



Competition rules

2026.3.15

1. Chassis

The car chassis have to be limited to 1/10th scale touring cars or drift cars. Free to apply optional parts. Chassis and optional parts must be products sold by Japanese manufacturers. Products made by overseas manufacturers that have a Japanese subsidiary and are sold in Japan, or products from sponsors, can be used. In addition, shop original parts can be used as long as they are sold domestically. Pre-sale prototypes cannot be used. Homemade parts cannot be used. Driven wheels must be attached to an independent suspension.

Drive shafts to the wheels must include joints. Drilling and machining of usable chassis is permitted.

Two competitors may not share the same chassis.

The battery must be mounted between the front axles and rear axles

Hard antennas (made of carbon, fiberglass rods, steel, etc) are not allowed.

Be sure to insulate each wiring part where the wiring of the battery, motor or ESC hits or rubs the corner of carbon or aluminum parts. Must be keep safety.

This is no obligation to install a bumper, but if it is installed, it must have a shape and material that does not pose a danger.

Drive systems: Only 2wd rear-wheel driven systems allowed.

Gyro units: Gyro use allowed.

Overall length(including the body): Max. 490mm

Wheelbase: Min. 238mm - Max. 280mm

Overall width (including the body): Max. 230mm. Any part of the body or chassis must clear the technical inspection tools.

Overall weight (include body): Min. 1430g - Max. 2000g

Any modification to produce large noises will not be allowed. These include- attaching long headed screws to the pinion gear, modifying the spur gear, bending the center shaft, using nylon tie-wraps, or using any resonating apparatus.

No external devices that emit smoke or sound may be installed.

Gyros, servos, and receivers must be products sold by Japanese manufacturers. Products made by overseas manufacturers that have a Japanese subsidiary and are sold in Japan or sponsored products can be used. In addition, original shop parts can be used as long as they are sold in Japan. Pre-sale prototypes cannot be used. Homemade parts cannot be used.

Chassis changes are not permitted during the competition. However, this does not include

cases where there is obvious damage. The technical inspectors will determine the damage. In principle, spare car (T-cars) is not permitted. At the first technical inspection, a inspection sticker will be affixed to the chassis.

2. Body

Only 1/10th scale body shells modeled after actual full-size vehicles allowed. Only those listed on the R.C.D.C. approved body list are accepted. The RCDC will only approve officially licensed bodies produced by RCDC sponsor manufacturers. Only bodies that have been licensed by the actual vehicle manufacturer will be certified as official bodies.

Body shells must be painted.

Front and front side, windows must be clear. Stickers other than official ones cannot be attached. Painting of window frames is permitted.

With the exception of the front windshield, cutting out the windows is allowed (Front window must be equipped).

Electrical accessories are allowed. Interior parts and roll bars are also permitted.

Hybrid body shells (piecing together two different body shells) are allowed. However the body shell must be listed under the RCDC approved body list. An accurate description of the hybrid body shell must be explained when submitting an entry to an event. For example, "Front: XXX(car or model) by XXX(manufacturer), Rear:XXX(car or model) by XXX(manufacturer)" Aero parts may be used as long as the body shell remains within the overall length and width requirements.

Body changes during the competition period are not allowed. Exclude obvious damage. The technical inspector will judge the damage. At the first technical inspection, the technical inspection certificate decal is put on the body.

Wing: The maximum height of any part of the wing, spoiler, or side dams is 150mm (measured with the chassis stationary at full weight). From the end of the body, behind 25mm or more, even part of the wing should not extend. Side dams up to 40mm(H) x 40mm(L) on each side is permitted.

Banners must be cut to fit the window frame and pasted on. Car numbers must be affixed in the designated area. No parts may be attached that hide the banner or car number.

Lights are permitted. However, under-neon lights (lights that illuminate the area below the vehicle) and lights attached to the front window are prohibited.

In addition, if the judges deem it difficult to judge the various lights, they may ask you to turn them off, so you must comply.

R.C.D.C. APPROVED BODIES

<http://rcdc-jp.com/pdf/RCDCbodylist.pdf>

3. Tires

The tires will be designated and will be the control tires. As a basic rule, the rules of the hosting venue will dictate which control tire will be used, with the final selection made by circuit venue and organizer. Control tires for future events held at special temporary circuits will be decided by the organizer.

In the main event, one set of marked tires (two front and two rear) will be provided for each drivers. The cost of the tires is included in the entry fee. Two tires can be purchased separately in addition to the tires provided. Tire swaps with other drivers are permitted. However, only marked tires are allowed.

For the official practice on Friday, December 6th, drivers can bring and use the same tires as the control tires.

Requests to replace an improperly glued tire will be accepted (but the competitor must pay for the replacement tire).

Aside from natural wear to the tire, any modification to the tire to alter grip or tire diameter is not allowed.

