

D1 Scoring Criteria

Scoring will be based on the following evaluation criteria in accordance with the definitions for the single and battle events.

<Definition of Single-Run Competition>

The Single Race is a competition of driving skills to drive faster with a larger and more stable drift angle and to switch angles more quickly within a defined curved course.

<Definition of Battle Run Competition>

The Battle Run competition is a competition to see how well the car following the car ahead can match the car's single-track performance and outperform it in terms of drift angle, high speed, sharp swing, and stable large angle, as well as to see how close the car can get (i.e., running together inside the car ahead in a drifting state).

1. The following factors are used to evaluate drifting techniques

1) Fast driving speed

The driving speed must be as fast as possible in any part of the course. Drifting angle and speed are inversely related, but the speed must be as fast as possible while maintaining a large angle.

2) Sharp swing

Quickness, precision, and appropriate timing are required when entering the drift (swing out) and when switching sides of the drift angle (swing back).

3) Stable large angle

The drift angle indicates the directional angle of the vehicle relative to the line of travel, and the driver must maintain as large an angle as possible while cornering at a stable angle.

4) Driving must be within the specified track, and the entire scoring section will be evaluated.

2. scoring items

1) Scoring Items for Single Run

Scoring points shall be explained in detail by the judges of the competition at the drivers' briefing prior to the qualifying round, based on the course map.

(1) Scoring factors for fast running speed

- On the premise of running in the track, high speed in all parts of the track will be highly evaluated and reflected in the scoring.
- Any significant decrease in speed during the competition run will result in a significant point deduction.
- Designated zones and running lines may also be a factor in speed evaluation, since judging speed by appearance requires running on the same line.

(2) Factors for scoring sharp swing

- Lack of quickness in swinging out and swinging back shall be subject to point deductions.
- Delay in timing of the start and return of the swing will result in a point deduction.
- Points will be deducted if the angle is not determined after the start and return of the swing.

(3) Scoring Factors for Stable and Large Angle

- Whether or not a stable large drift angle is maintained while maintaining a smooth drift run.
- The larger the angle, the better. However, if the angle returns, points will be deducted as a mistake.
- Temporary large angles will be deducted as a mistake.
- Temporary large angles will not be evaluated.
- Designated zones and running lines may also be a factor in angle evaluation, since angle determination by appearance may require running on the same line.

2) Scoring items in battle run

(1) Evaluation of the car ahead

- The car ahead will be evaluated in the same manner as the car running alone, with priority given to line and speed, but any unnatural movement will be subject to penalty points.
- Points will be deducted for any off-course driving as a violation.

(2) Evaluation of chase vehicles

a. Speed

The speed within the scoring section is evaluated in comparison with the vehicle ahead. If the distance between the vehicles is reduced while the angle is the same or greater, the speed is judged to be higher.

b. Angle

The relative drift angle compared to the vehicle ahead is the object of evaluation.

c. Proximity

i. Proximity method

- No points will be deducted for failure to close the distance between vehicles, but points will be deducted for opening the distance between vehicles with the same or smaller angle within the scoring section.
- If a vehicle approaches a distance at an angle equal to or greater than that of the vehicle ahead, it will be a point-earning factor.

ii. Continuous driving distance

The distance and continuous running distance time of the car following the car at the same or greater angle as the car ahead will be used to determine the degree of scoring for the car following the car behind.

3. Scoring Criteria for Single Run

The scoring will be based on the following criteria, with 100 points given for a level of driving that is considered perfect under the competition conditions. The details of the scoring evaluation are based on the table below.

- The full score for a fast running speed is 10.00 points.
- A full score of 10.00 points shall be given for a stable large angle.
- Sharp swing shall be evaluated on a 7-point scale from 0 to +3 points.
- The calculation method is: 1) score x 2) score + 3) score.
Example: $9.8 \times 9.7 + 0.5 = 95.56$
- Either one or more judges shall score 1) to 3) above in the same manner and average them, or one judge shall be in charge of 1), 2), and 3), and the total score shall be calculated in the same manner as in the example in 4).
- If any points are deducted due to infractions, etc., the final score shall be the total of the points including the deduction.

英語要確認

Point distribution	Scoring elements	
10.00 point	Fast driving speed evaluation	Driving speed of first drift, and the extent.
		Maintaining enough speed in any part, and the extent.
		No slowing down significantly in the speed, and the extent.
		Proximity to the passing point if specified.
		Unstable the driving line, and the extent.
10.00 point	Stable big angle evaluation	Size of the drift angle and stability of it, and the extent.
		Was there a big return, and the extent.
		Using side brake too much, and the extent.
		Was there a disturbances in driving by shift operation error or so, and the extent.
		Was there a steering correction operation significantly or so, and the extent.
		Was there a drift under, and the extent.
		0-3 point 7 steps
Was there a delay drift, and the extent.		
Was there no determination of drift angle, and the extent.		
Was there a twice drift.		
Was there a challenging, and the extent.		

