

D1 Regulations

Preface

D1 competition is a competition of driving skills to drive "dynamically (sharply) and beautifully (in harmony)" on a defined curved course, controlled by "drift angle and gas pedal work," and at the same time, it is a highly entertaining competition with appealing features for spectators. In order to promote the development of this D1 competition style, the D1 ASSOCIATION, the international governing body of D1 competition, is formed by D1 competition officials and D1 representative organizations from each country. The D1 JAPAN ORGANIZATION in these rules is the name of the D1 Representative Organization in Japan.

1. International Governing Body of D1 Competitions

The D1 ASSOCIATION is the only organization entitled to establish and enforce rules governing D1 competitions. Any competitor using the D1 name must be approved by the D1 ASSOCIATION.

2. the D1 Rules

The D1 ASSOCIATION establishes these D1 Rules as the core rules for D1 style competitions in order to exercise its authority as described above.

3. jurisdiction of the D1 ASSOCIATION

- 1) The D1 ASSOCIATION is the only organization in Japan that governs drifting competitions using the D1 name, and officially recognizes the representative organizations of each country.
- 2) Each national representative organization accredited by the D1 ASSOCIATION must approve and abide by the D1 Rules and Regulations, and must ensure that the relevant national D1 competitors abide by the D1 Rules and Regulations.
- 3) The national bodies accredited by the D1 ASSOCIATION may establish and enforce D1 National Competition Rules that conform to the D1 Rules with the approval of the D1 ASSOCIATION.
- 4) The person who organizes a D1 Competition must be authorized by the organization mentioned in 1) of this section to organize D1 Competitions.
- 5) Competitions recognized by the D1 ASSOCIATION shall be classified into "Recognized Competitions" as competitive sports for advanced level and "Approved Competitions" as lifelong sports to be enjoyed as a hobby.
 - (1) "Recognized Competitions" are held under the rules set forth in the D1 National Competition Regulations that conform to these Rules and Regulations and are based on nationally uniform rules, and participants must be competition license holders as set forth in 3.1) and 2) of Appendix-A "License Rules" of these Rules.
 - (2) "Recognized Competitions" are competitions for participants who wish to move up in the competitive sport by means of driver rankings based on their performance in the competition.
 - (3) "Approved Competitions" are competitions that are held in accordance with the Special Regulations for Competitions compliant with the D1 National Regulations and that leave room for the organizer to implement the content of the competitions as determined by the organizer so that they can be held as a sport leisure activity that meets the needs of each region. Participants must be competition license holders as stipulated in 3.1) and 2) of Appendix-A "Licensing Rules" of these Rules.

4. D1 Competitions

D1 competitions are classified into the following categories, and national representative organizations accredited by the D1 ASSOCIATION may accredit and have their competitions other than D1 Grand Prix

(hereinafter referred to as "D1GP") International Competitions held.

(1) D1GP International Competition

D1GP International Competitions may only be held by organizers designated by the D1 ASSOCIATION in accordance with the competition rules established by the D1 ASSOCIATION.

(2) D1 Grand Prix Competitions

The D1 Grand Prix Series [abbreviated as D1GP Series] is solely organized by the D1 JAPAN ORGANIZATION. D1 Grand Prix competitions held in countries other than Japan may be held under the name "D1GP + country name" under the official recognition of the D1 ASSOCIATION.

(3) D1 LIGHTS competitions

Compared to the D1 Grand Prix Series, the D1 LIGHTS Series uses more economical series rules and car rules, and is held as a national championship event, officially recognized by the D1 representative organization of each country. The D1 representative body of each country may also establish additional national championships with restrictions on the age, gender, and activity area of the participants.

(4) D1 Regional Championships

D1 Regional Championships are held in the regions of Japan with the official recognition or approval of the D1 Representative Organization of each country.

(5) D1 Special Competitions

In addition to the above series, the D1 representative body of each country may organize one-off competitions. In this case, the organizer may set a limit to the participating drivers for each event. If the event is to be an international competition where the participating drivers are from outside the host country, it must be officially approved by the D1 ASSOCIATION prior to the event.

(6) D1 EXHIBITIONS

D1 may hold a competition-style event or a demonstration event using a method of competition not stipulated in the D1 Rules. However, if the participating driver is from a country other than the host country, he/she must obtain permission from the D1 representative organization of the country to which he/she belongs. If there is no D1 representative organization in the participating driver's country, permission must be obtained from the D1 ASSOCIATION.

5. code of conduct for persons involved in d1 competitions

1) All persons involved in D1 competitions must observe the "Code of Conduct" set forth below.

- (1) Always be involved in D1 competitions with a sense of gratitude to the fans and the joy of competing.
- (2) Convey the appeal of D1 competitions and strive to increase the number of friends and fans.
- (3) Have a spirit of fair play and try to act fairly.
- (4) Treat other competitors and officials with friendship and respect.
- (5) Protect themselves and ensure the safety of other competitors, course staff, officials, and spectators.
- (6) Understand that they are responsible for any damage incurred during the competition, and act accordingly.
- (7) Observe the rules and act in accordance with the spirit of the legislation of the rules.
- (8) Remember modesty in victory, and accept defeat with pride.
- (9) Respect the surrounding environment, conserve nature, and take back waste oil and garbage.
- (10) Do not act in violation of the law or socially accepted norms.
- (11) Oppose social ills that threaten the healthy development of sports, such as drug abuse, runaway behavior, and discrimination.
- (12) Do not belong to or have close relationships with so-called antisocial forces or groups engaged in antisocial activities.

2) Conduct in the paddock and pits

- (1) Abusive language, malicious attitude or behavior toward fans or other concerned parties is strictly prohibited.
- (2) Safety is the first priority when moving vehicles in the paddock, and under no circumstances shall vehicles be moved at a speed within the slow speed limit.
- (3) Maintenance work in the pits and paddock must be performed in a manner that prevents fire and splashing of parts and liquids.
- (4) Fueling and engine starting in the pits and paddock are prohibited during pit walk time.
- (5) Smoking is allowed only in designated areas.
- (6) Alcohol, sleeping pills, anesthetics, and drugs other than for the treatment of illnesses are prohibited.

3) Conduct on the course

- (1) Entry onto the course and entry of vehicles onto the course must always be done under the direction or with the permission of the course staff or competition committee members.
- (2) When driving on the course, drivers must not do anything that is deemed unnecessary.
- (3) No driver shall generate tire smoke to appeal to spectators on the track other than in competitions or designated exhibitions.
- (4) If oil or other substances dripping or parts falling off are suspected while driving on the track, the driver must immediately leave the driving line, stop at a safe place, and follow the instructions of the course staff.

6. establishment and enforcement of d1 competition rules

The D1 ASSOCIATION will update the D1 Competition Rules and Regulations as of January 1 of each year, and will enforce them against all D1 Competition Organizers and D1 competitors. All D1 competition organizers shall not operate, and shall not allow participants to operate, any rules that are inconsistent with these rules.

7. Types of D1 Competitions and Applicable Rules

As a general rule, D1 competitions shall be held in two forms: "Solo Run" and "Battle Run," but an event may be held in only one of the two forms.

1) Solo Run

In the Solo Run competition, each participating car must drive independently on a predetermined course in a drifting condition, and compete for evaluation points. The format and method of progression of the competition will be determined by the "Special Regulations for the Competition" as stipulated in Section 12 of these Regulations.

