

SDC2026 COMPETITION RULES



Rev. 10.2 SDC2026 (February 2, 2026)

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 (3A through 6A)
- f. Reaching - Forcing an unnatural line to get to a zone or clip will severely impact Line score for that particular zone, as well as impacting Style

score.

- g. 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.
- h. 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.
- i. Crashing, Spinning, Mechanical Failure, etc. will result in an automatic ZERO for the run
- j. 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 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 and Angle to be judged individually by 2 separate judges

(Line = 40 points, Angle = 40 points, Style = 20 points) Style to be equally divided between the 2 judges for a final score of 50 points for each judge

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 31st 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
- f. Three Minute Call Limit (Optional) A 3 minute time limit can be imposed for the Judges to make the call. If a decision cannot be made in 3 minutes, a OMT is called. This must be stated before the Bracket has started.

Pro - Will keep the comp moving.

Con - Some calls which require deep analysis will be missed.

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 / officials 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. 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
- e. Lead Car must get out of the gate and onto the course with no contact with barriers. Failure to accomplish this results in a "Restart" (Decided by the Judges ONLY). 3 consecutive, failed attempts will result in a Zero for the competitors Lead Run.
- f. Smoothness of the line will be considered. (Corrections after committing)
- g. "Crabbing" (Unnatural sideways movement) is deemed "Unchaseable" and will result in a ZERO for that run
- h. Rotation past 90 degrees is deemed "Unchaseable" and will result in a ZERO for that run
- i. 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
- j. Line, Angle, Speed, and Style will all be considered by the judges. (1A through 2A)
- k. 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 2A)
- 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 2A)
- c. Proximity vs. Matching Angle. The objective is to have the best proximity WHILE matching angle. Proximity while in drift will be judged by the Chase Car door, NOT front bumper. (1A through 2A)
- 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 IF the Lead Car line does not (When in doubt, Chase Car follows the Lead Car line)
- f. The Chase Car CANNOT interfere with the line or 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 - Chase car 4 or more car lengths behind the Lead, or (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. **FIRST TO CRASH RULE** (Optional)

Once the run has started and a Crash / Collision has occurred, the run is decided against the competitor at fault and a Zero or Incomplete is earned for that run. Anything which takes place subsequently is to be ignored.

Competitors should complete the run, regardless if a crash has taken place. Only the judges can stop a run.

If the other competitor crashes on the subsequent run, the location of the crashes is taken into consideration. Whichever competitor came closest to completing the course will take the win.

5. **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 must 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

6. **TRACK BOUNDARIES**

- a. Will be clearly defined with rails or lines on the ground
- b. The Line itself is part of the track. Touching the surface outside of the Line itself is out of bounds

- c. Lead Car is allowed one (1) wheel out of bounds at any given time
- d. ANY Two (2) or more wheels out of bounds is considered a crash for the Lead Car ONLY
- e. Chase Car is allowed to go off course ONLY IF the Lead Car's line FORCES this. If not, ANY Two (2) or more wheels out of bounds is considered a crash.
- f. Contact with track barriers will have 3 levels of severity
 - i. Slight Contact (Slightly bounces back from the barrier) 20 pt. Deduction
 - ii. Contact (More than a very slight bounce back, gentle) 40 pt. Deduction
 - iii. Crash (Obvious mistake / crash) Zero for the run
- g. Contacting track barriers NOT resulting in a bounce (Sticking to the barrier) will be considered Maximum Style Points. (Everyone loves a wall ride)

7. **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. Mechanical Failure **TOP 8 ONLY** (Immediately Out Of Gate). 4 minutes will be granted to complete repair and be back at the starting gate, ready to go.
Limitations: No Tire Change/Flip/Rotation. No Gearing Changes (Replacing striped gear with same gearing allowed). No ESC/Motor/Battery Swap.
- c. Battery swaps (Trackside) ARE allowed while waiting for the next round
- d. IF there is an designated battery swap (i.e. before top 8) subsequent battery swaps will not be allowed
- e. Tire changes after passing tech are NOT ALLOWED
- f. Body changes after passing tech are NOT ALLOWED
- g. Swapping chassis after passing tech is NOT ALLOWED

