

# Competition Rules and Judging Guide Rev. 8.0 SDC2023 (1.8.2023)

## COMPETITION FORMAT

### 1. QUALIFYING Tanso - Individual Run

- a. First qualifier will be decided by a randomly selected sign-up position
- b. Each competitor will be given 2 qualifying runs
- c. The best score of the 2 runs will be used for the qualifying score
- d. Each run will be scored on 3 categories - Line, Angle, and Style  
Point distribution can vary based on the number of scored areas
- e. Line / Angle will be scored in the designated Zones and Clips
- f. Style is judged throughout the entire run based on Fluidity and Commitment
  - i. Fluidity - refers to the rotation of the vehicle on its own axis during initiation and transitions between turns. Ideally the rotations should be quick, smooth and accurate. Once at angle, the vehicle should remain settled and in control until the next transition.
  - ii. Commitment - How consistent a driver can be while negotiating the course in terms of throttle application, maintaining pace and using momentum to fill outside zones and touch & go areas. Commitment also refers to the level of confidence and dedication displayed by the driver when approaching course edges and course barriers, keeping in mind the use of throttle, pace and momentum mentioned above.
- g. Exceptional performance in Style can be awarded an additional 5 points if necessary to offset a previous run. ie. Competitor A demonstrates a perfect run scoring 100 points. Competitor B demonstrates a perfect run as well, but with superior execution. Additional points can be awarded to better the earlier 100 point score.

- h. Crashing, Spinning, Mechanical Failure, etc. will result in an automatic ZERO for the run
- i. In case of a TIE SCORE **FOR TOP QUALIFIER POSITION ONLY**, Judges can call for **One (1)** additional qualifying run from each competitor. In the event of another tie score, the better secondary score will be used to break the tie. If both are equal, sign-up position will be the final determining factor.
  - i. in the event of a tie score for all other positions, the better secondary score will be used to break the tie. If both are equal, sign-up position will be the final determining factor

**Three (3) Judge Configuration:**

Line, Angle, and Style will be weighted as to total 50 points possible (ie. Line = 20 points, Angle = 20 points, Line = 10 points)

The two CLOSEST scores will be added to determine the final score

In the event the scores are equally different, the median score will be doubled for the final score. This eliminates the possibility of a single judge greatly influencing the score

**Three (3) Judge Configuration: (Alternative)**

Line, Angle, and Style to be judged individually by 3 separate judges (Line = 40 points, Angle = 40 points , Style = 20 points)

Points to be added for the qualifying score

**Two (2) Judge Option: (Alternative)**

Line, Angle, and Style will be weighted as to total 50 points possible

Judges scores will be added to determine the final score for each run

**2. BRACKETING**

- a. Brackets will be determined based on each competitors best score achieved during qualifying
- b. Based on the number of participants, Top 8, 16, 24, 32, etc. The number seeded will be 1 less than the Top designated group. I.e. Top 32 will have 31 competitors seeded based on their qualifying score
- c. The remainder will compete in a separate bracket based on their qualifying score. The winner will fill the last spot in the Top Bracket. I.e. The winner of the lower bracket now fills the 32nd spot in the Top 32.

### 3. TSUIISO (Battles) - Standard Bracket Style (Single Eliminations)

- a. Starting brackets will be determined by the competitor's performance / score in qualifying
- b. Each battle will consist of 2 runs. Competitors alternate Leading and Chasing. Driver 1 will always lead first
- c. The winner of each battle will advance to the next round. The loser is eliminated from the competition
- d. OMT (One More Time) calls will be limited to 3. After the 3rd OMT, a decision must be made. If a decision cannot be made, best qualifying position will take the win. If the qualifying scores are equal, earliest sign-up position takes the win
- e. The Top 4 will consist of 2 battles. The losers of each round battle each other for 3rd and 4th place. The winners of each round battle each other for 1st and 2nd place

### 4. SPORTSMANSHIP

- a. Respect the Judges Calls
- b. If you are driving, there is no possible way you can see everything the judges see. REMEMBER THIS!
- c. If you do not agree with a call, The DRIVER MUST contest it IMMEDIATELY. There is no way for the judges to recall specifics after watching 30 more runs after yours. Also, once the next run has started, we will not "Undo" what has already taken place. NO EXCEPTIONS
- d. The judges will review ONLY the SINGLE contested incident. Stabs in the dark will not be tolerated.
- e. Horseplay (Donuts, Revving, etc) is prohibited during the competition AT ALL TIMES
- f. Complaining about the judging will not be tolerated. It is YOUR responsibility to contest any call immediately.
- g. Each judge is volunteering their time and effort to make this possible for everyone. Remember this