2) Battle Run

Battle Run is a one-on-one competition, which may be conducted in a tournament format, a round-robin format, or a combination of both. In a battle run, the leader and the chaser must make two runs as a unit of competition, and the winner is determined by evaluating whether the chaser is superior or inferior to the leader in each run. However, for special races or to shorten the time required, a single run may be used as the premise and the competitors may choose either the leading car or the trailing car. The competition format and method of progression will be determined by the "Special Rules of the Competition" as stipulated in Section 12 of these Rules.

3) Twin Synchronized Competition

This is a competition in which teams of two cars compete in synchronized driving, with the aim of maintaining the distance between the two cars while maintaining the same timing of swing out and swing back and drift angle. The competition format and method of progression will be determined by the "Special Rules for the Competition" as stipulated in Section 12 of these Rules.

4) Group Synchronized Competition

Teams of three or more vehicles compete for the level of vehicle spacing and angle matching while swinging out (shaking out) and swinging back in the same place. The competition format and method of progression will be determined by the "Special Rules of the Competition" as stipulated in Section 12 of these Rules.

5) Wall Approach Competition

Competitors compete to get as close as possible to a wall or pole on the side of the course by driving in a way that is dangerous in the solo competition. The format and method of progression of the competition will be determined by the "Special Regulations for the Competition" as stipulated in Section 12 of these Regulations.

8. officials, duties and authority

1) Competition Judging Committee

- (1) The Tournament Judging Committee shall have the supreme authority to enforce these Rules, Special Regulations, and the Official Program.
- (2) The Competition Review Committee shall adjudicate all protests arising out of the competition and may make decisions on the following items, subject to the reserved right of appeal set forth in these rules.
 - a. Decide on penalties and fines for rule violators.
 - b. To make exceptions and changes to special rules.
 - c. Allow or deny correction of judgments submitted by the judges
 - d. pronounce a suspension
 - e. Correcting results when necessary
 - f. Suspension of a driver and banning of a vehicle based on a proposal from the race director or the competition director for the purpose of avoiding danger.
 - g. Exclusion from the competition venue and ancillary facilities in the event that a competitor is found to be cheating or disregarding orders from competition officials
- (3) In the case of a D1 competition without a Competition Judging Committee, the authority may be transferred to a person who is capable of judging safety, fairness and impartiality.

2) Race director

- (1) A series of D1 competitions may have a race director.
- (2) The Race Director shall, in consultation and coordination with the Chief Race Director, manage the competition in accordance with the rules of the series and operate all events of the series in a unified manner, and shall have decision-making authority over the Chief Race Director in these matters.
- (3) The race director may stop the running of participating vehicles in accordance with the competition rules.
- (4) When it is judged that the progress of the competition is unsafe, the race director may stop the competition in accordance with the competition rules.
- (5) In making any decision, the judging committee may report the situation to the jury.

3) Chief Competitor

- (1) The Chief Competitor is responsible for the fairness and safety of the competition and for the operation of the competition in accordance with the rules.
- (2) The Chief Competitor may receive information from all competition committee members in order to carry out his/her duties.
- (3) The Chief Competitor may determine the number and assignment of judges.
- (4) The Chief Competitor is responsible for the operation and facilitation of the competition in accordance with the official program of the competition.
- (5) The Chief Competitor may make proposals to the Competition Review Committee on matters not stipulated in the rules.
- (6) The race director shall start the competing cars in the prescribed order.

- (7) If an accident or inclement weather makes it difficult to proceed with the competition, a proposal may be made to the judging committee to cancel the competition.
- (8) Any irregularities or violations of the rules by competitors, or protests by competitors shall be received and promptly handed over to the judging committee, who will make a proposal to the judging committee.
- (9) The results of the competition (results) shall be submitted to the competition judging committee for approval and announcement.

4) Referees

- (1) The D1 ASSOCIATION shall accredit referees in D1 competitions and issue D1 International Referee Licenses in accordance with the By-Laws-A "D1 Licensing Rules". National representative bodies accredited by the D1 ASSOCIATION may issue D1 national referee licenses, but they must register their referees with the D1 ASSOCIATION.
- (2) Referees may officiate in D1 competitions for the ranking of D1 competitions. Referees for D1 competitions must have a D1 referee's license issued by the D1 ASSOCIATION.
- (3) Referees shall score the competition vehicles in accordance with the "D1 Scoring Criteria" in Appendix-B.
- (4) The judges shall explain the details of the scoring to the drivers at the drivers' briefing prior to the qualifying session, using the course map.

5) Event Progression Director

- (1) The event progression director shall have the role of controlling the progression of the competition so that the competition progresses smoothly and with consideration for all persons involved in the competition, including spectators.
- (2) The Event Progression Director shall maintain communication with the announcer at all times during the competition to ensure that information on the next Competitor can be shared by all parties involved, and shall control the timing of the competition progression.
- (3) The Event Progression Director shall keep the radio system available at all times during the competition to keep the competitors informed of the competition.

6) Competition Secretary General

- (1) The Competition Secretary General is responsible for the operation of the Competition and the issuance of related documents.
- (2) The Competition Secretary General shall confirm the status of all preparations and act as the overall coordinator of the competition to ensure that the competition is run smoothly and without incident.

7) Starter

- (1) The starter controls the start of the competition vehicles during the competition. At this time, safety on the track is the priority. However, based on the progress of the scoring, the condition of the course, and the driver's preparation, the starter shall work to start as many vehicles as possible smoothly and in a short time so that there is no inequality among the competitors, and shall report any infractions at the starting point to the competition leader.
- (2) The starter shall measure the time each competitor has for maintenance in the chase and report to the competition leader.

8) Scorer

- (1) The scorer shall tabulate and organize the scores of the judges, and prepare and manage the scores and ranking information by driver as the official record.

9) Technical Committee Chairman

- (1) Examine the vehicles participating in the competition in accordance with the vehicle regulations, determine their suitability, and report to the competition director.
- (2) The Technical Committee Chairman may request the teams concerned to improve the fairness and

safety of their vehicles in the competition.

- (3) Investigate whether or not a vehicle that has been damaged due to an accident during the competition can continue to compete, and report to the competition director with an opinion.
- (4) Provide guidance and instructions for improvement regarding safety assurance related to vehicle maintenance work in the pits and paddock.

10) Public Relations Chairperson

- (1) The Public Relations Chairperson shall manage the external statements of the Competition, issue external documents, etc., and organize press conferences.
- (2) As the contact person for the external media, the Public Relations Chairperson shall receive media coverage and issue press credentials, and shall also function as the administrator of media coverage during the competition.

9. Competitor and Referee Licenses

The D1 Driver's License and Referee's License system shall be stipulated in Appendix-A "D1 License Regulations."

10. participants in the competition

1) Participants (entrants)

A person who is registered as an entrant with the D1 representative organization of each country specified in 3.1) of these Rules, which is accredited by the D1 ASSOCIATION, shall be recognized as an entrant. The person in charge of participation shall be responsible for the management of all team members and shall be responsible for the conduct of all team members during the competition.

2) Drivers

The competition driver must be a D1 driver's license holder. Drivers must have a valid regular driver's license at the time of the competition. Competitors must be competent for the event and understand the rules of the competition. Competitors must not drive with alcohol in their system or with a serious injury or illness that could impair their driving.

3) Team members

(1) Spotter

A person who is responsible for reporting and instructing drivers on driving conditions and he/she is allowed to enter the spotter area.

The spotter must wear the spotter sign and team clothing.

(2) Mechanic

A person engaged in vehicle maintenance must be registered as a team member and must wear the clothing and equipment specified in the rules.

(3) Team assistant

A person who is registered as a team member and who works in the team pit area and who shall not perform any vehicle maintenance work or enter the hot pit area.

