

D1 LIGHTS Series Regulations

Based on the D1 Rules, the Series Rules for the D1 Lights Series (abbreviated as D1 LIGHTS Series) are established as follows. Matters not covered by the Series Rules shall be governed by the D1 Rules. The interpretation of the rules shall be governed by the D1 Rules.

1. format of competition

The D1 Lights Series (hereinafter referred to as "the Series") will be held as a D1 domestic rated competition series under the auspices of the D1 JAPAN ORGANIZATION, the national D1 representative organization in Japan. In order to ensure that the rules and regulations are consistent throughout the series, a race director has been appointed to manage the series.

2. competition schedule

Round	Event date	Course
Round 1 Round 2	4.5.Fri - 7.Sun	Nikko Circuit
Round 3	5.10.Fri - 11.Sat	Okuibuki Motor Park
Round 4 Round 5	5.31.Fri - 6.2.Sun	Bihoku Highland Circuit
Round 6 Round 7	9.6.Fri - 8.Sun	Meihan Sportsland
Round 8 Round 9	10.4.Fri - 6.Sun	Ebisu Circuit

3. Participating Teams

Entrants registered with the D1 JAPAN ORGANIZATION shall constitute the participating team for this series, which shall be composed of the following requirements.

- 1) A team must consist of at least three persons who fulfill the functions of a representative, a driver, and a team member, each of whom must be registered with the D1 JAPAN ORGANIZATION.
A team member may be a member of another team, but must be registered as a member of both teams.
- 2) A driver may also serve as a representative, but the authority to represent the team during the competition must be delegated in writing to a team member present at the venue on the day of the competition.
- 3) The representative must keep the participating vehicles under his/her complete control (right of use, condition of maintenance, compliance with regulations, etc.).

- 4) The name of the participating team should be the name of the participant or sponsor, or a combination of the two. The name of the vehicle should be a combination of the sponsor's name, team name, etc., and the vehicle's common name or model number.
Both names must be less than 30 one-byte characters including spaces. (Avoid prepositions and conjunctions.)

4. eligibility of drivers

Participation in this series is limited to holders of a valid D1-GP drivers' license or D1-A drivers' license issued by the D1 ASSOCIATION, and those whose driver's license is not suspended or otherwise in violation of D1 regulations at the time of participation in the event.

5. entry (application for participation)

- 1) All competitors who wish to participate in this series must register as an entrant on the official D1 website (<http://www.d1gp.co.jp/>) and complete web entry2) and payment of the entry fee by the end of the entry period.
In addition, they must submit the necessary documents via the Entrant My Page by the deadline.
The confirmed number number of the Participant for the relevant event will be notified at the time the entry documents are sent to the Entrant.
Entry fee remittance account: Resona Bank, Shintoshin Branch, Savings account 3429205, D1 Division, SUNPROS Inc.

2) Types of Entries and Entry Fees

- (1) There are two types of entries as follows
 - a. Annual Entry: In principle, annual entrants are obliged to participate in all tournaments. If an annual entrant does not participate in any event, that event shall be treated as a spot entry and the difference between the annual entry fee and the entry fee shall be paid.
 - b. Spot Entry : Entries must be made for each tournament in which the entrant wishes to participate.
In the case of double finals at one venue, entry for only one round is not allowed.
- (2) The entry fee shall be as follows:
 - a. Annual entry fee: 308,000 yen per car
 - b. Spot entry fee: ¥49,500 per car per race

3) Entry Limitations

- (1) The number of entries for each 2024 competition will be limited to 60 cars. (However, this is subject to change on the assumption that safety and competitiveness will not be compromised.)
- (2) Annual entrants shall have priority in the acceptance of entries.
- (3) Priority for accepting entries other than annual entrants shall be as follows: a. In order of the number of points earned in the current year's series
 - a. In the order of points earned in the current year's series. However, in the first round, the order will be in order of the previous year's results.
 - b. Those whose entries were not accepted due to previous competition entry restrictions and who wish to enter.
 - c. In the order of completion of the regular entry procedures.

