

D1 Grand Prix Series Regulations

Based on the D1 Rules, the Series Rules for the D1 Grand Prix Series (abbreviated as D1GP Series) are established as follows. Matters not stipulated in the Series Rules shall be governed by the D1 Rules. The interpretation of the rules shall be subject to operation and interpretation in accordance with the D1 Rules.

1. Competition Format 2024

The D1 Grand Prix Series (hereinafter referred to as "the Series") is organized by the D1 JAPAN ORGANIZATION, the national representative body of D1 in Japan, as a D1 Grand Prix rated competition series. In order to ensure that the rules and regulations are consistent throughout the series, a race director will be appointed to manage the competition.

2. Competition Schedule

Round	Event date	Course
Round 1 Round 2	5.10.Fri - 12.Sun	Okuibuki Motor Park
Round 3 Round 4	6.28.Fri - 30.Sun	Tsukuba Circuit
Round 5 Round 6	9.27.Fri - 29.Sun	Ebisu Circuit
Round 7 Round 8	10.25.Fri - 27.Sun	Autopolice International Racing Course
Round 9 Round 10	11.8.Fri - 10.Sun	Daiba special venue

3. Participating Teams

1) Requirements for teams participating in this series

The participating teams in this series shall consist of entrants registered with the D1 JAPAN ORGANIZATION and shall be organized in accordance with the following requirements.

- (1) A team shall consist of at least three (3) persons who fulfill the respective functions of representative, driver and team member, and who are registered with D1 JAPAN ORGANIZATION and hold a valid JAF Entrant's License.
- (2) The driver may also serve as a representative, but the authority to represent the team during the event must be delegated in writing to a team member.
- (3) The representative must keep the participating vehicles under his/her full control (right of use, state of maintenance, compliance with regulations, etc.).

(4) The participant's name (team name) shall be the JAF entrant's registered name. The vehicle name shall be a combination of "sponsor's or entrant's name + common name or model of the vehicle. Both names must be less than 30 one-byte characters including spaces. As a general rule, the entrant's name (including the team name) may not be changed during the season). (In the event of a mid-season change, it shall be treated as a separate entrant.)

(5) As a general rule, team members are required to wear team wear with a design that allows for identification between teams.

2) In the case of multiple-entrant teams

- (1) As a general rule, a participating team may register no more than two vehicles.
- (2) The names of the participating teams on the registration must be the same. However, the vehicle names may be defined individually. The names shown on result etc. will be listed under the name of the identified participating team.
- (3) Each registered participating team representative, contact window, and financial institution account must be unified.
- (4) In principle, pit locations for the same participating team shall be adjacent to each other, but this shall not apply when there is a selection round.
- (5) It is desirable that the vehicle coloring and racing suits have a unified design.
- (6) Multiple car teams (two cars) may be entered even in the case of spot entries.

3) Preferential treatment

In order to promote the development of the D1 Grand Prix Series, the following conditions shall apply to D1 Grand Prix Series participants who are exempted from the selection process if a selection process is set for the event.

(1) Preferential treatment for new cars (preferential treatment for new cars)

The vehicle must fall into one of the following categories.

- a. Vehicles of a model that has never participated in the D1 Grand Prix Series and for which a new vehicle of the same model has been sold.
- b. Vehicles that have never participated in the D1 Grand Prix Series and have been approved by the D1 JAPAN ORGANIZATION.

(2) Preferential system to promote participation outside of Japan (Overseas Driver Preferential System)

Those who meet the following conditions will be given a pit adjacent to a team that shares a maintenance garage, and team members will be allowed to register in duplicate.

- a. Only non-Japanese drivers recognized by the D1 JAPAN ORGANIZATION.
- b. One of the following must apply
 - i. Those who have an excellent track record in overseas drifting competitions.
 - ii. Drivers who have participated in the D1 Grand Prix series or exhibitions in the past and have earned points.

4. Driver Qualifications

To participate in this series, drivers must have a valid D1-SUPER driver's license or D1-GP driver's license issued by the D1 ASSOCIATION, as well as a valid JAF domestic B or higher driver's license and a valid driver's license at the time of entry to the event. In addition, the driver's license must be valid and in good standing at the time of the event and not in violation of any D1 regulations such as suspension.

5. Entry (application for participation)

1) All competitors who wish to participate in this series must register as an entrant on the official D1 website (<http://www.d1gp.co.jp/>) and complete web entry, submission of an entry application form, and payment of the entry fee by the end of the entry period.

The confirmed bib number of the Participant for the relevant event will be notified at the time the entry documents are sent to the Participant.

Company Address and information :

Shinjuku Square Tower, 6-22-1 Nishi-Shinjuku, Shinjuku-ku, Tokyo 163-1126, Japan
D1 Division Tel : 03-6773-5990 Fax: 03-6870-6504 E-mail : member@d1gp.co.jp
Entry fee transfer account: Resona Bank, Shintoshin, savings account 3429205, D1 Division

- 2) Entry shall be by "Team Entry" and up to 2 drivers (2 cars) may be registered.
- 3) In Dual Finals style competitions where the "Finals" are held on two consecutive days, they are treated as separate competitions, but it is not possible to enter only one of the two competitions.

4) Types of Entries and Entry Fees

(1) There are two types of entries as follows

- a. Annual Entry : In principle, annual entrants are obliged to participate in all tournaments. In the event that an annual entrant does not participate in any event, that event will be treated as a spot race and the difference between the annual entry fee and the entry fee must be paid.
- b. Spot Entry : Entry procedures must be completed for each event in which the entrant wishes to participate.

(2) Entry fees are as follows.

The entry fee consists of "team entry fee" and "driver entry fee," the total of which must be paid as the entry fee.

a. Team entry fee

Teams entered in the previous year : Annual entry fee: 330,000 yen,
Spot entry fee: 66,000 yen per race
New teams: Annual entry fee : 490,000 yen, spot entry fee: 66,000 yen per race.

b. Driver Entry Fee

Drivers who participated in last year's event : Annual entry fee: 330,000 yen,
Spot entry fee: 66,000 yen per race
New driver Annual entry fee : 490,000 yen, Spot entry fee: 66,000 yen per race
If a driver changes drivers temporarily, the competition will be considered as a spot entry and the driver must pay the difference for the competition.

5) Entry Limitations

A limit on the number of entries may be set depending on the venue. The order of priority of entries will be announced in the Special Regulations.

6) Participation Pledge

All competitors, drivers, and team members must sign a written pledge including the contents of Rule 4-15 of the JAF Domestic Rules and Regulations when applying for participation. The signatures on the form must match the signatures of all team members. If there is any change in the team members, a notification of the change must be submitted at the registration desk with a signature.

7) Passes to be issued

(1) Entrant Pass

This is a credential pass issued for the registered person in charge of competition participation, and is issued only to entrants in the D1 Grand Prix Series. The Entrant Pass may be used by the registered entrant or by a team member authorized by the Entrant with a power of attorney. Entrant passes are issued to JAF entrant license holders or those with an equivalent license.

(2) Team Pass

A credential pass issued to each registered team member, which must be carried at all times during the competition. Use by anyone other than the registered team member is not permitted.

