

S-RC CUP LTD.

2026 S-RC REGULATIONS

SECTION A: SPORTING REGULATIONS

United Kingdom

OFFICIAL REGULATIONS OF THE 2026 S-RC CUP UK RC MOTORSPORT CHAMPIONSHIP

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Approved By: -

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This document is a constituent of the Official S-RC 2026 Cup Regulations, and defines the sporting regulations that all competing teams, promoters, partners, officiators and marshalls should adhere to.

A Changelog for this document can be found in Appendix J.

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ARTICLES

ARTICLE S1: GENERAL PROVISIONS

S1.1 Title and Authority of the Championship	
S1.1.1	The official championship shall be known as the “S-RC Cup United Kingdom RC Motorsport Championship” (hereinafter referred to as the “Championship”).
S1.1.2	The Championship shall be organised, administered, and regulated by S-RC Cup Ltd., the recognised Promoter and Authority of the Championship, registered in the United Kingdom as a Private Limited Company under Company Number 16193152 (hereinafter referred to as the “Organiser”).
S1.1.3	<p>The Organiser retains the sole authority to:</p> <ul style="list-style-type: none"> - Interpret and enforce all Regulations. - Approve or reject the entry of teams, drivers, and schools. - Appoint Officials, Judges, Scrutineers, Marshalls, and any other personnel necessary for the proper conduct of the Championship. - Amend the Sporting Regulations or issue bulletins, supplementary regulations, or clarifications, subject to Articles S1.8 and S8.4. - Establish the Championship Calendar and approve any changes, cancellations, or additions to events.
S1.1.4	No person, team, or school may participate in the Championship unless authorised by the Organiser or its appointed Officials.
S1.1.5	The Organiser retains the ultimate authority to make final determinations in all matters relating to the Championship, subject only to the Appeals Process outlined in Article S8.4.
S1.1.6	All participants, including but not limited to teams, drivers, schools, supervising adults, and accompanying personnel, shall comply with these Regulations. Failure to do so may result in penalties, including exclusion from an Event or the Championship.

S1.2 Scope and Applicability of Regulations	
S1.2.1	<p>These regulations govern all sporting, procedural, and operational aspects of the Championship, including but not limited to:</p> <ul style="list-style-type: none"> - Team and driver eligibility. - Event format, schedule and scoring. - Conduct on-track, in the pit/pitlane areas, and in any area under Organiser control. - STEM Challenge participation, judging, and scoring.

	<ul style="list-style-type: none"> - Media obligations, branding, and social media conduct. - Safety, emergency procedures, and marshal directives.
S1.2.2	<p>These regulations apply to all:</p> <ul style="list-style-type: none"> - Teams and their associated schools. - Drivers and substitute drivers. - Adult supervisors, teachers, or team mentors. - Officials, Stewards, Judges, Scrutineers and Marshalls. - Visitors, spectators, or any person in an area controlled by the Organiser during an Event.
S1.2.3	<p>Acceptance of these regulations is mandatory for event and championship participation. By entering events within the in-season stage of the Championship, participants acknowledge that they have read, understood and agreed to abide by all clauses, including amendments issued by the Organiser or Stewards.</p>

S1.3 Relationship with Technical Regulations	
S1.3.1	<p>The S-RC Technical Regulations govern the construction, equipment, and safety compliance of vehicles entered into the Championship. They are distinct from the Sporting Regulations but equally binding.</p>
S1.3.2	<p>Compliance with the Technical Regulations is mandatory for participation in the Championship, involving all rounds, qualifying sessions, races, free practice, and STEM Challenges where vehicles are involved.</p>
S1.4.3	<p>Breaches of Technical Regulations may result in:</p> <ul style="list-style-type: none"> - Rejection of vehicle at scrutineering - Exclusion from qualifying results or race results - Penalties (including but not limited to points based penalties) under Article 8, including disqualification from a Round.
S1.4.4	<p>The Head Scrutineer retains the right to determine the course of action taken in case of a Breach in the Technical Regulations, under the authority of the Organiser.</p>
S1.4.5	<p>In the event of a conflict or ambiguity between Sporting and Technical Regulations, the Organiser shall determine precedence in the interest of:</p> <ol style="list-style-type: none"> 1. Safety 2. Fairness 3. Operational Integrity
S1.4.6	<p>Teams are responsible for ensuring their vehicles are compliant at all times, including modifications made between Rounds. It is the responsibility of the Team Principal to meet this requirement.</p>

S1.4 Hierarchy of Authority and Interpretation

S1.4.1	The Organiser holds ultimate authority and may delegate powers to:	
	Stewards	Responsible for disciplinary, procedural, and interpretive decisions during an Event.
	Judges	Responsible for monitoring and concluding scores based on specific elements of competition, for example: timing, laps, track infractions.
	Scrutineers	Responsible for verifying vehicle compliance and enforcing Technical Regulations.
	Race Director	Responsible for operational management of sessions and safety and recovery interventions.
	Track Marshals	Responsible for vehicle recovery, enforcement of track rules, and assisting in safety procedures.
S1.4.2	Interpretation of regulations.	
	S.1.4.2.1	Only the Organiser or Stewards may issue binding interpretations.
	S.1.4.2.2	No participant may rely on personal interpretation to justify non-compliance.
	S.1.4.2.3	Instructions issued by Officials, whether written, verbal, or electronic, must be obeyed immediately.
	S.1.4.2.4	Misunderstanding or failure to read official communications does not exempt participants from compliance.
S1.4.3	Decisions of Stewards are final and binding during an Event, subject only to the Appeals Process outlined in Article S8.4.	

S1.5 Definitions of Terms		
S1.5.1	General Terms	
	S1.5.1.1	“Championship” means the S-RC Cup United Kingdom RC Motorsport Championship Series, consisting of all Events organised under these Sporting Regulations.

	S1.5.1.2	“Season” means the full cycle of Events constituting a Championship year, commencing with the first official Event of the calendar year and concluding with the Final.
	S1.5.1.3	“Pre-Season” refers to the period of time leading up to the beginning of the Season, after the official championship launch date.
	S1.5.1.4	“Off-Season” refers to the period of time between the National Final round, and the coming championship launch date.
	S1.5.1.5	“Championship Launch Date” refers to the date near the beginning of the Academic year when the pre-season begins.
	S1.5.1.6	“Event” means a single round within the Championship, commencing at the scheduled start of Administrative Checking and concluding at the posting of the final round classification.
	S1.5.1.7	“Organiser” means the body or entity appointed by the Promoter to manage and deliver a specific Event. The Organiser may be the Promoter itself.
	S1.5.1.8	“Promoter” means the legal entity holding overall commercial, sporting, and organisational rights to the S-RC Cup Championship.
	S1.5.1.9	“Authority” means the body empowered to interpret and enforce these Regulations, including the Promoter, the appointed Stewards, and any duly nominated officials.
	S1.5.1.10	“Host Venue” means an internal or external organisation where any Event is set to take place in.
S1.5.2	Sporting Officials	
	S1.5.2.1	“Clerk of the Course” means the official responsible for the general conduct of the Event in accordance with these Regulations.
	S1.5.2.2	“Stewards” means the panel of officials vested with authority to make final decisions in relation to sporting matters, penalties, and interpretation of the Regulations.
	S1.5.2.3	“Race Director” means the official responsible for the control of the track during practice, qualifying, and races, including the use of flags, signals, and safety procedures.
	S1.5.2.4	“Scrutineer” means any official nominated to verify the compliance of

		Cars and equipment with Technical and Sporting Regulations.
	S1.5.2.5	“Timekeeper” means the official responsible for timing and scoring.
	S1.5.2.6	“Marshal” means any appointed official responsible for assisting with track operations, car recovery, signalling, and safety support.
	S1.5.2.7	“Judges” are individuals responsible for monitoring and concluding scores based on specific elements of competition.
S1.5.3	Teams and Competitors	
	S1.5.3.1	“Team” means a group of Competitors representing a school or student institution, entered under a common name, comprising Drivers, Pit Crew, and Supervising Adults.
	S1.5.3.2	“Competitor” means any individual contributing to the progress within the championship of any registered Team, e.g. Students acting as a Driver, Engineer, etc.
	S1.5.3.3	“Driver” means any registered student operating a Car during an Event. Students acting as a Driver must hold a valid S-RC Competition Driving S-License, valid for the dates of any Event they wish to drive in.
	S1.5.3.4	“Team Principal (TP)” means any individual student acting as the leader of a Team, and responsible for the team's conformity to the regulations.
	S1.5.3.5	“Supervising Adult” means a teacher, mentor, or parent registered with the Team, responsible for student welfare and ensuring compliance with safeguarding requirements.
	S1.5.3.6	“Student Institution” refers to any group of students managed by adults, including but not limited to: <ul style="list-style-type: none"> - Schools - Scout Groups - Education Communities - Learning Clubs - After-School Organisations
S1.5.4	Cars and Equipment	
	S1.5.4.1	“Car” means an RC vehicle entered and registered to compete in the

		Championship, constructed or assembled in accordance with the Technical Regulations.
	S1.5.4.2	“Kit Car” means a Car supplied by the Promoter in unassembled or partially assembled form, intended for completion by Teams as part of the STEM challenge.
	S1.5.4.3	“Scratch-Built Car” means a Car designed and constructed by a Team using permitted materials and methods, subject to compliance with Technical Regulations.
	S1.5.4.4	“Bodyshell” means the external shell of the Car, including aerodynamic appendages, which may be standard, modified, or scratch-built, subject to Technical Regulations.
	S1.5.4.5	“Chassis” refers to the primary mechanical assembly of a Car - All components with the exception of Wheels and Bodyshell.
	S1.5.4.6	“Transmitter” means the handheld radio transmitter controller used by a Driver to operate a Car.
	S1.5.4.7	“Power Source” means the battery, or any other permitted propulsion system as defined in the Technical Regulations.
	S1.5.4.8	“Standard Components” means parts supplied by the Promoter or specified in the Technical Regulations that must not be modified.
S1.5.5	Sporting Sessions	
	S1.5.5.1	“Free Practice” means official track time provided for Drivers and Teams to familiarise themselves with the circuit, without classification.
	S1.5.5.2	“Qualifying” means the timed session(s) determining starting positions for a grand prix (except P1 and P2, see S1.5.5.3).
	S1.5.5.3	“Head to Head” means a competitive race within an Event used to determine pole position, taking place after Qualifying, between the P1 and P2 qualified cars.
	S1.5.5.4	“Grand Prix” means the primary race(s) determining the classification and final awarding of points within an Event, taking place to close an Event.
	S1.5.5.5	“Feature” means any activity forming part of the Championship, contributing to the overall scoring and classification