- h. There may be bad calls. Even professional sports have bad calls. Remember, the judges are doing the best they can. They are only human. Give them a break.
- i. Under no circumstances is it acceptable to contact the judges outside of the venue to discuss/question calls made during the competition. They all have lives outside of R/C, and will be available when they are doing R/C things
- j. Publicly bashing the judges will be cause for a one (1) comp suspension (First Offense). Repeated offenses will result in a ban.

## 5. **DRIVERS MEETING**

- a. It is each competitor's responsibility to be present and paying attention at the Drivers Meeting
- b. In the event a competitor misses the Drivers Meeting, it is the responsibility of the Competitor to become informed, not the event organizer's responsibility to make sure they are informed
- c. Respect the announcer and your fellow competitors. Everyone quiet and paying attention. Even if you know it all, there are people who do not

## **COMPETITION RULES**

### 1. **LEAD CAR OBJECTIVE**

- a. Run the Qualifying Line (Demonstrated during the Drivers Meeting)
- b. All Clips and Zones should be passed through completely (1A, 2A, 3A)
- c. The Lead Car is allowed one (1) wheel off the track. More than one (1) wheel off is considered a crash. (5A)
- d. Smoothness of the line will be considered. (Corrections after committing)
- e. Lead Car MUST go on Green Light (or Go). Not before. No waiting. Three (3) bad starts will result in a ZERO for the run
- f. Erratic line, not following the qualifying line, or extreme changes in speed can be deemed "Unchaseable" and will result in a ZERO for that run (4B)
- g. Line, Angle, Speed, and Style will all be considered by the judges. (1A, 2A, 3A)

- h. Gap Rule - In the event the lead car leaves the chase car behind, the judges will review the angle and line of the lead car. LESS ANGLE, OR SHALLOWER LINE THAN SPECIFIED BY THE PREVIOUS CLIP OR ZONE CAN RESULT IN AN UNCHASEABLE LEAD.

## 2. **CHASE CAR OBJECTIVE**

- a. Use the Lead Car as a moving Clipping Point. Follow the Lead Car's Line. When in question, follow the Lead Car (1A through 6B)
- b. Maintain close proximity to the Lead Car while following the line set by the Lead Car. A two (2) car gap or less for 75% of the judged course is a good guideline. (1A through 6B)
- c. Proximity takes priority over matching angle. However, not enough angle will be a deduction. (3A, 3B, 5B)
- d. Smoothness of the chase will be considered by the judges. (Adjustments in speed and angle)
- e. The Chase Car does NOT need to pass through the Clipping Points and Zones (1A)
- f. The Chase Car CANNOT interfere with the line of movement of the Lead Car
- g. The Green Light Rule does NOT apply to the Chase Car. The Chase Car can start ANY TIME.
- h. The Chase Car should never pass the Lead Car unless the Lead Car spins or crashes
- i. Failure to engage (Sand-Bagging) on the chase run after a prior incomplete run will result in a Zero, or OMT for that round

## 3. **STYLE (Can be used as a Tie-Breaker)**

- a. Initiation - Aggressive, realistic movement during initiation will be awarded higher Style Points (Lead and Chase)
- b. Early Initiation - Initiation BEFORE the marked Initiation Zone will be awarded higher Style Points (Lead and Chase)
- c. Tight Transition - Close, tight transitions will be awarded higher Style Points (Chase Only)

- d. Speed - The ability of the Lead Car to put a gap between their car and the Chase Car will be awarded MINIMAL points and will still be judged on Style. Sacrificing initiations, angle, line, transitions, etc. for speed will yield a lower judged score. Achieving all of them, including speed will yield Maximum Style Points.