- h. Adding or removing items to/from the car after passing tech is NOT ALLOWED
- ie. Weight reduction, swapping electronics, changing wheels, etc.
- i. Repair / Replacement of broken parts IS ALLOWED ONLY IF cleared with Tech BEFORE removing car from track. Competition will NOT be delayed to accommodate this.
- j. Adding any foreign substance on tires, modifying tires, tire warmers, etc. are forbidden and cause for disqualification.

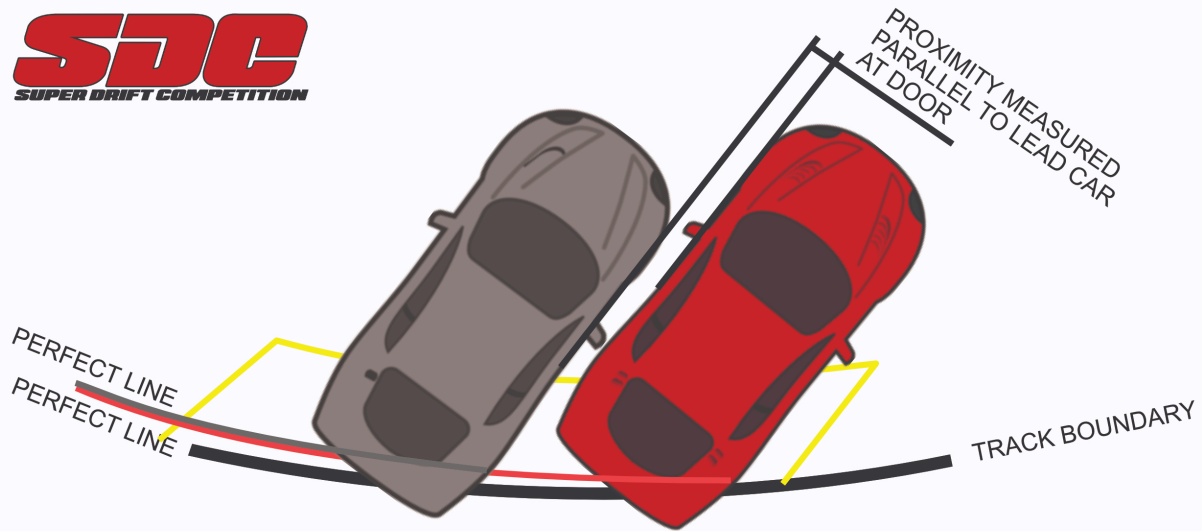
8. CHASSIS

- a. EVERY CAR MUST RUN THE HAND-OUT SPEC TIRE ON THE REAR. (All Four are required). If four are supplied, all four are to be used on the front and rear at all times.
 - 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.
 - ii. Signs of tires melting will NOT be considered unusual wear.
- b. Body must be 1:10 scale, non-open wheel, realistic, commercially produced and sold.
- c. All chassis must be 1:10 Scale, Rear Wheel Drive
- d. Battery: LiPo 2S
- e. Motor: 6.5T - 17.5T
- f. All chassis must have Independent Rear Suspension
- g. Lighting is not allowed during competition (This is the driver's responsibility not tech)
- h. Metal bumpers and crash bars are not allowed outside of the body
- i. Maximum weight fully loaded with body is 1100g measured at the rear wheels