4. scoring criteria for battle run competitions (when using mechanical scoring)

- 1) When a measuring and scoring device is introduced for judging, the entire scoring system must be officially approved by the D1 ASSOCIATION, in which case the measured values will be considered final.
- 2) The scoring of D1 single runs shall include, at a minimum, the determination of the following elements: fast running speed, sharp swing, stable large angle, and off-track running violations.
- 3) In addition to the above, the scoring of the battle run shall require judges to determine vehicle spacing and causal factors, and causal factors of changes in driving conditions.
- 4) For scoring elements that cannot be covered by measurement scoring, judges may be assigned only for the relevant scoring elements. In such a case, the criteria for the judges' scoring must be specifically indicated prior to the competition.
- 5) In principle, scoring elements that can be scored by measurement shall be scored only by measurement.
- 6) The judges shall explain to the competitors before the competition what kind of driving will result in higher scores.
- 7) In a measurement scoring event, competitors must prepare their vehicles so that they can install the measurement device for scoring in the designated area of the competition vehicle. They must not touch the measuring devices unless instructed to do so by the competition officials.

5. scoring criteria for Battle Run competition (during subjective judging)

In the battle run, the following vehicle is judged as superior or inferior to the vehicle ahead. In addition, the relative distance between the following vehicle and the vehicle in front is taken into account as a judging factor.

In the battle run competition, the driving levels of the car ahead and the car behind are evaluated according to 10 basic ranks, and the winner is determined by adding up the driving ranks of the car ahead and the car behind.

1) Determination of the driving rank of the car ahead

The car ahead is required to drive in the same manner as a single run, and its 10 driving level ranks are determined based on the scoring of the single car in Section 3. The evaluation of the following vehicle is determined by adding or subtracting the relative rank difference from the preceding rank.

2) Determination of the driving ranks of the following vehicles

The evaluation for the evaluation points in the table below are added up during the run, and the rank difference relative to the preceding vehicle is added or subtracted to determine the running rank of the vehicle ahead.

英語要確認

	Point of evaluation of following car	evaluation
Position of drift	Start drifting at almost the same position with leading vehicle.	Even
	Start drifting at the same time or earlier with leading vehicle.	+
	Start drifting after the position of leading vehicle start drifting.	-
Result of drift	The angle of drift is bigger than leading vehicle unquestionably.	+
	Close to leading vehicle after drifting.	+
	Distance between cars was increased after drifting. (Invalid if the drift angle of leading vehicle was small unquestionably.)	-
Drift angle and the speed	Distance between cars was not increased, nevertheless the drift angle is big unquestionably.	+
	Close to leading vehicle, but maintaining small drift angle.	-
	Getting close to leading vehicle by drifting. (Invalid if the drift angle of following vehicle was small unquestionably.)	+
	The distance between cars increased by drifting. (Invalid if the drift angle of leading vehicle was small unquestionably.)	-
Drift back	Start drifting back at the same time with leading vehicle. The movement of drift back is sharper than leading vehicle.	+
	Became disadvantageous because of leading vehicle's timing of mistaking drift back.	+
	There was less wobble, back of counter, understeer, half spin, half spin than leading vehicle.	+
	If you drive off course. (Invalid if leading vehicle blocked the driving line, or In case of contact.)	-

3) Penalty and contact judgment during a battle run and judgment for running off the course

- 1) If the car ahead of the car in the acceleration section obstructs the track or controls the speed, or if the car behind the car in the pursuit puts any part of its body in front of the rear end of the car ahead before the first swing out, it will be penalized -3 ranks or more or lose the race for infraction.
- 2) If the car ahead does not leave enough room for the car behind to run, and the car behind passes through a line with a shallow drift angle and tightens the inside of the car ahead, or if the car behind cuts into the inside of the car ahead even though it is running side by side with the car behind, the penalty shall be -1 to -5 ranks as an obstruction penalty for the car ahead.
- 3) When closing the distance between the car ahead and the car behind, the risk is borne by the car following. Slight contact itself is not a problem, but if the driver pushes the car ahead, causing it to spin, understeer, or go off the course, an unfair penalty of -3 to -5 ranks will be applied. If it causes a dangerous situation or serious damage, it may be judged as a -5 rank or an infraction loss.
- 4) If the preceding car suddenly stalls or changes its line, causing a contact situation and the car ahead is at fault, an obstruction penalty of -1 to -3 ranks shall be given. In addition, if the situation is dangerous or causes serious damage, it may be judged as a -5 rank or an infraction loss.
- 5) If the infraction committed during the pursuit is against sound sportsmanship, a penalty may be given in accordance with the D1 Rules.
- 6) When video replays for judging are used to make subtle judgments due to contact or spinning of two cars, the replays must be made before the judges' decision is made.
- 7) In the event of any situation other than those mentioned above, the final decision shall be made by the Chief Judge after consultation with the judges.