11. interpretation of rules and final decision

The interpretation of the D1 Rules shall be based on the Japanese text of the rules, and the decision of the D1 ASSOCIATION shall be final.

If there is any doubt, the D1 ASSOCIATION will be consulted for a final decision.

12. special rules for competitions and official notice of competitions

(1) The organizer of a D1 Competition must obtain approval of the Special Regulations for the Competition from the D1 Organization representing each country in accordance with 3.1) of these Regulations, on a form prescribed by the D1 ASSOCIATION.

(2) The organizer of a D1 Competition must make the Special Regulations for the Competition covering the following information available to applicants in advance, prior to the acceptance of applications for

participation.

- (1) Name, event, venue, and date of the event
- (2) Name and address of the organizer
- (3) Course to be used
- (4) Vehicles and driver's licenses allowed to participate
- (5) Restrictions on tires, etc.
- (6) Form of competition (e.g., single run and chase run by the best 16 single runners) and details thereof
- (7) Number of qualifying attempts and the number of cars that will pass the qualifying rounds
- (8) Number of seeded cars
- (9) Names of the competition leader and judges
- (10) Other items required for the operation of the competition in accordance with these rules.

3) The organizer of a D1 competition must publicly notify in writing to the entrants of any items that have been established or changed since the publication of the special rules of the competition that directly affect the entrants in the form of an "Official Notice of the Competition" with the serial number and the date of publication.

4) The Official Notice of the Competition may be published by e-mail, etc. prior to the date of the competition, but when issued at the time of the competition, it must be distributed to the competitors in hard copy.

13. d1 bulletin

For changes and additions to the D1 Rules and Regulations and the D1 Series Rules, a Bulletin must be issued with a sequential number and date of issue that is maintained for each calendar year. This Bulletin will normally be valid for the entire season and will be reflected in the rules as they are revised from year to year. If the Bulletin is to be issued on a limited basis, this must be clearly stated.

14. flags and signal lights

1) Red Flags (Vibration Presentation)

- (1) When a red flag is displayed, competitors shall not enter the course. If a competitor's car is on the scoring section track, he/she must immediately slow down to a stop at any time and wait for the course official's instructions.
- (2) The red flag may be displayed at the discretion of the course officials in addition to the instructions of the race director, but the red flag must be lifted at the direction of the race director.

2) Yellow Flag (Vibration Presentation)

- (1) When a yellow flag is displayed, the car must immediately return to a gripped driving condition from a drift condition (return to gripped driving) and drive at a safe speed.

3) Green Flag (Vibration)

- (1) When the yellow flag is lifted, it will be displayed at the flag post and at the starting point.

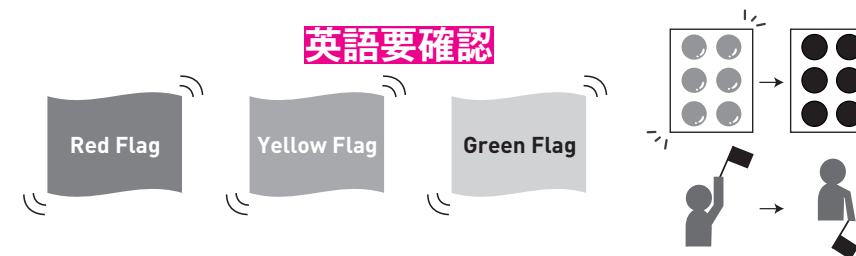
4) Signaling devices

- (1) Signaling devices using electrical or mechanical signals may be used in place of or in conjunction with flag signals. Signal lights used in such cases must have sufficient visibility applicable to the environment of the competition course.

5) Starting signal

- (1) During the competition, the starting signal shall be given in the following manner, and drivers must start their vehicles as soon as possible after the signal. The car must run straight ahead for 10m after the start with the tires maintaining their grip and the drive wheels not idling.
- (2) Multiple red lamps shall be used as the starting signal, with the red lamps lighting up as "ready to start" and all red lamps going out as "start signal".

- (3) When a starter uses a flag signal to start the race during the competition, the stationary presentation of the red flag shall indicate "Ready to start" and its removal by waving the red flag shall be the "start signal".
- (4) The starter may signal the start by hand signals during the competition. The method of signaling will be announced in advance.



15. competition course

1) Requirements for the D1 course

- (1) The D1 course must have at least one set of S-shaped corners that allow continuous drifting, the scoring evaluation section must be visible from the judges' seats, and the scoring section must consist of the area between the start line and the finish line.
- (2) The D1 track must have a section that allows for acceleration before the entrance to the scoring evaluation section and must allow for a speed that is deemed appropriate for each category in the D1 competition.
- (3) The track width of the scoring evaluation section should be 8m to 15m, and the radius of the running line should be at least 15m even in the tightest corner.
- (4) Safety against going off the track must be taken into consideration.
- (5) It should have a flat surface sufficient for maintenance and storage of vehicles of teams participating in the competition.
- (6) A place must be available to assemble the drivers and conduct a briefing.]
- (7) The D1 Grand Prix must be held with adequate protection requirements for press and spectator facilities.
- (8) Officials, course marshals, and the organizing committee must be ready to respond quickly to any eventuality.
 - (i) A system must be in place to communicate to a medical facility that can respond to emergency medical treatment in the event of an injury or illness occurring in the competition facilities.
 - (ii) Facilities or equipment must be available to check the health of drivers competing in the competition.
 - (iii) A system must be in place to ensure a reliable response to unforeseen circumstances (e.g., fire) that may occur during the competition.
 - (iv) The organizing committee shall be able to respond to other situations without delay.

2) D1 Course Area Name and Definition

(1) Course

The general term from the start line to the waiting area past the judging section, up to 3m outside the protective belt.

(2) Track

The track is a running path marked by lines that limit the running area within the course, and the outside of the lines are the boundary lines.

(3) Starting area

The area from the prestige line to the start line. It is not allowed to enter inside except for official.

(4) Standby area

The area where participating vehicles can stand by during the single and chase races. The period

during which team members are allowed to perform maintenance work during the chase race is called the "hot pit". Actions similar to burnout are prohibited.

(5) Paddock area

This is an area where competition vehicles and spectators can mix, and vehicles must move at a slow pace, giving priority to the safety of spectators.

(6) Spotter area

An area where spotters can observe the cars and give instructions via radio system. This area must have the same level of protection from the track as the spectators.

(7) Pit area

An area used by teams for vehicle maintenance, rest for team members, etc. Entry to this area may be restricted by the team management except for authorized personnel. Entry to the pit area must be restricted to mechanics only while vehicles are being serviced.

(8) Starting line

The starting line is a waiting line where drivers wait for the starting signal to begin driving for the competition. The starting line for following cars in a chase race shall be before the car ahead of the starting line.

(9) Prestige line

This is the line where the next car to start the race waits, and only officials are allowed to enter.

(10) Tire heat-up area

This is the area where the cars waiting for the start of the race heat up their tires, and is the area where burnouts, drifting turns, etc. are permitted.

(11) Hot Pit

The standby area where light maintenance work such as tire changes and exterior repairs are permitted during pursuit is specifically referred to as the "Hot Pit". Generators are not allowed in the hot pit. In addition, the use of high-pressure cylinders (excluding fire extinguishers) must comply with the High Pressure Gas Safety Law.

16. official approval of the competition course and permission to hold the competition

D1 competitions are not allowed to be held on courses that are not certified by the D1 ASSOCIATION and other necessary organizations. The D1 Competition must be held on a course that is not accredited by the D1 ASSOCIATION or the required authorities. In addition, they must obtain insurance that provides the necessary guarantees to hold the competition.