6. Driver and Mechanic Equipment

1) In addition to D1 Rules 22.1) and 22.3), drivers participating in this series must have the following equipment.

- (1) Drivers participating in this series must wear the following clothing during competition.
Driver suit, balaclavas, upper and lower underwear, socks, shoes, and gloves that are FIA approved (as described in FIA Technical List No. 27) or display a valid SFI standard tag (SFI 3.2A/5, 3.3, 3.3/5).
- (2) Drivers are required to wear a full-face shield type FIA-approved helmet (listed in FIA Technical List No. 25) or a JAF-approved helmet. Helmets that are more than 10 years old from the date of manufacture may not be used.
- (3) Drivers participating in JAF race competitions are required to use a FHR system that conforms to the FIA Supplementary Rules for Driver Equipment (FIA Supplementary Rule L, Paragraph 3: Frontal Head Restraint) or SFI 38.1 standards.
In the D1 competition, the HANS sliding tether type is recommended.

- 2) Fueler's equipment must be as specified in D1 Rules 22.2) and 3) (ii).
Other mechanics' clothing should be of safety-conscious materials and functions, and should have a uniform team design and labeling.
Mechanics working in the hot pit during the chase must wear flame-retardant clothing.

7. participating vehicles

1) Vehicle Requirements

Participating vehicles in this series shall be those compliant with the 2024 D1 Vehicle Regulations in the D1 Regulations Supplement-C1, and those specifically approved by D1 JAPAN ORGANIZATION upon application to the D1 ASSOCIATION. All competitors must be able to present a valid, publicly available document showing ownership or usage rights to the base production vehicle of the competition vehicle. D1 JAPAN ORGANIZATION reserves the right to refuse the participation of any vehicle it deems undesirable as a participant in this series.

- (1) Participating vehicles must be equipped in accordance with the "Installation of DOSS Installation Equipment" in Rule 11.5) of this series.
- (2) The official vehicle inspection for the event is to check the suitability of the vehicle for participation in the event, and the inspection does not guarantee the safety of the vehicle. The safety of the vehicle must be guaranteed by the participant at all times and is the participant's obligation.
- (3) Noise measurements of competition vehicles shall be made at the course side to measure the volume of vehicle noise during competition driving, and any vehicle whose noise level is measured to exceed 113db even once shall be subject to a penalty.
- (4) The technical passport and accompanying self-checklist for maintenance and compliance with regulations are documents that certify that the participant has taken responsibility for the basic maintenance of the competition vehicle, and must be maintained by the participant and submitted to the technical committee members at the time of the official vehicle inspection.
- (5) Official vehicle inspections must be conducted within the designated time frame, and in the case of pit inspections, the vehicle must be ready to be inspected as soon as possible. Cars that fail the vehicle inspection will not be allowed to run in the single race (Even Final) without the permission of the event technical committee chairman. Only the judging committee can approve a car that has not been approved to run by the technical committee chairman.
- (6) Any changes to the vehicle after the entry deadline must be reported at least 2 weeks prior to the event. The application for any subsequent changes shall be finalized at the registration desk on the day of the competition, and a change fee (100,000 yen) shall be paid.
- (7) No changes of cars are allowed during the same competition period.
However, changes in vehicles during the exhibition rounds are allowed.
- (8) Incomplete documentation and fraudulent acts related to vehicle qualifications will be subject to severe penalties, including revocation of the right to enter the series.
- (9) Only new entrants with vehicles that meet the following requirements will be allowed to compete with vehicles that have been modified beyond the scope of the D1 Vehicle Regulations.
 - 1) The vehicle must be a new model within the period during which it is being manufactured and sold by the vehicle manufacturer, or a model that has never competed in the past.

- 2) The vehicle must be submitted to the organizer's office with a special certification application fee of 30,000 yen (tax included) at least 60 days prior to the entry deadline for the competition in which the vehicle is to compete.
- 3) The applicant must submit the application and work report to the organizer in advance, and must undergo inspection after completion.
- 4) The contents related to special certification must not be disclosed to the public without the permission of the organizer.
- 5) Agree that performance adjustments may be made by the organizer even during the series.
- 6) Agrees to publicly announce the details of the special certification to all entrants.
- 7) No changes may be made to any part of the car after the special certification has been granted without permission.

2) Tire Requirements

Tires to be used in competition shall be limited to those listed in the latest edition of the "2024 D1GP Series Registered Tire List" to be published separately.

- (1) The tire brand, nominal size, cross-sectional width, outside diameter, applicable rim size, tread pattern diagram, rolling resistance coefficient, Sealant ratio, and other data must be submitted to the D1GP Series organizer.
- (2) The organizer may request a sample of the tires to be used, and the Participant may not refuse to provide such a sample. If a Participant's tires are found to be in violation of the regulations, the Participant may be subject to penalties including the loss of series points. In such cases, the Participant must bear the cost of the tire inspection.
- (3) Participants may use tires from several manufacturers or several types of tires, however the number of tires that may be used on the drive wheels during the competition after the single race final is indicated in the Special Regulations. The tread pattern and size of these tires must be one type and will be marked by officials prior to the single race.
- (4) Only tires marked by the officials may be used on the drive wheels during the single race finals, and no additional marked tires may be used for any reason. If a competitor uses a tire other than the marked tire, no points will be awarded for that run.
- (5) Prior to the single race, the organizer will specify the tires to be used in the single race. The tires so specified must be used in the single race.
- (6) The organizer may allow the use of extra tires in the final chase tournament. The tires specified for this are those approved by the competition director and may be used for tire inspection at other times.
- (7) If a rear tire is determined to have lost its bead during a competition run, irrespective of the reason, the points for that run will be invalidated. In addition, if a tire is damaged due to contact, etc., it may be replaced within the range of the marking tire at the discretion of the technical committee chairman. No further runs will be allowed in the event. If a competitor is ranked within 16th place in the first run of the single run, his/her single run ranking will be recorded, but he/she will not be allowed to run in the chase tournament, so the competitor ranked lower than him/her will be moved up in order and a chase tournament will be held for all 16 cars.

3) Fuel Requirements

- (1) Fuel for competition vehicles must be general commercial automobile fuel (leaded gasoline is prohibited), and participants must carry with them to the competition site a document containing product information issued by the manufacturer of the fuel or its equivalent.
- (2) Participants are not allowed to mix different fuels at the competition site, but are allowed to do so in the fuel tanks of the competition vehicles.

4) Vehicle Bib Numbers

A fixed number system will be adopted for this series. The number number number system shall belong to the participating team (only number 1 belongs to the driver who finished first in the previous year's series point ranking). Participating teams in this series have the right to apply for the number number they wish to use at the time of entry for the first round, provided that they comply with the

following items.

- (1) The driver who finished first in the series point ranking in the previous year shall be entitled to use the number 1 in the current year. If the driver does not use the number 1, it will be considered as an invalid number.
- (2) If a driver uses the number 1, the number used in the previous year shall be treated as an invalid number only during the current year, and the driver shall have the priority right to use the number in the following year.
- (3) Teams that earned points in the previous year's series shall have the right to use the number used in the previous year with priority in the current year.
- (4) Teams may request numbers 2 to 99, excluding numbers 0, 00, and 1. However, the number must be a two-digit number.
- (5) The number number to be used for the current year will be announced after the entry deadline for the first round.
- (6) In the event that a desired number number overlaps with that of another participating team, priority will be given to the team with the higher series point ranking from the previous year.
- (7) The fixed number number determined at the time of initial entry for the relevant year must be used throughout the series.