S1.5.6	<p>Sporting Procedure</p> <table border="1"> <tr> <td data-bbox="337 369 472 464">S1.5.6.1</td><td data-bbox="472 369 1421 464">“Grid” means the starting order of Cars prior to the commencement of a Race, arranged in accordance with Qualifying and Head-to-Head results.</td></tr> <tr> <td data-bbox="337 464 472 558">S1.5.6.2</td><td data-bbox="472 464 1421 558">“Pole Position” refers to the car beginning the Race at the front of the grid in P1.</td></tr> <tr> <td data-bbox="337 558 472 653">S1.5.6.3</td><td data-bbox="472 558 1421 653">“Formation Procedure” means the prescribed sequence of activities preceding the start of a Race.</td></tr> <tr> <td data-bbox="337 653 472 747">S1.5.6.4</td><td data-bbox="472 653 1421 747">“Race Start” means the official commencement of a Race, determined by the Race Director in accordance with the Regulations.</td></tr> <tr> <td data-bbox="337 747 472 884">S1.5.6.5</td><td data-bbox="472 747 1421 884">“Paddock” means the designated area allocated to Teams for the maintenance and preparation of Cars, as well as the primary residence area of a team during a Competition.</td></tr> <tr> <td data-bbox="337 884 472 1020">S1.5.6.6</td><td data-bbox="472 884 1421 1020">“Parc Fermé” means the controlled area where Cars are held under supervision for inspection by Officials, during which no modifications or adjustments are permitted except as expressly authorised.</td></tr> <tr> <td data-bbox="337 1020 472 1115">S1.5.6.7</td><td data-bbox="472 1020 1421 1115">“Safety Car Procedure” means any neutralisation of a Race as directed by the Race Director for safety reasons.</td></tr> <tr> <td data-bbox="337 1115 472 1251">S1.5.6.8</td><td data-bbox="472 1115 1421 1251">“Pits” means the designated area allocated to Teams for the repairs, swaps, and retirements of a car during the running of a track event, including but not limited to Qualifying, Head-To-Heads and the Race.</td></tr> </table>	S1.5.6.1	“Grid” means the starting order of Cars prior to the commencement of a Race, arranged in accordance with Qualifying and Head-to-Head results.	S1.5.6.2	“Pole Position” refers to the car beginning the Race at the front of the grid in P1.	S1.5.6.3	“Formation Procedure” means the prescribed sequence of activities preceding the start of a Race.	S1.5.6.4	“Race Start” means the official commencement of a Race, determined by the Race Director in accordance with the Regulations.	S1.5.6.5	“Paddock” means the designated area allocated to Teams for the maintenance and preparation of Cars, as well as the primary residence area of a team during a Competition.	S1.5.6.6	“Parc Fermé” means the controlled area where Cars are held under supervision for inspection by Officials, during which no modifications or adjustments are permitted except as expressly authorised.	S1.5.6.7	“Safety Car Procedure” means any neutralisation of a Race as directed by the Race Director for safety reasons.	S1.5.6.8	“Pits” means the designated area allocated to Teams for the repairs, swaps, and retirements of a car during the running of a track event, including but not limited to Qualifying, Head-To-Heads and the Race.
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	S1.5.7.5	“Disqualification” means exclusion of a Driver, Team, or Car from the results of a session, race, or Event.
	S1.5.7.6	“Exclusion” means removal of a Driver, Team, or Competitor from the Championship.
S1.5.8	Championship and Scoring	
	S1.5.8.1	“Points (Championship Points, Cup Points)” means numerical values awarded according to classifications set out in these Regulations.
	S1.5.8.2	“Classification” means the final official result of a session, race, Event, or Championship.
	S1.5.8.3	“Tie-Break” means the prescribed method for resolving equal Points standings.
	S1.5.8.4	“Champion” means the Driver or Team declared winner of the Championship at the conclusion of the Season.
	S1.5.8.5	“Region” refers to an area of the UK with a separate entry list of regional Teams.
	S1.5.8.6	“Tour” means a complete set of consecutive regional events, where each regional event occurs once. The 2026 UK Season consists of 2 Tours, followed by a National Final.
	S1.5.8.7	“National Final” means the final round of the Championship, where a Champion will be crowned.
S1.5.9	Media and Communications	
	S1.5.9.1	“Official Communications” means notices, bulletins, or instructions issued by the Promoter, Stewards, or Officials through designated channels.
	S1.5.9.2	“Media Obligations” means any requirement imposed upon Teams or Drivers to participate in interviews, presentations, photography, or promotional activities. This applies only to competitors with pre-approved photographic and videographic consent.
	S1.5.9.3	“Official Publication” means the digital or printed medium through

	which official information, classifications, and Regulations are disseminated.						
S1.5.10	Miscellaneous <table> <tr> <td>S1.5.10.1</td><td>“Good Faith” means acting honestly, fairly, and in the spirit of the Championship, following our “#RaceWithRespect” guidelines.</td></tr> <tr> <td>S1.5.10.2</td><td>“Force Majeure” means any unforeseeable or unavoidable event beyond the reasonable control of the Organiser, including but not limited to natural disasters, strikes, or governmental restrictions.</td></tr> <tr> <td>S1.5.10.3</td><td>“Interpretation” means any clarification or ruling issued by the Stewards, which shall be final and binding.</td></tr> </table>	S1.5.10.1	“Good Faith” means acting honestly, fairly, and in the spirit of the Championship, following our “#RaceWithRespect” guidelines.	S1.5.10.2	“Force Majeure” means any unforeseeable or unavoidable event beyond the reasonable control of the Organiser, including but not limited to natural disasters, strikes, or governmental restrictions.	S1.5.10.3	“Interpretation” means any clarification or ruling issued by the Stewards, which shall be final and binding.
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S1.6 Eligibility of Competitions/Events	
S1.6.1	Only Events (alt. Competitions) included in the Championship Calendar and approved by the Promoter shall be recognised as official “Rounds” of the S-RC Cup UK RC Motorsport Championship. No points, awards, or recognition towards the championship may be derived from any event not so designated.
S1.6.2	Each Event must be formally sanctioned by the Promoter in advance, and shall be organised in conformity with the present Sporting Regulations, the Technical Regulations, and any applicable Supplementary Regulations.
S1.6.3	<p>To be eligible as a Round, the Host Venue must:</p> <ul style="list-style-type: none"> - (a) Provide space for a circuit or course layout approved by the Promoter. - (b) Ensure adequate facilities for teams, officials, and spectators (if the round has been agreed upon to be open to the public) - including but not limited to pit area, “paddock”, administration space. - (c) Comply with the safety and safeguarding standards set by the Promoter. - (d) Agree to cooperate fully with the Promoter in respect of logistics, scheduling, and branding.
S1.6.4	<p>A Competition shall only be considered eligible if:</p> <ul style="list-style-type: none"> - (a) All mandatory officials (Race Director, Clerk of the Course, Stewards, Scrutineers, Marshals) are present and duly appointed. - (b) All required timing, transponder and communications systems are in place and tested. - (c) Medical and safeguarding measurements meet the minimum standards set by the Promoter. - (d) The event schedule includes at minimum: Free Practice, Qualifying,

	Head-To-Head, Grand Prix.
S1.6.5	The Promoter shall notify all registered Teams of the eligibility and official status of each Competition no later than 30 days before the start of the Event, unless exceptional circumstances apply.
S1.6.6	In cases of force majeure or urgent necessity, the Promoter may designate or withdraw the eligibility of a Competition with less than 30 days notice. Such decisions shall be final and not subject to appeal.
S1.6.7	The Promoter may organise or authorise demonstration events, exhibition races, or development competitions which do not count towards the Championship. These must be clearly designated as “Non-Championship” in all official communications.

S1.7 Official Communications			
S1.7.1	Purpose and Scope		
	S1.7.1.1	This section establishes the authorised channels, forms, issuance, receipt, acknowledgement, and evidential status of all communications related to the Championship and any Event.	
	S1.7.1.2	All Participants (as defined in S1.4.2.3) are bound by communications issued in accordance with these Regulations.	
	S1.7.1.3	For the avoidance of doubt, “communications” includes Bulletins, Supplementary Regulations, Briefing Notes, Decisions, Summonses, Instructions, Timing Publications - or any other Official Communications or Official Publications defined in S.1.5.9.	
S1.7.2	Issuing Authorities		
	S1.7.2.1	The following may issue official communications within their remit:	
		The Organiser/Promoter	Policy, Calendar, Regulations, Commercial/Sporting/Operational notices.
		The Stewards	Decisions, Penalties, Interpretations, appeals directions.
		The Race Director and/or Clerk of the Course	Operational instructions, Session control, Safety directives.

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S1.7.2.2	No other person shall issue communications purporting to be official. Any such document shall be void ab initio.										
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		affected and whether the change is interpretive or operative.
S1.7.5	Service, Receipt, and Acknowledgement	
	S1.7.5.1	A communication is deemed served when posted to the DNB, unless expressly stated otherwise therein.
	S1.7.5.2	Email or in-app delivery is an additional courtesy. Failure of such delivery shall not invalidate service under S1.7.5.1.
	S1.7.5.3	Teams must designate a Team Principal, with reachable contact details. The TP accepts responsibility for compliance with Regulations and all communications.
	S1.7.5.4	Acknowledgement: Where a document requires explicit acknowledgement, Teams shall confirm receipt via the DNB or designated method within the period specified. Failure to acknowledge does not relieve compliance.
	S1.7.5.5	Time Limits: Any period for protest/appeal or compliance begins at the time of posting to the DNB, as printed on the document. (cross ref. Article S8.4).
S1.7.6	Briefings and Verbal Instructions	
	S1.7.6.1	Mandatory briefings (Drivers, Team Principals, Teams) are communications within the meaning of this Article (cross-ref. Article S6.2).
	S1.7.6.2	Verbal instructions issued by the Race Director/Clerk of the Course during a Session or in emergency shall be binding immediately and recorded in the Event Log within a reasonable time.
	S1.7.6.3	Where a verbal instruction conflicts with a prior written document, the instruction shall prevail solely for the safety or operational context specified; a confirming written note must follow as soon as practicable.
S1.7.7	Emergency Communications	
	S1.7.7.1	In circumstances affecting safety or continuity of a Session, the Race Director may issue instant directives via PA, marshal posts, light panels,

		or mass stop commands (cross-ref. Articles S6.8 and Appendix C).
	S1.7.7.2	In the event of digital failure, Event PA systems become the primary sole official channel.
	S1.7.7.3	Redundancy: The Organiser shall maintain a backup method (e.g., printed bulletins, radio to Team Managers) for emergency distribution.
S1.7.8	Publication of Results and Decisions	
	S1.7.8.1	Provisional Classification shall be posted to the DNB as soon as available, and marked as “Provisional”.
	S1.7.8.2	Final Classification is endorsed by the Stewards and posted as “Final.”
	S1.7.8.3	The posting time of the relevant classification triggers the windows for protests/appeals under Article S8.4.
	S1.7.8.4	Stewards’ Decisions and Penalty Notices shall identify the factual basis, Articles applied, and right of review/appeal.
S1.7.9	Queries and Representations to Officials	
	S1.7.9.1	Only the Team Principal may lodge written queries with Race Control or the Stewards using the prescribed form (digital or paper), unless the Stewards authorise otherwise.
	S1.7.9.2	Queries must be concise, cite relevant Articles, and be submitted within any time limit stated on the DNB.
	S1.7.9.3	A query is not a protest or an appeal. Protests and appeals must follow Article S8.4.
	S1.7.9.4	Officials may respond by annotated return on the query form, by Bulletin, or by Briefing Note.
S1.7.10	Language, Time, and Units	
	S1.7.10.1	British English shall be the controlling language of all communications. In case of discrepancy with any translation, the English version prevails.

	S1.7.10.2	All times are expressed in local Event time
	S1.7.10.3	Units shall be SI unless specified in the Technical Regulations.
S1.7.11	Confidentiality and Data Handling	
	S1.7.11.1	The content of ongoing investigations, Steward deliberations, and draft decisions is confidential until publication.
	S1.7.11.2	Personal data used for communications shall be processed solely for Championship operations and safeguarding, per the Organiser's privacy policy.
	S1.7.11.3	Teams shall not publish, reproduce, or distribute confidential communications unless and until the Organiser publishes them.
S1.7.12	Corrections, Amendments, and Supersession	
	S1.7.12.1	Where a communication is found to contain an error, the issuing authority shall post an Amended version clearly marked and cross-referenced to the original.
	S1.7.12.2	In case of conflict, the latest document by time of issue prevails, unless explicitly stated otherwise.
	S1.7.12.3	Emergency directives (S1.7.7) may temporarily supersede prior documents for safety reasons and must be regularised by written notice.
S1.7.13	Record-Keeping and Evidential Status	
	S1.7.13.1	The Organiser shall maintain an Event Log comprising: all Bulletins, Briefing Notes, Decisions, timing publications, and safety directives with timestamps and distribution methods.
	S1.7.13.2	The Event Log and DNB archive constitute the authoritative record for evidential purposes in protests and appeals.
	S1.7.13.3	Records shall be retained for not less than 24 months after the Season concludes.