- j. Minimum weight fully loaded with body is 1300g total
- k. Wheel Base - Min. 240mm / Max. 275mm
- l. Overall Width including body - Max. 230mm
- m. Overall Length including body BUMPER to BUMPER - Max. 490mm / Min. 410mm
- n. Maximum Height of any part of the car / spoiler - 150mm
- o. Front bumper / core support - Maximum height measured from surface to bottom of panel 20mm
- p. Rear bumper / core support - Maximum height measured surface to bottom of panel 30mm
- q. Maximum "poke" of tires measured from the outer edge of the tire (Tread surface) to the top outer edge of the wheel arch 5mm
- r. Protrusions beyond the rear-most panel of the body cannot exceed 25mm (Including spoiler)
- s. Protrusions beyond the front-most panel of the body cannot exceed 15mm (Including splitter)
- t. All bodies must be painted. Windows must be clear or translucent (Tinted and see-through). Cutting of side and rear windows is allowed.
- u. Dark colored wheels ARE allowed. There must be at least 1 highly visible radial line in a contrasting color. Judges approval required
- v. Solid dish wheels must have at least 1 highly visible radial line in a contrasting color. Judges approval required
- w. 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.
- x. 3D printed parts are allowed during the normal season. 3D printed parts will not be allowed at Worlds. (Exception: Body mounting, Battery/electronics holder, and body accessories ONLY are allowed)

9. **MISCELLANEOUS**

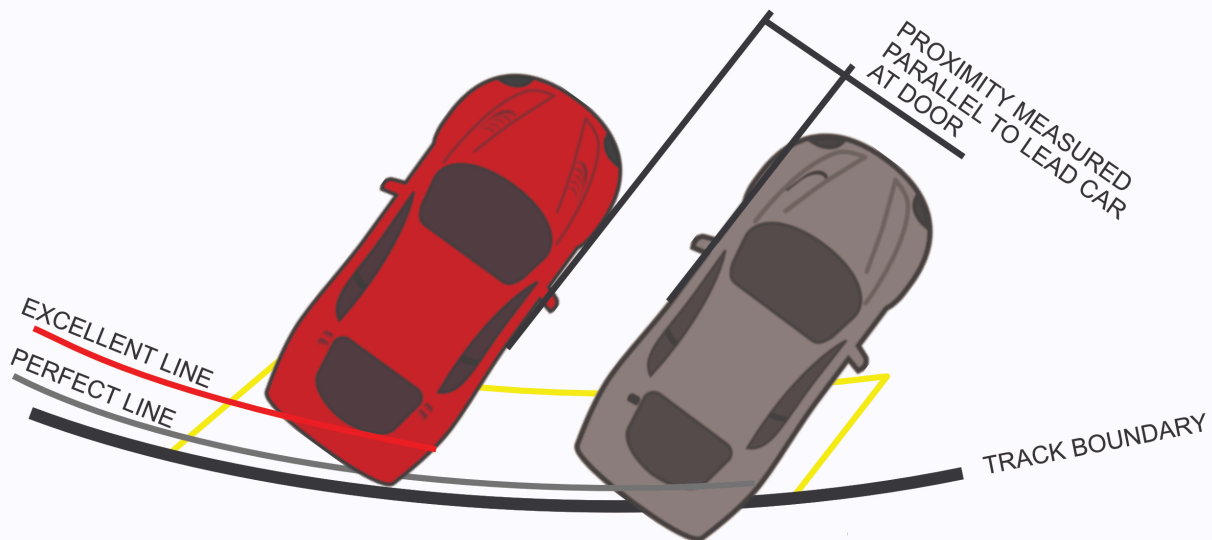
- a. Every car must be on the track at the beginning of their run group and remain on the track until the run group is finished
- b. Drivers must be given priority over spectators / non-active drivers for driving location
- c. Judges have priority over all for viewing location
- d. When the round is 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 .



1A

PERFECT CHASE

The objective of the Chase Car is to mimic the Lead Car Line and Angle. Above shows how Proximity, Angle, and Line should be for a Perfect Chase. Note: Lead Car executes perfect Lead Line through zone while holding perfect angle. Line is measured at the outer most tire of the Lead Car. Angle is defined by start and end of the zone.

