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FORMULA FARA 2025 RULE BOOK
(Sanctioned by FARA, Promoted by Yacademy)

2025

RULEBOOK

PREFACE

This Rule Book governs all on-track and off-track activities within the Formula FARA series for the 2025 season. It supersedes all previous regulations and constitutes the binding agreement among drivers, teams, and Yacademy. All events—including testing, qualifying, race operations, and post-race procedures—are subject to these rules and any amendments issued by FARA or Yacademy.

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1. GENERAL REGULATIONS

1.1 All drivers, teams, and associated personnel must comply with this Rule Book and any additional directives issued by race control.

1.2 Decisions made by race control or Yacademy and technical officials are final and binding. 1.3 Participation in Formula FARA events is at the competitor's risk. All drivers are expected to adhere to the highest standards of sportsmanship, safety, and technical compliance.

2. MEMBERSHIP, LICENSING, & ENTRANT REQUIREMENTS

2.1 Membership & Applications

- Eligibility requires a complete membership application—including government-issued identification, a competitive resume, and fitness/medical documentation—as prescribed by Yacademy.

- Incomplete or non-compliant applications may be rejected without refund.

2.2 Driver Licensing

- All drivers must hold a valid FARA Driver's License for the current season.

- Licensing criteria include a minimum number of completed races or approved test days in recognized amateur series, with alternatives for top-10 karting resumes.

- Licenses are non-transferable and subject to periodic review by FARA and Yacademy.

2.3 Entrant Requirements

- Each team (entrant) must secure an entrant license and register its vehicle(s) per Yacademy's guidelines.

- The entrant is responsible for maintaining proper documentation, including proof of ownership and compliance with technical standards.

- Entry Fees must be paid on or before the Monday of the race weekend. Entry Fee's paid after the Monday prior to the race weekend, will incur a \$250.00 increase.

3. SANCTIONS & PROMOTER RESPONSIBILITIES

3.1 Sanctions

- Yacademy and FARA reserve the right to impose sanctions—including time penalties, grid penalties, point deductions, and or race suspensions—for any breach of these rules.

- Sanctions may also include monetary fines for infractions related to safety, technical non-compliance, or unsportsmanlike conduct.

3.2 Promoter Responsibilities

- Yacademy is responsible for organizing and supervising all race events, ensuring that safety protocols, timing and scoring systems, and operational procedures are properly implemented. • Any additional bulletins or event-specific rules will be distributed prior to each race.

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4. ENTRANT & DRIVER REGULATIONS

4.1 Identification & Authorization

- All entry forms must clearly list the designated driver(s) and verify that they are authorized to act on behalf of the entrant.

4.2 Eligibility & Testing

- Drivers must demonstrate sufficient competitive ability and experience.
- In cases where drivers have not participated for a specified period, refresher tests or additional evaluations may be mandated by FARA.

5. ENTRIES, CAR REGISTRATION, & NUMBERING

5.1 Entry Procedures

- All entries must be submitted on official forms provided by Yacademy. · The assignment of car numbers is on a first come first serve basis.

5.2 Car Registration

- Vehicles must display the assigned car number and approved car name at all times during an event.
- Registration documentation must include proof of ownership and conformity to technical regulations.

6. TESTING & PRE-RACE PROTOCOLS

6.1 General Testing Rules

- Testing sessions are permitted and unlimited.
- All tests must comply with the prescribed safety and technical protocols.

6.2 Pre-Event Procedures

- Prior to each event, all teams must participate in at least 1 free practice to ensure vehicle safety and driver readiness.

- Any on-track incidents during testing must be reported within 48 hours to avoid additional penalties.

6.3 Off-Season & In-Season Testing

- Off-season and in-season testing is generally unrestricted.

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7. TRACK PROCEDURES & RACE OPERATIONS

7. TRACK PROCEDURES & RACE OPERATIONS

7.1 General Track Procedures

- All race operations—including timing, scoring, and track safety—are managed by officials appointed by Yacademy.
- Competitors must respond immediately to any instructions given via radio, flag signals, or in-car communications.
- Competitors should always scan Race Control frequency on 466.3875 DPL 664.

7.2 Flag Signals & Communication

- Standard flag signals are in effect (Green for start/resume, Yellow for caution, Red to stop all on-track activities, Black for penalties, White for final lap, etc.).
- In-car radios must operate on the assigned frequencies and remain open for monitoring by race officials.

