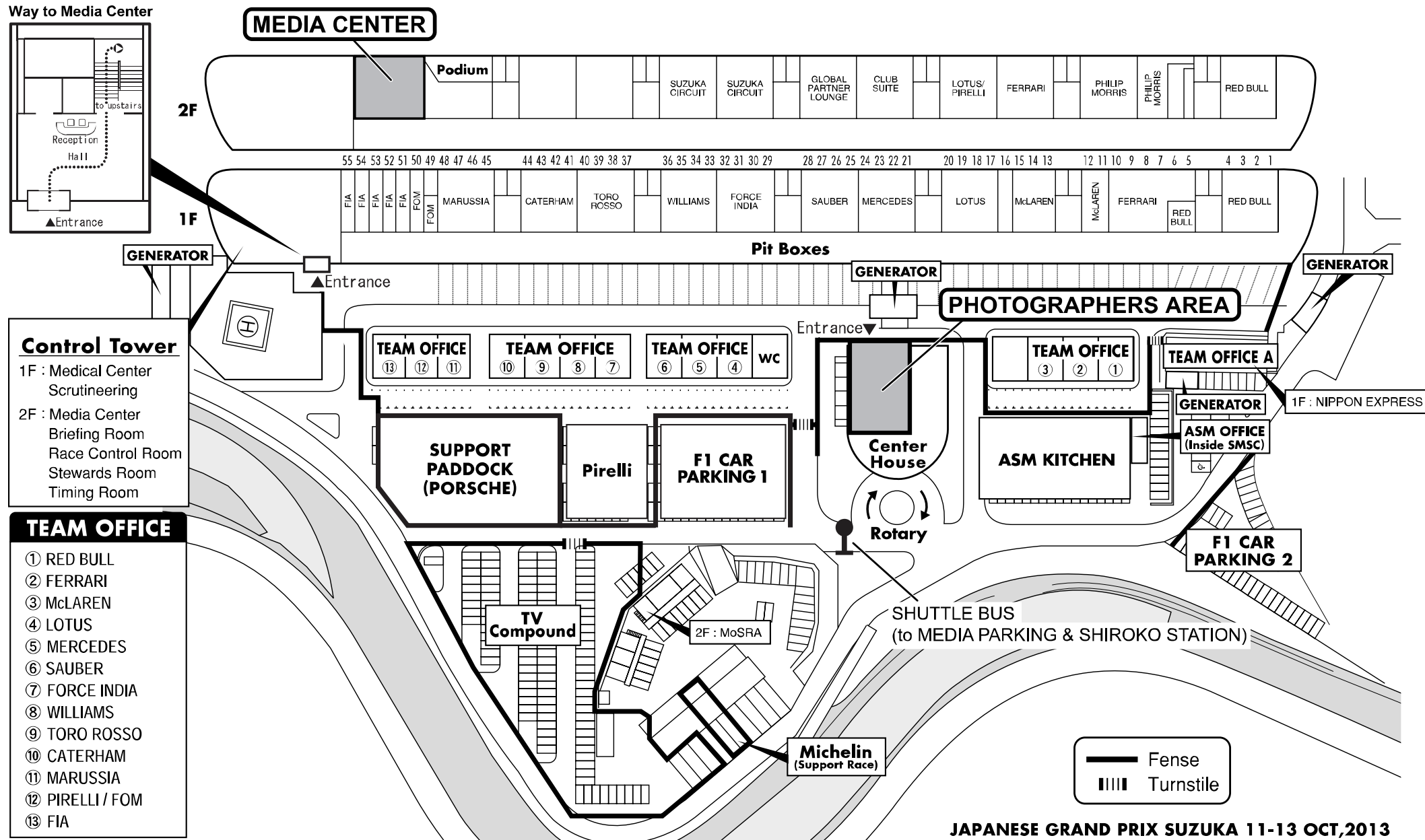
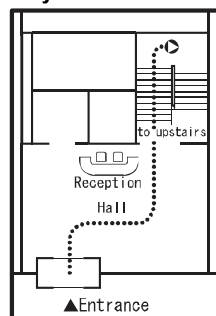