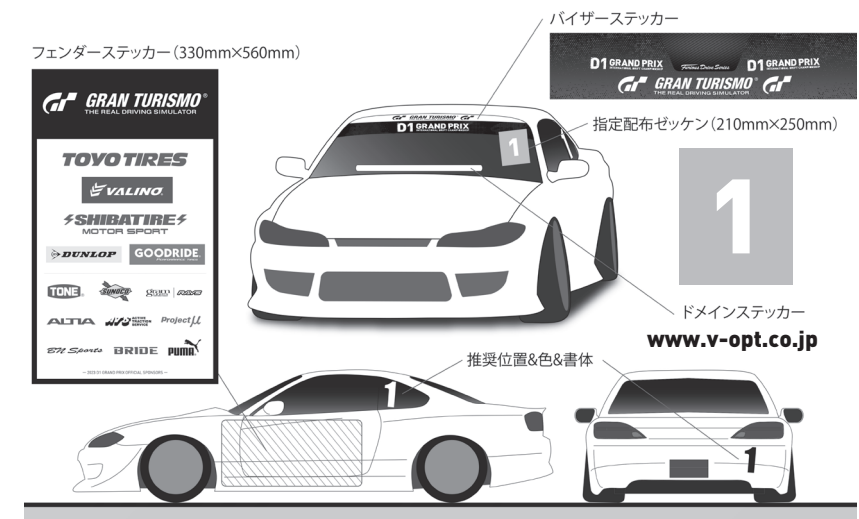
8. vehicle and driver markings

All vehicles participating in this series must be in the following display condition prior to the official vehicle inspection and equipment check.

1) Vehicle Display Obligations

All vehicles participating in the D1 Grand Prix Series shall be obligated to display the following official control stickers (visor stickers, fender stickers, domain stickers, designated distribution numbers, left and right numbers, etc.).

(Figure 1) 00000000000000000000000000000000



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- (1) Visor stickers and designated distribution numbers must be affixed to the upper portion of the front window.
- (2) Fender stickers must be affixed to the left and right fenders or the left and right doors.
- (3) Bibs must be displayed in the following three locations
 - a. Front window (designated distributed bib, size 250 mm x 210 mm, transparent portion may be cut off)
 - b. On the sides of the body on both sides
 - c. Rear bumper (optional display)
- (4) If the numbering system is found to be unrecognizable by the officials, the typeface and color of the numbers must be corrected.

2) Obligation to Display Wear

D1 Grand Prix Series drivers are obliged to affix the D1 official logo patch.

- (1) D1 patch (70 mm x 70 mm) must be attached to the racing suit when participating in the D1 Grand Prix Series. (Figure 2)
- (2) The D1 badge shall be affixed on the front of the suit at the top left chest.
- (3) Any logo of a drifting organization unrelated to D1 is prohibited.

(Figure 2)



3) Logo exposure restrictions for tire manufacturers and tire brands

Any display of logos other than those stipulated and publicized as a result of discussions with the tire manufacturers is prohibited.

9. Vehicle Inspection

- (1) The official vehicle inspection is intended to check the suitability of the vehicle for participation in the event and does not guarantee the safety of the vehicle. The safety of the vehicle must be guaranteed by the participant at all times and is the participant's obligation.
- (2) Official vehicle inspections will be conducted within the designated time, and vehicles that fail the inspection will not be allowed to run in official practice sessions without the permission of the technical committee chairman and the competition director.
- (3) Participants must abide by the decisions of the Technical Committee Chairman and the Race Director regarding the suitability of their competition vehicles in accordance with these Regulations and the D1 Vehicle Regulations. In addition, the race director/competition director may allow a competitor to participate in the event on the condition that the vehicle is found to be incompatible, but that it is corrected by a specified time. In this case, if the improvement is not completed by the specified time, the time period cannot be extended.

- (4) The race officials must make a judgment on the safety of the condition of the competition car from the viewpoint of driver safety, safety of other competitors, and safety of officials and spectators, and report the judgment to the race director. Participants are not allowed to challenge the race director's or race director's judgment of the safety of the car.
- (5) Any vehicle damaged during the competition must disclose the details of the damage to the car inspector, and may be subject to re-inspection. If the vehicle does not officially pass the re-inspection, it will not be allowed to run thereafter.

10. competition rules

1) Area names and regulations

(1) Course

No one other than the designated official staff is allowed to enter the course during the competition.

(2) Starting area

No one other than the official staff is allowed to enter the starting area.

(3) Waiting area

Only official staff and mechanics wearing flame-retardant team wear will be allowed in this area during the race.

All vehicles in the competition must undergo a pre-drive inspection by the competition officials in this area. If any modifications to the car are ordered, they must be completed and approved by the competition officials before the car can be driven.

(4) Paddock area

Teams must move their vehicles in consideration of spectator safety. The pit area must be under the control of the teams to ensure the safety of spectators and other visitors.

(5) Spotter Area

Entry is restricted to those who do not have a pass designated by the event.

2) Single Race Rules

i. Selection Committee

- (1) In the case of the selection round, the drivers ranked up to 24th in the driver's series ranking and those who do not fall under the preferential treatment for new cars and overseas drivers will be selected. The number of runs will be 2 for all cars and the running order will be according to the running group list provided by the organizer.
- (2) The ranking will be determined by the DOSS scoring and the judges.

ii. Single-Run Finals

- (1) The single car finals shall be held for all participants, and the number of runs shall be 2 for all rounds.
- (2) Running groups and running order shall be decided by lot drawing. The date, time and place of the draw will be announced in the official notification. Those who do not participate in the drawing of lots are not allowed to participate in the single run finals.
- (3) The scoring for the single run finals will be determined by adding the results of the judges' scores to the results of the DOSS measurements, and the best score will be used to determine the ranking. The top 16 places will advance to the chase tournament.
- (4) In the event of a change in surface conditions during the single run finals, the top 16 finishers from each group will be divided into groups of 16 in order of their scores to advance to the tournament. If the number of groups is 3 or 5, then up to 15 riders will be selected in the same manner, and the remaining one rider with the highest single-run score outside of the 15 will be selected for the tournament. The final ranking of the single-lap finals will be determined in the order of the scores.

iii. rules for single run progression

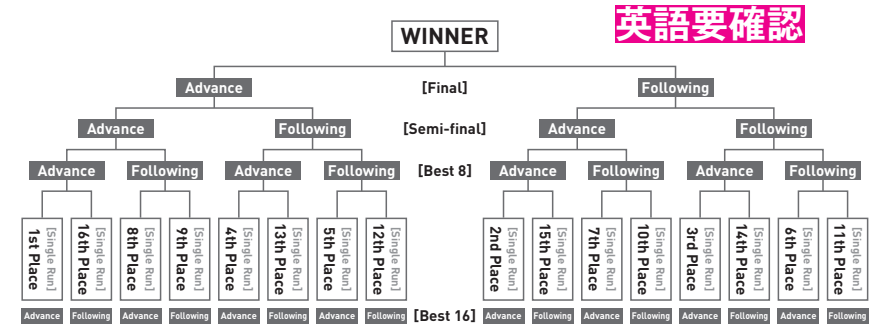
- (1) In the event of vehicle trouble, the right to run will be forfeited if the driver fails to follow the specified running order.

