



Japanese Sprint Championship Regulations 2026 – V1

Section E: Eligibility

E1 – Vehicle body shell must be clearly identifiable as being from a vehicle originally manufactured by, or sold or badged as a Japanese manufacturer or brand.

E2 – JSC is for monocoque cars and no kit cars or open wheel type vehicles are allowed.

E3 - Engine block is free

Section F: About

F1 - The Japanese Sprint Championship (JSC) runs as a sub-series of the Javelin Trackdays Sprint Series (JTSS).

All JSC competitors and vehicles must also abide by all JTSS technical, safety and sporting regulations.

F2 - In the event that the JSC and JTSS regulations are in conflict with each other then the safest and/or most restrictive interpretation of the combined regulations will be enforced unless advised otherwise by a JSC official.

F3 - JSC reserve the right to withhold or bar an entry from anyone found to be bringing the sport as a whole, JSC or its sponsors and associates into disrepute. Anyone found to be abusing the above will also be banned from using JSC social media pages.



Section G: General Regulations

G1 - Designated JSC officials for 2026 are:

| | |
|--------------|--|
| Drivers: | Adrian Smith Phil Cutler Roger Greaves |
| Non-drivers: | Peter Jebson Vix Cutler |

G2 – All entrants into the Japanese Sprint Championship agree to accept our terms and conditions regarding vehicle branding.

It is a condition of entry that all competing vehicles display official sponsor logos in the designated position on their vehicles.

Sponsor logos must be neat & clearly visible and present for all timed runs on the day. Competitors who do not comply will not be eligible for JSC championship points or awards.

Sponsor logos may be applied to magnetic vinyl

G3 - You must obtain consent in writing from a Toyota Sprint Series official before public broadcasting of any JSC event is allowed, including internet broadcasting.

G4 - Any issues or grievances regarding class, competitor, car, regulations or track related must be reported to at least one official. That one official must consult at least another 1 other official before any decision is made.

G5 - All results posted at the finish of an event will remain provisional for 15 minutes. Results are final after 15 minutes unless a protest is lodged in writing with an event official.

G6 - Should a participant feel strongly aggrieved by any decision or ruling made by the Organisers, Championship Co-ordinators, Clerk of the Course or Event Officials. An appeal may be lodged with the Championship Organisers no later than 48 hours after the event. The Appeal must be made in writing and be accompanied by a fee of £100. Appeals will be adjudicated upon by the IOPD who will remain impartial. If the appeal is upheld, then the appeal fee will be refunded. Otherwise, it will be used to cover Appeal Hearing costs and any balance will be used to benefit the championship.

G7 - The championship consists of 7 rounds. You are welcome and encouraged to complete all 7 rounds but only your best 5 scores will count towards a final overall position.

G8 - All eligible JSC competitors are ranked according to their overall finishing position and awarded event points from 100 for the fastest, decreasing by 1 point per position.

G9 - Points are to be awarded to the driver and not the car. Drivers can change class throughout the year but points scored will only count towards the highest class entered.

G10 – Final championship positions will be based on the sum of the best 5 event scores.

G11 - In an event that points are equal then the tie will be broken using a countback of the driver's highest overall placings. If these are also tied, then whichever driver gained their best result in the earliest round will be placed ahead.

G12 - Class championship standings are determined from the class entrant's relative positions in the overall standings.

G13 – If a driver changes car during the season then overall class points will only be awarded for the highest class in which the competitor has competed. Points gained from lower classes will still be counted.

Awards:

JSC Championship awards will be awarded at a separate event at the end of the year. Date & Venue to be announced.

G14 - Overall championship awards will be made to competitors finishing 1st, 2nd, 3rd overall.

G15 - Class Awards will be made to competitors who finish 1st, 2nd, 3rd in class. In order to win a class award the competitor must beat at least one other. Eg to be awarded 3rd there must be at least 4 in class.

G16 - To be eligible for an overall championship award or class award a competitor must have competed in at least 5 rounds.

G17 – Additional end of season awards may be made at the organiser's discretion (eg: Highest placed front wheel drive, Highest placed N/A, Fastest Subaru, Toyota, Mazda, Honda etc)

Classes:

G18 – The table below lists all classes for which competitors may be eligible. Competitors may only enter 1 class per entry which must be declared prior to the start of competition.

| Class | Qualifying Criteria |
|--------------|---|
| Pro Tuner* | Tuner or heavily modified car where the driver or car is at a professional level, cars over 500hp will be automatically entered in to this class, lower powered cars may be moved to this class at the organisers discretion. |
| GT500 | 500hp maximum - Pro / Sport |
| GT400 | 400hp maximum - Pro / Sport |
| GT300 | 300hp maximum - Pro / Sport |
| GT250 | 250hp maximum - Pro / Sport |
| GT200 | 200hp maximum - Pro / Sport |
| GT150 | 150hp maximum - Pro / Sport |
| GT100 | 100hp maximum - Pro / Sport |

G19 – Competitors vehicles must comply with the relevant class specific regulations as detailed in the following sections.

G20 – Organisers reserve the right to change the class of a competitor at any time prior to, during, or after, an event until the results are final. This can occur either due to a competitor's vehicle being found to not comply with the regulations of the class in which they have entered or for balance of performance reasons where a vehicle is built to a specification that it is deemed to be better suited to compete in a higher class.

Section S: GT Sport - Technical Regulations

GT Sport classes are intended to give those who use their cars on the road an opportunity to be competitive.

GT Sport Modifications within class are limited to:

S1 – GT Sport class cars must comply with all general JTSS technical and safety regulations

S2 – GT Sport class cars must also comply with all JTSS "Spec 1" regulations

S2 – MSA list 1b or 1c tyres are not permitted in GT Sport classes.

S3 – The following safety equipment is advised for all classes but is not mandatory:

- Handheld fire extinguisher securely mounted – Fire Safety Stick recommended.
- Rollover protection
- Race Suit & Gloves

Section P: GT Pro - Technical Regulations

P1 – GT Pro class cars must comply with all general JTSS technical and safety regulations.

Section PT: Pro-Tuner - Technical Regulations

PT1 – Pro Tuner class cars must comply with all general JTSS technical and safety regulations.

PT2 – A Full Roll cage is mandatory, Fit for Purpose. Self or manufacturer certificated with championship organisers veto option. Organiser's decision will be final.

PT3 – The vehicle must carry at least a 1.75kg hand held extinguisher or a Fire Safety Stick, which should be securely mounted. A plumbed in system is advised.

PT4 – Installation of an FIA Approved Cut Off switch is advised if installed this must be accessible to the driver, be linked to an external pull on the left hand side of the scuttle panel and be clearly marked.

PT5 – The driver must wear flame proof overalls & gloves which are in good condition and suitable for purpose.