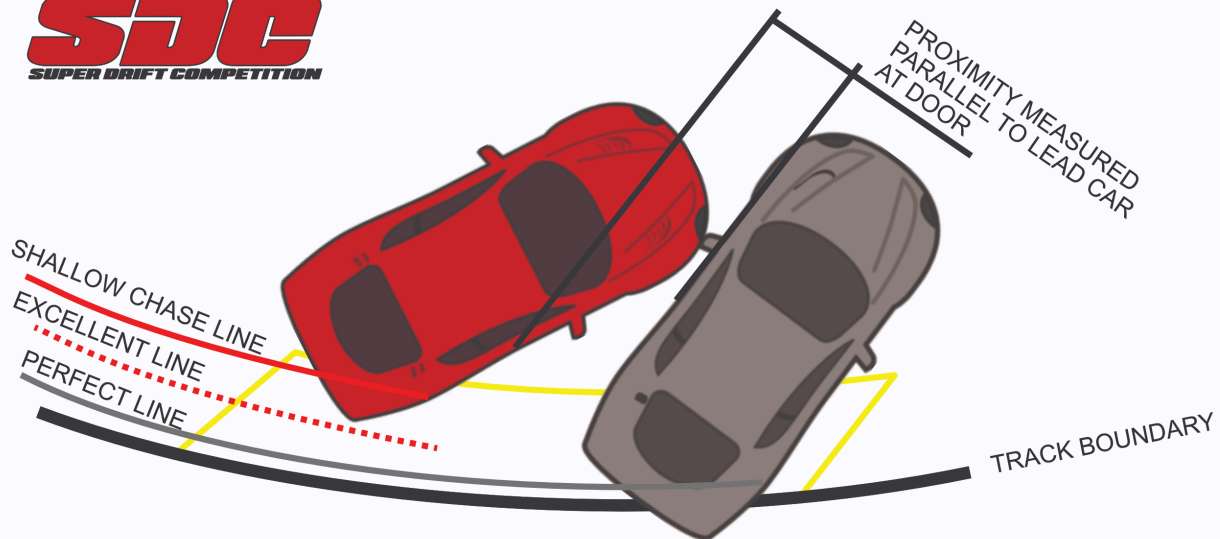


1B

EXCELLENT CHASE

Above 1B shows the importance of matching angle vs. sacrificing angle to gain proximity. Although the Red Car Chase is not as good as the Grey Car's Chase in 1A, it is very close. Changes in speed and line can result in 1A and 1B being considered equal.

When comparing 1B to the Shallow Chase in 2A, proximity is exactly the same. However, 1B angle is perfect. Line is slightly shallower than the 1A Lead Car, but is considerably but still considered a good chase.