4) Participation Pledge

All competitors, drivers, and team members must use the participation pledge form designated by the D1 Secretariat when applying for participation, and must sign the form.
The signatures on the form must match those of the actual team members. If there is any change in the members listed at the time of the competition, a notification of the change must be submitted with a signature at the competition registration desk.

6. seeding right holders

In this series, the seeding right holders at the first round shall be in the order of the previous year's ranking, and thereafter the seeding right holders shall be up to the 8th position in the series ranking after the immediately preceding competition. Drivers' ranking will be determined in the order of drivers' points as stipulated in Section 14 of these Rules.

7. driver and mechanic equipment

1) Drivers participating in this series shall wear the following equipment.

- (1) Driver suits shall be an overall-type driver suit of 2 or more layers made of material conforming to FIA-8856-2018 or FIA-8856-2000 standards or SFI-3.2A/5, 3.3/5 standards or non-flammable material, and a balaclavas made of non-flammable material, Underwear, socks, gloves, and shoes made of non-flammable material must be worn.
- (2) Driver helmets must be a full-face type for 4-wheeled vehicles. Helmets that are more than 10 years old from the date of manufacture may not be used. It is recommended that drivers must wear full-face shield type FIA-approved helmets (listed in FIA Technical List No. 25) or JAF-approved helmets.
- (3) Drivers participating in JAF race competitions are required to use a FHR system that conforms to the FIA Supplementary Rules for Driver Equipment (FIA Supplementary Rule L, Paragraph 3. Frontal Head Restraint) or SFI 38.1 standards. In D1 competitions, the HANS sliding tether type is recommended.

2) Fueller's equipment must be as specified in D1 Rules 22.2) and 3) (2).

Other mechanics' clothing should be of safety-conscious materials and functions, and should have a uniform team design and labeling. Mechanics working in the hot pit during the pursuit must wear flame-retardant clothing.

8. vehicles

1) Vehicle Requirements

- (1) Vehicles compliant with the 2024 D2 Vehicle Regulations in the D1 Regulations Supplement-C2 and vehicles specifically approved by D1 JAPAN ORGANIZATION shall be eligible to participate in this series.
- (2) All competitors must be able to present a valid, publicly available document showing ownership or usage rights to the base production vehicle of the competition vehicle. D1 JAPAN ORGANIZATION reserves the right to refuse the participation of any vehicle it deems undesirable as a participant in this series.
- (3) Any changes to a car after the entry deadline must be reported at least two weeks prior to the event. Any subsequent change requests must be made at the registration desk on the day of the event and a change fee (10,000 yen) must be paid. However, spot entrants must apply for a change of vehicle at least two weeks prior to the event, and no later than two weeks prior to the event.
- (4) No changes in vehicles will be permitted during the same competition period.
- (5) Incomplete documentation and fraudulent acts related to vehicle qualifications will be subject to severe penalties, including the revocation of series entry rights.
- (6) The noise level of the competition vehicles shall be measured during the competition, and any vehicle whose noise level exceeds 105db even once shall be subject to a penalty. If the competition venue has a volume limit regulated by the special rules of the competition, the volume limit will be applied.

2) Tire requirements

- (1) The tires that may be used are limited to those specified in the D2 Vehicle Regulations, and participants must carry with them a catalog or other documentation that lists the dimensional specifications of the tires to be used.
- (2) If a rear tire is determined to have lost its bead during a competition run(except of collision, etc.), regardless of the reason, the results of that run will not be recognized. No further driving in the competition will be permitted.

3) Fuel Requirements

- (1) Fuel used for competition vehicles must be unleaded gasoline or diesel fuel produced by an oil company and sold at regular gas station pumps.
- (2) Fuel may only be brought to the competition site in a metal carrying container of 20 L or less.