7.3 Race Start, Restart, & Pit Procedures

- Competitors must maintain their grid positions until the green flag is displayed; failure to do so may result in repositioning to the rear of the field.
- A pace car is used during parade laps; any unauthorized movement before the green flag may incur penalties.
- Pit lane entry and exit procedures are strictly enforced, and any attempt to gain an advantage through the pit lane will be penalized.

7.4 Timing and Lap Credits

- Timing transponders record every lap as the lead car crosses the start/finish line.
- Cars that do not complete the full race distance will be ranked by the number of laps completed and the order of finish.

7.5 Timing and scoring will do their best to score any cars with failing transponders. In the event that a car's transponder fails in qualifying, Yacademy will review data of that car and will decide if the data is good enough to make their data lap valid in the overall results of qualifying. 7.6 At the end of practice sessions, a checkered flag will be shown at the start/finish line, and red flags will be displayed at all other flagging stations. Drivers must return to the pits immediately without completing their lap.

7.7 Race Format & Grid Determination

- Race Weekend Structure:
 - Each weekend will feature at least two 30-minute practice sessions, one 20-minute qualifying session, and two 30-minute races. (All races will be 25 minutes +1 lap) If a red flag comes out during a race, the time will stop.
 - At some events, a triple-header format (three races) will be implemented.
 - Grid Formation:
 - Race 1 Grid: Determined by the results of the 20-minute qualifying session.
 - Race 2 Grid: Based on the results of Race 1 with a 50% inversion of the field (for example, the top half of the finish order is reversed).
 - Race 3 Grid (Triple-Headers Only): Determined by summing all the points including the bonus points earned in Race 1 and Race 2. The bonus points include:
 - Pole Position: 2 points
 - Fastest Lap: 1 point
 - Most Positions Gained: 2 points
- The combined totals, set the grid order for Race 3.

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8. SPORTING REGULATIONS (RACE BEHAVIOR & SAFETY)

8.1 General Sporting Regulations

- All drivers must conduct themselves in a safe and sportsmanlike manner. Unsportsmanlike behavior, including dangerous driving and retaliation, is subject to immediate penalty.

- Every driver agrees to follow the directions issued by race control (Yacademy) and FARA. 8.2 Race Starts

- The race leader must maintain a steady 60 MPH (using mid-range 2nd gear) in the acceleration zone before the start.

- No overtaking is allowed before the start/finish line.

- Drivers accelerating prior to the designated acceleration area will be penalized.

8.3 Safety Car Restarts

- During safety car restarts, every car must maintain a minimum speed of 60 MPH.

- The race leader may accelerate before reaching the start/finish line, but no overtaking is permitted until the line is crossed.

8.4 Blocking & Defending

- Blocking (reactively moving to impede a pursuing car) is strictly prohibited and will be awarded a penalty in a scale of 1 - 5 penalty points. The severity of the block will dictate grid spot penalty for the following race plus championship points deduction. If a Driver adds up 15 penalty points in different incidents during the year, that driver will be suspended from a race. Blocking and avoidable contact points will be added.

- Defending is permitted only if initiated before the pursuing car moves; once a defensive line is chosen, it must be held without adjustment.

8.5 Contact & Incident Responsibility

- Any avoidable contact will be met with a harsh penalties.

- Incident fault is rated on a scale from 0 to 10;

- The percentage of fault will determine the amount of grid spot penalties for the following race and points deduction from the championship. For example, a driver was blocking a car trying to overtake him and they both got into an accident. The car blocking would get 3/10 and the car overtaking would get 7/10. The car blocking would get 3 grid spot penalty for the following race and will receive a 3 point deduction in their championship tally. The car that was attempting the overtake will receive a 7 grid spot penalty and will receive a 7 point deduction in their championship.

- A driver deemed 100% responsible (a 10) is suspended from one race and will incur an additional 10 championship points penalty. Whenever a race suspension happens, their penalty points tally will be brought back to 0.

- If a Driver adds up 15 penalty points in different incidents during the year, that driver will be suspended from a race. Blocking and avoidable contact points will be added.

8.6 Leaving room on exits. While leaving room on the exit of corners is not something that is expected, in case of contact or severe loss of positions (determined by the race director) of any car involved in another car losing positions will be looked at and a penalty will be given. Cars need to coexist on the race track. Drivers on the outside can not expect the driver on the inside to give them room, drivers on the outside can not leave the outcome of their situation to other cars. Drivers on the inside must coexist with cars around them.