The tires must be mounted in the originally intended orientation (mounting in any other way is not allowed). Actions such as scraping or warming up the tires by rotating at excessively high speeds are prohibited.

Control tire for 2026

BuzzBreak TOYO TIRES PROXES R1R

* The rear tire may be selected in 30 mm size.



4. Wheel

Only 1/10th size on-road or drift wheels (by Japanese manufacturer) that have a scale look may be used.

Products made by overseas manufacturers that have a Japanese subsidiary and are sold in Japan or sponsored products can be used. Also, original shop products can be used as long as they are sold in Japan. Pre-sale prototypes cannot be used. Homemade products are not allowed.

The use of dish wheels designed for touring car racing are not allowed.
No additional parts attached to the wheels are permitted.

5. Battery

Batteries must be sold by Japanese manufacturers. Even if the manufacturer is overseas, products sold in Japan by a Japanese corporation or sponsored products can be used. In addition, original shop products can be used as long as they are sold in Japan. Pre-sale prototypes cannot be used. Homemade products are not allowed.

Only 2-cell LiFe(6.6V) and 2-cell LiPO(7.4V or 7.6V) hard-cased batteries.

Saddle-pack batteries must be within 139mm(L)x47mm(W)x25.1mm(H) in size per pack.

Batteries must be sold as having a nominal voltage of 7.6V or lower.

Battery packs may not be mounted behind the rear axle.

During the competition, be sure to use a LiPo bag when charging or discharging. If an official staff member visually confirms that the battery is not charged in the bag, you will be suspended from the competition.

If you leave your battery in the pit after the venue closes during the competition, you will be suspended from the competition immediately upon discovery. In addition, your name and the details of the incident will be posted at the venue.

If the fire ignites during the competition, The full amount shall be borne.

Battery packs with bulged or expanded cases will not be permitted for use.

For safety reasons, the voltage of the LiPo battery when charging is complete must be 8.40V or less for 7.4V specifications, and 8.70V or less for 7.6V specifications.

During the competition, you must use a LiPo bag when charging or discharging.

If an official staff visually observes that your battery is not being charged in the bag or that the bag is being charged with the lid open, you will be suspended from the competition.

6. Motor

Only commercially available brushless motors 6.5T and more figures such as 7.5 or 17.5 etc. are allowed. Only 540-size and 380-size motors (by Japanese manufacturer) allowed.

Products made by overseas manufacturers that have a Japanese subsidiary and are sold in Japan or sponsored products can be used. Also, original shop products can be used as long as they are sold in Japan. Pre-sale prototypes cannot be used. Homemade products are not allowed.

7. ESC (Speed Controller)

ESC must be sold by Japanese manufacturers.

ESC units with reverse functions may be used.

Products made by overseas manufacturers that have a Japanese subsidiary and are sold in

Japan or sponsored products can be used. Also, original shop products can be used as long as they are sold in Japan. Pre-sale prototypes cannot be used. Homemade products are not allowed.

Adjustments to timing, boost, and turbo settings permitted.

The use of sound systems is not permitted.

8. Transmitter Frequencies

Only transmitter frequencies approved by the Japan Radio Control Safety Association (RCK) allowed. The product must be sold by Japanese manufacturer.

Products made by overseas manufacturers that have a Japanese subsidiary and are sold in Japan or sponsored products can be used. Pre-sale prototypes cannot be used.

2.4GHz, 27MHz, and 40MHz transmitter frequencies allowed.

9. Safety

All cars must not pose a danger to fellow competitors or their cars, technical scrutineering staff, track marshalls, and spectators.

Cars must be assembled so they can be safely handled.

Cars deemed to be hazardous may not be permitted for use in competition.

10. Competition format

Qualify by single run.

The competitors will compete in three single runs, with the top 32 advancing to the Tsuiso Final 32.

The competition will be judged by three judges and one or more assistant judges.

One judge will score each of the Line, Angle, and Technique categories.

The Line and Angle judges will be judging within the Zone. The Technique judges will be judging the execution of the line throughout the entire section, the angle throughout the entire section, and the drift technique.

Each item is worth 35 points for Line, 35 points for Angle and 30 points for Technique, with a maximum score of 100 points.

Rankings are determined by comparing the first best scores of the three single runs. In the event of a tie, the second best scores are compared, followed by the third best scores. If two drivers have the same score on all three runs, the driver who achieved the highest score first will be ranked higher. If a ranking cannot be determined, the breakdown of the first best scores is compared in the order of Technique, Line, and Angle. If a ranking cannot be determined, the breakdown of the second best scores, then the breakdown of the third best scores are compared. If the scores of the three runs, the order in which the scores were obtained, and the breakdown of the scores of the three runs (Technique, Line, Angle) are all identical, only

the drivers with the same score will be required to take part in an additional re-qualifying run (one run), and the ranking will be determined based on that score.