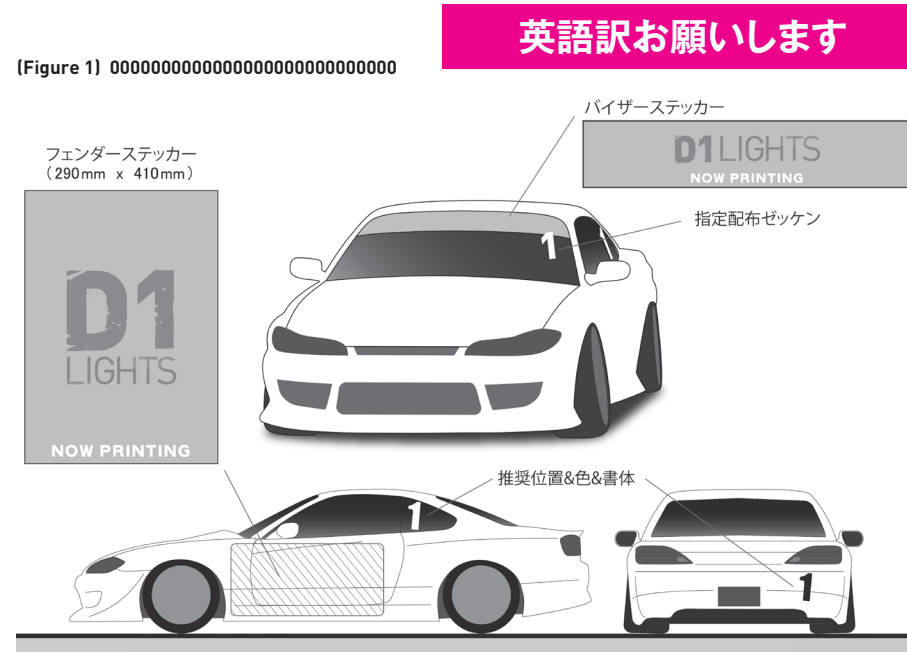
4) Vehicle Bib Numbers

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

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

9. vehicle and driver markings

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



1) Vehicle Display Obligations

All vehicles participating in the D1 Lights Series must display the following official control stickers (visor sticker, fender sticker, designated distributed numbers, and left and right numbers).

- (1) Visor stickers and designated distribution numbers must be affixed to the upper portion of the front window.
- (2) Fender stickers must be attached to the left and right fenders or the left and right doors.
- (3) Numbers must be displayed in the following three places:
 - a. Front window (designated number)
 - b. On the sides of the left and right body panels
 - c. Rear bumper (optional)
- (4) If the numbering system is found to be unrecognizable by the officials, the typeface and color must be corrected.

10. Vehicle Inspection

- 1) The official vehicle inspection is intended to check the suitability of the vehicle for participation in the event and does not guarantee the safety of the vehicle. The safety of the vehicle must be guaranteed by the participant at all times and is the participant's obligation.
- 2) The Official Vehicle Inspection will be conducted during the designated time, and vehicles that fail the inspection will not be allowed to run in the scoring run without the permission of the Technical Committee Chairman and the Race Director. In addition, cars that have not been inspected at least once during the official vehicle inspection time will not be allowed to run.
- 3) Participants must abide by the decisions of the Technical Committee Chairman and the Race Director regarding the suitability of their competition vehicles in relation to these regulations and the D2 Vehicle Regulations. In addition, the race director/competition director may allow a competitor to participate in the event on the condition that the vehicle is found to be non-compliant, but that it is corrected by a specified time. In this case, if the improvements are not completed by the specified time, the time period cannot be extended.
- 4) The race officials must make a judgment on the safety of the condition of the competition car from the viewpoint of driver safety, safety of other competitors, and safety of officials and spectators, and report the judgment to the race director. Participants are not allowed to challenge the race director's or race director's judgment of the safety of the car.
- 5) Any vehicle damaged during the competition must disclose the details of the damage to the car inspectors, and may be subject to re-inspection. If the vehicle does not officially pass the re-inspection, it will not be allowed to run again.
- 6) In the chase tournament, the cars will be stored at the designated location starting from the losers of the first round of the best four, and will be subject to re-inspection. After 30 minutes of storage, the air pressure of the tires will be measured by the technical staff, and any vehicle with air pressure of less than 1.2 kg/cm² will be disqualified from the results. The air pressure shall be measured with a measuring device designated by the Secretariat.
- 7) D2 cars with modifications that require the submission of a "Detailed Description of Modifications" for 4.3) Engine Modifications and 8.1) Transmission and Differential modifications, but have not been submitted to D1JO in advance, will not be allowed to undergo the official vehicle inspection.