S1.7.14	Team Contact Obligations	
	S1.7.14.1	Teams shall ensure their DNB credentials and contact details are current from the Season entry date until thirty (30) days after the Final.
	S1.7.14.2	Failure to monitor the DNB/ONB or email does not excuse non-compliance.
	S1.7.14.3	At least one Team competitor must be physically present and reachable at the venue during all on-track Sessions.
S1.7.15	Social media posts, press releases, or third-party publications are not official communications and confer no rights.	
S1.7.16	Service of Summonses and Attendance Requirements	
	S1.7.16.1	Summonses to appear before the Stewards shall be served via DNB and, where practicable, delivered to the Team Manager in person or by email.
	S1.7.16.2	Failure to attend at the stated time may result in the matter being heard in absentia and/or penalties under Article S8.3.
S1.7.17	Communications Blackout and Radio Discipline	
	S1.7.17.1	The frequency bands and channels used by Race Control, Officials, and timing shall be restricted.
	S1.7.17.2	Teams must not attempt to access, monitor, interfere with, or record official channels. Breach may lead to penalties under Article S8.3.
	S1.7.17.3	Team-to-team and public address chatter shall not obstruct safety announcements.
S1.7.18	Priority in Session Control	
	S1.7.18.1	During any live Session, real-time directives from the Race Director/Clerk of the Course (via flags, lights, PA or marshal boards) shall take immediate precedence.
	S1.7.18.2	Such directives shall be minuted and, where necessary, followed by a

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S1.7.21	OFFICIAL DOCUMENT CODES <u>1. Regulations & Governance</u> ISC – International Sporting Code APD – Appendices SPRT – Sporting Regulations TECH – Technical Regulations <u>2. Event-Specific Regulations</u> SR – Supplementary Regulations BUL – Bulletin BUL-ADD – Bulletin Addendum <u>3. Race Control Documents</u> RD – Race Director’s Notes DEC – Decision of the Stewards COMM – General Communication <u>4. Judicial & Disciplinary</u> SUM – Summons NOI – Notice of Intent to Appeal				

	<p>APP – Appeal Documents</p> <p><u>5. Timing & Results</u></p> <p>CL – Classification STG – Starting Grid INT – Intermediate Classification LAP – Lap Chart</p> <p><u>6. Safety & Operations</u></p> <p>SC – Safety Car Bulletins VSC – Virtual Safety Car Bulletins MED – Medical Notes</p>				
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S1.7.23	<p>Document Filenames should include the Document Serial number as a prefix to the filename, followed by the Version, for example: “SRC-SPRT-00/26-001 Issue 1: 2026 S-RC REGULATIONS SECTION A: SPORTING REGULATIONS”</p>				

S1.7.24	Failure to follow and comply with correct Official Communication Procedure, including document type and publishing, serial number usage and record keeping can result in disciplinary action at the discretion of the S-RC Internal Compliance Officer(s).
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S1.8 Authority to Amend									
S1.8.1	The Promoter holds exclusive power to amend the Sporting and Technical Regulations.								
S1.8.2	The Stewards may issue event-specific Decisions and interpretations; they may not amend the Regulations save as expressly permitted under S1.8.5 (Emergency Provisions).								
S1.8.3	The Clerk of the Course/Race Director may issue operational directives during an Event for safety/continuity; such directives do not constitute a permanent amendment unless later codified by the Organiser.								
S1.8.4	Classes of Amendment <table> <tr> <td>S1.8.4.1</td><td>Interpretative Amendment: clarifies meaning without altering substantive effect.</td></tr> <tr> <td>S1.8.4.2</td><td>Operative Amendment: changes rights/obligations, formats, penalties, or procedures.</td></tr> <tr> <td>S1.8.4.3</td><td>Administrative Amendment: formatting, numbering, cross-references, typographical corrections.</td></tr> <tr> <td>S1.8.4.4</td><td>Emergency Amendment: immediate change necessary for safety, safeguarding, legality, or Event continuity.</td></tr> </table>	S1.8.4.1	Interpretative Amendment: clarifies meaning without altering substantive effect.	S1.8.4.2	Operative Amendment: changes rights/obligations, formats, penalties, or procedures.	S1.8.4.3	Administrative Amendment: formatting, numbering, cross-references, typographical corrections.	S1.8.4.4	Emergency Amendment: immediate change necessary for safety, safeguarding, legality, or Event continuity.
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S1.8.4.4	Emergency Amendment: immediate change necessary for safety, safeguarding, legality, or Event continuity.								
S1.8.5	Emergency Provisions: The Stewards may, during an Event, issue temporary provisions with immediate effect where essential to safety or sporting fairness. Such provisions lapse at the end of the Event unless ratified by the Organiser within 7 days.								
S1.8.6	Emergency text must be posted to the DNB as soon as practicable with reasons and scope clearly stated.								
S1.8.7	The effective time is the timestamp shown on the DNB posting unless a later time is specified.								
S1.8.8	In case of conflict: Sporting Regulations prevail over Supplementary Regulations; Technical Regulations prevail on purely technical matters; Emergency directives prevail within their stated safety scope during the Event (recorded per 1.7.6.3).								
S1.8.9	Where an amendment conflicts with previously issued documents, the latest								

	timestamped DNB posting prevails unless expressly stated otherwise.
S1.8.10	Standard and expedited amendments shall not alter the rules of Sessions already commenced.
S1.8.11	During an Event, only Emergency Provisions (1.8.6) or Stewards' temporary provisions may affect live Sessions.
S1.8.12	Where an operative amendment requires material preparation (e.g., equipment, livery changes), a reasonable transition period shall be specified.
S1.8.13	Teams may apply in writing for temporary exemptions solely to complete the transition, not beyond the stated sunset date.
S1.8.14	The Organiser may introduce pilot rules (e.g., alternate qualifying format) for specified Events. Pilot scope, data collection, and sunset date must be stated.
S1.8.15	Pilot outcomes will be reviewed and either codified or withdrawn before the next Season.
S1.8.16	The validity of an amendment adopted under this Article is not subject to protest or appeal.
S1.8.17	Application of an amendment to a specific Incident may be protested/appealed per Article S8.4.
S1.8.18	Supplementary Regulations may elaborate local arrangements but must not derogate from the Sporting or Technical Regulations unless expressly authorised in the amendment text.
S1.8.19	Amendments must comply with applicable law, safeguarding standards, venue licences, and insurance conditions.
S1.8.20	If any amended provision is held invalid, the remainder shall continue in force. The Organiser may promptly issue a corrective amendment.
S1.8.21	The DNB archive and Event Log (S1.7.13) are the authoritative evidence of amendment history.
S1.8.22	Change Logs with rationale and impact assessment shall be kept and made available to Teams upon request.
S1.8.23	All Emergency Amendments lapse at Season end unless incorporated into the next Season's baseline issue.

ARTICLE S2: ORGANISATION OF A COMPETITION

S2.1 Championship Calendar	
S2.1.1	The provisional Championship Calendar shall be published by the Organiser no later than one (1) month prior to the first scheduled Competition of the Season.
S2.1.2	<p>The Calendar shall specify:</p> <ul style="list-style-type: none"> - The date of each Competition. - The venue (including town/city and hosting organisation). - The format of the event (e.g. Regional, National). - Any reserve dates.
S2.1.3	Once published, the Calendar is binding on all Competitors, Teams, and Officials, subject only to changes permitted under these Regulations.
S2.1.4	Each Competition listed on the official Calendar shall be deemed a valid round of the Championship.
S2.1.5	Demonstration events, testing sessions, or promotional activities do not constitute Championship Competitions unless expressly stated.
S2.1.6	The Organiser reserves the right to alter the Calendar for reasons of force majeure, safety, venue availability, or any other reason deemed necessary in the interests of the Championship.
S2.1.7	Changes to the Calendar must be announced with at least thirty (30) days' notice prior to the affected Event, except in cases of emergency.
S2.1.8	<p>A Competition may be cancelled by the Organiser if:</p> <ul style="list-style-type: none"> - (a) The venue becomes unavailable or unsafe. - (b) Insufficient Teams are entered. - (c) Force majeure prevents safe operation. <p>In such cases, the Organiser shall make every reasonable effort to reschedule the Competition within the same Season.</p> <p>If rescheduling is impossible, the Championship may proceed with a reduced number of Competitions.</p> <p>Points already awarded at prior Competitions remain unaffected.</p>
S2.1.9	A Competition may be postponed if adverse weather, safety issues, or logistical constraints prevent it from being run on the original date.
S2.1.10	In the event that a scheduled venue is unable to host, the Organiser may substitute an alternative venue of equivalent standard.
S2.1.11	Notification of such substitution must be made at least fourteen (14) days prior to the event, except where force majeure makes this impractical.
S2.1.12	It is the responsibility of each Team and Competitor to keep themselves informed of any changes to the Calendar via the official notice board.

S2.1.13	Failure to attend a Competition due to lack of awareness of Calendar changes shall not be accepted as grounds for appeal.
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S2.2 Promoter Responsibilities

S2.2.1	The Promoter shall be responsible for the overall organisation of the Competition and shall ensure that the Competition is conducted in full compliance with these Sporting Regulations, the Technical Regulations, and any applicable national or local legislation.
S2.2.2	The Promoter shall ensure that all necessary permits, licences, and authorisations are duly obtained and remain valid throughout the Competition.
S2.2.3	The Promoter is responsible for conducting a Venue Risk Assessment prior to the Competition
S2.2.4	The Promoter shall obtain appropriate public liability insurance covering the Competition.
S2.2.5	The Promoter shall ensure the provision of all safety facilities, including: <ul style="list-style-type: none"> - (a) Barriers and catch fencing suitable for RC motorsport. - (b) Fire extinguishers at designated points. - (c) Clear emergency exits and evacuation procedures.
S2.2.6	The Promoter shall appoint and brief a Safety Officer, responsible for implementing and monitoring safety measures throughout the Competition.
S2.2.7	The Promoter shall ensure the deployment of trained marshals, medical staff, and emergency support in accordance with Articles S2.3 and S2.5.
S2.2.8	The Promoter shall coordinate all communication between teams, officials, and external stakeholders prior to and during the Competition.
S2.2.9	A Promoter's Representative shall be present on-site at all times during the Competition, empowered to make urgent operational decisions subject to approval by the Race Director and/or Stewards.
S2.2.10	All incidents, complaints, or breaches of safety/discipline must be reported to the Race Director and Stewards without delay.