#### 4. **CONTACT BETWEEN VEHICLES**

- a. Contact causing a DISRUPTIVE bounce of Lead Car will be counted against the Chase Car. Severity will be observed. Result - Zero on Chase
- b. Contact Between Cars (During Transition)  
Purpose - Eliminate Automatic Zero Score for incidental contact NOT affecting the Lead Car **Line**
  - i. Lead Car **Line** must not be disrupted or altered by the Chase Car. Very slight Lead Car \*\*\*\*bobble is permitted, provided it does not affect the Lead Car **Line**
  - ii. Lead Car Direction Change cannot be limited by the Chase Car.
  - iii. Disruption of Chase Car movement will be disregarded.
- c. Contact Between Cars (In Drift)  
Purpose - Eliminate the automatic Zero Score for incidental contact.  
NOT to promote contact.
  - i. Only side to side contact AND only after settling in drift, and matching angle is permitted.
  - ii. Nose-In contact is NOT permitted. Result - Zero on Chase
  - iii. Contact due to Chase Car on wrong trajectory NOT permitted. (Must be on Lead Car's line) Result - Zero on Chase
  - iv. Pushing Lead Car off line or contact causing Lead Car to alter the intended path NOT permitted. (Excessive pushing) Slight Lead Car \*\*\*\*bobble is permitted. Result - Zero on Chase
- d. If the Lead Car slows abruptly enough to cause a \*\*collision outside of a \*\*\*Decel Zone, the Lead Car will be deemed at fault

- e. If the Lead Car Brake Checks and causes a \*\*collision, the Lead Car will be deemed at fault
- f. If the Lead Car over-rotates and causes a \*\*collision, the Lead Car will be deemed at fault
- g. If the Lead Car stalls and causes a \*\*collision, the Lead Car will be deemed at fault
- h. If ANY of the above listed situations are created by the Lead Car, but avoided by the actions of the Chase Car, the judges will take this into account when comparing Runs.

\*\* Collision - Contact between cars with enough force to cause either or both cars to bounce or be disturbed

\*\*\* Decel Zone - The last 5 feet of a straight going into any turn which needs speed to be scrubbed to navigate, or any area designated as such during the drivers meeting

\*\*\*\* Bobble - When a vehicle is in a sustained drift and there is a slight loss or increase in angle, followed quickly by a return to the initial position

## 5. **TRACK BOUNDARIES**

- a. Will be clearly defined with rails or lines on the ground
- b. Lead Car is allowed one (1) wheel out of bounds at any given time (5A)
- c. Two (2) or more wheels out of bounds is considered a crash for the Lead Car ONLY (5A)
- d. Chase Car is allowed to go off course IF the Lead Car's line promotes this (5A)
- e. Contacting track barriers resulting in a bounce will be considered a crash
- f. Contacting track barriers NOT resulting in a bounce will be considered Maximum Style Points. (Everyone loves a wall ride)

## 6. **MECHANICAL CONDITION**

- a. Low Battery or Mechanical Failure is NOT a valid reason for Restart. This will result in an automatic loss for the round
- b. Battery swaps (Trackside) ARE allowed while waiting for the next round

- c. IF there is an designated battery swap (i.e. before top 8) subsequent battery swaps will not be allowed
- d. Tire changes after passing tech are NOT ALLOWED
- e. Body changes after passing tech are NOT ALLOWED
- f. Swapping chassis after passing tech is NOT ALLOWED
- g. Adding or removing items to/from the car after passing tech.
  - ie. Weight reduction is NOT ALLOWED
- h. Adding any foreign substance on tires, modifying tires, tire warmers, etc. are forbidden and cause for disqualification

## 7. **CHASSIS**

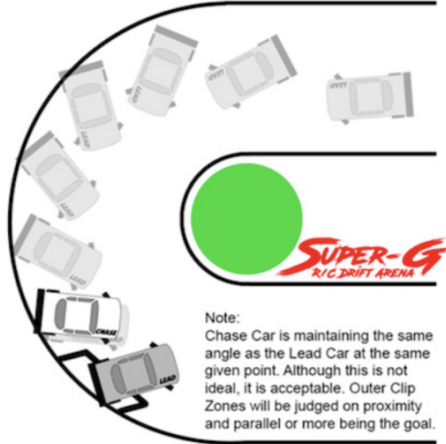
- a. EVERY CAR MUST RUN THE HAND-OUT SPEC TIRE ON THE REAR. (All Four are required).
  - i. Modifying, grinding down, scuffing tires on non-track surface is **NOT ALLOWED**. If tires show signs of unusual wear, scuffing, and/or foreign substance is present, the competitor must PURCHASE a replacement set of the Designated Spec Tire. No Refund of Entry Fee will be given if the competitor declines to purchase the replacement set. **ABSOLUTELY NO EXCEPTIONS WILL BE MADE.**
- b. Body must be 1:10 scale, non-open wheel, commercially produced, and sold.
- c. All chassis must be 1:10 Scale, Rear Wheel Drive
- d. All chassis must have Independent Rear Suspension
- e. Lighting is optional. Judges may request they be turned off if they are distracting
- f. Metal bumpers and crash bars are not allowed outside of the body
- g. Maximum weight fully loaded with body is 1100g measured at the rear wheels
- h. Minimum weight fully loaded with body is 1300g total
  - i. Wheel Base - Min. 240mm / Max. 275mm
  - j. Overall Width including body - Max. 230mm