Paddock Layout

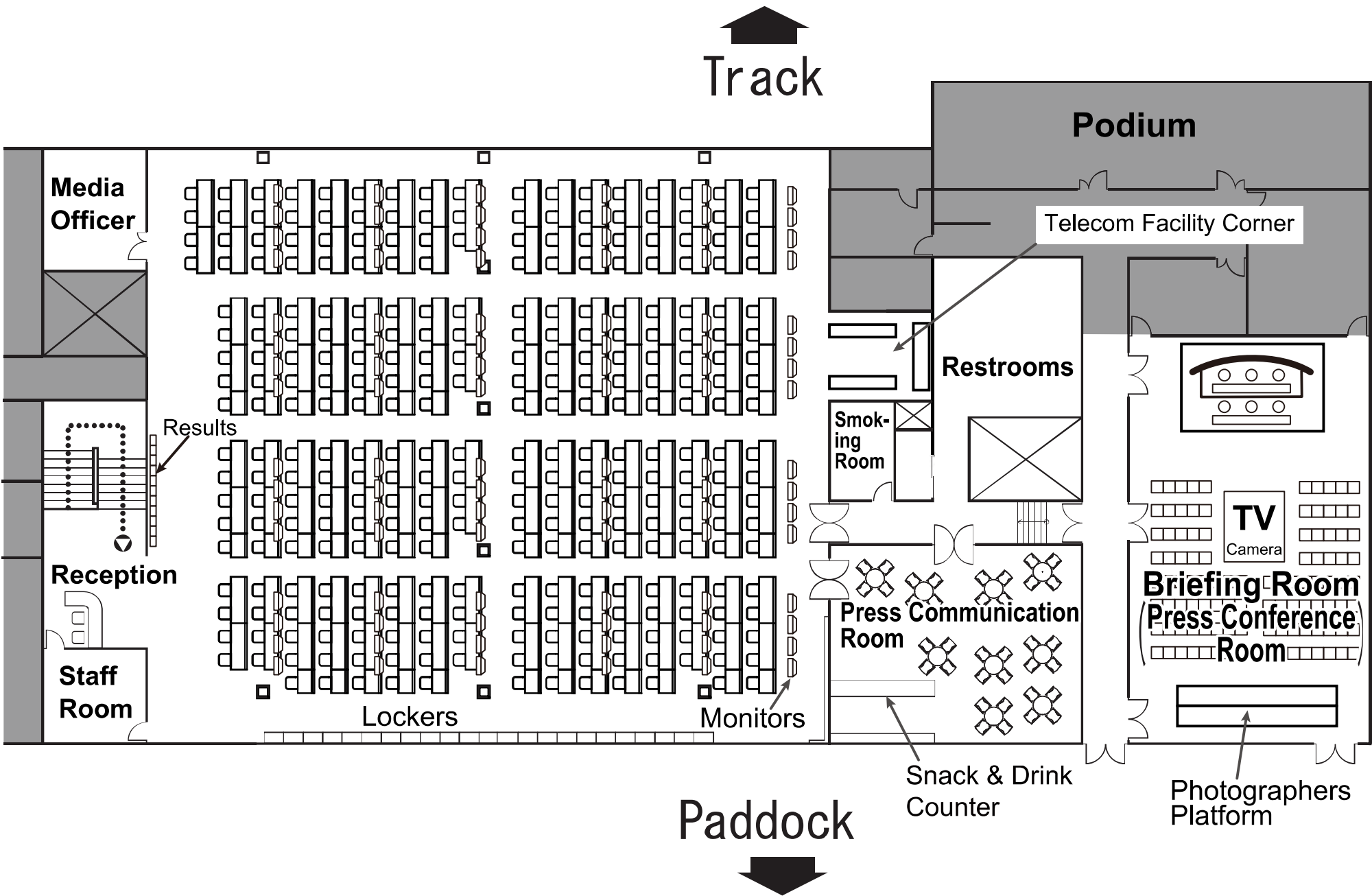


MEDIA CENTER, PHOTOGRAPHERS AREA LOCATION

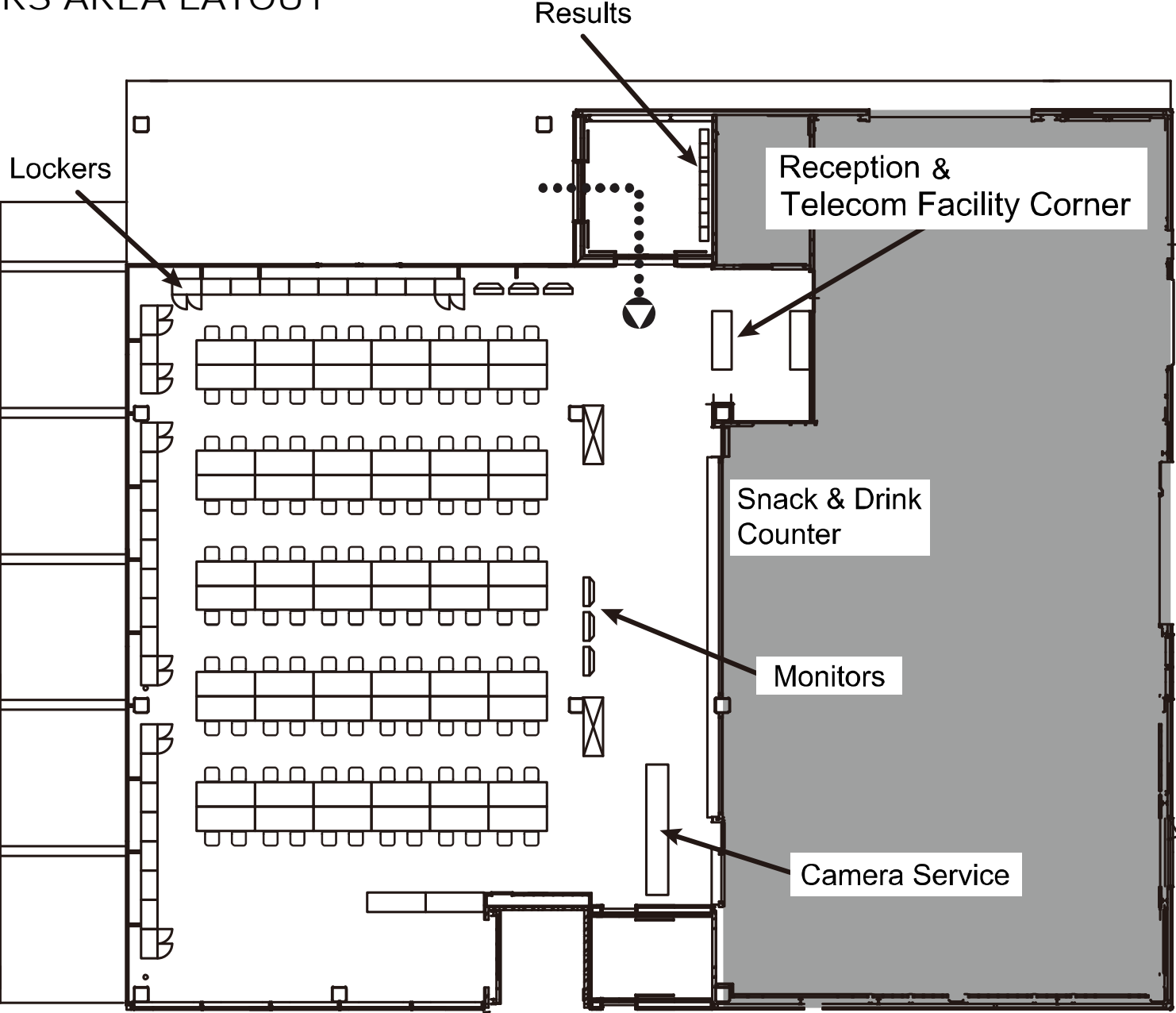
Way to Media Center



MEDIA CENTER LAYOUT



PHOTOGRAPHERS AREA LAYOUT



MEDIA SHUTTLE BUS TIMETABLE

Paddock Center House ↔ East Exit of Shiroko Station

10th Oct. (Thu)

East Exit of Shiroko Station	Paddock Center House
7:30	7:55
8:25	8:50
9:20	9:45
10:10	10:30
10:55	11:15
11:40	12:00
12:25	12:45

Paddock Center House	East Exit of Shiroko Station
17:00	17:20
17:45	18:10
18:35	19:00
19:25	19:50
20:15	20:35
21:00	21:20
21:45	22:05

11th Oct. (Fri)

East Exit of Shiroko Station	Paddock Center House
7:00	7:25
7:45	8:15
8:35	9:05
9:25	9:50
10:10	10:35
10:55	11:20
11:40	12:05

Paddock Center House	East Exit of Shiroko Station
18:00	18:20
18:45	19:10
19:35	20:00
20:25	20:50
21:15	21:35
22:00	22:20
22:40	23:00

12th Oct. (Sat.)