11. competition rules

1) Area names and regulations

(1) Course

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

(2) Starting area

Only official staff members are allowed to enter this area.

(3) Waiting Area

Only official staff and mechanics wearing flame-retardant team wear will be allowed in this area during the race. All vehicles in the competition must undergo a pre-drive inspection by the competition officials in this area. If any modifications to the car are ordered, they must be

completed and approved by the competition officials before the car can be driven.

(4) Paddock area

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

(5) Spotter area

Entry by anyone other than registered team members and drivers as spotters is prohibited.

2) Single Run Rules

i. Single Run Finals

- (1) In the Single Run Final, each group shall run in reverse order of the entry list. The number of runs shall consist of a group warm-up and two scoring runs.
- (2) The scoring for the single run finals shall be based on the best score in accordance with Section 12 "D1 Lights Series Scoring Method". The top 16 places will advance to the chase tournament.

ii. Rules for Single run Progression

- (1) Even in the event of vehicle trouble, the right to run will be forfeited if the designated running order is not followed.
- (2) If a car has a problem in the waiting area, the car may only run in its own order for the remaining number of scoring runs only after repair work has been done in the waiting area.
- (3) If a car has already entered the course, it will not be allowed to return to the competition once it leaves the lineup and returns to the pit area, for any reason whatsoever. This will be considered as an abandonment of the race. The competitor's car must return to the waiting area after the race. If a competitor's car does not return to the waiting area even though it is able to drive on its own, it will not be allowed to return to the competition thereafter.
- (4) If a car is found to have a problem after entering the course, it must immediately report the situation to the starter and the technical committee members. If the starter and technical committee members inspect the car and determine that the car is not able to run, the starter may inform the participating drivers that they will not be allowed to start the race. The starter must immediately report this to the race director.
- (5) Any team member exceeding one mechanic who enters the waiting area during a single run final without permission to start the engine, etc., will be excluded from the rest of the competition or fined.
- (6) If a driver changes tires or refuels in the waiting area, he/she will be excluded from the following competitions. However, maintenance by the driver that does not interfere with the progress of the event will be permitted. Officials may only perform actions that will ensure the safety and smooth progress of the event. Officials may remove exterior parts that may fall off, repair bumpers that may fall off, etc. with duct tape, and provide first aid to move the car to a safer location.
- (7) When a competing car is in the waiting area, handing over tools, etc. from the outside without permission will result in the car being excluded from future competitions.
- (8) If a competitor's car fails to start immediately after being instructed to do so by the starter, he/she will lose the right to drive and will be removed from the starting line.
- (9) Any car that is unable to start on its own at the starting area will not be allowed to participate in the event.
- (10) The participating car must be in the waiting area before the group concerned is lined up in the waiting area and the first car is led to the starting area during the single run competition. Any vehicle that is not waiting at the prestige line through the designated route at the time the car in front starts shall have one point deducted from the number of points scored for the single race in question. In addition, in the case of a competition progression method in which the cars enter the course as a group, the car that fails to enter the course as a group shall have one point deducted from its single-run scoring for the relevant competition. If the car does not arrive in time for the first or second run in the running order, the car shall forfeit the relevant running right.
- (11) Vehicles whose exterior parts are judged to be incomplete will not be allowed to run.
- (12) If a car fails to return to the prestige line by the end of its own running order, it will lose the right