S2.3 Officials of the Competition

S2.3.1	Each Competition shall be conducted under the authority of Officials appointed by the Organiser. In the event of misunderstanding, Article S2.3 is the final ruling on details regarding Officials of the Competition.
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S2.3.2	Officials may be removed or replaced at the discretion of the Organiser if they fail to perform their duties in accordance with these Regulations.
S2.3.3	<p>Race Director</p> <p>a) The Race Director shall have overall authority for the conduct of the Competition on track.</p> <p>b) Responsibilities include, but are not limited to:</p> <ul style="list-style-type: none"> - Ensuring that all sessions are conducted in compliance with the Regulations. - Authorising the start, suspension, and resumption of all sessions. - Overseeing the implementation of safety procedures. - Communicating instructions and decisions to Teams and Officials. <p>c) The Race Director may delegate operational tasks to other Officials, but retains ultimate authority for safety and sporting decisions during the Competition.</p> <p>d) The Race Director's decisions regarding session management, red flags, and safety interventions are final, except where expressly stated otherwise in these Regulations.</p>
S2.3.4	<p>Clerk of the Course</p> <p>a) The Clerk of the Course shall support the Race Director in ensuring that the Competition is conducted in accordance with these Regulations.</p> <p>b) Responsibilities include, but are not limited to:</p> <ul style="list-style-type: none"> - Supervising the operational aspects of the Competition. - Liaising with Teams regarding procedural matters. - Ensuring compliance with pit lane, paddock, and track safety rules. - Reporting all incidents to the Stewards.
S2.3.5	<p>Stewards of the Competition</p> <p>a) The Stewards shall be empowered to adjudicate breaches of these Regulations.</p> <p>b) Responsibilities include, but are not limited to:</p> <ul style="list-style-type: none"> - Reviewing incidents referred by the Race Director or Officials. - Imposing penalties in accordance with Article S8. - Maintaining records of all decisions and communications relating to the Event. <p>c) Decisions of the Stewards may be appealed in accordance with Article S8.4.</p>
S2.3.6	<p>Chief Scrutineer and Scrutineers</p> <p>a) The Chief Scrutineer shall oversee all technical inspections of Cars and Equipment to ensure compliance with the Technical Regulations.</p> <p>b) Scrutineers shall:</p>

	<ul style="list-style-type: none"> - Conduct pre-event, post-practice, and post-race inspections. - Monitor Parc Fermé procedures. - Record all findings and report any infringements to the Stewards. <p>c) Scrutineers shall have the authority to prevent a Car from participating if it fails to meet compliance standards.</p>
S2.3.7	<p>Other Officials</p> <p>a) Additional Officials may be appointed as necessary, including but not limited to:</p> <ul style="list-style-type: none"> - Timing and Results Officials - Marshals - Communications Officers - Medical Coordinators - Judges <p>b) All Officials shall operate under the authority of the Race Director and Clerk of the Course, and shall carry out their duties in accordance with these Regulations.</p>
S2.3.8	<p>General Authority of Officials</p> <p>a) Officials have the authority to enforce these Regulations, including the power to:</p> <ul style="list-style-type: none"> - Stop a session for safety reasons. - Issue instructions to Teams and Competitors. - Recommend penalties to the Stewards. <p>b) Any act or omission by an Official, including procedural errors, shall be reported to the Promoter for review.</p>

S2.4 Judges	
S2.4.1	Judges are officials appointed by the Organiser to evaluate and score Competitors across all aspects of the Competition, including on-track performance, STEM challenges, technical innovation, design, and other designated awards.
S2.4.2	Judges shall be impartial and briefed on the applicable scoring criteria and procedures prior to the Competition.
S2.4.3	<p>Judges may include, but are not limited to:</p> <ul style="list-style-type: none"> - Timing and Scoring Officials (on-track performance) - STEM Challenge Panel (innovation, engineering, and mathematical challenges) - Design and Aesthetics Panel (car design, visual presentation)

S2.4.4	Judges' determinations on scores shall be final unless an appeal is submitted under Article S8.4.
S2.4.5	Judges may request clarification or evidence from Officials but may not alter Technical Regulations or Sporting Regulations themselves.
S2.4.6	Judges shall submit all scoring and observations within the timeframe specified by the Race Director.
S2.4.7	Judges may be called to provide evidence during appeals or Championship reviews.

S2.5 Medical and Safety Cover	
S2.5.1	<p>Each Competition venue shall provide, as a minimum:</p> <p>(a) First Aid Point: A clearly designated and signposted area where medical assistance may be obtained.</p> <p>(b) Qualified Medical Personnel: At least one (1) certified first-aider present at all times during the Competition.</p> <p>(c) Emergency Response Access: Suitable access for emergency vehicles (ambulance, fire service).</p> <p>(d) Emergency Equipment: First aid kits, and necessary supplies in compliance with local health regulations.</p>
S2.5.2	Medical staff shall be stationed in a location that allows rapid response to any incident in the Pits, Competition Area, or Spectator Zones.
S2.5.3	The Medical Officer shall liaise with the Clerk of the Course and Race Director throughout the Competition.
S2.5.4	<p>In the event of an accident or injury, the Clerk of the Course and Medical Officer shall decide jointly whether to:</p> <p>(a) Continue the Competition under localised safety management.</p> <p>(b) Temporarily suspend the Competition.</p> <p>(c) Abandon the Competition if conditions render continuation unsafe.</p>
S2.5.5	Teams must declare, prior to the event, any medical conditions affecting drivers or team members that could impact participation.
S2.5.6	A signed parental/guardian consent form shall be required for all competitors under 18 years of age, confirming fitness to participate.

S2.5.7	Barriers, fencing, or designated separation must be installed to prevent spectators and teams from entering the active Competition Area except where authorised.
S2.5.8	Adequate fire extinguishers must be present in the Pits and operational areas, inspected prior to each event.
S2.5.9	All Officials and staff in direct contact with competitors under 18 must be compliant with relevant safeguarding legislation (e.g., DBS clearance in the UK).
S2.5.10	A designated Safeguarding Officer shall be appointed for each Competition, responsible for ensuring compliance with safeguarding protocols.
S2.5.11	If, due to circumstances beyond the Promoter's control, medical facilities are unavailable or inadequate, the Competition may not commence until provisions are restored.

S2.6 Force Majeure	
S2.6.1	<p>Force Majeure shall mean any circumstance beyond the reasonable control of the Promoter, Organiser, or any Team, including but not limited to:</p> <ul style="list-style-type: none"> - Extreme weather conditions (e.g. flooding, high winds, lightning, excessive heat). - Venue-related issues (e.g. power failure, fire, security incidents, structural concerns). - National or local emergencies, including strikes, civil unrest, pandemics, or government restrictions. - Acts of terrorism, war, or threats thereof. - Other unforeseen natural or human events which render the safe and fair conduct of the Competition impossible or impracticable.
S2.6.2	The declaration of a Force Majeure situation shall rest solely with the Race Director, in consultation with the Stewards and the Promoter.
S2.6.3	Where urgent safety concerns exist, the Race Director shall have the authority to act immediately, subject to confirmation by the Stewards.
S2.6.4	<p>In the event of Force Majeure, the Organisers may, at their discretion:</p> <ul style="list-style-type: none"> - Postpone the Competition (to a later time or date). - Temporarily suspend on-track activity until safe conditions are restored. - Shorten the Competition distance or duration. - Relocate the Competition to an alternative venue, if feasible. - Cancel the Competition entirely, if no other safe or fair option exists.
S2.6.5	Any decision regarding Force Majeure shall be promptly communicated to:

	<ul style="list-style-type: none"> - Team Principals, who must inform all team members. - Event staff, medical personnel, and marshals. - Spectators, via the event PA system, digital platforms, or other available means.
S2.6.6	Teams shall be informed of revised schedules or conditions in writing or via the official communication platform.
S2.6.7	The Promoter, Organiser, and Officials shall not be liable for any loss, damage, or costs incurred by Teams, participants, or spectators arising from the cancellation, postponement, or alteration of a Competition due to Force Majeure.

ARTICLE S3: COMPETITORS AND TEAMS

S3.1 Entry Requirements	
S3.1.1	All Teams must register for the Championship via the official S-RC Cup website.
S3.1.2	Registration shall only be considered valid once the fully completed Season Entry Form, including all required documentation and declarations, has been submitted.
S3.1.3	Teams are responsible for the accuracy and completeness of all information submitted.
S3.1.4	Any false, misleading, or incomplete information may result in rejection of the entry or disqualification at the sole discretion of the Organisers.
S3.1.5	Teams must register prior to the Pre-Season closing date, as published on the official S-RC Cup website.
S3.1.6	Entries received after the Pre-Season closing date but before the commencement of the second Tour may be accepted at the sole discretion of the Organisers.
S3.1.7	Any entry submitted after the commencement of the second Tour of the Championship shall be automatically rejected.
S3.1.8	Registration must include all required documentation, including: <ul style="list-style-type: none"> - Parental/guardian consent forms for participants under 18. - Confirmation of supervisory adults' compliance with safeguarding regulations. - Proof of school/student institution affiliation. - Medical declarations pertinent to safe participation. - Media consent forms.
S3.1.9	Per-Event Registration requires the following documentation: <ul style="list-style-type: none"> - Race With Respect guidelines signed acknowledgement. - Code of Conduct signed acknowledgement. - Sporting Regulations signed acknowledgement. - Technical Regulations signed acknowledgement. - (if applicable) Supplementary Regulations signed acknowledgement.

S3.1.10	No monetary entry fee or deposit is required for Championship participation.
S3.1.11	Organisers may announce optional fees for additional services or participation activities prior to the start of the Championship.
S3.1.12	Only Teams with confirmed registration shall be permitted to participate in official Championship events.
S3.1.13	Acceptance of registration does not confer any right to appeal eligibility decisions or disqualification under the Sporting Regulations.
S3.1.14	Late entries may be considered at the discretion of the Organisers, taking into account track and pit space, safety ratios, media obligations, and logistical feasibility.
S3.1.15	Teams accepted as late entries shall receive written confirmation, including any modified obligations or conditions deemed necessary.
S3.1.16	Teams are responsible for ensuring all participants comply with all Sporting Regulations, Technical Regulations, safety procedures, media obligations, and the Code of Conduct.
S3.1.17	Teams are accepted from any student institution, including but not limited to: <ul style="list-style-type: none"> - Schools - Scout Groups - Education Communities - Learning Clubs - After-School Organisations

S3.2 Team Composition

S3.2.1	Each Team shall consist of no fewer than three (3) individuals and no more than six (6) individuals. For the purposes of clarity, "Team" does not include supervising adults.
S3.2.2	Each Team must have a minimum of one (1) adult Supervisors, mentors, or teachers present for the duration of all Championship events.
S3.2.3	Supervisory adults shall be responsible for the safety, conduct, and adherence to Code of Conduct of all student Competitors on the Team.
S3.2.4	Supervisory adults shall not drive or operate any Competition car during official sessions, except in circumstances explicitly authorised by the Organisers for emergencies or demonstrations.
S3.2.5	Supervisory adults must comply with all safeguarding regulations applicable to persons interacting with minors, including holding any required clearances or certifications.

S3.2.6	Student Competitors must be registered on the Team's official entry form.
S3.2.7	Each Team must designate one student Competitor as the Team Principal, who shall act as the primary point of contact for communications with Officials during Competition sessions.
S3.2.8	Teams may not exceed the maximum number of student Competitors without explicit written approval from the Organisers.
S3.2.9	Teams are responsible for ensuring that all members are fit to participate and capable of safely undertaking the activities assigned to them.
S3.2.10	Any changes to Team composition, including the replacement of a student Competitor, must be submitted in writing to the Organisers.
S3.2.11	Teams failing to comply with the Team Composition requirements may be subject to warnings, penalties, or disqualification at the discretion of the Organisers.
S3.2.12	Teams must ensure adequate supervision ratios at all times, including during practice, STEM challenges, media interactions, and podium or awards ceremonies. This is the responsibility of the Supervising Adult(s).
S3.2.13	Teams are responsible for maintaining accurate records of all participants for the purpose of medical, safety, and media obligations.
S3.2.14	A minimum of four (4) student competitors must be in the ages applicable to the UK Education System Year 8 or Year 9 during the time of the Championship.
S3.2.15	Any other student competitors involved (non-Year8/9s) must be the ages applicable to the UK Education System Sixth Form. We recommend the Team Principal of each team to be a Sixth Form age competitor.

S3.3 Number of Entries per Student Institution

S3.3.1	There is no maximum limit on the number of Teams a student institution may enter per Championship Round, subject to compliance with all other Sporting Regulations.
S3.3.2	Each Team must operate its own car(s) and may not share student Competitors with another Team from the same student institution.
S3.3.3	Supervisory adults may be shared across multiple Teams from the same student institution at the institution's discretion, provided that all Teams remain compliant with safety and supervision requirements.
S3.3.4	The Organisers reserve the right to request a reduction in the number of Teams entered by any student institution, in order to maintain safety, logistical feasibility, or fairness across the Championship.