17. application for official recognition of competition courses and assessment for official recognition

- 1) Any competitor who intends to hold a D1 competition or to provide a course for a D1 competition must apply to the D1 representative organization of the country concerned for official approval of the course in writing, etc., covering at least the following requirements.
 - 1) A course plan and elevation difference map including the deceleration zone from the starting point to after the scoring section.
 - 2) GPS data of the course edges related to the course map described in 1) (1) (i) of this section
 - 3) A diagram explaining the safety facilities in case of a course outage, etc.
 - 4) A plan of the maintenance and storage area for vehicles participating in the competition and a description of the pavement conditions
 - 5) An outline description of other necessary and sufficient facilities required for the competition
- 2) Upon receiving an application for course certification, the D1 representative organization of the country concerned shall send all the documents related to the application to the D1 ASSOCIATION for approval in the case of a course to be used for a D1 Grand Prix event, or all the documents except GPS data in the case of a course to be used for other competitions.
- 3) Fees to be incurred for course accreditation shall be determined by the D1 Representative Body for each country. However, if the D1 ASSOCIATION requires an on-site inspection for the D1 Grand Prix Course, the applicant shall bear the costs.

18. eligibility to participate in d1 competitions

- 1) Drivers participating in D1 Competitions must possess a valid driver's license issued by the D1

ASSOCIATION or the national D1 representative organization and other necessary organizations as specified in Section 3, 1) of these Rules and Regulations, which are recognized by the D1 ASSOCIATION.

- 2) When participating in a D1 competition, a responsible person must be designated as a competitor and must be responsible for the conduct of all team members by signing the entry documents in his/her own handwriting.
- 3) A driver participating in a competition may also serve as the person responsible for participation in the competition, but he/she must designate a proxy to act as his/her representative during the competition by a letter of attorney.
- 4) Participants in the D1GP series (including series, exhibitions and promotional events) must be teams registered with the D1 representative organization in their respective countries.
- 5) Competitors may not participate in competitions with alcohol in their system or with serious injuries or illnesses that could interfere with their work.

19. application and registration

- 1) All entrants to a competition must apply for entry to the event by the deadline specified in the entry form provided by the event organizer, via the official website, or by mail to the relevant event office.
- 2) In a Dual Finals style competition where the "Finals" are held on two consecutive days, entries may be made in separate cars for each of the two days.
- 3) Applications with false declarations will be deemed invalid, and the person making such an application will be ruled to be a cheater, and will not be allowed to participate in the competition, in which case the entry fee will not be refunded.
- 4) The event organizer may reject an application for participation without giving a reason, but must report the subject of the application and the reason for rejection to the D1 representative body of the country concerned.
- 5) The application for participation is officially registered when the relevant documents are sent by the organizer.
- 6) At the time the application documents are sent, the Participant will be notified of his/her bib number for the relevant event, and in D1 sanctioned events, unless otherwise specified in the Series Rules, the bib number will be assigned in numerical order to the Participant in the order of his/her previous results.

20. seeding rights and treatment of seeded drivers

- 1) The series organizer of a D1 event may establish seeding rights for participants or drivers.
- 2) As a general rule, seeding rights will be awarded to the high ranked driver in the series ranking at the time of the event. The number of seedings must be approved by the representative organization of each country.
- 3) Seed right holders will not be denied participation unless they are suspended due to a defect in the participation procedures or penalties, and will be exempted from qualifying for the event and given the right to participate in the main event.
- 4) If a seeded entrant is absent from an event, the runner-up will not be moved up.

21. Compliance by Competitors

- 1) All drivers competing in the event must attend the drivers' briefing during the event, and those who are absent or late will be subject to penalty.
- 2) All competitors and drivers must comply with all of these rules and the special rules of the event, and will be subject to penalties if they fail to do so.
- 3) Competitors and drivers shall be penalized for any scheming, fraudulent, or bribery activities that interfere with the fairness of the competition or with their ability to qualify for the competition. All persons involved in such acts, even if they have not attempted to do so, will be subject to penalty.
- 4) Any verbal abuse or violent behavior related to the competition will not be tolerated and will be penalized without exception.
- 5) Competitors and drivers are prohibited from asking questions to the judges individually during the competition period, except for the designated time. Any violation of this rule will be subject to

penalties under Article 152 of the FIA International Racing Rules, Rule 11-3 of the JAF National Racing Rules, and Rule 36 of the D1 Rules.

22. driver and mechanic equipment

1) Driver's Clothing for Competition

The clothing worn by drivers in competition must be an overall driver suit (or SFI 3.2A/5), balaclavas, top and bottom underwear, socks (or SFI 3.3), shoes (or SFI 3.3/5) with FIA-approved number tag [8856-2000], gloves (or SFI 3.3/5). For competitions with lower running speeds, a wear regulation similar to the above may be established.

2) Mechanic's wear

The mechanics who perform refueling must wear at least 2 layers of overalls made of material that conforms to FIA-8856-2000 or SFI-3.2A/5 and 3.3/5 standards. In addition, balaclavas and gloves should be worn.

3) Helmet Wearing and Helmet Standards

- 1) Drivers must wear a full-face shield type FIA-approved helmet (as specified in FIA Technical List No. 25). Helmets that are more than 10 years old from the date of manufacture may not be used. For events where the competition running speed is low, a helmet regulation similar to the above may be established.
- 2) Mechanics are required to wear full-face shield type helmets while refueling. A helmet with a wide field of vision for two-wheeled vehicles is recommended.

4) FHR System (Frontal Head Restraint)

The FHR system must be a system that conforms to the FIA Supplementary Provision L, Section 3, or SFI 38.1 standards. In D1 competitions, the HANS sliding tether type is preferred. For competitions with lower running speeds, regulations may be established that do not require the FHR system.

5) Driver and mechanic equipment

The organizer may request the presentation of such equipment for inspection, and as a result of the inspection, the use of such equipment may be prohibited for safety reasons. In such cases, participants must immediately prepare other equipment that conforms to these rules.

23. participating vehicles

- 1) Vehicles eligible to participate in D1 competitions are those that conform to the rules established for the level of each competition and those that are specially approved by the D1 ASSOCIATION, based on Appendix-C1 "D1 Vehicle Rules" of the D1 Rules.
- 2) The special rules for the competition will specify the vehicles (compliant rules) that are allowed to participate in the competition.
- 3) Participants are allowed to prepare a spare car upon application at the time of registration for the event, but this may be restricted by the Series Regulations or the Special Regulations of the event.
- 4) Noise limits for participating vehicles must be observed in accordance with the special rules of the event.
- 5) The volume of vehicle noise during the competition segment will be measured, and if it exceeds the regulation values, the driver will be prohibited from driving and penalties up to the reduction of judging points will be applied.

24. Fuel and tires to be used

- 1) Tires used in D1 competitions must be those approved by the competition organizer.
- 2) The competition organizer must list the tires that are approved for use in the special rules of the event, and even if there is no need to specify the tires, this must be stated in the special rules of the event.
- 3) The use of artificial tire heating equipment is only allowed in the pit area and must not use the facility's power source. The use of equipment that uses fire is also prohibited.

- 4) The competition organizer may limit the amount of fuel that may be used.
- 5) The total amount of fuel that can be stored in the pit is limited to less than 40 liters under strict fire prevention control.