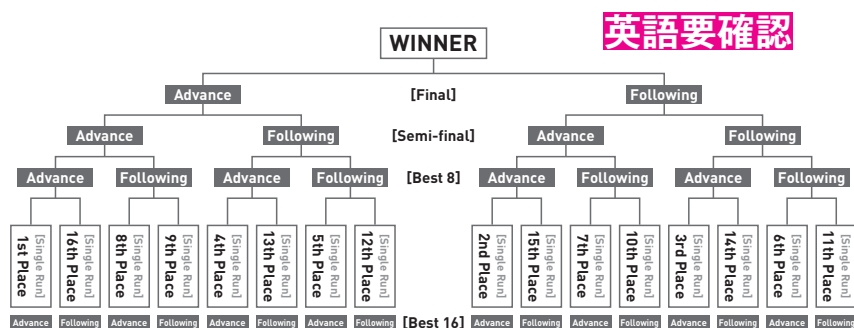
to run in the following single runs.

- (13) As a rule, air pressure adjustment is not allowed between the first run and the second run, even in the waiting area.

3) Rules for the Battle Race

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

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



- (2) One warm-up lap will be held for the Best 16 rounds, but for the Best 8 rounds and thereafter, the location and method will be specified at the drivers' briefing for each venue in the Special Regulations or at the briefing.
- (3) Up to three mechanics per car may work on a car at the same time, and they may enter the hot pit in the waiting area. In this case, as a general rule, entry outside of the designated time is strictly prohibited. However, in the event that spare parts, tools, etc. need to be brought in due to machine trouble, etc., only those who have obtained permission from the official staff in the waiting area will be allowed to enter and exit the hot pit. The designated time is defined as the time between the start of the race and the start of the follow-up race course as specified in the official notification of the event.
- Violations involving more than the specified number of workers shall be subject to exclusion from subsequent competitions or a penalty.
- (4) Gasoline refueling is not allowed in the waiting area for the pursuit competition.
- (5) Tire changes are not permitted between the lead and follow cars during a battle.
- (6) Judgment and work to repair or adjust a car or replace parts during a chase match must be made as quickly as possible to ensure the smooth progress of the competition, and a warning may be issued by the race director. The start of work in the hot pit will be announced officially as well as communicated to the workers by the officials. If the work is not completed within 5 minutes, the right to drive will be forfeited. This time can only be used once per competition, but it can be used again in case of a re-match.
- (7) If neither competitor reaches the starting line, the starter will announce that time is up and the winner will be determined by the result of the first run.
- (8) If the opponents are unable to start within the time limit, they may start alone and complete a lap of the course to earn the right to advance to the next round of the competition.
- (9) Competitors' vehicles must return to the waiting area after the chase competition, and must move and stop at the designated spot for the awards ceremony. If a competitor fails to do so even though

he/she is able to drive on his/her own, he/she will be subject to a penalty under Rule 36 of the D1 Rules.

- (10) The scoring for the chase competition will be conducted by the judges in accordance with the "D1 Lights Series Scoring Method" (Section 12). The higher ranked car will be declared the winner based on the total ranks after the "preceding" and "following" runs. In the event of a rematch, the rematch will begin at even status with no rank difference.
- (11) The maximum number of re-matches (sets of "ahead" and "behind") shall be zero for the best 16 or later matches. (11) The maximum number of re-matches is 0 for the best-of-16 matches and 1 for all matches after the best-of-8 matches.
- (12) The starting positions for the chase races shall be determined by the judges and announced to the participants prior to the official practice. In addition, both drivers are obliged to drive in a straight line in a gripped condition up to the designated position on the course immediately after the start.
- (13) Participating vehicles that are to be driven during the chase competition must enter the course in the designated manner. The timing for moving to the prestige line must be before the start of the second run of the previous competition, and the tires must be checked by the officials. If a competitor is unable to enter the course at the specified time, or if he/she is unable to wait at the Prestige Line at the above-mentioned time, he/she will be downgraded one rank in the chase rank of the competition concerned. However, if he/she fails to arrive in time for his/her competition order, he/she will lose the right to compete.
- (14) Except immediately after the start, the trailing car must not position the front end of its car in front of the rear end of the leading car before the first swing out or swing back of the leading car in the scoring section. This action shall be considered as an obstruction and shall result in a rank down of -3 or more or an infraction loss.
- (15) Vehicles whose exterior parts are judged to be incomplete will not be allowed to run.
- (16) If a car cannot return to the prestige line on its own after the first run, it will lose the right to run the second run.