A car will receive zero points if it spins, crashes, or if the judges deem it not to have drifted.

A car will receive zero points if it is unable to drive due to a tire falling off or other trouble, or if the body comes off while driving.

The judging points will be explained at the drivers' meeting on the day of the competition.

If a driver does not arrive in time for the qualifying run, he or she will be considered to have retired.

Once you are on the driver's stand, you are not allowed to return to the pit area. However, you may bring along tools and parts for adjustments and make simple adjustments in the waiting area. If you take your car back to the pit area after passing inspection, you will need to undergo inspection again before racing.

During the judging, any behavior that may interfere with the running of other cars is prohibited. Wait quietly without moving your car unnecessarily.

During the judging, behavior such as calling out to the judges is prohibited. This does not include cases of operational issues such as trouble.

11. Tsuiso Final 32

The running competition will be held in a one-on-one format in a knockout tournament.

Three judges and one or more assistant judges will judge the competitors, and all three judges will clearly announce the winner, loser, or "one more time."

In each match, a driver will make two runs as the "leader (the car in front)" and the "chaser (the car behind)." The racers will continue to run until the winner is decided.

The leader will start when the green light comes on, and will run according to the same standards as in the single run qualifying round. A jump start will result in a restart on the first or second run, and disqualification on the third run.

Chasers must follow the leader's line and angle. In principle, overtaking is prohibited. However, if the leader car stops, crashes, or spins, overtaking is permitted. Chasers may start at any time when the red light of the signal is turned on. However, they must not interfere with the leader's car line.

If a tire falls off or a problem occurs that makes it impossible to drive, the car will be disqualified.

If the body comes off while driving, the car will be disqualified. However, in cases of unavoidable circumstances such as a rear-end collision by a chaser, the judges will make the decision.

Touching the pylon at the starting point the first or second time will result in a restart, but a third time will result in disqualification.

If a car is unable to reach the starting line due to car trouble, the 5-minute rule (※1) can be

used once only during the Tsuiso Final 32.

12. Grand Final 4

The champion will be decided in a round-robin tournament between top four drivers of the Tsuiso Final 32.

If a car is unable to reach the starting line due to car trouble, the five-minute rule (※1) may be used once during the Grand Final 4.

Batteries may be replaced only once, and must be done in front of the technical inspection staff.

(※1) The 5-minute rule is that if a car has a mechanical problem, it must be reported to the inspection staff, and if permission is granted, the car can return to the pit to repair the car. The inspection staff will accompany the car from the time it leaves the track until it returns to the track, and the time is measured from when the car returns to the pit table and begins work until the repair is completed at the pit table. If the repair is not completed within 5 minutes, the driver will lose the match. The 5-minute measurement is only allowed once, and if the car is unable to continue due to mechanical trouble from the second time onwards, the driver will lose the match at that point.

The final rankings will be determined by the following criteria.

1st to 4th place: Determined in Grand Final 4

5th to 8th place: The winner with the higher qualifying position in the Tsuiso Final 32 will be ranked higher.

9th to 16th place: The winner with the higher qualifying position in the Tsuiso Final 32 will be ranked higher.

17th to 32nd place: The winner with the higher qualifying position in the Tsuiso Final 32 will be ranked higher

33rd and lower: Ranking based on a comparison of the three single run qualifying runs.

13. Strictly Prohibited

Abusive language towards other competitors or any other behavior that disrupts their running.
Abusive language towards judges. Any behavior that disrupts the progress of the competition.
Drinking alcohol is strictly prohibited within the venue during the competition. Furthermore, smoking is only permitted in designated smoking areas at facilities where such areas are provided. Participants (including entrants) who violate the rules may be penalized with the loss of their records or suspended from the competition, depending on the circumstances.

14. Technical Inspection

Prior to each run, competitors must pass technical inspection.

Only cars that have passed inspection by the technical staff will be allowed on the track.

Technical inspection will generally be performed prior to the run, but technical staff may conduct inspections at any time throughout the duration of the competition.

Should a competitor be found with a technical infraction during the competition, all results prior to the infraction for that competitor will be nullified.

15. Protest

Participants may only apply for a protest in the following way if they believe there was a misjudging during the Tsuiso judging.

After the occurrence of the incident in question and before the start of the next tournament (for example, the Tsuiso 16 in the case of the Tsuiso 32), fill out an application form at headquarters to detail what they believe to be the misjudging and submit it to the headquarters. If accepted, an application fee (5,000 yen) must be submitted and a retrial will be held. The application fee will only be refunded if the application is accepted. If the application is not accepted, the application fee will not be refunded. Please note that protest applications will not be accepted for One More Time.

More information:

R.C.D.C.

Email: info@rcdc-jp.com