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8. SPORTING REGULATIONS (RACE BEHAVIOR & SAFETY)

8.6 Tire Regulations

- Practice tires are unlimited regardless if they are used or new. All tires used during a Formula FARA event must have been purchased through Yacademy and have TIRE LORD marks on them. NO TIRES BROUGHT FROM ANY OTHER CHAMPIONSHIP WILL BE ALLOWED IN FORMULA FARA EVENTS.
- Each entrant is allowed a maximum of two sets of dry-weather tires for qualifying and race use.
- Wet-weather tires are unlimited; however, every car must have at least one set mounted and ready in case of rain at all of the events regardless of the weather forecast.
- Race Control retains full discretion over tire usage, and strategic tire changes outside of declared conditions are not permitted. When Race Control has deemed the track "WET" competitors are obliged to use wet weather tires.

8.7 Rain Tire Change Procedure

- When rain is declared during a race, the race will be red-flagged, unlimited amount of team members will be allowed to change to wet tires in the fast lane of the pit area behind the safety car.
- Teams are allotted five (5) minutes for the tire change; failure to complete the change in time will result in the car rejoining the race in the back of the pack after the re-start has been given.

8.8 Additional Regulations & Fines

- Blue flag rules apply; lapped cars must allow faster traffic to pass without delay.
- Mandatory drivers' meetings must be attended—late arrivals incur a \$500 fine.
- Pit lane speeding is fined \$500, while unsafe driving in the paddock carries a \$1000 fine.

8.9 Onboard Cameras & Data

- Every car must be equipped with an approved onboard camera. Failure to provide onboard footage post-race will incur a \$1000 fine, and Yacademy will supply a replacement GoPro along with the necessary attachments and memory card to insure this won't happen again.
- All onboard data (including telemetry and video) must be submitted to YACADEMY immediately after each race; any malfunctioning or corrupted data will result in a \$250 fine.

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9. QUALIFICATIONS & POST-RACE INSPECTIONS

9.1 Pre-Race Technical Inspections

- All vehicles must pass a comprehensive technical inspection before competing.
- Non-compliant vehicles may be disqualified or required to make immediate repairs.

9.2 Post-Race Procedures

- Post-race inspections will verify that all technical and sporting regulations have been maintained throughout the event.
- Any discrepancies found post-race will result in additional penalties or fines. For technical regulations refer to section 13.

10.

Section 10: To be added at a later time.

11. PENALTY REVIEW PROCESS

11.1 Review Requests

- Drivers or teams may submit a formal claim for penalty review following the prescribed procedure.
- Yacademy will review claims in a standardized process, and the final decision is binding.

11.2 Review Costs & Outcomes

- A fee of \$500 CASH per claim is charged; if the claim is successful, the fee is reimbursed; otherwise, it is retained by the series.

11.3. If a competitor still does not agree with the decision made by Yacademy or its race director they can pay an extra \$1000 (for a total of \$1500) to have the incident reviewed by two third party officials - Beaux Barfield and Todd Snyder. They will both write a complete report on the incident and come up with a final decision and this will be final and no further argument can be made. At this point, regardless of the outcome, the money wont be returned.

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12. CHAMPIONSHIP POINTS, AWARDS, & TIEBREAKERS

For each race, points are awarded based on finishing position as follows:

- 1st Place: 30 points
- 2nd Place: 27 points
- 3rd Place: 25 points
- 4th Place: 23 points
- 5th Place: 21 points
- 6th Place: 19 points
- 7th Place: 17 points
- 8th Place: 15 points
- 9th Place: 13 points
- 10th Place: 11 points
- 11th Place: 10 points
- 12th Place: 9 points
- 13th Place: 8 points
- 14th Place: 7 points
- 15th Place: 6 points
- 16th Place: 5 points
- 17th Place: 4 points
- 18th Place: 3 points
- 19th Place: 2 points
- 20th Place: 1 point

*To earn points participants must finish the race in the lead lap.

Additionally, bonus points are awarded as follows:

- Pole Position: 2 points
- Fastest Lap in each race: 1 point

12.2 Tiebreaker Procedures

- In the event of tied points for any of the top 3 positions in the championship at the end of the year the number of wins, second places, 3rd places and so on will be used to determine who is ahead. Anyone below the top 3 will be awarded the same position they tied for.

12.3 Awards

- End-of-season awards and titles will be awarded the night of the last race of the season at Homestead Miami Speedway during a Formal Dinner presented by Yacademy.

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13. TECHNICAL SPECIFICATIONS & VEHICLE REGULATIONS

The only approved car for competition in Formula FARA is the Ligier JS F4, with either a Crawford or Ligier tub.