- (2) If a car trouble occurs in the waiting area, the car can only be driven in its own order for the remaining number of scoring runs only after repair work has been done in the waiting area.
- (3) If a car has already entered the course, it will not be allowed to return to the competition once it leaves the lineup and returns to the pit area for any reason, and will be deemed to have abandoned the race. The competitor's car must return to the waiting area after the race. If a competitor fails to return to the waiting area even though he/she is able to drive on his/her own, he/she will not be allowed to return to the competition in a single race.
- (4) If a car is found to have a problem after entering the course, the car must immediately report the situation to the starter and the technical committee members. If the starter and technical committee members inspect the car and determine that the car is not drivable, the starter may inform the participating drivers that they will not be allowed to start the race. The starter must immediately report this to the race director.
- (5) Any team member exceeding one mechanic who enters the waiting area/starting area during a single race without permission to start the engine, etc. will be excluded from the rest of the competition or fined.
- (6) Any driver who changes tires or refuels in the waiting area or start area will be excluded from the competition from the following rounds. However, maintenance by the driver that does not interfere with the progress of the competition will be permitted. If there is a possibility that bumpers or other exterior parts may fall off, the driver may be stopped from driving by officials.
- (7) If a competitor's car is in the waiting area or starting area and tools are handed over from outside without permission, the car will be excluded from the competition from the following rounds.
- (8) If a competitor's vehicle fails to start immediately after being instructed to do so by the starter, he/she will lose the right to drive and will be removed from the starting line.
- (9) Any car that is unable to start on its own at the starting area will not be allowed to participate in the event.
- (10) The participating car must be in the waiting area before the group concerned is lined up in the waiting area and the first car is led to the starting area during the single-car competition. Any vehicle that is not waiting at the prestige line through the designated route at the time the car in front starts shall have one point deducted from the number of points scored for the single race in question. In addition, in the case of a competition progression in which the cars enter the course as a group, the single run scoring for the relevant competition will be deducted by one point if the cars fail to enter the course as a group. If a car fails to arrive in time for the first or second run, it will forfeit the right to run the relevant run.
- (11) In principle, no warm-up is allowed, but warm-up is permitted in the designated tire heat-up area.
- (12) In the event of instrumentation problems, the order of running may be changed at the discretion of the race director.
- (13) Vehicles whose exterior parts have been repaired with duct tape or other imperfections due to damage or other reasons will not be allowed to run.
- (14) If a car cannot return to the prestige line by its own running order, it will forfeit the right to participate in subsequent single runs.
- (15) In principle, air pressure adjustment is not allowed between the first run and the second run, even in the waiting area.

3) Rules for the Chase Race

- (1) The following tournament ladder will be used for the chasing competitions according to the ranking of the final single race. The car on the left side of the tournament ladder will be the car ahead of the car on the right side of the ladder. If a competitor starts the first run in the wrong starting position, neither competitor may protest this.

• List of match-ups of battle run tournament (example)



- (2) As a general rule, no warm-up will be conducted after the chase race, but drivers are free to heat up their tires in the designated area in the waiting area (tire heat-up area). However, the location and method will be specified at the drivers' briefing for each venue.
- (3) Up to four mechanics per car may work on each participating car, and they will be allowed to enter the hot pit area in the waiting area. In this case, as a general rule, entry outside of the designated time is strictly prohibited. However, in the event that spare parts, tools, etc. need to be brought in due to machine trouble, etc., only those who have obtained permission from the official staff in the waiting area will be allowed to enter and exit the pit. The designated time is defined as the time between the start of the race and the start of the chase race as specified in the official notification of the event. Violations involving more than the specified number of workers shall be subject to exclusion from subsequent competitions or a penalty.
- (4) Tire change and gasoline refueling will be permitted in the waiting area for the chase race. However, a 20-liter container for gasoline is permitted. If equipment is deemed to be improperly stored in the waiting area, the official staff will issue advisory instructions. If a team fails to comply, the team will be disqualified.
- (5) Fueling is not permitted between the leading and trailing teams during a race. In addition, any driver who changes tires, regardless of the reason, will be penalized with a -3 or -5 point deduction from the immediately following points.
- (6) During a chasing race, the decision to repair, adjust, or replace parts of the car must be made as quickly as possible in order to ensure the smooth progress of the competition. The start of the work will be announced by the race director, and will be communicated to the workers by the officials as well as officially announced. If the work is not completed within 5 minutes, the right to drive will be forfeited. This work time can only be used once per competition, but it can be used again in the event of a re-match.
- (7) In the event of contact during a race, if the car cannot return to the pit area on its own, the judges will determine the cause of contact and the winner will be decided after consultation with the competition leader. Points shall be recorded only for the portion of the race where measurements were taken, and points shall be added or subtracted according to the cause of the contact, etc., and the points shall be reflected in the official results.
- (8) If neither competitor can reach the starting line, the starter shall declare the time up and the winner shall be determined by the result of the first run.
- (9) If the opponents are unable to start within the time limit, they may start alone and complete a lap of the course to earn the right to advance to the next round of the competition.
- (10) Competitors' vehicles must return to the waiting area after the chasing competition, and must be moved and stopped at the designated spot for the awards ceremony. If a competitor fails to do so even though he/she is able to drive on his/her own, he/she will be subject to a penalty under D1 Rule 36.

- (11) Scoring for the chasing competition will be done by DOSS and judges' scores. The winner will be the competitor with the highest total score after the "ahead" and "behind" runs. In the event of a re-match, the re-match will start from an even score.
- (12) The maximum number of rematches (sets of preceding and following) shall be zero before the best 16. After the best-of-8 matches, the rematch shall be played once in all matches. In the event that the match cannot be settled after the specified number of re-matches, the winner shall be decided according to the DOSS score of each preceding run in the final match.
- (13) The starting position for the follow-up race shall be laid out in such a way that the following car can easily close the gap with the car ahead, and shall be determined and announced to the participants before the official practice. In addition, both drivers are obliged to drive in a straight line in a grippy condition up to the designated position on the course immediately after the start.
- (14) Participating vehicles that are to be driven during the chase competition must enter the course in the designated manner. The timing for moving to the prestige line must be before the start of the second run of the previous competition, and the tires must be checked by the officials. If a competitor fails to enter the course at the specified time or fails to wait at the prestige line at the above mentioned time, a penalty of -2 points will be added to his points for that run. However, if he/she fails to arrive in time for his/her competition order, he/she will lose the right to compete.
- (15) Except immediately after the start of the race, no following car shall be in a position to obstruct the first swing or swing back of the car ahead in the scoring section. This action shall be regarded as an obstruction and a deduction of at least -5 points or a penalty loss shall be given.
- (16) If, at the start of the chase, a car moves forward between the time the red signal is turned on and the red signal is turned off, and the official starter judges that the situation is not fair in terms of competition, -5 points will be deducted from the points for that run as an infraction. After the red signal is turned on, unless the yellow light (delay signal) comes on, the car must start and continue the competition even if one of the cars does not start. If the signal becomes unusable due to trouble or other reasons, the race shall be started by a hand signal by an official.
- (17) Cars whose exterior parts are deemed to be incomplete will not be allowed to run.
- (18) If a car cannot return to the prestige line on its own after the first run, it will lose the right to run the second run.