25. official vehicle inspection

- 1) Before the start of the competition, the organizer will conduct an official vehicle inspection. Participants must have their vehicles ready to run at the start of the competition and take the inspection.
- 2) Presentation of a vehicle for Official Vehicle Inspection shall be considered as a declaration that the vehicle complies with all rules and regulations. If the vehicle is found to be non-compliant during the competition, penalties, including exclusion from the competition in question, will be imposed.
- 3) An inspection certificate will be issued to each car that has completed the official vehicle inspection and affixed to the body of the car participating in the competition. Vehicles without such a certificate will not be allowed to participate in the competition. The maintenance condition and safety of the vehicle is guaranteed by the participant, and the inspection certificate does not guarantee them.
- 4) At the time of the official vehicle inspection, all competition vehicles must have the number number, series sticker, designated sponsor sticker, etc. specified by the organizer affixed to the designated areas on the vehicle body.
- 5) Any competition vehicle may be prohibited from competing for safety reasons.
- 6) Any competitor who is ordered by the Technical Committee Chairman to make improvements to his/her vehicle and fails to do so may be prohibited from participating in the competition.
- 7) Any vehicle that has been modified after the official vehicle inspection in a way that affects the safety of the vehicle or raises questions regarding the vehicle rules, or any vehicle that has been involved in an accident that could have similar consequences, must be re-inspected.
- 8) The Chairman of the Technical Committee may designate a vehicle for inspection at any time after the Official Vehicle Inspection.

26. change of vehicles during the competition

- 1) As a general rule, participants may not register or use a spare car during the same competition.

27. compliance for fueling operations, etc.

- 1) When refueling a car, whether in or out of the pits, the driver must wear the equipment specified in 22.2) and 22.3) of these rules. During fueling, a dedicated firefighter with a fire extinguisher must be present at a distance of approximately 1 to 2 meters beside or behind the fueler, and should be wearing the same equipment as the fueler. Violations of this rule will result in penalties related to the competition.
- 2) If reserve fuel is prepared, the size of the container must be a portable metal tank of 20 liters or less. The reserve fuel tank must be stored away from direct sunlight and must be protected from rising temperatures.
- 3) Fire extinguishers for the reserve fuel should be fire extinguishers (including commercially available household extinguishers) with a chemical weight of at least 5 kg per 20-liter carrying can.

28. use of radio equipment

- 1) If competitors and officials or related parties wish to use radio equipment during the competition, they must use radio equipment and signals that are legal in the area where the competition is being held.
- 2) The use of radio equipment in competition vehicles shall be limited to talking radios only, and the use of radios for data communication is prohibited.
- 3) Any radio equipment to be installed in the competition vehicle must be reported to and approved by the competition office using the specified form at the same time as the application for participation, and if a request is made to change the position of the antenna or other equipment, the applicant must accept the request and make the necessary changes.
- 4) If the organizer requests that a competition vehicle be equipped with a radio device for video, audio, or data transmission, the organizer may not refuse the request. All information rights acquired by this device shall belong to the organizer.

29. official practice run and warm-up run

- 1) Each competitor must run an official practice run on the track where the qualifying rounds are to be held prior to the start of the qualifying rounds.
- 2) Competitors must comply with these rules even during practice runs, and may be penalized by the competition director in accordance with the rules for serious violations. This penalty includes a limit on the number of attempts in the competition.
- 3) The event organizer must provide a warm-up run or alternative opportunity for the vehicles immediately prior to the start of the single and chase competitions. In addition, warm-up runs must be provided when new course conditions are encountered.
- 4) In the event of a major interruption to a race due to recovery work from a crash or other accident during the race, or if additional warm-up runs are anticipated to be necessary due to outside temperatures or other factors, the time of such interruption must be announced in advance in the official notification or driver briefing.

30. drivers' briefing

- 1) It is desirable for the organizer to hold the first driver's briefing before the first official practice session of the competition.
- 2) At the first driver's briefing of the competition, the judges must explain the course to be used and the emphasis and scoring points to be used and the scoring details in graphical form.
- 3) Absence or tardiness from the drivers' briefing will be subject to penalty.
- 4) If any information not specified in the drivers' briefing is notified, it must be issued as an official notice.

31. qualifying (single run)

The qualifying procedures for D1 sanctioned competitions shall be conducted in accordance with the following criteria and in accordance with the procedures set forth in the Series Rules or the Special Regulations of the event as determined by the respective national representative bodies in accordance with these rules.

- 1) The qualifying rounds shall be held as single-run competitions, and the scoring shall be made in accordance with Appendix-B "Scoring Criteria." The best scores shall be used as the competitors' scores to determine their ranking, and the number of cars that qualify shall be determined by the special rules of the competition. The number of qualifying entries may be limited due to safety concerns of the judges that do not permit participation in the chase competition. In the event of a tie, the higher score shall be given to the competitor with the highest score up to the time immediately prior to the competition in question. Any scoring method other than those mentioned above must be clearly stated in the series rules or special rules of the competition. In addition, the measurement scoring specified in Section 3 of Appendix B of the D1 Rules may be used or used in combination with the competition scoring.
- 2) For qualifying, each group of competitors shall be divided into several groups of approximately 10 cars in principle, and each group shall enter the course and perform a specified number of trial runs. The number of cars in each group shall be divided so that the number of cars in each group is as equal as possible.
- 3) The order of running in qualifying is determined by the Series Rules or the Special Regulations of the event.
- 4) Team members are not allowed to enter the course during qualifying unless otherwise specified in the series rules. In addition, when a car is on the course, it is forbidden to bring in or hand over any tools or other items.
- 5) Seeded drivers as stipulated in Regulation 20 of these Regulations may participate in the single run without qualifying (no qualifying runs are permitted).
- 6) The number of attempts for qualifying must be publicly announced in the Series Rules or the Special Regulations of the event. The number of trials may be reduced by decision of the jury of the competition for reasons such as inclement weather, but the same number of trials shall be held for all participating cars. In the event that the number of attempts is equalized without using the scores

from the attempts already made, the score from the last attempt shall be disallowed.

- 7) In Dual Finals (double round competitions), the qualifying round for the second round may exceptionally be made part of the qualifying round by treating the scores of the competitors in the single final of the previous round as their qualifying scores. The method of qualifying in such cases must be clearly stated in the Special Regulations of the event.
- 8) Any participating driver who causes a temporary stoppage due to vehicle recovery or course repair by running off the course or otherwise during the warm-up run for the qualifying course-in will forfeit the right to run one qualifying trial run.

32. single run finals

The method of competing in a single race in a D1 sanctioned event shall be conducted in accordance with the procedures set forth in the Series Rules or Special Regulations of the event, respectively, as determined by the national representative body, based on the following criteria

- 1) In the single run finals, the qualifiers shall be divided into groups of approximately 10 cars, starting from the lowest ranked car in each group, and each group shall enter the course for a specified number of test runs. The number of cars in each group shall be divided so that the number of cars in each group is as equal as possible.
- 2) The order of running in the single run will be determined by the order in which the cars are placed in the lower ranks of the qualifying order.
- 3) Team members are not allowed to enter the course during the single run unless otherwise specified in the series rules. No tools or other items may be brought onto the course or handed over to the driver when the car is on the course.
- 4) The ranking in the single run finals will be determined by the highest score among the number of attempts. However, if the number of attempts is reduced in the same manner as in Rule 31.6), the highest score among the valid attempts will be considered.
- 5) Any driver who runs off the course or otherwise causes a temporary stoppage due to vehicle recovery or course restoration during the course-in warm-up run for the Single Run Final will forfeit his/her right to one Single Race test run.

