



Mini-AZ Racing Series 2018 General Regulations

Ver 5.0 (11-25-18)

A. REGULATION DEFINITIONS

Definitions

- a.1. The regulations herein are the general rules and practices for all series run by Mini-AZ.
- a.2. Each individual series is further governed by its respective Sporting Regulations.
- a.3. Any difference between a general and series regulation is superseded by the series regulation.

B. TRACK DEFINITIONS

Track Definitions

- b.1. The track surface shall be RCP track assembled traction side up (rough side).
- b.2. Nothing may be done to alter track grip beyond regular cleaning.
- b.3. Traction compounds or any tyre treatment that may transfer to the track surface are prohibited.

C. PRE-RACE

Test Dates

- c.1. Anyone may assemble any track at any time for unofficial testing.

Practice

- c.2. During this time cars may be adjusted freely and enter or exit the track at any time.

D. RACE

Heats/Mains

d.1. A maximum of nine cars may be on track at the same time. If it is not possible to run all cars together, drivers are divided evenly into Heats based on points, or randomly if no points yet scored.

d.2. If there is an uneven number of cars, the odd car is put in the faster Heat.
(i.e. 13 cars = Heat #1: 7 cars, Heat #2: 6 cars)

Starting Grid

d.3. Cars grid in staggered formation for a standing start. A car may be anywhere within its designated tile as long as no part exceeds the tile centerline.

Start Waive-off

d.4. If a problem occurs during the start countdown, a driver must signal the Race Director to halt the count. If the count reaches zero before the Race Director is signaled of trouble, the race starts normally.

d.5. Cars must remain on track but may be turned off while the problem is sorted out. The Race Director then resets and starts again.

d.6. If a car must be repaired, but cannot be done in a reasonable time (does not impact the race staging), the race starts normally and the driver enters from the Pits when ready.

Jumped Start

d.7. If a driver jumps the start, the start is waved-off. The offending driver is moved to the back of the grid, leaving the previous grid spot empty, and the race re-started. If the driver can get his car back behind the mid-tile limit (d.3) before the start signal, there is no penalty.

Pitting

d.8. To pit, a driver calls "pitting" to warn others of a slow car, then stops in a safe area off the racing line for retrieval to avoid disrupting the other drivers.

d.9. Drivers re-enter the track by calling “entering” to warn others, placing the car in a safe area off the racing line, and may only merge when traffic is clear.

d.10. No one may walk across the track except to free a stuck or expired car. If a car can still move with enough control to not be a hazard it must be driven to a safe retrieval area for removal.

d.11. If a driver damages another car while stepping across the track, he is disqualified for all remaining Stages including the current one.

Traffic

d.12. **It is the responsibility of the overtaking driver to pass safely under all circumstances.**

Overly aggressive drivers causing disruption may be assessed a one lap penalty per incident by the Race Director.

d.13. Equally it is a slower driver's responsibility to give sufficient room to faster traffic unless the race is for position. A driver may hold his line, but by blocking pushes a bad position and risks an avoidable collision.

Cautions

d.14. If a car crashes or otherwise becomes a hazard, the driver must call out “Caution” and the location to warn other drivers. The driver then calls “Clear” when the hazard is cleared.

d.15. Crashed cars must give right-of-way to approaching cars. A driver should hold his position until his car can be safely maneuvered back on course. A driver may make an emergency move out of the line of traffic if it will reduce the risk of collision.

Red Flags

d.16. If there is an emergency, or the track or timing system should become disrupted (such as the scoring loop is dislodged or a significant object falls on track) a “Red Flag” is called. All cars immediately stop where they are. Official race timing can be paused if the software supports it.

d.17. When the situation is rectified all cars line up on the start grid in their current running order. Timing is resumed if necessary and The Race Director gives a short countdown to signal the restart. Jump Start rule (d.7) applies.

Technical Difficulties

d.18. If race data is lost or deemed in error, drivers must reconstruct the number of laps/finish order as best as possible.

d.19. Only in the case of unusable or lost data may a race be re-run. The Race Director has the final decision to re-run a race or qualifying.

E. CHAMPIONSHIP

Points

e.1. When the series is complete, the driver with the most points is named series Champion.

e.2. Point ties are broken in favor of the driver with the most wins. If still tied, or if neither scored a win, the position goes to the driver with the highest finish in the final race.

F. OFFICIALS, DUTIES, and PENALTIES

Race Director

f.1. All decisions of the Race Director are final.

f.2. If in the Race Director’s judgment a driver is being clearly dangerous or aggressive on the track, the Director may penalize said driver with a number of laps deemed appropriate, but not to exceed 10 laps per incident.

f.3. All penalties are dealt with after the race and before reviewing the results.

f.4. If a driver is being disruptive, disrespectful, or otherwise hampers the race or participants, the Race Director may disqualify said driver from any or all races.