S3.3.5	In cases where the Organisers request a reduction of Teams, a student institution may be offered the concession of increasing the maximum number of student Competitors per remaining Team; this concession is offered at the Organisers' discretion and is not guaranteed.
S3.3.6	Each Team must be registered with a unique Team name, car number, and branding in accordance with Article S3.4.
S3.3.7	Teams remain responsible for ensuring that each Team complies with all Sporting Regulations, including eligibility, conduct, safety, and media obligations.
S3.3.8	Student institutions remain responsible for ensuring that each Team complies with all eligibility, conduct, safety, and media obligations.
S3.3.9	Failure to comply with these requirements may result in exclusion of one or more Teams or other penalties, as determined by the Organisers.
S3.3.10	The Organisers may modify Team allocations or impose additional requirements for individual Rounds to account for venue capacity, event format, or other operational considerations.

S3.4 Team Identification	
S3.4.1	Each Team must register a unique Team name that clearly distinguishes it from all other Teams in the Championship.
S3.4.2	Each Team must display a unique car number on all competing vehicles, in accordance with the Technical Regulations, such that it is clearly visible from all viewing angles.
S3.4.3	Team names and car numbers must be submitted during registration and approved by the Organisers prior to the first Round.
S3.4.4	Teams are responsible for ensuring that all vehicles are properly marked with the assigned car number at all times during Competition activities.
S3.4.5	Team branding, including logos, colours, and vehicle livery, must be consistent with the registration submission and may not include offensive, discriminatory, or politically sensitive material.
S3.4.6	The Organisers reserve the right to require Teams to modify or remove branding, car numbers, or Team names at any time if deemed inappropriate or conflicting with other Teams, sponsors, or Championship requirements.
S3.4.7	The Organisers reserve the right to require Teams to add branding to their vehicles, for example but not limited to in the case of Championship brands and sponsors.
S3.4.8	Teams must ensure that all Team members wear identifying apparel or badges where

	provided, to facilitate recognition by Officials, media, and Organisers. For the 2026 Racing Season, it is permissible for Team members to utilise School/Student Institution uniforms as identifying apparel. It is however highly recommended that each team has their own unique identifying apparel.
S3.4.9	All members of a Team must be wearing the same identifying apparel. Minor changes between team members is permissible.
S3.4.10	Any changes to Team identification, including car numbers, Team names, or branding, must be submitted to the Organisers in writing and may only be approved at the Organisers' discretion.
S3.4.11	Teams failing to comply with Team identification requirements may be subject to warnings, penalties, or disqualification from any Round, at the sole discretion of the Organisers.
S3.4.12	The Organisers may assign temporary identification or car numbers in cases where conflicts arise, and Teams must comply with such temporary assignments without objection.

S3.5 Driver Eligibility	
S3.5.1	Only students holding a valid S-RC Cup S-License are permitted to drive Competition cars during official sessions, including practice, qualifying, and races.
S3.5.2	S-Licenses are issued by the Organisers upon completion of the prescribed training, assessments, and any safety briefings required for new Competitors. S-License requirements and eligibility are covered in a separate S-RC Driver Development Program .
S3.5.3	S-Licenses are personal and non-transferable; a Competitor may not drive a car under another student's S-License.
S3.5.4	S-Licenses must be presented for inspection by Officials upon request at any point during the Championship.
S3.5.5	Student Competitors must comply with any age or school year restrictions defined by the Organisers for eligibility to hold an S-License.
S3.5.6	Supervisory adults or any individuals without a valid S-License are strictly prohibited from driving or operating Competition vehicles in official sessions.
S3.5.7	Any Team permitting an unlicensed student to drive during official sessions shall be subject to penalties, including potential disqualification of the Team from the affected session.
S3.5.8	S-Licenses may be suspended or revoked at the discretion of the Organisers for

	breaches of safety rules, misconduct, or repeated Sporting Regulation violations.
S3.5.9	Penalty Points regarding S-Licenses will be covered in documentation surrounding the Driver Development Program.
S3.5.10	Reinstatement of a suspended or revoked S-License is at the sole discretion of the Organisers and may require completion of additional training or assessments.
S3.5.11	Each team must assign 1 competitor as the registered Event Driver.

S3.6 Driver Substitution

S3.6.1	Substitution of a student Competitor during a Round is only permitted under exceptional circumstances, including illness, injury, or other unavoidable events, and must be approved by the Organisers.
S3.6.2	Any substitute driver must hold a valid S-RC Cup S-License appropriate for the vehicle class and session in which they are to participate.
S3.6.3	Substitution requests must be submitted in writing to the Race Director or Clerk of the Course as soon as the need is identified.
S3.6.4	The Organisers reserve the right to refuse any substitution if the substitute driver does not meet eligibility requirements, if the substitution compromises safety, or if it conflicts with event scheduling.
S3.6.5	The Team must maintain accurate records of all substitutions, including the reason, time, and the identity of the substitute driver.
S3.6.6	Supervisory adults may assist with administrative aspects of substitutions but may not operate the vehicle themselves unless holding a valid S-License and only under emergency conditions authorised by the Organisers.
S3.6.7	Failure to follow proper substitution procedures may result in penalties to the Team, including exclusion from the affected session or loss of Championship points.
S3.6.8	Any substitute driver remains subject to all Sporting Regulations, including safety, conduct, and media obligations.

S3.7 Code of Conduct

S3.7.1	All members of a Team, including student Competitors and Supervisory adults, shall conduct themselves in a manner consistent with the principles of safety, fairness, respect, and integrity at all times during Championship events.
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S3.7.2	Student Competitors must follow all instructions issued by Officials, Supervisory adults, and Organisers promptly and without argument, unless such instructions compromise safety, in which case the matter must be reported immediately.
S3.7.3	Supervisory adults are responsible for ensuring that their Teams comply with the Sporting Regulations, Technical Regulations, and any additional instructions provided by the Organisers.
S3.7.4	Any form of harassment, bullying, discrimination, or offensive behaviour towards other Teams, Competitors, Officials, media personnel, or members of the public is strictly prohibited.
S3.7.5	Teams must respect all property, equipment, and vehicles provided by the Organisers, venue, or other Teams, and may not deliberately tamper with or damage such property.
S3.7.6	Alcohol, drugs, or other substances that impair judgement or safety are strictly prohibited for all participants, including Supervisory adults, at all Championship activities.
S3.7.7	Smoking or vaping is prohibited in all areas designated for Teams, Competitors, or Officials, unless a specific area is authorised by the Organisers.
S3.7.8	Teams must maintain a professional and courteous attitude towards media personnel, photographers, and videographers, including during interviews, filming, or livestream activities.
S3.7.9	Electronic devices, mobile phones, or other personal equipment must be used responsibly and must not interfere with Competition operations, timing systems, or radio communications.
S3.7.10	All Teams shall respect the event environment, including waste disposal, energy usage, and compliance with local regulations and venue rules.
S3.7.11	Teams must act in a manner that promotes a positive public image for the Championship, student institutions, sponsors, and the Organisers.
S3.7.12	Any verbal, physical, or online conduct deemed unsporting, threatening, or disruptive by the Organisers may result in disciplinary action, including reprimand, penalty, or disqualification.
S3.7.13	Spectators and supporters affiliated with Teams must also adhere to the Code of Conduct; Teams are responsible for informing and managing their supporters' behaviour.
S3.7.14	The Organisers reserve the right to remove any individual from the event site, revoke access, or impose penalties on Teams for breaches of the Code of Conduct.

S3.7.15	Compliance with the Code of Conduct is mandatory at all times, including pre-event, post-event, social activities, and any Championship-related travel.
S3.7.16	Teams are encouraged to report any breaches of the Code of Conduct to Officials promptly; failure to report known breaches may itself be considered a violation.

S3.8 Disciplinary Powers	
S3.8.1	The Organisers, through the appointed Officials or Stewards, have the authority to investigate, review, and impose disciplinary measures on any Team, student Competitor, Supervisory adult, or supporter for breaches of the Sporting Regulations, Technical Regulations, or Code of Conduct.
S3.8.2	Disciplinary action may be taken for, but is not limited to, misconduct, unsporting behaviour, harassment, bullying, dangerous behaviour, interference with Officials, or breaches of safety requirements.
S3.8.3	Warnings may be issued verbally or in writing to address minor infringements and to encourage compliance without immediate competitive penalty.
S3.8.4	Official written reprimands may be issued for repeated or more serious infringements and shall be recorded in the Championship disciplinary log.
S3.8.5	Teams or individuals may be temporarily suspended from participating in a session, Round, or Championship activity if immediate removal is necessary for safety, fairness, or event integrity.
S3.8.6	Exclusion from a Round or event may be applied in cases of severe or repeated misconduct, including breaches of safety, intentional damage to equipment, or violations of the Code of Conduct.
S3.8.7	Disciplinary powers extend to student Competitors, Supervisory adults, and affiliated supporters; Teams are responsible for the behaviour of all persons associated with their entry.
S3.8.8	Any disciplinary decision must be documented in writing, including the reason for action, the date, the Officials involved, and any required remedial steps.
S3.8.9	Teams or individuals subject to disciplinary action have the right to submit an explanation or mitigating circumstances to the Officials, who will consider this before confirming any sanctions.
S3.8.10	Disciplinary actions may be applied independently of competitive results; a Team may still retain Championship points unless otherwise specifically indicated.
S3.8.11	The Organisers may impose additional conditions as part of disciplinary measures, such as mandatory training, corrective actions, or behaviour monitoring at future

	Rounds.
S3.8.12	Appeals of disciplinary decisions shall follow the process outlined in Article S8.4, including timelines, submission requirements, and finality of the decision.
S3.8.13	The Organisers retain sole discretion to combine, escalate, or modify disciplinary measures to ensure fairness, safety, and integrity of the Championship.
S3.8.14	Teams failing to comply with disciplinary directives may face further sanctions, including additional warnings, suspension, or permanent exclusion from the Championship.

ARTICLE S4: CARS AND EQUIPMENT

NOTE: For the purposes of clarity, any articles written in the S-RC Technical Regulations supersedes any clauses written in S-RC Sporting Regulations Article S4.

S4.1 Eligible Cars	
S4.1.1	Only cars fully compliant with the S-RC Technical Regulations are eligible to participate in any official session, including practice, qualifying, races.
S4.1.2	Compliance shall be verified by Scrutineers prior to each Round and at any time during the event at the Organisers' discretion.
S4.1.3	Cars deemed ineligible may be prevented from participating until compliance is achieved or may be excluded from the session or Round.

S4.2 Chassis and Shell Rules	
S4.2.1	Teams may use kit-based or scratch-built cars provided all vehicles meet Technical Regulations and pass scrutineering.
S4.2.2	Any modifications or repairs during a Round must be reported to Officials and may be subject to inspection.
S4.2.3	Teams must present cars in a condition suitable for safe operation, including secure bodywork, functioning suspension, and properly installed electronics.

S4.3 Car Numbers and Team Branding	
S4.3.1	Cars must display the assigned car number in a clearly visible location and of sufficient size to be seen from all viewing angles.

S4.3.2	Team branding, logos, and colours must comply with the approval of the Organisers and must not include offensive, discriminatory, or unauthorised commercial content.
S4.3.3	Any changes to car numbers or branding during a Round must be approved by Officials.

S4.4 Batteries and Charging Protocol

S4.4.1	Teams must use only batteries compliant with Technical Regulations and must follow all prescribed safety and handling procedures.
S4.4.2	Charging may only take place at designated charging stations with appropriate supervision, fire safety, and voltage monitoring as defined by the Organisers.
S4.4.3	Improper handling of batteries or charging equipment may result in penalties, including session exclusion or disqualification.

S4.5 Radio Equipment

S4.5.1	Teams may use radios or microphones for internal communication and Organiser-directed broadcast purposes.
S4.5.2	Radio equipment must not interfere with other Teams, Officials, or timing systems.