33. Battle Run competitions

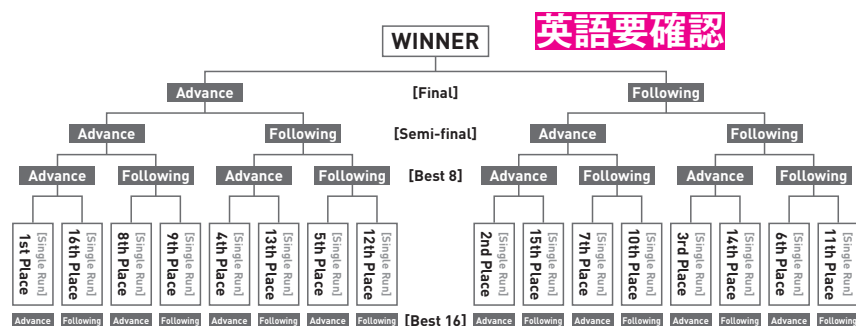
The method of chase competitions in D1 sanctioned competitions shall be conducted in accordance with the procedures set forth in the Series Rules or Special Regulations of the event, respectively, as determined by the national representative organizations, based on the following criteria

- 1) The number of cars to be entered in the chase competition must be announced in advance according to the special rules of the event, and at the same time, a list of match-ups and running order based on the rankings of the single race finals must be announced in advance by the official notification.
- 2) Matchups in the chase competition must be run consecutively until the winner of the pair is decided. The winner will be decided by the judges based on the provisions of the D1 Regulations Supplementary Provision-B and the Series Regulations. The scoring of the chase competition may be combined with the scoring of the measurements as stipulated in Section 5 of Appendix B of the D1 Regulations.
- 3) In the chase race, authorized team members will be allowed to enter the starting area, and will be allowed to service their vehicles, change tires, and refuel within the waiting time and the time allotted as described in 4) of this section. However, when the number of extended runs is limited by the series rules and the special rules of the event, work at the starting point may be prohibited.
- 4) As a general rule, the time allowed for competitors to reach the starting line again after a run is 5 minutes. Details are stipulated in the Series Regulations or the Special Regulations of the event.
- 5) The starting position for the chase race shall be determined prior to the official practice session and shall be announced to the participants. In addition, a compulsory parallel running zone will be set, and both drivers are obliged to drive in such a way that there is no space between their vehicles before this position.
- 6) In a chase race, the judges shall evaluate and decide the winner. However, if the difference in points

is not greater than that specified for each event, the competition shall be extended and the winner shall be decided by the number of runs specified in the series rules and the special rules of the event until a winner is decided by the specified point difference or greater. In the event that the number of runs and the method specified in the Series Regulations and the Special Regulations do not result in a winner, the judges will evaluate the overall results to determine the winner.

- 7) Any driver who runs off the course or otherwise causes a temporary stoppage due to vehicle recovery or course restoration during the warm-up run that follows the course-in for the follow-up run shall be subject to a penalty.

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



34. measures to be taken in the event of changes in course conditions.

The following measures will be taken to deal with changes in road conditions due to changes in weather conditions, etc., in accordance with the Series Rules or Special Regulations of the event as determined by the national representative organizations of each country.

1) Suspension of Competition

- (1) In the event of a significant change in weather or road conditions, the race director may interrupt the competition after hearing the starter's assessment of the situation.
- (2) In principle, the competition shall be interrupted during the qualifying rounds and the single car finals when all the cars in a group have completed the same number of runs. If the competition is interrupted due to a sudden change in conditions, the competition leader shall consult with the judges to determine how much of the running group is scored as valid running.
- (3) In the chase competition, the competition shall be interrupted, in principle, when a pair has completed its "leading" and "trailing" runs. In the event that the competition is interrupted at an odd-numbered point in the race, the last run may be invalidated at the discretion of the competition leader in consultation with the judges.
- (4) No person other than the drivers shall be allowed to enter the course even when the competition is suspended during qualifying or single run finals. However, this shall not apply when special permission is given by the race director in order to proceed with the race.

2) Resumption of Competition

- (1) To restart a competition, the competition leader shall consult with the judges and inform the competition progression director and the starter of the starting point from which the competition will be restarted. Upon receiving the results, the starter will explain the restart to the competitors and give them instructions to start.

- (2) The judges shall declare the scoring criteria for the restart and whether or not the scoring will be adjusted for changes in surface conditions, and the competition director shall inform the competitors via the starter. If no declaration is made, the same scoring criteria as before the interruption will be used.

- (3) If the competition is interrupted due to a major change in road conditions, a check run may be conducted before the competition is resumed, but this decision will be made by the competition director.

3) Suspension and Cancellation in the Event of Severe Weather

- (1) In the event of severe wind and rain, the competition may be suspended at the discretion of the race director and the cars may return to the pits and paddock. In such cases, competitors are allowed to change vehicle settings, tires, etc.
- (2) Competitors are not allowed to return to the pits or paddock to work on their cars at their own discretion.

35. competition scoring

- 1) For the "Qualifying (Single Run)" in Paragraph 31 and the "Single Run Final" in Paragraph 32 of these Rules, the cars in the competition will be scored in accordance with the "Scoring Criteria" in Appendix-B, and their positions will be determined according to their scores.
- 2) For the "Battle Competition" in Paragraph 33 of these Rules, the winner will be determined by the superiority of the following car over the preceding car at a certain level of driving.
- 3) For scoring, some evaluation points may be assigned from machine measurements of the vehicle's movement to be used as part of the judges' score. In this case, the device and scoring criteria must not be other than those approved by the D1 ASSOCIATION.

36. penalties

- 1) Violations of these rules, the supplementary rules, the series rules, and the special rules of the event, as well as violations of the instructions of the race officials, will result in a penalty being applied to the competitor in question. In addition, the race officials and organizers of the event will also be subject to penalties for violations of the rules.
- 2) Penalties may only be imposed in accordance with these rules by the Competition Review Committee established by a representative organization accredited by the D1 ASSOCIATION. However, if the nature of the violation and the penalty have been determined and announced in advance, the Chief Competitor may enforce the penalty in accordance with the regulations.
- 3) Penalties (penalties) may be a caution, warning, admonition, fine, fine, reduction in number of attempts, best score, deduction of score, exclusion from competition (disqualification), deduction of series points, or suspension from qualification, or a combination of these penalties may be imposed in some cases.
- 4) For violations during the competition, penalties will be determined in accordance with the details of the violation and penalties that have been determined and announced in advance, and in principle, the penalty will be announced as an official notice of the competition and will be implemented immediately. The penalty may be reviewed, adjudicated, and notified after the competition by the relevant Competition Review Committee based on reports of violations not directly related to the competition.
- 5) Out-of-competition violations will be reviewed, ruled upon, and notified at a later date by the D1 ASSOCIATION-approved organization representing the host country of the competition.
- 6) The person responsible for participation in the event shall be responsible for the payment of fines or penalties for his/her team members, including the driver who is fined or penalized.
- 7) Payment of fines or penalties must be made by bank transfer to a bank account designated by the organization representing the country hosting the event and accredited by the D1 ASSOCIATION within 48 hours of the official notification of the penalty. Any competitor who delays the payment of a fine or sanction shall be subject to suspension until such time as the payment is completed.