4) Penalties for violating regulations during warm-up run

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

- (1) Penalties for the single run competition shall be forfeiture of the right to run the first single run scoring run.
- (2) If a car causes the progress of the competition to be temporarily interrupted during a chase race for any reason other than running in a competitive condition, the car that caused the interruption will be penalized by one rank down in the pursuit rank.

5) Suspension of competition due to changes in road conditions

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

6) Resumption of Competition after Suspension

- (1) The competition must be resumed by sunset on the same day.
- (2) When the competition is resumed, the starter will always inform the competitors of the progress to

be made after the resumption of the competition.

- (3) If the competition is interrupted due to changes in the road surface, a check run may be conducted before the competition is resumed.
- (4) In the case of a single-run competition, the run will start from the beginning of the group that was halted.
- (5) If the competition has to be interrupted due to a sudden change in conditions during the chase race, the race will be restarted from the first run.

7) Pit Stop and Work during Interruption of Competition

- (1) When the competition leader declares the competition suspended due to weather conditions such as heavy rain or strong winds during qualifying or the single run finals, the cars will be allowed to remain in the pits and work such as changing settings or changing tires in the pit/paddock will be permitted.
- (2) Under no circumstances will teams or individuals be allowed to return to the pits except when the race director has declared a stoppage of competition. In such a case, the team will not be allowed to return to the competition and will be deemed to have abandoned the race.

8) Response to non-competitive situations

- (1) In the event that the competition schedule is changed due to weather or other reasons, a decision shall be made through consultation between the competition director and the race director, and a new time schedule shall be implemented.
- (2) In the event of cancellation of the single run finals, the ranking will not be awarded as the competition has failed.
- (3) In the event that the chase race is cancelled or terminated, the competition will be announced as the end of the competition in the order of the top rank of the final of the single run and the competition rank according to the end of the ladder phase of the pursuit run. In this case, the competition is considered to have been completed.
- (4) For situations other than those listed above, the race director and the race director will consult with each other to determine how to handle the situation.

12. Scoring Method for D1 Lights Series

In the D1 Lights Series, scoring will be conducted in accordance with the D1 Rules Appendix-B "Scoring Criteria", and the scoring will be conducted as described below.

1) Referee System

The scoring shall be based on the average of two or more referees, and an assistant referee shall be assigned depending on the venue.

(1) Referee

The judges who are qualified as D1 national judges or higher shall be sitting at the judges' table and shall score infractions in a single race and evaluate the following car relative to the car ahead of the following car.

(2) Assistant Referee

In principle, a qualified D1 national judge or higher shall assist the judges in making final judgments around important corners. In addition, they shall judge contact and infringement in the chase race.

2) Competition Scoring

The scoring of competitions shall be conducted in accordance with the D1 Rules, Appendix B, "Scoring Criteria", as follows

(1) Point reductions for infractions, etc. that affect scoring

- a. Penalties specified in Section 11 "Competition Rules" will be deducted from the judges' scoring results to be used as the competition scoring results.
- b. If the hood, doors, hatches, or trunk lid opens during a run, or if any exterior part falls off or drags, the run will be scored as no points or -4 ranks against the opponent.
- c. Each run off the designated portion of the track will be penalized as follows and points will be

deducted for each occurrence.