- k. Overall Length including body BUMPER to BUMPER - Max. 490mm / Min. 430mm
- l. Maximum Height of any part of the car / spoiler - 150mm
- m. Front bumper / core support - Maximum height measured from surface to bottom of panel 20mm
- n. Rear bumper / core support - Maximum height measured surface to bottom of panel 30mm
- o. Maximum “poke” of tires measured from the outer edge of the tire (Tread surface) to the top outer edge of the wheel arch 5mm
- p. Protrusions beyond the rear-most panel of the body cannot exceed 25mm (Including spoiler)
- q. Protrusions beyond the front-most panel of the body cannot exceed 15mm (Including splitter)
- r. All bodies must be painted. Windows must be clear or translucent. Cutting of side and rear windows is allowed.
- s. Dark colored wheels ARE allowed. There must be at least 1 highly visible radial line painted in a contrasting color. Judges approval required
- t. Absolutely no sound generators allowed. This includes zip ties, long screws, or anything intended to generate noise. This is the competitor’s responsibility, not tech, and reason for disqualification.

## 8. **MISCELLANEOUS**

- a. Every car must be on the track at the beginning of their run group and remain on the track until the run group is finished
- b. Drivers must be given priority over spectators / non-active drivers for driving location
- c. Judges have priority over all for viewing location
- d. When the round is in play, there is ABSOLUTELY NO WALKING AROUND, REACHING ON THE TRACK, OR ANY OTHER ACTION / ALLOWED, ON OR OFF THE TRACK, WHICH CAN BE DISTRACTING TO THE DRIVERS, JUDGES, OR SPECTATORS .



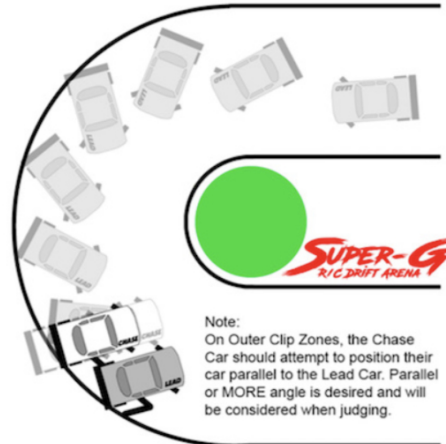
Note:  
Chase Car is maintaining the same angle as the Lead Car at the same given point. Although this is not ideal, it is acceptable. Outer Clip Zones will be judged on proximity and parallel or more being the goal.

#### Perfect Lead / Good Chase

Lead car smoothly follows the Qualifying Line with NO corrections while maintaining AT LEAST the amount of angle shown by the Clipping Zone. Both tires are inside the designated track boundary with minimal clearance. This is considered the most desirable line for the Lead Car..

Chase Car uses the line established by the Lead Car, while maintaining close proximity and the same angle through the same given point.. The Chase Car should treat the Lead Car as a moving clip, therefore the Clipping Zones and Qualifying Line do not apply.

1A



Note:  
On Outer Clip Zones, the Chase Car should attempt to position their car PARALLEL to the Lead Car. Parallel or MORE angle is desired and will be considered when judging.

#### Perfect Lead / Dominant Chase

Lead Car completes the perfect lead run as discussed previously.

Chase Car follows the line established by the Lead Car as a moving clip, while maintaining close proximity, AND positioning their car PARALLEL to the Lead Car. (More angle is even better) This demonstrates the ability and control to maintain the same speed as the Lead Car while holding MORE angle at the same given point. Thus demonstrating dominance over the Lead Car and a superior run.