4) Penalties for violating regulations during warm-up run

Penalties for violations during warm-up runs will be applied to the participating team (driver) that the Race Director determines to be the cause of the temporary suspension of the competition due to the intervention of course officials (e.g., vehicles getting stuck, course repairs, etc.) during warm-up runs. However, this penalty shall not apply to warm-up runs added due to changes in track conditions.

- (1) Penalties during the single run competition shall result in the loss of the right to run a second time in the single run scoring run.
- (2) If a competitor causes the competition progress to be interrupted for any reason other than running in a competitive condition during a chase race, a penalty of -5 points will be given to the score of the vehicle that caused the interruption.

5) Suspension of competition due to changes in road conditions

- (1) When the road conditions change significantly, the competition progress may be suspended at the discretion of the competition leader.
- (2) As a general rule, the competition shall be stopped at the end of each group in the single-car competition, or when all cars in a group have completed their scoring runs (when all cars in a group have completed the same number of runs).
- (3) In the case of a sudden change in road conditions due to a sudden change in weather, the competition may be suspended even if all cars in the group have not completed the current number of runs.
- (4) The decision on the wet scoring shall be made by the competition leader based on the consultation among the three persons stationed at each location: the competition leader, the judges, and the starter.

6) Resumption of Competition after Suspension

- (1) The competition must be resumed by sunset on the same day.
- (2) When the competition is resumed, the starter will always inform the competitors of the progress to be made after the resumption of the competition.
- (3) When the competition is interrupted due to changes in the road surface, a check run may be conducted before the competition is resumed.
- (4) When the competition is resumed, the runner who started the race at the time of interruption shall start the race.
- (5) If the competition has to be interrupted due to a sudden change in conditions during the chase race, the race will be restarted from the first run.

7) Pit stop and operations during suspended competition

- (1) During a single-car competition, when the competition leader declares the competition suspended due to weather conditions such as heavy rain, strong winds, etc., the cars will be allowed to remain in the pit. In such cases, work other than setting changes and tire changes will be permitted in the pit and paddock.
- (2) Under no circumstances will a team or individual be allowed to return to the pit except when the competition leader declares a halt to the competition. In such a case, the driver will not be allowed to return to competition and will be considered to have abandoned the race.

8) Handling of Out-of-Competition Situations

- (1) In the event that the competition schedule is changed due to weather or other reasons, the decision shall be made by the judging committee of the competition based on the proposal of the competition director and shall be implemented accordingly.
- (2) In the event that the final of the single run is cancelled, the ranking will not be awarded as the competition is unsuccessful.
- (3) If the chase competition is cancelled or stopped in the middle of the competition, the competition ranking will be announced as the end of the competition, according to the top order of the single run final and the end of the ladder phase of the chase competition. In such a case, the competition will be considered as a competition.
- (4) In other cases, the competition will be declared as a competition and the competition ranking will be determined by the competition judging committee of the competition.

11. scoring method for d1 grand prix series

In the D1 Grand Prix Series, the D1 Original Scoring System (DOSS) will be used in conjunction with the D1 Original Scoring System (DOSS) in accordance with the D1 Rules, Appendix B, "Scoring Criteria", Section 4.

1) Referee System

Scoring shall be based on DOSS scoring and the judgment of the judges, with assistant judges assigned according to the venue. There shall be at least two referees.

(1) Referee

Referees qualified as D1 International Referees or higher shall score infractions during driving and judge the distance between the following car and the car ahead. They shall also judge any running error or contact during the chase (chase incomplete) and the person responsible for such an error or contact.

(2) Assistant Referees

In principle, a person who has a D1 National Referee or higher qualification shall assist the judges in making final judgments near important corners. In addition, they shall judge contact and foul judgment in the chase.

(3) DOSS Scoring

Data will be collected from the entire course, and the ratings for each predetermined section will be tabulated and used for scoring for single and chase runs.

2) DOSS Operation

(1) DOSS Scoring

The drift course scoring section shall be divided into 3 or more sectors. The sectors shall be a mixture of start-up, turnaround and drift sectors, and each of these sectors shall be scored, with the total score being the DOSS score.

The DOSS score shall be rounded to two decimal places in the case of a single run, and to a whole number rounded to the first decimal place in the case of a chase run.

(2) Response to changing conditions

- a. When the road surface conditions change, a predetermined correction factor will be applied to the road surface level for scoring. The correction factor can be changed for each driving group, or for each one-half driving group if the group is divided into two halves.
- b. In the single run, the 16 cars in the chase at the time of a change in surface conditions will be divided into groups to determine their positions, regardless of the correction in paragraph a. In this case, the single run ranking will be determined by the group that has the highest surface level.
- c. In this case, the 16th place in the Single Race will be determined by the number of points corrected in Section a., and the 17th place and below will be determined by the number of points corrected in Section a., from among the 16th place and below, excluding the 16th place and below.
- d. The same correction factor will be applied for the first and second runs when applying paragraph a. in the chase.

(3) Measures to be taken in the event of a measurement failure

- a. In the event that data cannot be obtained due to a machine malfunction, the competition will be temporarily halted and the data recorded in the Drift Box, if available, will be used for scoring.
- b. If there is a malfunction in the measuring equipment during the single run, the judges will certify the ranking. However, in the case of obvious spins, etc., the judges will make up the points for the missing sectors and calculate the scores.
- c. If there is a malfunction in the measuring equipment during the chase, the competition shall be temporarily halted and the judging shall be conducted by video. If a data failure occurs in the second run, the DOSS score of the first run shall be invalidated, and both the first and second runs shall be judged based on the "video images already run".
- d. In the event that measurement cannot be made for a long period of time due to DOSS machine failure, etc., the official notification will be made by the race director, and then the judges and course officials will make a decision. In the case of a single race, the judges and course officials will make a decision starting with the group in which the measurement failure occurred, and in principle, the selection between groups will be made in the same manner as when the road surface conditions change. However, if a defect occurs during the course of a group, judgment shall be made again from the first run of the first car in the group. In the case of a follow-up run, all subsequent runs, including the run in which the measurement defect is confirmed, shall be judged by the judges.

(4) Restrictions on use of driver's radio

No radio transmission from the driver's side is allowed between the start standby point and the finish line during the single run and chase races, as well as during the official practice sessions.

3) Referee's Scoring Evaluation Factors

(1) Single run

- a. If the judges judge that the competitor did not start drifting in one movement, -1 to -5 points shall be deducted for each occurrence.
- b. If the judges judge that the competitor underdrifts, -5 points shall be deducted for each occurrence.
- c. If a driver fails to pass through the designated zone, points will be deducted from -1 to -3 for each occurrence.
- d. Riding off the course (Note 1) is treated as a foul and the following points will be deducted for each occurrence.