- Off-course driving [single run] 1 wheel - 2 wheels - 1 point deduction
3 points will be deducted for 3 to 4 wheels.
- Off-course driving (battle run) 1 wheel to 2 wheels -0.5 ranks
3 to 4 wheels -2 ranks
- Zone [single run] Out side, in side -1 point deduction
- Zone [battle run] Out side, inside side -0.5 ranks

Note 1 : Definition of off-course driving

A car is considered to be running off the course when any part of the tread of a wheel passes over any part of the track other than the designated track. The outer edge of the designated track will be specified at each event. If the car following the car in pursuit is forced to run off the track in order to avoid contact during the pursuit, the decision to run off the track will be relaxed.

- d. If the car ahead is judged to be obstructing the car behind during a pursuit, the rank is added to the car behind as an obstruction.
If the cause is 100% attributable to the car ahead, and the car following spins out, the judges will judge it as 4 ranks.
- e. If the car being followed is judged to be obstructing the car ahead, the rank of the car being followed will be deducted as unfair.
If the cause is 100% the fault of the following car and the car spins the car ahead, it will be judged as -4 by the judges, but if it is judged as a dangerous act, points will be further deducted.

(2) Scoring for Single Run

The judges will determine the points by judging the following factors, with 100 points given for the level of driving that is considered to be perfect under the course conditions at the time of driving, and the points will be added together with the penalty points. In the event of a spin, etc., the maximum number of points that can be awarded will be determined according to the location of the spin, etc. The evaluation factors for single run scoring are as follows

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Scoring elements	
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 .
Stable big angle evaluation	Unstable the driving line, and the extent.
	Size of the drift angle and stability of it, and the extent.
	Was there a big angle 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.
Sharp drift evaluation	Was there a drift under, and the extent.
	Was there a quick drift, and the extent.
	Was there a delay drift, and the extent.
	Was there no determination of drift angle, and the extent.
Sharp drift evaluation	Was there a twice drift.
	Was there a challenging, and the extent.

(3) Battle Run

- a. The preceding car is required to run a single run, and the driving rank of the preceding car is determined based on the scoring of the single run in accordance with 12.2) (2). In the case of multiple judging, the driving rank of the car ahead is determined by the chief judge's score.
- b. The following vehicles are evaluated with respect to the preceding vehicle to determine their relative ranking. For the relative ranking evaluation, low-speed corners and high-speed corners are judged from -1 to 1, respectively, and the scores for each corner are summed up to determine the relative evaluation of driving conditions. In the case of evaluation by multiple judges, the relative ranking shall be determined by the average of their scores.
- c. If a competitor is unable to continue the pursuit due to a single spin or going off the course, he will be given a rank of -4 against his opponent.
- d. The following car will receive rank points by maintaining a close distance from the car ahead, but in principle, the distance between the cars must be the same or greater than the drift angle, and the distance between the cars is determined by the distance between the rear wheels. In this case, the distance to be awarded points for high speed corners and low speed corners will differ depending on the course.
- e. When a vehicle being pursued is traveling off the course, the judgment is relaxed when the distance from the vehicle in front is short, but when there is enough distance between the vehicles, the vehicle is judged to be downgraded in the same manner as the vehicle in front.
- f. If a car spins, crashes, or is rear-ended and comes to a stop, the preceding car is still ranked, including the rating obtained by continuing on the subsequent trip.
- g. If the winner cannot be determined due to the number of re-matches, the winner will be the car with the higher rank from the preceding run in the previous round, or if the two cars are still equal, the winner will be the car with the higher rank from the single run final.

13. determination of competition standings

In this series, the competition standings shall be determined by the results of the finals of the battle run, except in cases where the competition is disqualified in accordance with 11.8) of this rule. Even if a competitor whose vehicle does not meet the vehicle regulations at the time of re-inspection, or whose vehicle has a tire bead failure as specified in 8.2) (2), if the competition has been completed, the competitor's position in the event will be recognized unless the race director deems his/her position invalid.