S4.6 Transponders

S4.6	Cars must be designed to hold a S-RC Approved transponder, which will be provided at Events, for the duration of the Event or less - subject to the Race Director.
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S4.7 Parc Fermé

S4.7.1	Parc Fermé is defined as the area where cars are placed under controlled conditions before and after sessions to prevent unauthorised work or adjustments.
S4.7.2	No Team member or student may touch, adjust, or repair a car in Parc Fermé without explicit permission from Officials.
S4.7.3	Cars may be inspected in Parc Fermé at any time by Scrutineers or Officials for compliance with Sporting or Technical Regulations.
S4.7.4	Violation of Parc Fermé rules may result in penalties, including disqualification from the session, lap deletion, or loss of points.
S4.7.5	Teams are responsible for ensuring that their equipment and tools remain outside Parc

	Fermé unless authorised by Officials.
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S4.8 Intellectual Property

S4.8.1	Any technical solution, design, or innovation developed for use in the S-RC Cup, whether submitted for scrutineering, displayed in competition, or otherwise disclosed during an event, shall be deemed available for use by S-RC Cup Ltd. for the purposes of operating, developing, and promoting the competition.
S4.8.2	Teams retain the right to be credited for their innovation; however, by entering the competition they grant S-RC Cup Ltd. a perpetual, royalty-free licence to use, adapt, publish, or commercialise such innovations.
S4.8.3	Where appropriate, S-RC Cup Ltd. reserves the right to file patents or other intellectual property protections over innovations demonstrated in competition, without further compensation to teams.

ARTICLE S5: EVENT FORMAT

S5.1 Official Schedule of a Round

S5.1.1	Each Round of the Championship shall follow the official timetable issued by the Organiser, with a standard operating window from 09:00 to 18:00 local time .																				
S5.1.2	<p>The provisional schedule for a Round is as follows:</p> <table> <tr> <td>09:00</td><td>Doors Open, Scrutineering and Document Submission.</td></tr> <tr> <td>09:30-10:00</td><td>Track Briefing</td></tr> <tr> <td>10:20-10:40</td><td>FP1 Session</td></tr> <tr> <td>11:00-12:00</td><td>Round Special Feature</td></tr> <tr> <td>12:00-13:00</td><td>LUNCH</td></tr> <tr> <td>13:00-14:00</td><td>Qualifying Session</td></tr> <tr> <td>14:00-15:00</td><td>Round Host Feature</td></tr> <tr> <td>15:00-15:30</td><td>FP2 Session</td></tr> <tr> <td>15:30-16:00</td><td>Head-to-Head Session</td></tr> <tr> <td>16:00-16:15</td><td>Div B Race Feature (10-min Sprint)</td></tr> </table>	09:00	Doors Open, Scrutineering and Document Submission.	09:30-10:00	Track Briefing	10:20-10:40	FP1 Session	11:00-12:00	Round Special Feature	12:00-13:00	LUNCH	13:00-14:00	Qualifying Session	14:00-15:00	Round Host Feature	15:00-15:30	FP2 Session	15:30-16:00	Head-to-Head Session	16:00-16:15	Div B Race Feature (10-min Sprint)
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15:00-15:30	FP2 Session																				
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16:00-16:15	Div B Race Feature (10-min Sprint)																				

	16:00-17:00 Grand Prix Session (20-min Race) 17:00-17:45 Podium Ceremony, Awards Ceremony 18:00 END
S5.1.3	The Organiser may amend timings due to weather, venue restrictions, or unforeseen circumstances, with notice provided during the Track Briefing.
S5.1.4	The Organiser may amend overall timings (start and end) due to weather, venue restrictions, or unforeseen circumstances, with notice provided via email to all team principles and supervising adults.

S5.2 Free Practice Sessions	
S5.2.1	Each Round will feature at least one 20-minute Free Practice session
S5.2.2	All teams may run their cars on track without restriction on the number of laps.
S5.2.3	Red Flag Rules: In the event of an incident requiring stoppage, a red flag will be shown. Cars must immediately stop in a safe position and await instructions. The clock will not be stopped during interruptions.
S5.2.4	No classification or timing results from Free Practice contribute to the Championship, though fastest laps may be recorded for media/promotional purposes.

S5.3 Round Special Feature	
S5.3.1	The Round Special feature is to be planned by the Organiser, and published on official channels 30 days before the specified round.
S5.3.2	The Round Special feature will contribute towards championship points.

S5.4 Qualifying Session	
S5.4.1	The Qualifying session will consist of groups of cars being released onto the track, following the format of “hot-lap qualifying”: teams may run unlimited laps within the group time limit, with their best single lap time recorded.
S5.4.2	Each group will be assigned a Group Time Limit, which will be the same for each group in the round, and is at the discretion of the Race Director.
S5.4.3	Red flags or stoppages: If a session is interrupted, the clock will not be stopped. Teams

	may resume when track re-opens.
S5.4.4	Classification: The final order will be determined by each team's fastest lap. Ties will be broken by second-fastest laps, then by order of lap completion.

S5.5 Head to Head Session

S5.5.1	The Lap Duration of the Head-to-Head race is at the discretion of the Race Director.
S5.5.2	The vehicles competing in the Head-to-Head will be the P1 and P2 vehicles from the round's Qualifying Classification, and will start on the grid in that order.
S5.5.3	At the end of the Head-to-Head, the vehicle which crosses the line in P1 will claim Pole for the round's upcoming Grand Prix.
S5.5.4	The format of the Head-to-Head is a 2-car Sprint Race.

S5.6 Division B Race Session

S5.6.1	The Division B Race Session will be competed in by the bottom 10 cars, as determined by the round's Qualifying Classification
S5.6.2	The racing session will last 10 minutes. At the end of the 10 minutes, the lap that the leading car is currently racing will be counted as the final lap.
S5.6.3	Grid procedure: Cars line up on the starting grid according to the Qualifying classification.
S5.6.4	Standing Start: A 3-2-1 countdown will be given, followed by a lights-out signal.
S5.6.5	Restarts: In the event of a red flag, the race may be resumed behind a rolling start, with order set by the last completed lap.
S5.6.6	Race incidents will be adjudicated by Stewards, with penalties ranging from time penalties (5s, 10s, Stop-Go) to exclusion.

S5.7 Grand Prix Race Session (Division A)

S5.7.1	The Division B Race Session will be competed in by the top 10 cars, as determined by the round's Qualifying Classification
S5.7.2	At the beginning of the round, the Race Director will set a finalised lapcount for the Grand Prix. The racing session will last the duration of the lapcount, or 20 minutes - whichever occurs first.

S5.7.3	Grid procedure: Cars line up on the starting grid according to the Qualifying classification, overruled by the Head to Head Classification.														
S5.7.4	Standing Start: A 3-2-1 countdown will be given, followed by a lights-out signal.														
S5.7.5	Restarts: In the event of a red flag, the race may be resumed behind a rolling start, with order set by the last completed lap.														
S5.7.6	Race incidents will be adjudicated by Stewards, with penalties ranging from time penalties (5s, 10s, Stop-Go) to exclusion.														
S5.7.7	<p>The provisional schedule for a Grand Prix is as follows:</p> <table> <tr> <td>16:00</td><td>Build Up begins</td></tr> <tr> <td>16:10</td><td>Media Obligations and Final Preparations</td></tr> <tr> <td>16:20</td><td>All Cars to Grid</td></tr> <tr> <td>16:25</td><td>Formation Lap</td></tr> <tr> <td>16:30</td><td>Lights Out</td></tr> <tr> <td>16:50</td><td>Estimated Chequered Flag</td></tr> <tr> <td>16:55</td><td>Vehicles to Parc Fermé</td></tr> </table>	16:00	Build Up begins	16:10	Media Obligations and Final Preparations	16:20	All Cars to Grid	16:25	Formation Lap	16:30	Lights Out	16:50	Estimated Chequered Flag	16:55	Vehicles to Parc Fermé
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16:55	Vehicles to Parc Fermé														

ARTICLE S6: PROCEDURES DURING A COMPETITION

S6.1 Scrutineering	
S6.1.1	Scrutineering shall take place prior to the commencement of all on-track activity, with each Team required to present its car(s) and all relevant documentation.
S6.1.2	Each car must comply with the Technical Regulations and have a completed Scrutineering Checklist signed by the Scrutineer.
S6.1.3	Scrutineers may, at their discretion, conduct mid-event checks or random inspections during the Round.
S6.1.4	Any car failing to pass scrutineering shall not be permitted to participate until remedial action is taken and approved by the Scrutineer.
S6.1.5	Teams must display clearly the car number before scrutineering is deemed complete.

S6.2 Briefings	
S6.2.1	Track Briefing: All competing personnel are required to attend. Topics include: timetable, safety protocols, and procedural changes.
S6.2.2	Driver Briefing: All drivers must attend and acknowledge understanding of track limits, flags, and driving standards. Attendance may be recorded by the Clerk of the Course.
S6.2.3	The Driver's Briefing may be included within the Track Briefing.
S6.2.4	The Organiser reserves the right to issue supplementary instructions at any briefing; such instructions shall have the same authority as these Sporting Regulations.

S6.3 Paddock / Pitlane Discipline	
S6.3.1	Only authorised personnel, including registered drivers, team managers, supervising adults, and Officials, may enter the Pit Area or Paddock Area. Access may be granted to personnel at the discretion of the Organiser.
S6.3.2	No running, horseplay, or unsafe handling of cars, batteries, or tools is permitted.
S6.3.3	All electrical charging of batteries must occur at designated stations, following Organiser safety protocols.
S6.3.4	Teams are responsible for the conduct of any spectators associated with them. Misconduct may incur Team Penalties under Article S8.
S6.3.5	All Conduct of all Personnel must follow the Code of Conduct outlined in S3.7.

S6.4 Track Rules	
S6.4.1	No person shall enter the active track without explicit permission from the Clerk of the Course or a Marshal.
S6.4.2	Car recovery shall only be performed by authorised Marshals. Teams may not interfere with stopped or disabled cars on track.
S6.4.3	If a car becomes immobilised, and it has gone unnoticed by the Clerk of the Course or the Race Director, Marshals shall signal with a designated board, to be detailed by the Clerk of the Course during the Track Briefing. Drivers must reduce speed and await further instruction.
S6.4.4	Any breach of track rules may result in penalties, up to disqualification for serious violations.

S6.4.5	Further Track Rules may be published either on the DNB, or announced during the Track Briefing.
S6.4.6	During all Track Sessions, each team's Driver must be standing on the designated Driver Rostrum, and each team must put forward a "Communicator", who will be the channel used by the Race Director to relay messages to the team/driver during the running of a session.

S6.5 Start Procedure	
S6.5.1	The starting grid shall be formed based on the Qualifying classification, with the amendments made as a result of the Head to Head classification.
S6.5.2	Cars shall be positioned in their designated slots; failure to occupy the correct position may result in a grid penalty.
S6.5.3	A standard countdown of 3-2-1, followed by a series of lights engaging, and then disengaging simultaneously in a "lights out" procedure, shall be used for a standing start. The time between all lights being engaged and the "lights out" will be randomised and controlled by a computerised programme in the interest of non-bias. The Computerised programme will be engaged from the end of the 3-2-1 countdown.
S6.5.4	False Start: Any car moving before the signal will incur a Stop-Go penalty or other penalty at the discretion of the Stewards.
S6.5.5	Rolling Start (if required due to track conditions) shall be conducted under the supervision of the Clerk of the Course, with cars maintaining a safe speed until crossing the start line.

S6.6 Race Suspension and Restart	
S6.6.1	Red Flag: Displayed when track conditions make continued racing unsafe. All cars must stop immediately at a safe location.
S6.6.2	During a Red Flag, the race clock continues to run unless the Organiser announces a suspension of timing.
S6.6.3	Restarts: The race may be restarted behind a rolling or standing formation. The order of cars will be taken from the last fully completed lap unless otherwise directed.
S6.6.4	Teams must ensure cars are race-ready for restart; cars not in position may be required to start from the pit lane.