2A

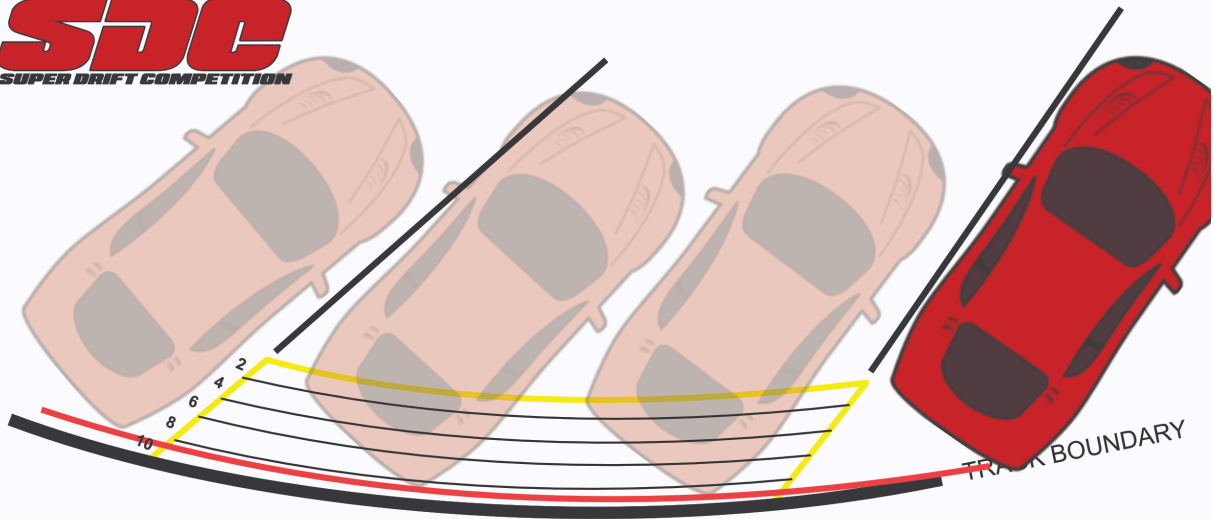
SHALLOW CHASE

Above shows the Chase Car with shallow angle to obtain close proximity. Doing this compromises all scored aspects of this zone. Proximity is measured AT THE DOORS of both the Lead and Chase Cars, parallel to the Lead Car since the Lead Car sets the line and angle for the Chase.

By the Chase Car using shallow angle to place their front bumper closer to the Lead Car, the Chase Car sacrifices Angle, Line, and Proximity. This is not ideal, nor considered a good or desirable Chase.

CONCLUSION

Although the Red Car in 2A appears to have tight proximity when compared to the Grey Car Chase, Proximity is judged AT THE DOORS of both cars, parallel to the Lead Car. This simplifies the calls for the Chase Car, and satisfies Line, Angle, and Proximity.



3A

PERFECT ZONE EXECUTION

This demonstrates an Outer Zone perfectly executed.

LINE

The competitor entered the zone at the deepest area (10 points) and maintained this line through the zone's entirety, and exited the zone at the deepest area (10 points). At no time did the line deviate from the 10 point zone. Therefore, 10 points will be awarded for Line for this zone.

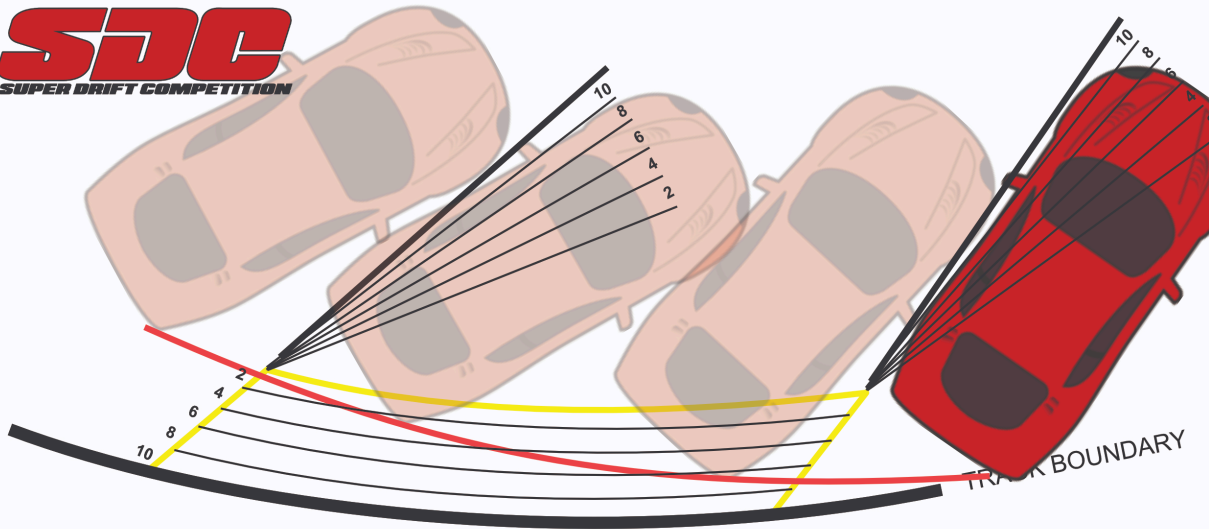
ANGLE

The competitor entered the zone matching the angle specified for the zone (10 points). Angle was consistent through the zone's entirety, Exit was at the specified angle. Therefore, 10 points will be awarded for Angle for this zone.