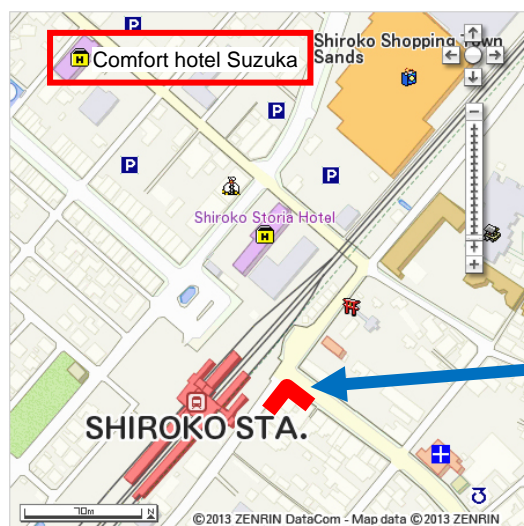
East Exit of Shiroko Station	Paddock Center House
7:00	7:25
7:45	8:15
8:35	9:05
9:25	9:50
10:10	10:35
10:55	11:20
11:40	12:05

Paddock Center House	East Exit of Shiroko Station
18:00	18:20
18:45	19:10
19:35	20:00
20:25	20:50
21:15	21:35
22:00	22:20
22:40	23:00

13th Oct. (Sun.)

East Exit of Shiroko Station	Paddock Center House
7:00	7:25
7:45	8:15
8:35	9:05
9:25	9:50
10:10	10:35
10:55	11:20
11:40	12:05

Paddock Center House	East Exit of Shiroko Station
19:00	19:20
19:45	20:10
20:35	21:00
21:25	21:50
22:15	22:35
23:00	23:20
23:40	00:00



■ The pickup and drop off point for MEDIA SHUTTLE BUS will be located across the street of the East Exit of the Shiroko Station. There will be NO BUS STOP sign, so look for a bus that has a sign “MEDIA SHUTTLE BUS” posted on the front and the side of the bus like the picture below near the red area painted in the map.

■ メディアシャトルバスは近鉄白子駅東口の通りを挟んだエリアから発着いたします。バス停は設置されていないので、写真のように、「MEDIA SHUTTLE BUS」とサインがあるバスを目指してご乗車ください。

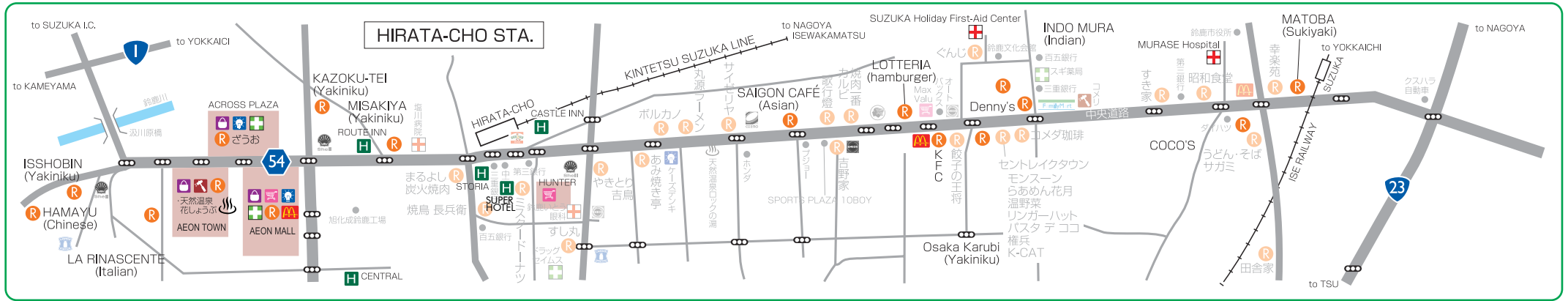


Please note:

- *Media Bus is in operation from 10th Oct. to 13th Oct.
- *Media Bus is only for the Media Members with Credentials
- *The bus is subject to delay in times of heavy traffic
- *The bus will not stop at the Comfort hotel Suzuka

※メディアバスは、10月10日(木)～10月13日(日)運行いたします。
 ※メディアバスは、メディア関係者のみご利用いただけます。
 ※交通状況により、発着時間が遅れる場合がございます。
 ※このバスは、コンフォートホテルには停車いたしません。





SHOPPING CENTER

AREA	NAME	TEL.	OPEN
A-1	AEON MALL	059-375-0666	10:00-22:00 (except some shops)
A-1	AEON TOWN	059-370-0609	10:00-21:00 (except some shops)
B-1	HUNTER	059-379-2200	weekday 10:00-20:00 Sat.&Sun 9:00-21:00
D-2	APITA	059-388-8911	10:00-21:00 Sun.9:00- (except some shops)
E-4	AION SHIROKO	059-387-1111	10:00-22:00 (except some shops)