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S6.7 Finish Procedure

S6.7.1	The chequered flag or other designated signal indicates the end of the race.
S6.7.2	Cars must slow down and proceed to the Pit Lane, unless directed otherwise. Once in the pitlane, a Team Member may power off the car, and must immediately enter the vehicle into Parc Ferme. Failure to do this rapidly and without delay may result in penalties, at the discretion and the supervision of the Clerk of the Course.
S6.7.3	Marshals shall supervise safe retrieval of cars and confirm completion for classification.
S6.7.4	Drivers or Teams failing to comply with finish procedures may have results adjusted or be penalised.

S6.8 Safety Car Procedure

S6.8.1	The Safety Car may be deployed in circumstances where track conditions or incidents pose a significant hazard to competitors, or in the instance where a Track Marshal is required to enter the track to assist in the recovery or removal of a vehicle.
S6.8.2	Cars must immediately reduce speed and maintain their positions behind the Safety Car (or designated virtual line) until the Clerk of the Course authorises resumption of racing.
S6.8.3	All overtaking is strictly prohibited unless a car is signalled to pass by an Official.
S6.8.4	Drivers may not leave the track or enter pit lanes without explicit permission from the Safety Car Controller or Marshals.
S6.8.5	During Safety Car periods, the Organiser may allow pit stops, but teams must follow strict pit-lane speed limits and Marshals' instructions.

S6.8.6	Non-compliance with Safety Car protocols may result in stop-and-go penalties, time penalties, or exclusion.
S6.8.7	The Leader may use racing speed to catch the safety car, after which they must maintain position behind the Safety Car.

ARTICLE S7: DRIVING STANDARDS

Breaches of this Article may be sanctioned under Article 8 (Penalties) and/or Article 3.8 (Disciplinary Powers). The Stewards may order position changes, lap deletions, time penalties, drive-through-equivalents, grid drops, or exclusions as appropriate to the severity and consequence of the infringement.

S7.1 General Principles	
S7.1.1	All Competition cars shall be driven alone and unaided by a single licensed student Driver using the approved control device; no person other than the Driver may input control commands to the car at any time during official sessions.
S7.1.2	Coaching by voice or radio is permitted.
S7.1.3	Any automated driver aid (line-following, auto-brake, traction/launch macros, stability scripts) is prohibited unless explicitly allowed in the Technical Regulations or a Round's Supplementary Regulations.
S7.1.4	Pre-programmed throttle/brake/steering "macros" or mapped sequences intended to execute a manoeuvre without Driver judgement are prohibited during official sessions, unless in accordance with the Technical Regulations.
S7.1.5	Video or FPV devices may be used only if in accordance with the Technical Regulations; the Driver must remain within the designated Driver Area and maintain control in accordance with all signals and instructions.
S7.1.6	The Driver must obey all flag, light, board and audio signals immediately and without argument; failure to comply shall constitute a breach of driving standards.
S7.1.7	The Driver must at all times maintain safe control of the car and adapt speed to prevailing grip, visibility, traffic, and signal conditions.
S7.1.8	Reckless, dangerous, or intimidatory driving is prohibited, whether or not contact occurs, and can be subject to penalties under Article S8.
S7.1.9	When a car is under Marshal control (car being lifted, moved, or carried), the Driver shall immediately set Transmitter power to its OFF position and shall not command motion until the car is clearly released and the Marshal has signalled.
S7.1.10	Reversing in the pit lane or on the track is prohibited, save for minimal self-recovery

	under Marshal supervision; unsafe reversing shall be penalised.
S7.1.11	The Driver must not enter restricted areas or step beyond the Driver Area barriers; spotters or Supervisory adults must remain in their designated zones.
S7.1.12	Any radio, timing, or transponder interference—intentional or negligent—constitutes a serious offence.
S7.1.13	Team Orders (Commands to the driver on authority of the Team Principal) are permitted only where they do not endanger safety, manipulate the competition, or breach any signal rule; collusive behaviour designed to influence results artificially is prohibited.
S7.1.14	A car with a mechanical or radio fault must be driven at reduced speed to a safe area or pit; if control is not secure, the Driver must cease input and request Marshal assistance.
S7.1.15	The Driver remains responsible for the car's conduct at all times; "glitch," lag, or interference is not a defence to unsafe operation unless the Driver demonstrably acted to mitigate risk.

S7.2 Use of Track Limits	
S7.2.1	The track is defined by its edges (painted lines, barriers, rails, or marked boundaries) as identified in the Drivers' Briefing; kerbs, rumble strips, cones and inner markers are not part of the track unless expressly stated.
S7.2.2	A car is deemed to have left the track if no part of it remains in contact with the track surface inside the boundary; crossing the boundary with all four wheels constitutes leaving the track.
S7.2.3	Leaving the track and gaining a lasting advantage is prohibited; the Driver must immediately relinquish any advantage by yielding position or reducing speed sufficiently before the next three corners or as directed.
S7.2.4	Missing a chicane or corner sequence requires use of the designated "penalty re-entry gate/box" where provided; if none exists, the Driver must yield any advantage and rejoin safely without impeding.
S7.2.5	Rejoining must be performed parallel to the racing direction, with due regard to oncoming traffic; crossing the racing line on rejoin or rejoining into the path of another car is prohibited.
S7.2.6	Systematic abuse of track limits (repeat off-track without due cause) shall result in lap deletion during Qualifying and time penalties or drive-through-equivalent during the Race. A Warning shall be issued to the team on incident before the incident causing a penalty.

S7.2.7	During yellow, Safety Car, or Slow Zone, any off-track shortcut shall be treated as a serious infringement.
S7.2.8	Cones and lane markers are to be respected; deliberate displacement to open a faster line constitutes a breach.
S7.2.9	A Driver forced off the track retains the right to rejoin safely and shall not be penalised for the initial off if the Stewards deem the forceful action by the other car to be the primary cause.

S7.3 Overtaking, Defending, and Blocking	
S7.3.1	Passing is a normal part of racing; both cars bear duties: the car attempting to overtake must do so safely and under control; the car being overtaken must leave racing room once a sufficient overlap exists.
S7.3.2	A “sufficient overlap” exists when the front axle of the overtaking car is alongside the rear axle of the car ahead before the “turn-in point” as commonly adopted for that corner.
S7.3.3	Where sufficient overlap exists at turn-in, both Drivers must leave at least one car width at the apex and at corner exit; squeezing or forcing a car off track is prohibited.
S7.3.4	In braking zones, the car ahead may make one defensive move; moving in reaction to the following car’s jink (“reactive move”) or making more than one significant direction change is prohibited.
S7.3.5	Late “dive-bomb” attempts without control or without establishing sufficient overlap prior to the apex shall be judged as avoidable contact if a collision occurs.
S7.3.6	The car ahead may choose its line into a corner provided such choice is made prior to the braking zone and leaves room if overlap is established.
S7.3.7	Weaving on the straight to break the tow is limited to one move and a return to the racing line; repeated or erratic weaving is prohibited.
S7.3.8	The following car must avoid contact; nose-to-tail contact in braking or corner entry will generally be presumed the fault of the following car unless evidence shows otherwise.
S7.3.9	Overtakes under yellow flags, Safety Car, or in a declared Slow Zone are prohibited unless explicitly instructed to pass by Officials.
S7.3.10	Pit-exit cars must remain wholly within the pit-exit lane until the solid line ends and shall yield to on-track traffic; crossing the pit-exit line or impeding at pit-exit will be penalised.

S7.3.11	Re-passing by leaving the track is prohibited; if done inadvertently, the position must be yielded at the earliest safe opportunity.
S7.3.12	Three-wide and multi-car entries to a corner require all Drivers to leave space proportionate to their overlap; entering a gap that is closing shall be judged against the entering car.
S7.3.13	“Brake-testing” (unnecessarily or unpredictably slowing to force contact) is a serious offence.
S7.3.14	Impeding in Qualifying by blocking or failing to yield on a slow lap to a faster car on a push lap is prohibited; Drivers must be aware of the vehicles around them and move predictably off the racing line where safe.
S7.3.15	Any overtake achieved while gaining a lasting advantage from prior track-limits abuse shall be reversed; failure to do so will invite penalties.

S7.4 Collisions and Responsibility	
S7.4.1	Avoidable contact is prohibited; the standard of care is that of a prudent Driver in the circumstances.
S7.4.2	Primary responsibility generally lies with the car behind in rear-end collisions, with allowance for unexpected failures or signals.
S7.4.3	Squeezing a car off the track when overlap exists shall be deemed the responsibility of the car ahead, with allowances for exceptional circumstances.
S7.4.4	Side-to-side contact arising from a car ahead changing line more than once in defence shall be judged against the defending car.
S7.4.5	A Driver rejoining the track is fully responsible for avoiding contact upon rejoin.
S7.4.6	First-lap or restart incidents are judged with recognition of compressed fields but are not exempt from fault.
S7.4.7	Multi-car chain collisions will be apportioned by the Stewards based on proximate causation; contributory negligence may be recorded for multiple cars.
S7.4.8	Any car with damage presenting a hazard (loose bodywork, dragging parts, intermittent radio) must pit or stop at a safe area; persisting on track may be penalised.
S7.4.9	Contact with Marshals or Officials, whether by car motion while under control or by failing to neutralise throttle when lifted, constitutes a grave breach.
S7.4.10	Where both cars could reasonably have avoided contact, the Stewards may assign

	shared responsibility and apply appropriate sanctions to each.
S7.4.11	Ultimate decision of responsibility regarding an on-track incident lies with the Stewards, but is subject to appeal under S8.4.

S7.5 Dangerous or Unsporting Driving

S7.5.1	Dangerous driving includes but is not limited to: erratic swerving, brake-testing, repeated track-limit abuse, deliberate contact, or rejoining into traffic without due care.
S7.5.2	Unsporting conduct includes: deliberate obstruction, waiting on track to impede, collusion to affect results, ignoring blue flags, or intentionally causing a Safety Intervention.
S7.5.3	Intimidation of other Teams, Officials or Marshals (in person or electronically) is prohibited and may result in exclusion.
S7.5.4	Use of radio to distract or harass other Teams, jamming, or frequency misuse is prohibited.
S7.5.5	Qualifying etiquette requires Drivers on out-laps or in-laps to remain predictably off the racing line where safe and not to accelerate to tow-break in a way that endangers others.
S7.5.6	Excessive weaving to warm tyres or brakes, or erratic throttle blips in pit or grid areas, is prohibited.
S7.5.7	“Team play” that creates an unsafe speed differential (e.g., coordinated blocking) is prohibited.
S7.5.8	Any attempt to manipulate timing (e.g., intentionally triggering timing loops, blocking transponders) is a serious offence.
S7.5.9	Deliberately discarding debris, fluids, or components to impede competitors is prohibited.
S7.5.10	Breaches of this Article may attract penalties up to and including event exclusion and referral for Championship disciplinary action.

S7.6 Slower Cars and Blue Flags

S7.6.1	A blue signal indicates that a faster car is approaching to lap; upon receiving a blue signal, the Driver must allow the faster car to pass at the earliest safe opportunity.
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S7.6.2	The preferred method to comply is to maintain a predictable line and lift slightly on a straight; swerving unpredictably to “get out of the way” is prohibited.
S7.6.3	A lapped car may race other lapped cars, provided it does not impede cars on the lead lap; ignoring three successive blue signals will be penalised.
S7.6.4	During Qualifying, any Driver on a non-push lap must not impede a Driver on a timed lap; failure to yield in a timely, predictable manner will result in lap deletion and/or grid penalties.
S7.6.5	Unlapping is permitted if the faster pace can be maintained without impeding; repeated immediate re-passing that hinders the lead car will be judged unsporting.
S7.6.6	During Safety Interventions, overtaking is prohibited unless expressly instructed; unlapping procedures (if any) shall follow the Race Director’s instructions.