- Running off course on 1 or 2 wheels: -2 points However, this does not apply to the car following behind in a chase until it is off course on 2 wheels.
- 3 or 4-wheeled vehicles driving off course: -5 points
- In the event of a non-passing judgment for a sector, the points for that sector will be zero.

Note 1: Definition of off-course driving

A wheel is considered to be running off the track when any part of the tread of a wheel passes over any part of the track other than the designated track. The outer edge of the designated track will be specified at each event.

(2) Chase

- a. Both the car ahead and the car following will be penalized in the same manner as in single-track races. However, the penalty points for not passing the designated zone and the penalty points for running one or two wheels off the track will not be applied to the following car only when it is in the same lane as the car ahead and the relative distance between the cars is close.
- b. Additional points will be awarded to the trailing car for approaching the car ahead. The section to be judged as being close and the details of the section will be specified in the special rules of the event or in the briefing material at the beginning of the event, and will be explained in detail at the briefing. The total number of points for close approach will be determined for each event. In some cases, points may be deducted from the total number of points awarded if no points are awarded.
- c. The point deductions for infractions stipulated in 10.3) and 10.4) (ii) of these Series Rules shall be applied.
- d. In principle, two cars must run together in a chase, and when one of the cars is not running continuously, the running shall be stopped (chase incomplete) and points shall be awarded to the car that ran immediately before the other. This judgment will be made by the judges, who will deduct -30 points from the DOSS score for each interruption. If one party is 100% responsible for the interruption, -30 points shall be deducted from each of them, if both parties are equally responsible, -15 points shall be deducted from each of them, and if there is a difference in responsibility, 5 points shall be deducted from each of them as a standard.
- e. If the judges determine that there was no noticeable effect on the opponent's run, the run is allowed to continue, but if they determine that there was a noticeable effect, the run is suspended. The scoring in this situation shall be handled in the same manner as in the previous section d.

4) Determination of single run scoring and chasing race winner

(1) Scoring for single run and ranking

- a. The single run score shall be added to the DOSS measurement scoring results, including the deduction of running infractions by the judges. The highest single run score is 100 points, but there may be cases where scores exceeding 100 points are given.
- b. The ranking for the single run shall be determined by the best score of the two runs. In case of a tie, the ranking will be decided by the 2nd best score, if that score is also in case of a tie, the first runner will be awarded the higher rank.

(2) Determination of the winner of the chase run.

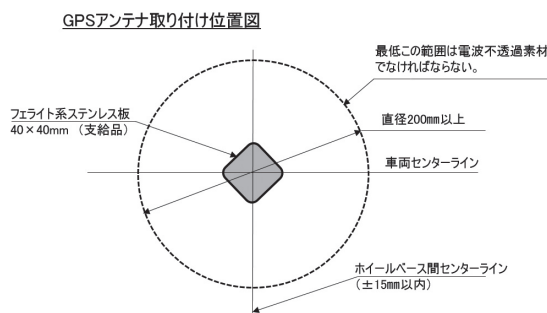
- a. The total score of the DOSS scoring and the score by the judges according to the items in 11.3) (ii) shall be the driving score.
- b. The winner will be the one whose total points of the first and second runs of both cars are higher than the total points of the first and second runs.
- c. If there is no difference of more than one point in the total score of the two teams, the game shall be played again.
- d. If the number of re-matches is limited to c., the winner will be the car with the highest number of points (to one decimal place) in the preceding round. If it is also the same case, the winner will be the one with the highest number of points for close calls, or in the same case, the winner will be the one with the highest single race final ranking.

5) Installation of DOSS installation device

All vehicles participating in D1 Grand Prix Series competitions are required to have the following DOSS installation structure as part of the vehicle structure. The following conditions of the vehicle structure are subject to vehicle inspection as part of the vehicle structure at the time of vehicle inspection for the competition, and must be completed prior to vehicle inspection.

(1) GPS antenna mounting position

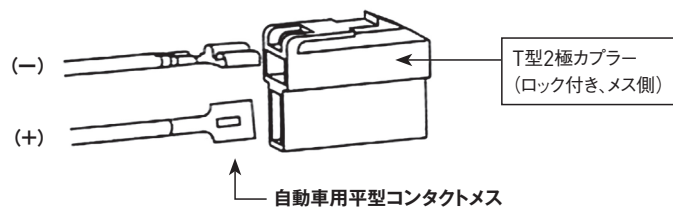
A mounting base plate (supplied item: ferrite stainless steel plate 40 mm square with double-sided adhesive tape) must be installed on the roof of all vehicles at the midpoint of the wheelbase at the vehicle center line. If the wheelbase center hangs over the windshield section, it shall be installed 60 mm from the rear edge of the windshield. For sponsor displays, etc. in this area, the antenna shall take precedence. For roofs made of non-metallic materials, a metal sheet (aluminum tape, etc.) with a diameter of 200 mm or more must be installed in this area (even on the interior side) as a radio wave shielding measure.



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(2) Installation of DOSS power supply

The wiring (+ and -) that is fed by the ignition ON must have terminals out near the passenger seat. The connector terminals are shown in the figure below. [Direct battery connection route is not acceptable].



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(3) Installation of Drift Box main unit bracket

The Drift Box, the main unit of the instrument, must be mounted horizontally and the cradle (supplied plastic part) must be fixed in a position where the monitor screen can be easily inspected from the passenger door side.

(4) Telemetry radio unit (shark antenna) mounting location

For vehicles with non-magnetic roofs (aluminum, carbon, etc.), when first installing the shark antenna of the DOSS unit, two stainless steel plates identical to the GPS antenna mounting base in (1) above must be attached and maintained in that condition thereafter for competition participation.

(5) Countermeasures to suppress noise radio waves for GPS radio reception

a. Countermeasures against noisy radio waves

When a non-metallic hood is used, a sufficient area of the back surface of the hood near the igniter must be covered with aluminum foil (aluminum or copper tape is acceptable) to prevent noise radio wave leakage from the igniter to the outside of the engine compartment. For igniters installed inside the vehicle, the igniter itself must be covered with aluminum foil (aluminum or copper sheet is acceptable) to prevent noise radio wave leakage. When a non-metallic roof is used, a metal sheet (aluminum or copper tape) with a diameter of 200 mm or more must be attached to the interior side of the GPS antenna and the interior side of the telemetry antenna (shark antenna) to deter noise emissions. When "electric water pump" is installed in the trunk section with rear radiator conversion, the electric water pump and the interior must be completely isolated by a metal wall. If a cooling suit is used, the electric water pump for the cooling suit installed in the interior must be covered with aluminum or copper tape.

b. Prohibited installation of electronic devices around the GPS antenna

No electronic devices such as radios, antennas, cameras, loggers, etc. shall be installed within a 50 cm radius of the DOSS GPS antenna.

c. Window glass must have a gap through which the cable of the DOSS instrument can pass

12. determination of competition standings

In this series, the competition standings shall be determined by the results of the finals of the chase race, except in cases where the competition is disqualified in accordance with rule 10.8) of this Regulations. Even if a competitor whose vehicle does not conform to the vehicle regulations at the time of re-inspection, or whose vehicle has a tire bead failure as specified in 7.2) (6), if the competition has been completed, the competitor's position in the competition will be recognized unless the judging committee deems the position to be invalid.

