



# FARA USA

## Overall Rules

### STAY ON TRACK / LEAVE SPACE

FARA USA is a NO CONTACT amateur race series created to offer drivers the joy of racing in a professionally managed series. We race to have fun! *Contact is the opposite of fun.* Giving each other space and staying on the racetrack is the only way to realize the value of racing, the value of your investment of time and resources, and the only way to realize the post-race joy we enjoy so much.

### QUALIFYING / PENALTIES / VIDEO / SAFETY

#### 1. Qualifying and Grid Format

- a. Race 1 grid will be set by Qualifying session results.
- b. Race 2 grid will be set by Race 1 finishing position.
- c. Race 3 grid will be set by Race 2 finishing position.
- d. Race 4 and Enduro grid will be set by Race 3 finishing position.
- e. Cars that fail to set a time in Qualifying or fail to finish a Race session will grid at the back of their respective category in the subsequent race.
  - i. FP cars without a qualifying time or race finish will grid at the rear of the FP-3 class.
  - ii. MP1 and MP2 cars without a qualifying time or race finish will grid at the rear of the MP-2B class.
  - iii. MP3 and MP4 cars without a qualifying time or race finish will grid at the rear of the MP-4C class.

#### 2. Driver/Team Conduct / Penalties

- a. Drivers will give each other space in traffic, stay on the racetrack, hold a pass the moment it doesn't feel right, and generally drive in a manner that reduces risk.
- b. Drivers involved in at-fault contact in practice or qualifying will start their first race from pit lane. Any driver involved in at-fault contact during a race will start the following race from pit lane.
- c. Any driver involved in at-fault contact may be excluded from the remainder of the current session, subsequent sessions, the remaining balance of the event, or future events at the discretion of the Race Director.
- d. Any Team member who yells/argues/makes a fool of themselves at an official or another team will be subject to exclusion and very likely public embarrassment. Coming to us with a smile will greatly improve request outcomes.
- e. Passing under yellow, contact, jumping the start, blocking, and other unsporting driver behavior during a race may receive a 1-lap penalty per infraction, applied via timing and scoring. Similar driver behavior during practice or qualifying may result in a black-flag and loss of track time.
- f. Driver errors that result in investigation or penalty will be treated as coaching opportunities, regardless of penalty applied. We want to help you race better!

#### 3. In-Car Video

- a. It is strongly recommended all competitors run in-car camera, such as GoPro, vBox, SmartyCam, etc.
- b. The Race Director may ask a team for a car's video chip at any time.

- c. A Team may ask the Race Director to look at their onboard video within 30 minutes of the checker flag after any session.
- d. Submissions that arrive 31 minutes or more after the session in question will not be reviewed.
- e. The submission of video does not guarantee any change to any decision by Race Control, but it could help.

#### 4. Vehicle Safety

- a. All vehicles are subject to safety tech inspection at any time.
- b. Vehicles that do not pass safety tech will not be allowed on track.

#### RACE INFO

- Race Control:** Listen to Race Control frequency or P/A announcements for updates.
- Race Clock:** All Sessions are time certain, however the schedule may adjust due to inclement weather.
- Grid:** Grid will take place on pit lane for all FARA sessions unless otherwise noted. Grid closes 5 minutes prior to each race session. Cars that arrive after the grid is closed will start at the back of the field. Cars that arrive late for Practice or Qualifying will be released to pit lane as they arrive.
- Start:** All races are double-wide rolling start. The start will be split, FP cars in first group, MP cars in second group. One Safety Car pacing FP. The second group will be paced by the pole-sitting MP car, as directed by the Race Director. Cars may pass when green is waving for starts and restarts.
- Safety Car:** Any time the Safety Car is on track with lights on, drivers will follow the Safety Car wherever it goes, including pit road or the speedway oval. If a full-course-caution is displayed, please stay at race pace until you catch the field or pass through a yellow zone.
- Checkered Flag:** Will be displayed at the end of all sessions. Checker is a "command" flag. Running an extra lap creates danger to track services and will be subject to penalty to be served in the following session. Any session may checker early due to weather, track cleanup, etc.
- Blown Motors:** If your engine suddenly sounds different and/or has less power, check your mirrors and get ready to pull off the track near a corner worker. If you see smoke, pull off safely at the first opportunity. Look for wall overlaps during practice so you know where to escape. If you blow an engine and drop oil, you will receive an invoice from the track for the cost of oil-dry used, thus an incentive to get safely off the surface asap.
- Red Flag:** Red Flag will only be displayed after a full-course-yellow in which the Safety Car enters pit lane and comes to a stop in the hot lane at the end of pit road. No work is allowed on cars during a Red Flag period. If we need to stop a practice or qualifying session, we will use Black-Flag-ALL.
- Fueling:** Fueling is not allowed inside the garages. Cars must be pushed outside the garage for fueling.