S7.7 Signals, Flags, Lights, and Audio Cues	
S7.7.1	Green – Session start/resume: full racing speed permitted; Drivers must proceed with normal racing conduct.
S7.7.2	Yellow – Danger on or near the track: reduce speed, be prepared to change line. Overtaking is not permitted.
S7.7.3	Red/Session Stop – Immediate halt of session: the Driver must cease competitive driving at once and stop at a safe, visible location as briefed; await instructions.
S7.7.4	Safety Car / Remote Neutralisation – Field neutralised: follow instructions; no overtaking; maintain safe spacing; pit entry/exit only as authorised. Follow Safety Car Procedure as outlined in S6.8.
S7.7.5	Blue – Faster car approaching to lap: maintain predictable line and facilitate pass safely at earliest opportunity.
S7.7.6	Black-and-White (Warning) – Unsporting conduct warning to a Driver/Team; repetition will attract a penalty.
S7.7.7	Black/Orange (Mechanical/Meatball) – Car is mechanically unsafe: pit immediately or stop at a safe zone as instructed.
S7.7.8	Black – Exclusion from session: the car must return to pits or stop as directed; failure to comply aggravates penalties.
S7.7.9	Chequered – End of session/race: complete the lap cautiously and proceed as instructed to the Pits and then Parc Fermé, as directed in S6.7.
S7.7.10	Red-Yellow Stripes – surface issue/debris: reduce speed and adjust line accordingly.

S7.7.11	White – Slow vehicle or Marshal on track: exercise extreme caution; overtaking only if safe and permitted.
S7.7.12	Slow Zone (board/light) – Sector-specific speed limit: adhere to posted limit; no overtaking until the clear marker; violations penalised as for yellow.
S7.7.13	Stop Command (audible/board) – Mass stop: zero throttle and stop at the nearest safe point immediately; await clearance.
S7.7.14	When conflicting signals appear, the most restrictive applies; Red overrides all, Safety Interventions override Green.
S7.7.15	Signals may be communicated by flags, light panels, fixed boards, or audio tones; the method briefed at the Drivers' Briefing is authoritative.
S7.7.16	Failure to respect signals will attract escalating penalties, including lap deletion (Qualifying), time penalties, drive-through-equivalent, or exclusion.
S7.7.17	Drivers must be familiar with Appendix A (Flag/Signal Chart); ignorance of a signal is not a defence.
S7.7.18	Communications during a racing session will be communicated to the Team's Communicator, who is expected to relay all messages to their team.

ARTICLE S8: PENALTIES

S8.1 Types of Penalties	
S8.1.1	Reprimand/Warning – A formal written or verbal warning issued by the Stewards to a Driver or Team for minor infractions, breaches of conduct, or procedural oversights that do not materially affect the session outcome. Reprimands are recorded in the Championship database and may be referred to if repeated offences occur.
S8.1.2	Time Penalty – Addition of a specific number of seconds to the Driver's official session or race time. This may be applied for on-track incidents, track-limit abuse, unsafe pit entry/exit, or other infringements. Time penalties may be applied post-session using timing data or imposed during the session by a Stop-and-Add procedure, as directed by the Stewards.
S8.1.3	Lap Deletion – Removal of one or more lap times from Qualifying or timed sessions where a Driver has gained an unfair advantage, left the track, or impeded another car. Multiple lap deletions may be applied in repeated infractions. The deleted laps shall be clearly indicated in official timing sheets.
S8.1.4	Drive-Through Equivalent – The Driver must enter the Pit Area, stop at a designated point for a fixed time (typically 10 seconds), and rejoin the session without overtaking until the end of the stop. Applied for serious infractions during the race that do not

	merit outright disqualification but require a strong corrective measure.
S8.1.5	Grid Penalty – Applied to the next session or race, this moves the Driver back a set number of positions from their qualifying or previous race position. Grid penalties are cumulative where multiple infractions occur, but Stewards may cap maximum grid drops to avoid excessive stacking.
S8.1.6	Disqualification – Removal of the Driver or Team from the event, with exclusion from session results, Championship points, and official recognition. Disqualification may be applied for severe breaches such as deliberate collisions, gross unsporting conduct, repeated flag infractions, unsafe car modifications, or ignoring Steward instructions.
S8.1.7	Additional Penalties – The Stewards reserve the right to impose combined penalties, alternative corrective actions, or discretionary measures as justified by unique circumstances, including time additions in multi-session events or Championship-level sanctions.

S8.2 Procedure for Serving Penalties

S8.2.1	Notification – All penalties shall be communicated immediately to the Driver or Team via official timing system messages, radio, flag board, or Steward notification. The time and reason for the penalty must be documented. The first instance of communication will be to the team's "Communicator" - a designated individual who is required to remain in a designated communications area set by the Race Director for the duration of any track sessions.
S8.2.2	Timing of Execution – Where possible, penalties shall be served during the session in which the infraction occurred; otherwise, penalties shall carry over to the next relevant session (e.g., lap deletions in Qualifying affecting the Race grid).
S8.2.3	Failure to Serve – Failure to comply with an in-session or post-session penalty may result in escalation to a Disqualification or additional time/grid penalties.
S8.2.4	Record-Keeping – All penalties and corresponding Steward reports must be logged in the official Championship database (The DNB) for reference, appeals, and Championship-wide consistency.

S8.3 Team Penalties

S8.3.1	Behavioural Misconduct – Threatening, aggressive, or unsportsmanlike behaviour by team members or Supervisors can lead to penalties, reprimands, or exclusion from the venue.
S8.3.2	Equipment or Technical Misconduct – Teams attempting to tamper with another Team's car, timing systems, transponders, or safety equipment may incur disqualification, loss of points, or further disciplinary action.

S8.4 Appeals	
S8.4.1	<p>Any Team or Competitor directly affected by a decision of the Race Director, Stewarding Panel, or Event Official may lodge an appeal.</p> <p>Appeals may not be lodged against:</p> <ul style="list-style-type: none"> • Matters of fact determined by timekeeping systems or scrutineering equipment. • Decisions explicitly defined in these Regulations as “final and without appeal.”
S8.4.2	<p>Appeals must be based on one or more of the following:</p> <ul style="list-style-type: none"> • Incorrect application of the Regulations. • Procedural error affecting the fairness of the decision. • Presentation of new, significant evidence that was unavailable at the time of the original decision.
S8.4.3	<p>Notice of intent to appeal must be submitted to the Event Office or Clerk of the Course within 15 minutes of the decision being communicated to the Team.</p> <p>A written, detailed appeal must be lodged within 1 hour of the notice, stating:</p> <ul style="list-style-type: none"> • The decision being appealed. • The grounds for appeal. • Any supporting evidence.
S8.4.4	<p>Appeals shall be heard by an Appeals Panel comprising:</p> <ul style="list-style-type: none"> • One appointed member of the Organising Committee (Chair). • One Scrutineer. • One Track Marshal. <p>No official directly involved in the original decision may sit on the Panel.</p>
S8.4.5	<p>Appeals Procedure:</p> <ul style="list-style-type: none"> • The Panel shall convene as soon as practical, typically within 30 minutes of receiving the written appeal. • Both the appealing Team and the relevant official(s) may present their case and evidence. • The Panel may call witnesses, review video, timing, or technical data as deemed necessary. • After deliberation, the Panel will issue a written verdict to all Teams.
S8.4.6	<p>Possible Outcomes:</p> <ul style="list-style-type: none"> • Appeal upheld: The original decision may be modified or overturned. • Appeal rejected: The original decision stands, and the deposit is forfeited. • Appeal partially upheld: The penalty or ruling may be adjusted.
S8.4.7	The decision of the Appeals Panel is final and binding, with no further right of appeal

	<p>within the event.</p> <p>The Organising Committee reserves the right to refer matters of exceptional seriousness to the National Series Authority for further review.</p>
S8.4.8	If an appeal is judged frivolous, additional penalties (up to disqualification) may be imposed on the Team.
S8.4.9	Documentation regarding appeals, including but not limited to Notice of Intent to Appeal, Appeal, Stewards' Summons, must be written using official S-RC Document templates, relevant to the type of document it is, and follow the guidelines for official communications outlined in Article S1.7. Templates can be found on the DNB.

ARTICLE S9: THE S-RC CUP UNITED KINGDOM RC MOTORSPORT CHAMPIONSHIP

S9.1 Structure of the Championship	
S9.1.1	The S-RC Cup shall be contested as a single championship.
S9.1.2	Points shall be awarded at each event based on the final classification of points-scoring features.
S9.1.3	The accumulation of points across all official events shall determine the overall S-RC Championship standings.

S9.2 Points System	
S9.2.1	The Organiser shall publish the official points allocation table in Appendix H.
S9.2.2	Only teams formally registered with the Organiser are eligible to score points.

S9.3 Awards and Trophies	
S9.3.1	Awards and Trophies will be presented at each round during the Podium/Awards Ceremony.
S9.3.2	A Full Directory of Awards, Trophies and Medals can be found in Appendix I.
S9.3.3	<p>At the conclusion of the season, the Organiser shall present:</p> <ul style="list-style-type: none"> • The S-RC Cup Championship Trophy to the winning team. • Additional awards at the discretion of the Organiser (e.g., innovation, sportsmanship, engineering excellence).

S9.3.4	The Organiser reserves the right to select the individuals who will be presenting awards and trophies.
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S9.4 Championship Tie Break

S9.4	In the event of a tie in Championship points at the close of the Season between the first 2 teams, the National Champion shall be decided by a single Head-To-Head Sprint Race, organised at the full discretion of the Race Director of the Round 11 National Final. Any other ties in the standings will remain as tied positions.
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ARTICLE S10: MEDIA AND PROMOTION

S10.1 Podium Procedure

S10.1.1	All registered teams for an Event must attend the Podium/Awards Ceremony.
S10.1.2	During the Ceremony, the National Anthem of the Grand Prix winner will be played.
S10.1.3	Teams must follow the directions of event officials to ensure the podium is conducted smoothly.

S10.2 Media Zone

S10.2.1	A designated media area may be set up at events for interviews, photos, or short video content.
S10.2.2	Teams may be asked to provide a representative (student or teacher) for brief interviews.
S10.2.3	Participation is requested but not mandatory unless prior consent has been given.

S10.3 Social Media and Branding

S10.3.1	The Organiser may use event photos, videos, and content for promotional purposes across digital, print, and broadcast platforms.
S10.3.2	Teams may create and share their own content, provided it does not misrepresent the event, sponsors, or other teams.
S10.3.3	Commercial use of event imagery (e.g. sponsorship advertising by schools/teams) must be cleared with the Organiser in advance.
S10.3.4	Teams are not permitted to obscure or alter official event branding on cars, equipment,

	or team clothing where applied.
S10.3.5	Any social media activity relating to the S-RC Cup must include the hashtag “#srccup”.
S10.3.6	Any social media accounts created for a team competing in the S-RC Cup must include the tag in their account bio “@srccup”.
S10.3.7	Any social media accounts created for a team competing in the S-RC Cup should be known to the Organiser, and teams are responsible for communicating this via a “DM” or Email to official channels. S-RC can be contacted on Instagram and Tiktok @srccup.

S10.4 Team Obligations	
S10.4.1	All participants must complete a media consent form before the event. Participants have the right to refuse consent, but must indicate so on the form.
S10.4.2	Teams with consented participants may be requested to take part in photographs, video features, or interviews during the event.
S10.4.3	Participants that do not provide consent will not be included in official promotional content.
S10.4.4	Respect of participants’ privacy and safeguarding is a priority: the Organiser will only use content in line with provided consents.

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