Line and Angle are scored by competitors WORST point in the given zone. The competitor can not earn additional points after entering the zone.

The competitor can ONLY maintain their score, or lose additional points.

The competitor can NEVER regain missed points.



4A

LATE ENTRY SHALLOW ANGLE

This demonstrates an Outer Zone with a late entry and shallow angle. Although the competitor manages to get deeper into the zone and exits the zone with the correct angle, the zone is scored on the **WORST** scored area of the zone.

LINE

The competitor entered the zone, almost completely missing the start of the zone (2 points). They manage to pass through the 8 point area of the zone, but the best possible score for this zone is 2 points since it's scored on the worst scored area of the zone. Therefore, 2 points will be awarded for Line for this zone.

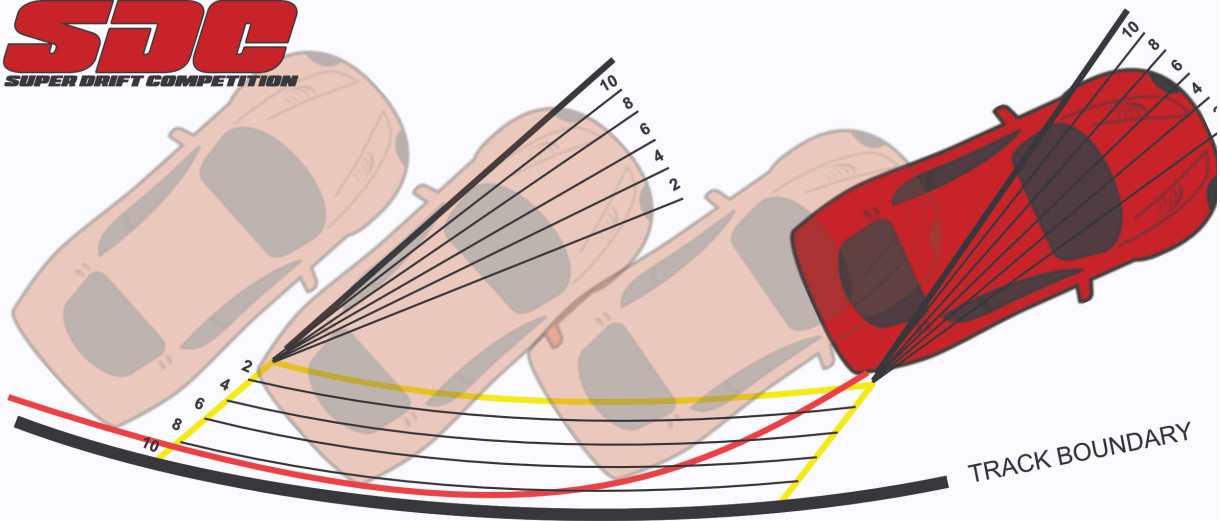
ANGLE

The competitor entered the zone with shallow angle when compared to the angle specified by the zone. The angle is aligned with the 4 point line. The competitor corrects the angle as they pass through the zone, and exits matching the designated angle for the zone. The worst scoring Angle was 4 points. Therefore, 4 points will be awarded for Angle for this zone.

Line and Angle are scored by competitors **WORST** point in the given zone. The competitor can not earn additional points after entering the zone.

The competitor can ONLY maintain their score, or lose additional points.

The competitor can NEVER regain missed points.



