



**Mini-AZ Racing Series
2026 General Regulations**
Ver 12.0 (11-25-25)

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 Any difference between a general and series regulation is superseded by the series regulation.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 smooth side up.
- b.2. Nothing may be done to alter track grip beyond regular cleaning.
- b.3. Traction compounds or any treatment that may transfer to the track surface are prohibited. No silicon tires as they will damage the track.

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. Recommended maximum nine cars on track at the same time, but may adapt based on track size and driver mix.

- d.2. Divide Heats on points, or randomly if none yet scored. Place odd cars into faster Heats. Race Director may change assignments where needed.

Starting Grid

- d.3. Cars grid 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 False Start. 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 may enter the track when ready.

Jumped Start

- d.7. If a driver jumps the start and cannot get his car back into legal position (d.3) before the start signal, the start is waved-off. The offending driver is moved to the back of the grid, leaving the previous spot empty and the race re-started.

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.**

If a pass can't be made safely, then hold position and set up for the next opportunity.

d.13. Equally it is a slower driver's responsibility to give sufficient room to faster traffic unless the race is for position. Deliberate weaving and blocking is unsporting, not permitted, and risks an avoidable collision.

d.14. An overly aggressive driver causing disruption may be assessed a one or more lap penalty per incident, and up to disqualification at the Race Director's discretion.

Cautions

d.15. 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.16. Crashed cars must give right-of-way to approaching cars. A driver must hold 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.17. 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.18. When the situation is rectified, the Race Director gives a short countdown to signal the restart. Jump Start rule applies (d.7). Cars may re-grid at the Race Director's discretion.

Technical Difficulties

d.19. If race data is lost or deemed in error, drivers must reconstruct the number of laps/finish order as best as possible.

d.20. 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

Leaderboard

e.1. Ties are broken in favor of the driver with the most wins in that series.

- If still tied the position goes to the higher ranked driver in the previous standings.

- If still tied the position goes to the highest finishing driver in the most recent race.

Final Standings

e.2. When the series is complete, the driver with the most points is named series Champion.

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 or points deemed appropriate up to the maximum points+bonus for that race, or disqualification from that race.

f.3. All penalties are dealt with after the race and upon review of data and driver interviews.

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.

Mini-AZ