1) Single-Run Final Standings

(1) The highest score out of each competitor's runs shall be the best score, and the second highest score shall be the second best score. The order of ranking in the final of the single run shall be determined in the order of the highest best score, and in the case of a tie, the order shall be determined by referring to the second highest score, and if there is still a tie, the first runner shall be ranked higher.

2) Chase Race Standings (Tournament Standings)

(1) The third place and below in the order of the chase competition ranking shall be in stages, in the order of the top single finisher within the losers of the semi-finals of the chase, the best 8 of the chase, and the best 16 of the chase, respectively.

(2) The final winner in the chase competition shall be recognized as the 1st place winner, and his/her last opponent shall be recognized as the 2nd place winner. In the event that both runners are unable to run, the rankings shall reflect the results of the single run final.

13. Series Points

In this series, series points shall be awarded to each participating driver and each participating team with the results specified below. The points from each event of the series shall be added together to form the annual series points, and the single-driver series champion, driver series champion, and team series champion shall be recognized. However, no points will be awarded to competitors whose vehicles are found to have violated vehicle regulations, had the beads of their tires fall off as stipulated in 7.2) (6), or violated the allowable tire size based on vehicle weight for that event.

英語要確認

1) Single Race Points

The following points will be awarded in each series competition according to the results of the single-run finals. In the event of a tie for points in the single-run series, the ranking of the single-run series will be determined in the order of the top score in the relevant competition.

Ranking	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Point	20	16	15	14	13	12	11	10	8	7	6	5	4	3	2	1

2) Drivers' Points

(1) Drivers' points will be awarded according to the ranking in the relevant event, plus the single race and follow-up race ranking points shown in the table below.

(2) In the event of a tie for drivers' series points, the series ranking will be determined in the order of the top result in the relevant event.

Single Run Ranking	1st	2nd	3rd	4th
Point	4	3	2	1

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Ranking	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Point	25	21	18	16	13	12	11	10	8	7	6	5	4	3	2	1

3) Team Points

(1) Teams that have advanced to the Chase Competition will be awarded the points shown in the table below, based on their ranking in the competition.

(2) In the event of a tie in the series team point total, the series ranking will be determined in the order of the top ranking driver in the event.

(3) In the case of a team with more than one car, the points shown in the table below will be awarded based on the highest ranked driver's position among the teams.

Ranking	1	2	3	4	Best 8 (4 team)	Best 16 (8 team)
Point	26	20	15	10	6	3

英語要確認

4) Points in the event of non-competition

(1) When the best 16 games (8 games) of the chase competition are not completed and the competition is canceled

- In a situation where the actual best 16 matches have not been completed, the chase competition shall be declared ineligible because it is impossible to determine the standings in the chase competition.
- In accordance with 10.8) (3) of this rule, the ranking of the competition shall be based solely on the results of the single run final.
- 50% of the points will be awarded due to the failure of the chase competition, and the points after the decimal point will be rounded up to the nearest whole number.

(2) If the competition is canceled at the end of the best 16 (8 rounds) of the chase competition

- At this point, the chase competition is considered to have been completed.
- In accordance with Rule 12 of these Rules, the ranking will be determined based on the results of the single race final.
- Points will be awarded taking into account the progress of the competition, and all the best 8 competitors will be awarded 8th place points.

(3) If the race is cancelled after the best 8 rounds (4 rounds) of the chase competition have been completed

- In accordance with Rule 12 of these Rules, the rankings shall be awarded by reflecting the results of the Single Race Final.
- Points will take into account the progression of the competition, and all best-of-four players will be awarded fourth-place points.
* In the event of a decision to cancel the tournament in the middle of the best of 8, all best of 8 matches will be nullified.

(4) If the competition is canceled at the end of the best of four (2) rounds of the chase competition

- In accordance with Rule 12 of these Rules, the rankings shall be awarded by reflecting the results of the final of the single run.
- Points will be awarded to both finalists based on the progress of the competition.
- Both competitors who advance to the third-place match will be awarded the fourth-place points.

14. Prize Money

(1) Participants in each event will be awarded prize money as determined by their ranking in each event. In addition, series prize money will be awarded according to the drivers' point ranking at the end of the final round.

(2) Competitors whose vehicles have violated vehicle regulations, tire bead drop as stipulated in 7.2) (6), or tire size violation based on vehicle weight will not be awarded prize money for that event.

15. Infractions and Penalties

In accordance with the penalties (penalties) in D1 Rule 36, penalties that need to be enforced promptly during the competition may be enforced as soon as the race director confirms the fact of the infraction. In these cases, the penalty will still be listed in the official results, and if there is a fine, the amount of the fine will be determined by the ruling of the jury and listed in the official results and publicly announced.

16. Rules for Prevention of Moral Hazard

In the event of any of the following acts that are not in accordance with D1 Drivership, the driver will be assessed the penalty points specified below. A cumulative total of 25 points will be enough to suspend a driver from participating in one race.

- Dangerous driving : 20 points
- Driving with a warning : 10 points
- Abusive language toward officials : 10 points
- Violent behavior toward officials
- Running out of control : 25 points
- Late to briefing : 2 point
- Absence from briefing : 5 point
- Absence from official events such as the opening ceremony : 1 point
- Spraying oil on the course : 15 points

17. Obligation to Pay Fines or Penalties

Participants in this series are obliged to pay any fines imposed by the Competition Judging Committee during the competition period as penalties for infractions to the bank account designated by the JAF (Japan Automobile Federation). Alternatively, fines imposed as part of the penalty for infractions outside

of the competition period shall be paid to the designated bank account of the D1 JAPAN ORGANIZATION. The sanctions collected by the organizer will be used to prevent the reoccurrence of violations and to contribute to the development of the D1 Grand Prix Series. The payment of fines or penalties shall be in accordance with Rule 36.7) of the D1 Regulations.

18. Promotional Rules

1) In-Competition Promotional Activities

In-competition promotional activities of series sponsors and event sponsors are stipulated in the contract with the series promoter, but entrants must comply with the following, and team sponsors must be under the control of the entrant.

- (1) The Entrant shall endeavor to provide fan service for the D1 Grand Prix Series.
- (2) All persons belonging to the entrant must cooperate and participate in the following D1 Grand Prix Series ancillary events as scheduled.
 - a. Open pit
 - b. Pit walk (drivers must make an effort to provide fan service for a minimum of 20 minutes)
 - c. Drift Cruise (vehicle presentation by driving on the course outside of competition)
 - d. Ride-along in a car designated by D1 JAPAN ORGANIZATION
 - e. Ceremony
 - f. Other events designated by D1 JAPAN ORGANIZATION as necessary for the development of D1
- (3) When entrants or team sponsors conduct promotions or fan services in the paddock, they must take care not to obstruct the passage of traffic.
- (4) Entrants may not close the pit area during the official schedule period unless otherwise instructed by D1 JAPAN ORGANIZATION.
- (5) All persons belonging to the entrant must actively cooperate in the production of the official video.
- (6) Entrants must cooperate with D1 JAPAN ORGANIZATION in the smooth running of the promotional activities conducted by D1 JAPAN ORGANIZATION.
- (7) In the event that an entrant or any person belonging to the entrant violates the provisions of Rule 17.1) of these Rules, one or a combination of the following penalties will be imposed by the D1 JAPAN ORGANIZATION, in addition to the D1 Rules. The D1 JAPAN ORGANIZATION will make a decision on the application of such penalties after due inquiry of the entrant concerned, and the entrant has no right of appeal against such decision.
 - a. Recommendations (oral or written)
 - b. Warning (announced on the official website or in an official notice)
 - c. Fine (10,000 yen or more)
 - d. Cancellation of registration for the year (cancellation of participation in the tournament after the year in question)
 - e. Revocation of points earned for the year or the tournament in question
 - f. Revocation of seeding rights for the following year
 - g. Denial of registration for the following year

2) Display and exposure other than under the control of the series promoter

- (1) The logos of organizations other than the D1 Grand Prix Series promoters and the organizers shall not be displayed or exposed in any place without the permission of D1 JAPAN ORGANIZATION.
- (2) Exposure of company names and logos and PR activities other than those of the series sponsors and event sponsors shall not be conducted without the permission of D1 JAPAN ORGANIZATION, but may be permitted for a fee.