5A

PERFECT ENTRY, EARLY EXIT

This demonstrates an Outer Zone with a perfect entry (10 points on Line and Angle). Although the competitor scored a perfect on the entry, the exit was shallow angle and out of the zone before the end of the zone.

LINE

The competitor entered the zone perfect, within the 10 point area of the zone. However, they shallowed out their line, and left the zone before completely passing through the zone. The worst score for this zone is a ZERO. Therefore, 0 points will be awarded for Line for this zone.

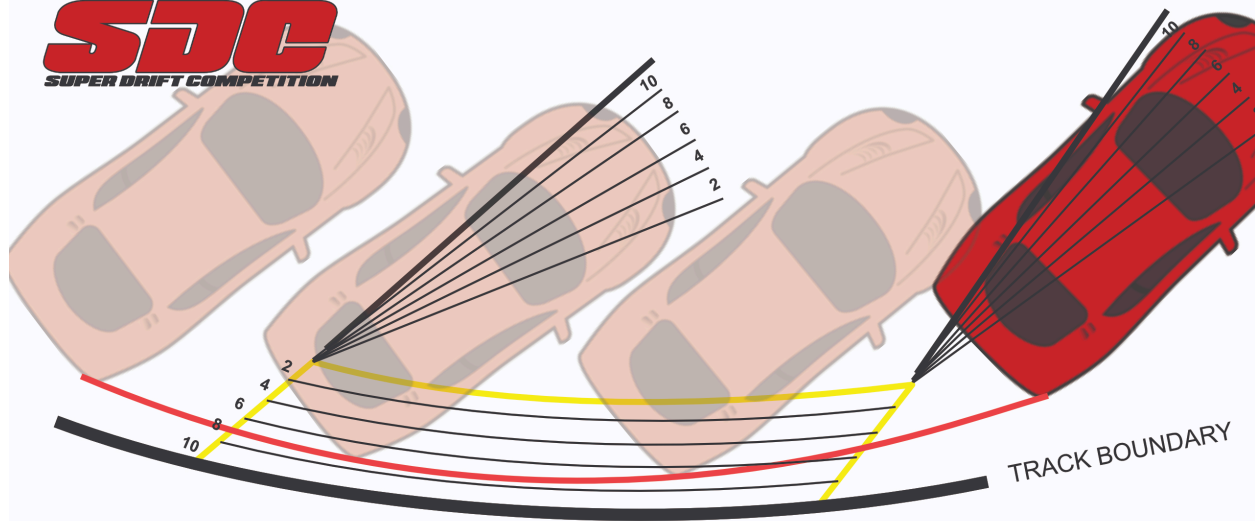
ANGLE

The competitor entered the zone with perfect angle when compared to the angle specified by the zone. However, before exiting the zone, the competitor shallows their angle as they exit the zone. The angle is shallow enough to score a ZERO. Therefore, 0 points will be awarded for Angle for this zone.

Line and Angle are scored by competitors WORST point in the given zone. The competitor can not earn additional points after entering the zone.

The competitor can ONLY maintain their score, or lose additional points.

The competitor can NEVER regain missed points.



6A

THE AVERAGE PASS

This demonstrates an Outer Zone with an average entry and average exit. This is typical of the majority of competitors. Special attention should be given to the change (or no change) in Line and Angle throughout the entire zone.

LINE

The competitor entered the zone with a solid 8 points. They maintained this until the very end, where they completed the zone in the 6 point area of the zone. Therefore, 6 points will be awarded for Line for this zone.

ANGLE

The competitor entered the zone with a solid 6 points. They maintained this angle throughout the entire zone, and exited the zone with a 6 point angle. Therefore, 6 points will be awarded for Angle for this zone.

Line and Angle are scored by competitors WORST point in the given zone. The competitor can not earn additional points after entering the zone.
The competitor can ONLY maintain their score, or lose additional points.
The competitor can NEVER regain missed points.