37. protests and appeals

- 1) Any person in charge of a competition who has a valid JAF Entrant's License for a JAF sanctioned competition (such as D1 Grand Prix) has the right to protest any infractions, errors in competition management, ranking, starting order or combination, etc. that he/she believes were unfairly treated during the competition, except for the judges' ratings, starters' and technical committee chairman's decisions during the competition.
- 2) The D1 representative body of each country may set protest and appeal fees.
- 3) If a competitor wishes to exercise his/her right to protest, he/she must immediately inform the competition officials of his/her intention to do so and submit a document addressed to the competition director together with the protest fee to the competition office within 30 minutes after the announcement of the results of the competition in question.
- 4) The ranking of the Participant who is the subject of the protest or the winner of the competition will be withheld until the ruling by the Competition Judging Committee, but the progress of the competition cannot be stopped.
- 5) The Chief Competitor may not order a redo of the competition due to an event involving a protest.
- 6) If a competitor is dissatisfied with the ruling on a protest, he/she may appeal to the organization representing the host country of the competition, but must submit a letter addressed to the organizer of the competition within 60 minutes of the ruling, with the appeal fee, to the competition office.
- 7) If the protest or appeal is upheld, and the competition has already ended and the competitor is not able to regain his/her position, the following will apply.
 - (1) If there are evaluation points for the single run finals, the corresponding single-handed finals ranking will be given to the competitor. In addition, one point of the series points will be awarded if the driver is within the corresponding position in the follow-up race. In these cases, only the driver concerned is eligible for the points without affecting the rankings of other participating drivers.
 - (2) In the event that a matchup that was declared a loss in the chase competition is not declared a loss due to a protest or appeal, the driver will be awarded points for the chase ranking reflecting his/her single race ranking as a winner up to that matchup. In this case, the points shall be awarded only to the driver concerned without affecting the rankings of the other participating drivers.
- 8) If a protest or appeal is upheld, the protester or appellant will be refunded the protest and appeal fees and any associated costs, and will be subject to a penalty and must bear all protest or appeal costs if the subject driver is found to have violated the rules. If the protest or appeal is not sustained, the protestant or appellant must pay all costs associated with the investigation and consideration of the protest or appeal.

38. ranking of places

- 1) The competitor's rank in each competition shall be certified for the single run final and the chase competition, respectively.
- 2) The ranking in the single run final shall be determined by the highest score of each competitor's run as the best score and the second highest score as the second highest score. In case of a tie, the second highest score will be used as a reference. If it is still the same, the first runner shall be awarded the higher rank.
- 3) In the event that the ranking of the competition is determined solely by the results of the chase competition, the tournament ranking method shall be determined in accordance with the special rules of the competition or the series rules.
- 4) In the event that the rankings of the competition are determined by taking into account the results of the single race final instead of using the rankings of the chase competition as they are in the competition, the method of determining the rankings shall be stipulated in the series rules.

39. series points

The point system for D1 sanctioned series competitions must be stipulated in the series rules, subject to the following conditions

- 1) When series points are awarded for the standings in the single run finals and the chase, the overall standings of the event must also be determined.
- 2) When all judges give full points for the evaluation of a single run final, the points to be added as premium points may be stipulated in the special rules or the series rules for the subject.
- 3) The prescribed points shall be awarded to the subject when Rule 37.7) of these Rules is applied.
- 4) In determining the series ranking, the ranking shall be determined by adding up the points from all the events in the series.

40. promotion rules

The D1 ASSOCIATION has established "Promotional Rules" in conjunction with these Rules to define the rules to be followed by all parties involved in commercial relationships in D1 competitions. Similar regulations may be established for series and individual D1 competitions with the approval of the D1 ASSOCIATION by the D1 representative organization in each country.

1) Definitions of terms used in these rules**(1) D1 ASSOCIATION and D1 JAPAN ORGANIZATION**

The D1 ASSOCIATION and the D1 JAPAN ORGANIZATION are the organizations that manage the competition aspects of the D1 Competition. It is an organization that formulates rules, operates and manages the sporting event, and its secretariat is located at SUNPROSS Inc.

(2) Promoter and Series Promoter

When holding a D1 Competition or a D1 Competition Series, a promoter must be appointed to manage the competition or the series as a whole, and the event must be managed under contract with or directly by SUNPROS Inc. which manages the commercial aspects of D1 competition.

(3) Video and Official Video

Video footage refers to all videos and photographs taken at the D1 competition venue. Official footage is footage designated by the promoter to be filmed, and includes not only footage filmed within the competition but also footage filmed outside the competition.

(4) Broadcast rights

The broadcasting rights of all images (including the video data on (3)) shall be held by the Series Promoter, and no images shall be provided to broadcasters without the permission of the Promoter.

(5) Media

Indicates TV broadcasts, Internet TV, video sites, SNS, DVDs, CDs, flash memories, tapes, newspapers, magazines, flyers, etc. that transmit images, photos, and audio, and the companies that use them.

(6) Portrait

This indicates images of drivers, team members, competition vehicles, race queens, organizer staff, names and facilities of special venues, course layouts, etc., related to D1 competitions, and those wearing costumes during the competitions.

(7) Portrait rights

Portraits are the property of individuals, but it is a condition for those involved in D1 competitions that the promoter be entrusted with the rights of coverage and use of portraits related to D1 competitions that are characterized by the wearing of costumes, etc. related to D1 competitions. The portrait rights of the circuit facilities belong to the circuit, even if the portrait is used for D1 competitions.

(8) Trademark and commercial rights

D1 and D1 Grand Prix are trademarks owned by SUNPROS Inc. and SUNPROS Inc. has the right to commercialize products using these trademarks, and these rights may not be used without these rules or a license agreement with SUNPROS Inc.

(9) Filming

This term refers to all acts of video acquisition within the D1 competition, but does not include filming by spectators using amateur equipment.

(10) Entrant

An entrant is a participant who has registered to participate in the D1 Competition and may be

a corporation or an individual, but in this case, the term "entrant" refers to all members of the participating team. The person in charge of a participating team shall be responsible for ensuring that all team members comply with these rules.

(11) Entertainment Rights

SUNPROS Inc. reserves the right to organize entertainment using the competition, D1 drivers and D1 cars, and no driver or D1 car owner may organize such entertainment without the written permission of SUNPROS Inc.

(12) Race Queens

A woman who wears a costume with a sponsor company logo or a similar costume that is clearly different from that of the team staff participating in the D1 competition, and who engages in promotional activities at the competition venue.

(13) Sponsor

Sponsors are persons who support the operation of the D1 Competition Series and D1 Competitions and the activities of Entrants participating in the D1 Competition Series, and in return for their support of the operation of the Series and D1 Competitions, they receive promotional and product evaluation opportunities.

- a. Team Sponsor : A sponsor of a team participating in a D1 Competition, who is under the control of the participating team in the competition.
- b. Series Sponsor : Sponsor of the Series Promoter, who has sponsorship rights for the entire Series.
- c. Event Sponsor : Sponsor of the event organizer and series promoter, with sponsorship rights limited to the event in question.
- d. Tire Supplier Sponsors : Tire Suppliers are classified into the following four categories, each with different sponsorship rights
 - Official Tire Manufacturer
 - Partner Tire Sponsor
 - Support Tire Sponsor
 - Supplier Tire Manufacturer

2) Use of Official Footage (Official Images)

In addition to being used for official productions, etc., the official video and images of D1 competitions are filmed by the official video production team for the purpose of providing video materials to users, and such video and image materials may be provided.

- (1) Official images will be provided for a fee upon application to and approval by the D1 JAPAN ORGANIZATION.
- (2) The price for the provision of official images varies depending on the intended use, and the images may not be used for purposes other than those stipulated at the time of provision.