1B



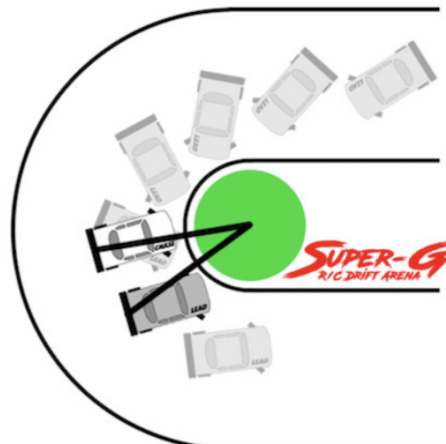
#### Inside Clip / Matching Chase Angle

Lead Car successfully completes Inside Clip with good angle

Chase Car successfully follows the line established by the Lead Car while maintaining the same angle through the same given point.

Take note of the appearance of the Chase Car taking a much shallower angle when compared to the Lead Car. The illustration shows the difference in angle as proximity changes slightly. Judges should take note and familiarize themselves with the appearance as the Inside Clips become tighter.

2A

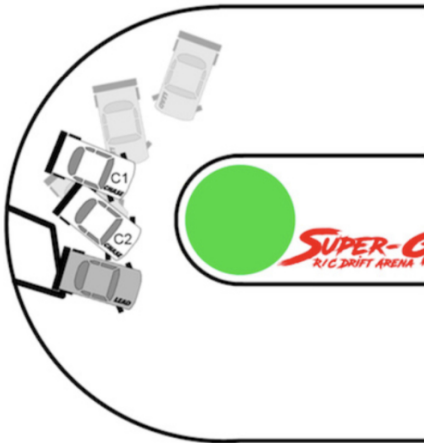


#### Lead Angle vs Chase Angle Demonstrated

The above illustration shows the Lead Car taking the normal accepted angle for an Inside Clipping Zone.

The Chase Car is shown in the position many believe would be matching angle with the Lead Car. This in fact is an impossible angle to maintain. The radial lines demonstrate the amount of angle each car has in relation to the center-point of the turn. The Lead Car's front wheels are clearly in front of the rear wheels. The Chase Car's front wheels would actually trail the rear wheels to be parallel at this point. Impossible to maintain for any real distance.

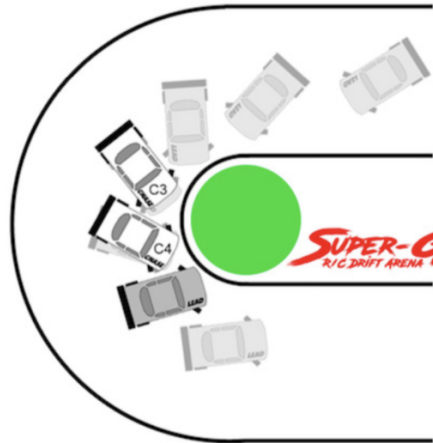
2B



**Proximity Over Angle Explained**

Lead Car successfully completes Outside Clip with good angle  
 Chase Car "C1" maintains a parallel orientation as is the objective of the Chase Car. Proximity has been sacrificed.  
 Chase Car "C2" has sacrificed some angle to maintain close proximity to the Lead Car. The angle is still equal or greater than the Lead Car at the same point, AND proximity is tight.  
 When comparing "C1's" run to "C2's", tight proximity is preferred, therefore C2 will be scored higher.

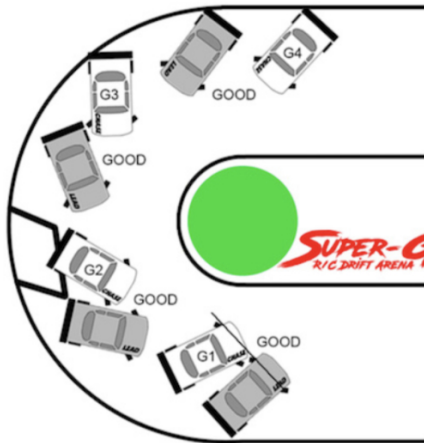
3A



**Proximity Over Angle Continued**

Chase Car "C3" is matching angle at the same point as the Lead Car. Proximity has been sacrificed.  
 Chase Car "C4" has sacrificed some angle to maintain close proximity to the Lead Car. The angle is slightly less than the Lead Car at the same point, however is not less than the angle held by "C3".  
 When comparing "C3's" run to "C4's", tight proximity is preferred, therefore "C4" will be scored higher.