- The car must remain as provided by the manufacturer, with no modifications except those explicitly specified or allowed in this rulebook.

- All cars must be equipped with the Cockpit Protection Device provided by the series and installed by a series-approved installer.

The updated rear wing end plates, as supplied by the series, must be fitted to all cars.

Engine

The only approved engine is the Honda K20 C1, as supplied by Mountune or Quicksilver.

All engine seals must remain intact and unaltered.

Approved engine oils:

Redline Pro 0W-20

Mobil1 0W-20

Engines will be subject to technical inspection for minimum average oil pressure and minimum oil level, which will be measured using the Ligier oil dipstick.

Gearbox

The only approved gearbox is the Sadev SL75-14 LW F4. • Approved gear ratios:

- Ring & Pinion: 10:31 • 1st Gear: 14-35

- 2nd Gear: 18-35

- 3rd Gear: 18-28

- 4th Gear: 21-28

- 5th Gear: 24-28

- 6th Gear: 22-23

- Gears must remain as provided by Sadev with no modifications, coatings, or treatments.

- Differential internals must remain unaltered (no limited-slip differentials of any kind are permitted).

- The gearbox will be subject to technical inspection for minimum oil level at any time during a race event.

Suspension

All suspension components must remain as provided by Ligier.

Approved springs:

Hypercoil or Eibach 36mm ID springs

Spring rates: Minimum 500 lb – Maximum 1100 lb

Spring length: 4" or 5"

Shock Absorbers

- Only JRI shocks as provided by Ligier or JRI are allowed.

- If a shock does not have a seal, the series' technical officials reserve the right to retain the unit and send it to JRI for inspection to verify compliance with the original specification.

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13. TECHNICAL SPECIFICATIONS & VEHICLE REGULATIONS

Bodywork

All bodywork panels must retain their original dimensions and shape. Material may be removed or remade to reduce weight and improve fitment, but: All panels must remain securely attached with original hardware. The original shape must be maintained.

Floor Skid

• The floor skid may be manufactured by an alternate provider and modified for weight reduction or internal ballast placement. It must retain the exact same width and length as the original supplied with the car.

Weight

Minimum car weight: 1,435 lbs (including driver, all fluids, and camera).

Ballast

Ballast may be securely attached in the following locations:
Inside the cockpit (under the seat, behind the pedals).
Between the skid and the chassis, if the wood plank is machined for this purpose.
All ballast must be securely attached, declared to the technical inspector, and approved before use.

Wheels

Only Ligier wheels manufactured by Team Dynamics for the Ligier JS F4 are allowed.

Tires

Only Hankook Hankook Slick Tires - 13" 180/550R13 (8" - 9" wheel) C92 (Front) and Hankook Slick Tires - 13" 240/570R13 (10" - 11" wheel) C92 (Rear) tires are permitted. • All tires must be purchased directly from the series.

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14. GARAGE REQUIREMENTS

1.14.1 Garage & Pit Box Regulations

- Pit box assignments and garage procedures are determined by Yacademy.
- Unauthorized work in the pit area or deviations from assigned protocols will incur penalties.
- Fueling inside of garages and in pit lane is strictly forbidden.
- A clean and organized garage, tent, pit area and trailer is expected from race teams.

15. SAFETY, ONBOARD CAMERAS, & DATA SHARING

15.1 Safety Regulations

- All drivers must wear mandated safety gear and adhere strictly to on-track safety protocols.
- Medical and rescue protocols are in place and must be followed without exception.

15.2 Onboard Cameras and Data Requirements

- All teams must supply onboard camera footage and telemetry data after each event.
- Failure to provide or malfunctioning data is subject to fines as detailed in Section 8.9.

15.3 Data Sharing Policy

- All race data (video, telemetry, and other relevant information) is owned by Yacademy and FARA and may be used in any way they please for the promotion of the series.
- Requests for data by third parties must be submitted in writing and are subject to confidentiality agreements.

CONCLUSION

Participation in the Formula FARA series signifies complete acceptance of these rules. All drivers, teams, and associated personnel are expected to maintain the highest standards of safety, sportsmanship, and technical compliance. Yacademy and FARA reserve the right to amend this Rule Book at any time to ensure fair and safe competition.

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YACADEMY

FORMULA FARA STAFF IS HERE TO ASSIST YOU WITH ANY QUESTIONS YOU MAY HAVE ABOUT THE SERIES.

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