- Enduro Fueling:** Fueling during the Enduro may only take place during the mandatory 5-minute pit stop. The fueler and the fire bottle person must both be fully clothed in firesuit, gloves, head sock (balaclava), and full-face helmet with visor down. Engine must be off. All work on the car is prohibited during fueling, including radios, cameras, tear-offs, repairs, etc. Driver change is permitted during fueling, but drivers and/or a driver helper must be fully suited with visor down at all times. Fuel bottles may not be staged on pit wall. One bottle over the wall at a time. Any one of these requirements not present may result in a 1-lap penalty. Safety first, my friends.
- Pit Road:** Pit Lane Speed Limit is 35 MPH. No major repairs on pit road (15-minute time limit). No passing in pit road except for a disabled car. Stay in hot lane until your box. Do not drive through more than one pit box to enter and exit your box. Stay heads up, be safe.
- Jack Stands:** Jack Stands must be present if working under the car. Cars with air jacks must have U-stands in place if working under the car. This applies anywhere in the facility.
- Hankook Tires:** As a Series Partner, Hankook Tires are required. You may run other brand tires, however Sprint races will receive a 2-point deduction, and the Enduro will receive a 1-lap penalty.

## **RULES OF THE ROAD**

- Passing:** The overtaking car has responsibility for a clean pass. Multi-class passing requires cooperation! "I'm not sure..." is your brain's way of telling you NOT to pass. Slower cars stay on the racing line. Be predictable. High risk driving may result in 1-lap penalty.
- Blocking:** Movement in reaction to the car behind. We are not counting the number of moves (although multiple moves may subject you to public embarrassment). We are watching for movement in reaction. Penalties include 1-lap penalty or more depending on level of risk. Blocking causes some of the worst crashes. It's just not worth it, nor is it any fun.
- Passing on Yellow:** Passing under yellow will result in 1-lap penalty. The yellow zone begins perpendicular to a standing or waving yellow flag and ends after passing the incident. Cars must remain single file. Cars that continue side-by-side in a yellow zone may receive a 1-lap penalty.
- Spins:** If you spin, BOTH FEET IN. If you allow the car to roll backwards after a spin, you may receive a 1-lap penalty. If your rollback causes an incident, you will be subject to at-fault incident rules.
- Re-Entry:** Unsafe re-entry after a spin or 4-off may result in 1-lap penalty. Unsafe re-entry that causes an incident will be subject to at-fault incident rules. You've already lost the time, breathe, get to 1st gear, and be calm on re-entry.
- Track Limits:** The solid line on the front straight that separates the track from the apron, from the exit of Turn 13 to the apex of Turn 1, may NOT be crossed. If one whole tire crosses the line, at the sole judgement of the Race Director, a 1-lap penalty will be applied.
- Mechanical Failure:** If you lose power on track, try to reach pit lane. If not possible, make your best, safe effort to pull into an overlap near a flag station. Otherwise, pull off-line or into the grass. Do NOT stop on the racing line.

- Emergency Vehicles:** You may pass EVs safely, single file, on the opposite side of the track. You may not pass another vehicle while also passing an EV. Do not chop or buzz EV's. Failure to comply will result in 1-lap penalty. If any worker feels you put his/her life in danger, the car will be black-flagged and sat out for remainder of session, race, or event depending on severity as judged by the Safety Team and Race Director.
- Flags:** Standing Yellow: Caution, incident at distance or off the racing surface. No passing.
- Waving Yellow:** Extreme caution, SLOW DOWN, incident on the racing surface. No passing.
- Full-Course Yellow:** Double-Yellow flags will be displayed at all stations and start/finish. No passing. The Safety Car will dispatch and pick up the overall race leader. All cars should continue at near race-pace until the field is caught but MUST SLOW DOWN in the incident area. Pit Lane will remain open. When the incident has cleared, the lights on the Safety Car will extinguish indicating a restart. Once the Safety Car enters pit lane, the first car in line may accelerate at the apex of Turn 13 or later. NO ACCELERATION is allowed prior to the apex of Turn 13. Passing is allowed when the Green Flag is displayed at Start/Finish.
- Red Flag:** Red Flag will only be used behind the Safety Car during a Full-Course-Yellow. If Red Flag is displayed, follow the Safety Car into pit lane, come to a stop in the hot lane behind the Safety Car, and shut engine off. No work is allowed on the cars. Do not approach cars in the hot lane unless directed by a Pit Marshall.
- Black Flag Individual Car:** Report to pit road immediately, stop at your pit box, wait for instructions from a Pit Marshall.
- Black Flag ALL:** All cars report to pit lane. No passing. Cars may stop at their pit box or stay in the hot lane and line up at pit exit. When the session restarts, cars in the fast lane will dispatch first, after which cars in their pit box may dispatch.
- White Flag:** EV or slow vehicle on course. Cars may pass EV with care single file, give wide berth and be safe. NO PASSING OF COMPETITORS when near the EV. FARA USA takes worker safety very seriously.
- Checkered Flag:** Checker is a "command" flag. Proceed with cool-down lap, no passing unless car ahead is disabled, and exit the track. Running an extra lap creates danger to track services and will be subject to penalty, served in the following session. Sessions may checker early due to weather, track cleanup, etc. Cars will proceed to the second or third cut in the wall in pit lane to return to their respective garage area. Use extreme caution driving in paddock, as spectators will be present!
- Sportsmanship:** Any Team Member who exhibits unsportsmanlike behavior toward any FARA official, or any Homestead-Miami Speedway employee, may be removed from pit lane, the facility, or receive a lifetime ban depending on the severity of the incident.