1) Single-Run Final Standings

- (1) The highest score out of each competitor's runs shall be the best score, and the second highest score shall be the second best score. Ranking in the single run finals shall be certified as the order of highest best score, and in case of a tie, the second score shall be referenced in order of highest score, and if there is still a tie, the first runner shall be certified as the higher ranked runner.

2) Battle Run ranking (competition ranking)

- (1) The third and lower places in the battle run competition standings will be awarded in stages. Within the losers of the best 8 of the battle run, the order shall be in the order of the top single finishers; within the losers of the best 16 of the battle run, the order shall be in the order of the top single finishers.
- (2) The final winner in the battle run competition shall be recognized as the 1st place winner, and his/her last opponent shall be recognized as the 2nd place winner.

14. Series Points

In this series, series points will be awarded to each participating driver and team with the results specified below. The points from each event of the series shall be added together to make the annual series points, and a single-driver series champion and a driver series champion shall be recognized. However, no points will be awarded for the event in question to competitors whose vehicles have violated vehicle regulations or whose tires have fallen off the beads as stipulated in 8.2) (2) above.

1) Single Run Points

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

英語要確認

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

2) Drivers' Points

- (1) Drivers' points as shown in the table below will be awarded in accordance with the ranking of the relevant event.
- (2) In the event of a tie for drivers' series points, the series ranking will be determined in the order of the top driver's score in the relevant event.

英語要確認

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

3) Points in the event of non-competition

- (1) When the best 16 games (8 games) of the battle run competition are not completed and the competition is canceled
 - a. In a situation where the actual best 16 matches have not been completed, the battle run competition shall be declared ineligible because it is impossible to determine the standings in the battle run competition.
 - b. In accordance with 11.8) of these Rules, the ranking of the competition shall be based solely on the results of the single run final.
 - c. 50% of the points will be awarded due to the failure of the battle run competition, and the points after the decimal point will be rounded up to the nearest whole number.
- (2) If the competition is canceled at the end of the best 16 (8 rounds) of the pursuit competition
 - a. At this point, the battle run competition is considered to have been completed.
 - b. In accordance with Rule 13 of these Rules, the ranking will be determined based on the results of the single run final.
 - c. Points will be awarded for the progress of the competition, and all the best 8 competitors will be awarded 8th place points.
- (3) In the event that the competition is canceled after the best 8 (4 rounds) of the battle run competition is completed
 - a. In accordance with Rule 13 of these Rules, the ranking shall be awarded by reflecting the results of the Single run Final.
 - b. Points shall take into account the progress of the competition, and all competitors who advance to the best 4 rounds shall be awarded the 4th place points.

*If a decision is made to cancel the competition in the middle of the best of 8, all the best of 8 matches shall be nullified.

- (4) If the competition is canceled at the end of the best of four (2 rounds) of the battle run competition
- a. In accordance with Rule 13 of these Rules, the rankings shall be awarded by reflecting the results of the final of the single run.
 - b. Points will be awarded for the progress of the competition, and both finalists will be awarded the second place points.

15. prizes

- 1) Participants in each event will be awarded prizes determined according to their ranking in each event. In addition, Series prizes will be awarded according to the drivers' point ranking at the end of the final round.
- 2) Competitors whose vehicles have violated vehicle regulations or whose tires have dropped beads as specified in 8.2) (2) will not be awarded prizes for that event.

16. infractions and penalties

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

17. obligation to pay fines and penalties

The participants in this series of events are obliged to pay the fines imposed as penalties for infractions or as part of penalties for infractions outside of the competition period to the bank account designated by the D1 JAPAN ORGANIZATION. The fines collected by the organizer will be used to contribute to the development of the D1 Lights Series, including the prevention of the recurrence of violations. Payment of penalties or fines shall be in accordance with 36.7) of the D1 Regulations.