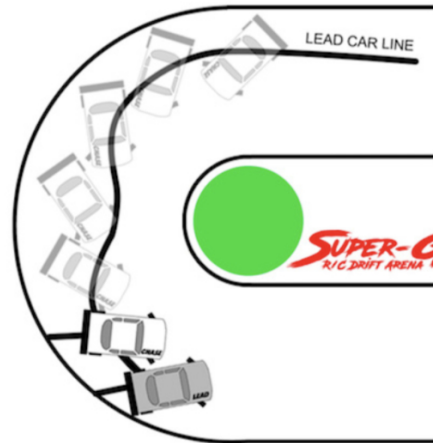
3B



**Examples of Acceptable Chase Vacinity**

All of the above examples are acceptable chase positions. When comparing Chase Runs, "G1" and "G2" will be scored higher than "G3" and "G4".  
 Example "G1" illustrates being barely in the range of acceptable. The wheels of the Chase Car CANNOT be in front of the Lead Car. Doing so will be a heavy deduction in the final judging.

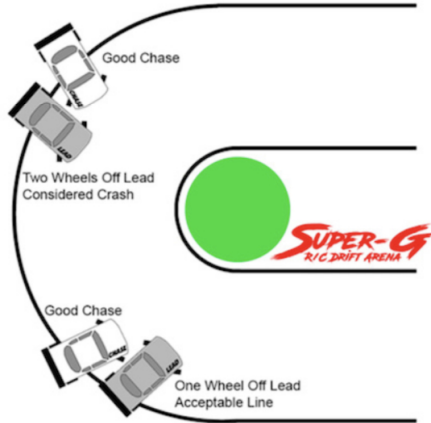
4A



**Erratic, Unchaseable Lead Line**

The Lead Car is having a hard time holding a consistent drift line and is not able to follow the Qualifying Line.  
 In this case the Chase Car can attempt to follow the Lead Car as a moving clip, or chose to run the Qualifying Line. It will be the judges duty to deem the Lead Run as Unchaseable, however, if the run is not deemed Unchaseable, the Chase Car may be penalized for not following the line set by the Lead Car..

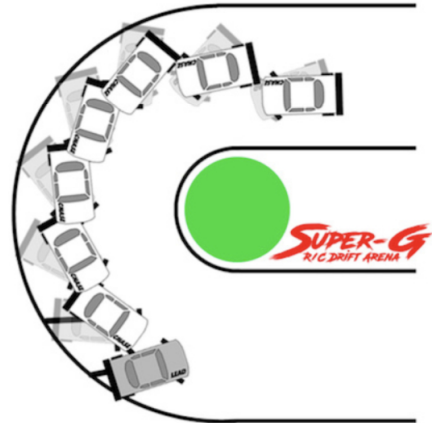
4B



**Wheel Drops and Off Course**

Due to the differences in lines for the Lead and Chase Cars, different rules apply.  
 Because there is no reason for the Lead Car to ever leave the course, the Lead Car is allowed ONLY ONE wheel off course.  
 However, in some instances it is necessary for the Chase Car to have two wheels off course to maintain angle and proximity. Therefore the One Wheel Rule only applies to the Lead Car.

5A



**Shallow Chase Explained**

Many times the Chase Driver will take a shallower angle than the Lead Car, and end up surprised when they lose the round.  
 Although it appears they are on the Lead Car's door and maintaining tight proximity, they are only able to achieve this due to the lack of angle and drift. The judges look at Line, Angle, and Proximity. It is usually a crowd pleaser, but clearly a deduction for the Chase Car.

5B



**Chase Car Short-Cutting**

Chase Car short-cuts the beginning of the turn to gain proximity, but in doing so fails to follow the Lead Car Line.  
 The judges will take note of the size of the short-cut and if the Chase Car ultimately ends up in front of the Lead Car. Since Chase is compared to Chase, the size of the short-cut and/or the location the Chase Car ends up can be the deciding factor in the outcome of the round.

6A



**Chase Car Dives In**

Chase Car fails to follow the Lead Car Line and short-cuts to the inside of the turn.  
 Many times the Chase Driver will feel he had tight proximity and "was on the Lead Car's door", when in fact they took a shorter line with a lot less angle. The illustration shows the difference in line and angle is significant.

6B