- (3) If a series sponsor or event sponsor has an exclusive exposure contract with a sponsor, PR activities including company name display, brand display, and logo exposure that would compete with that company are not permitted.
- (4) Company name display and logo exposure on vehicles, racing suits, helmets, caps, team wear, etc. other than those of tire manufacturers is permitted.
- (5) If the sponsor's rights and interests are infringed upon due to a violation of this section, a fine or appropriate penalty equivalent to the infringement of the sponsor's rights and interests will be applied.

3) Exposure of tire manufacturers sponsoring the event

Each of the tire manufacturers sponsoring the event will have different exposure conditions.

(1) Official Tire Sponsors

- a. Logos may be affixed to competition and exhibition vehicles without limitation as to number of vehicles, size, or location.
- b. The tire manufacturer's name, tire name, and brand name shall be permitted in the team name and car name.
- c. Logos may be affixed to racing suits, team wear, and caps without limitation.
- d. Logos may be displayed in the team pit area without limitation.
- e. The number of banners displayed during ceremonies shall be limited to four or one per car.
- f. White paint of the brand name or logo on the tire surface is allowed.
- g. Displaying the image color on the entire competition vehicle is permitted.

(2) Partner Tire Sponsors

- a. The size of the logo to be affixed on the competition and exhibition vehicles shall not exceed 500mm x 250mm or 1250 square meters, and the number of places where the logo can be affixed shall be limited to 4.
- b. The tire manufacturer's name, tire name and brand name are allowed to be used in the team name and car name.
- c. Logos may be affixed to racing suits and team wear in no more than two locations within a space of 300mm x 100mm.
- d. Exposure of logos in the team pit area is permitted without limitation.
- e. The number of banners displayed during ceremonies shall be limited to four.
- f. White paint of the brand name or logo on the tire surface is allowed.
- g. Displaying the image color on the entire competition vehicle is permitted.

(3) Support Tire Sponsor

- a. The size of the logo to be affixed on the competition and exhibition vehicles shall be within a space of 300mm x 150mm, and no more than four (4) locations on the rear fender, rear bumper or front bumper.
- b. The names of tire manufacturers, tire names, and tire brands may be used in the team name and car name.
- c. Logos on racing suits, team wear and caps shall be limited to 200mm x 75mm on either side of the chest.
- d. No more than one 900mm x 5000mm banner shall be allowed to be displayed in the team pit area.
- e. The number of banners displayed during ceremonies shall be limited to two.
- f. Whitewashing of brand names or logos on the surface of tires is not permitted.
- g. Displaying the image color on the entire competition vehicle is permitted.

(4) Supplier Tire Manufacturers

- a. The names of tire manufacturers, manufacturers and brands are not allowed to be used in the team name or car name.

- b. The size of the logo on the competition car and the display car shall be no larger than 230mm x 60mm and no more than 4 places on the rear fender, rear bumper or front bumper.
- c. Logo stickers on racing suits, team wear and caps shall be permitted within 100mm x 50mm.
- d. Exposure of the logo in the team pit is not permitted.
- e. The number of banners displayed during ceremonies is not permitted.
- f. Whitewashing of brand names or logos on the surface of tires is not permitted.
- g. Displaying the image color on the entire competition vehicle is not permitted.

4) Display and exposure outside the competition

- (1) When D1 competition vehicles are displayed or exposed, they must be as per 8.1).
- (2) When D1 drivers are exposed in their racing suits, it must be as per 8.2).

5) Issuance of Series Credential Passes

- (1) The series promoter shall issue a series credential pass to entrants in addition to the passes distributed to drivers and team members. In addition, the rules for the issuance of credential passes shall be as follows
 - a. Series entry team (per car) → 5 passes
 - b. Spot Entry Teams will be issued only at the time of entry → 3
 - c. A maximum of five tickets will be issued for race queens and controllers, depending on the number of registered entrants.
 - d. The number of tickets will be limited from the next race or the following year for teams found to be in violation of the rules or not following the instructions of the official staff.
 - e. Each Series credential pass to be reissued in case of loss, etc. will cost 50,000 yen (tax included).
- (2) Series credential passes will be issued to the following drivers
 - a. Super License holders → 2 passes
 - b. Top 8 drivers in the drivers' standings at the end of the previous year → 3

6) Race Queen Activities

(1) Registration and changes

- a. All race queens participating in the D1 Grand Prix Series must be registered with the D1 JAPAN ORGANIZATION by the sponsor or entrant who is responsible for the management of the race queens by the deadline by submitting their names (real name and stage name) on the Race Queen Registration Form.
- b. The maximum number of race queens that may be registered is unlimited for D1 sponsored race queens and up to 3 race queens and 1 controller for other sponsored race queens.
- c. Any changes in registration must be submitted to the D1 JAPAN ORGANIZATION by the Monday of the week of the event.

(2) Participation in D1 Grand Prix Series Ancillary Events

- a. The D1 Grand Prix Series ancillary events are the Opening Ceremony, Awards Ceremony and other events designated by the promoter.
- b. To participate in the D1 Grand Prix Series Incidental Events, the following number of registered race queens must submit a pledge of course entry to the D1 JAPAN ORGANIZATION for each race.
 - Sponsors' race queens → No upper limit
 - Race queens affiliated with an entrant → No more than 3 race queens.
- c. The deadline for submission of the course entry pledge is the Monday of the week of the event in question.
- d. No one other than those who have applied for admission to the D1 Grand Prix Series ancillary events will be allowed to enter.
- e. When conducting promotions, fan services, etc. in the paddock, care must be taken not to obstruct traffic or operations.

(3) Penalties for Violation of Regulations

The following penalties shall be imposed on sponsors and entrants in the event of a violation of these rules.

- a. In the event of a first violation of the rules, the race queen concerned shall be reprimanded. However, those who violate public order and morals shall forfeit their series credential passes for the first violation. No application for addition or modification due to a reduction in the number of participants will be accepted.
- b. If, after being admonished, the offender commits a second violation of the regulations, the Series credential pass issued in accordance with these regulations will be forfeited and the offender will be prohibited from participating in any event associated with the D1 Grand Prix Series. No application for addition or change of credential will be accepted due to a reduction in the number of drivers.