RESTAURANT

AREA	NAME	TEL.
A-1	ISSHOBIN (Yakiniku)	059-378-1001
A-1	HAMAYU (Chinese)	059-375-3630
A-1	KAZOKU-TEI (Yakiniku)	0120-57-2989
B-1	MISAKI-YA (Yakiniku)	059-378-0071
C-4	NANIWADE-OMASU (Okonomiyaki)	059-388-8989
C-1	SAIGON CAFE	059-381-5567
E-1	MATOB (Sukiyaki)	059-382-0345
B-2	MARINO (Italian)	059-375-1117
B-2	VINGT CINQ (Bakery Restaurant)	059-370-6300
E-2	TARAKU (Japanese)	058-380-5565

TAXI

NAME	TEL.
KINTETSU TAXI	059-386-1161
MEITETSU TAXI	059-384-5678
SANKO TAXI	059-382-1381

HOSPITAL/CLINIC

AREA	HOSPITAL	TEL.	SPECIALTY	OPEN DAY	OPEN HOURS
B-1	SHIOKAWA Hospital	059-378-1417	Internal medicine, Surgery, Brain surgery, Orthopedic Surgery, Digestive organs, Respiratory, Rehabilitation Radiology, Dermatology.	Mon - Sat Mon - Fri	9:00~12:00 15:00~18:30
D-1	SUZUKA Holiday First-Aid Center	059-382-5066	Internal medicine, Pediatrics, Dental Pediatrics, Internal medicine	Sunday, holiday, and day of year end and new year Everyday	9:30~12:00/13:00~16:30 19:30~22:30 (Until 22 o'clock.)
D-1	MURASE Hospital	059-382-0330	Internal medicine, Orthopedic surgery Digestive organs, Cardio vascular disease Radiology, Urology, Dermatology, Rehabilitation	Mon - Fri Sat	9:00~12:00 13:00~15:00 16:00~20:00 9:00~12:00 13:00~17:00
North of D-1	TAKAGI Hospital	059-382-1385	Surgery, Internal medicine, Digestive organs, Proctology, Dermatology, Rehabilitation	Mon - Sat Mon - Fri	9:00~13:00 16:00~19:00
West of A-2	KAISEI Hospital	059-375-1212		Day and 30 when 2-4-6 adheres	
D-2	SUZUKA General Hospital	059-382-1311		Day and 10 and 20 when 1-3-5-7-8 adheres	

AREA	HOSPITAL	TEL.	SPECIALTY	OPEN DAY	OPEN HOURS
B-1	SUZUKA ITO Ophthalmology	059-367-0101	Ophthalmology	Mon - Thu, Sat Mon, Wed, Fri Sat	9:00~12:00 15:00~18:30 14:00~17:00
B-2	SETO SEIKEI GEKA	059-375-0225	Orthopedic surgery	Mon - Fri Mon - Wed-Fri Sat	9:00~12:00 15:00~19:00 9:00~14:00
D-2	SUEHIRO DENTAL	059-384-0022	Dental	Mon, Tue, Wed, Thu, Fri, Sat	9:00~12:30 14:00~19:00
C-3	CHINEN Clinic	059-387-5611	Internal medicine, Surgery	Mon - Sat Mon, Tue, Thu, Fri	9:00~13:00 15:00~18:30
D-3	TOKAI SEIKEI GEKA SUZUKA	059-368-0055	Orthopedic surgery	Mon - Fri-Sat (AM) Mon - Fri	9:00~12:00 15:30~19:00
D-3	OKADA Otolaryngology	059-368-3933	Otolaryngology	Mon, Tue, Wed, Fri, Sat Mon, Tue, Wed, Fri	9:00~12:30 14:00~19:00
D-3	HIMAWARI Dermatology	059-380-1112	Dermatology	Mon, Tue, Wed, Fri Mon, Tue, Fri	9:00~12:30 16:00~18:00
E-3	OIKE SEIKEI GEKA	059-388-3115	Orthopedic surgery	Mon - Sat Mon - Wed-Fri Sat	9:00~12:00 15:30~18:30 15:00~17:00
C-4	SUZUKA KODOMO Clinic	059-380-1800	Internal medicine, Pediatrics, Allergy	Mon, Tue, Thu, Fri Wed (AM) Sat	9:00~12:00/14:00~18:30 9:00~12:00 9:00~12:00/14:00~15:00
E-4	SHIROKO Clinic	059-388-8988 059-388-2221	the obstetrics and gynecology	Mon, Tue, Thu, Fri, Sat Mon, Tue, Thu, Fri	9:00~12:00 15:00~18:00