3) Filming of video and images

The use of video and images is restricted except for the following

- (1) Filming of vehicles on the course : Only those who have been specifically authorized by the organizer and approved by the judging committee may film.
- (2) Photographing of vehicles from outside the course : Free to the extent that it does not obstruct the view of spectators, but only those who have applied for coverage are allowed to film in the dedicated areas.
- (3) Filming by drones : No one other than the official filming team is allowed to film by drones.
- (4) Filming by in-vehicle cameras : The promoter has the right to install in-vehicle cameras on all participating vehicles, and the position of the in-vehicle camera has priority over other locations, and participating entrants may not refuse to install such cameras. Any on-board camera to be installed by a team other than the official video team must be applied for in advance, including the number of cameras to be

installed, their location and purpose of use, and an approval decal issued by the organizer must be affixed to the relevant video equipment, which may only be installed during practice sessions. In addition, if the technical staff gives instructions for modification of the installation method, the instructions must be followed.

- a. Mounting on the outside of the car is permitted only for series sponsors and event sponsors who have applied in advance.
- b. Only series sponsors, event sponsors, and participating entrants who have applied in advance are permitted to mount the equipment inside the car. Participating entrants are allowed to install the car free of charge if it is for their own technical improvement. However, the use of the images for public display is restricted to cases where the stipulated image usage fee has been paid. The fee for the use of images shall be determined separately.

- (5) Any live streaming from the venue is not permitted.

4) Application for Media Coverage

All media coverage during the event must be done by those who have applied for coverage and have been issued a media pass by the promoter.

- (1) Promoters must accept and manage all media coverage and filming of the D1 Competition.
- (2) Only media who have applied for and received a media pass in advance will be allowed to take photographs in the designated area.

5) Use of video footage

- (1) Entrant, driver, and sponsor websites, SNS, and video sites
 - a. Content that focuses on a specific product or brand (that is deemed to be an advertisement) is not permitted.
 - b. Content that focuses on a specific product or brand is not permitted. However, this does not apply to series sponsors and event sponsors.
 - c. Videos must be no longer than 5 minutes in length.
- (2) Only series sponsors and tournament sponsors are allowed to use videos in advertising materials (commercials, music videos, etc.). In such cases, the D1 logo must be displayed.
- (3) The use of videos for sales purposes is not permitted without a declaration to the promoter and a royalty agreement.

6) Use of Photographs (Images)

- (1) Entrants, drivers, and sponsors are free to post their photos on their websites and social networking services. However, content focusing on specific products or brands (deemed to be an act of advertising) may only be used by series sponsors and event sponsors.
- (2) Only series sponsors and event sponsors are allowed to use the D1 logo on their advertising materials. In such cases, the D1 logo must be displayed.
- (3) Use on novelties is permitted. However, exposure of team sponsors is not permitted.
- (4) The use of images for sales purposes is not permitted without a declaration to the promoter and the conclusion of a royalty agreement.

7) Use of D1 Logo, Competition Logo, and Series Logo

- (1) The D1 Competition and D1 Competition Series logos are registered trademarks of the Promoter. The Promoter retains the intellectual property rights to manage and operate said trademarks.
- (2) Entrants and all persons belonging to the Entrant may not use the D1, D1 Grand Prix, D1 Competition, and D1 Competition Series logos stipulated in (1) above without the permission of the Promoter or SUNPROS Inc. Entrants shall not allow their sponsors to use said logos without the permission of the Promoter or SUNPROS Inc.
- (3) The production and sale of goods shall be permitted only with prior application and approval, and

the use of the logo shall be permitted. In such cases, a separate royalty fee will be charged, and the rate of collection will vary depending on the conditions.

8) Cooperation in Promotional Activities

All persons belonging to the entrant must participate and cooperate in the following promotional activities when requested by the promoter of the D1 Competition. However, the necessary expenses and appearance fees for participation and cooperation in promotional activities shall be separately disclosed on a case-by-case basis.

- (1) Cooperation with TV, radio, other media, and official program coverage and media caravans
- (2) Promotional events sponsored by D1 competition sponsors
- (3) Other promotional events as deemed necessary by the promoter or SUNPROSS Inc.

41. display of drivers and vehicles

The D1 ASSOCIATION has established the "Promotion Regulations" in conjunction with these Rules and Regulations to establish the following compliance and restrictions regarding the display and exposure of drivers and competition vehicles participating in D1 competitions.

- 1) No stickers other than official control stickers are permitted on the windshield, driver's side glass, and passenger side glass.
- 2) Vehicle bib numbers must be displayed in at least two locations: on the upper passenger side of the windshield and on either the left or right quarter glass as designated for each competition (depending on the circuit where the event is held).
- 3) The number on the competition car of the seeding right holder may be distinguished from the others by changing the base color. If this is done, it must be clearly stated in the Series Regulations.
- 4) In addition to the above, if official control stickers, etc. are specified, they must be stated in the respective series rules or special rules of the competition.

42. use of portrait of participating drivers and vehicles

- 1) Participants (entrants) in D1 competitions (official practice runs, qualifying runs, single and chase finals, and chase competition runs), including the second use of all visual and photographic material, are managed by the promoter in 40.1) (2) which D1 ASSOCIATION, D1 representative organizations in the country concerned, and competition organizers requested, and entrant must be required to agree this.
- 2) The competitor (entrant) must deposit with the competition organizer the portrait rights of the driver, team, participating cars, campaign girls, and sponsor logos appearing on them, after resolving the matter within the team. Any problems arising from the failure to sign such an agreement shall be the responsibility of each team to resolve.

43. handling of personal information

When applying to participate in a D1 Competition, each Participant (Entrant) must agree to the following handling of personal information contained in the Application for Participation and in the materials submitted with the Application.

1) Purpose of collecting personal information

In addition to being used for the purpose of application as stated in the application form, personal information may be used for the following purposes

- (1) Database management and operation of various entry and license databases, and sending of materials
- (2) Communication regarding various procedures related to D1 competitions
- (3) Construction of a public database of competition results, and reflection of the data in magazines and DVDs containing the results
- (4) Transfer of prize money
- (5) Request for questionnaire survey
- (6) Purchase of various types of insurance

(7) Preparation of statistics

2) Use and provision of personal information

- (1) Personal information provided may not be used beyond the scope of this section 1).
- (2) Personal information provided may not be disclosed or provided to a third party, except within the scope of 1) above or as required by law.
- (3) Personal information may be entrusted to a subcontractor with whom a nondisclosure agreement has been concluded for the purpose of conducting business in the D1 Competition. In such cases, the handling of personal information by such subcontractors must be strictly supervised and controlled.

3) Disclosure, correction, and deletion of personal information

- (1) The competitor may request the organizer to disclose his/her personal information.
- (2) If the registered personal information is found to be inaccurate or erroneous, the D1 representative body of the country concerned, the competition organizer, and its related service providers must promptly respond to the request for correction or deletion.

44. D1 Organized Ride-Along Events

- 1) D1 competitions shall use cars that are participating in the competition to hold fan service ride-along events within the competition.
- 2) The car and driver who can participate in the ride-along event will be decided by the organizer of the event directly with the driver and car owner concerned, and no other participation will be allowed.
- 3) Drivers for the ride-along events must have a D1 driver's license that is equal to or higher than the eligibility to participate in the event.
- 4) The passenger seat of the vehicle used for the ride-along event is limited to the front passenger seat, and must be of a specification that is acceptable as the driver's seat of the participating vehicle in the event. In addition, the passenger's body must be secured by a four-point or larger seat belt, and the area around the seat must be designed to prevent injury from limb contact.
- 5) Persons who are allowed to ride in the vehicle must be securely seated in the seat, must wear a seat belt, and must always wear a helmet. Clothing should include long sleeves, long pants, gloves, and shoes, and should be made of flame-retardant material.