



# STANDING REGULATIONS

(ver 2.2 – 28<sup>th</sup> June 2022)



## WARNING!

### **Motorsport is dangerous.**

Motor Sport activities are inherently dangerous recreational activities and there is significant risk of injury, disability, death, or property damage. If you do not wish to be exposed to such risks, then you should not attend or participate in Motor Sport activities.

Participants, spectators, officials, and guests are warned that motor racing, including tarmac rally, is dangerous, and accidents can happen. All care is taken to protect participants, officials, spectators, guests and the public but participants, spectators, and guests entering the Event area are warned that there is a possibility of an accident causing personal injury or death, property damage or economic loss. By entering or participating in an Event, the participant or guest acknowledges that the Event has a degree of danger and the owners, organisers, promoters, participants or other person's having any connection with the promoting, organising or conduct of the Event shall have no liability, either in tort or contract, for any personal injury or death, whether caused by negligence or otherwise, to the, participant, spectator or guest, except in regard to any rights those persons may have under the Australian Consumer Law and at law. The Event will be conducted under the rules of the Australian Auto Sport Alliance Pty. Ltd. The organisers by accepting the entry of any vehicle and by allowing any vehicle to participate in the Event shall not be deemed to warrant or guarantee the competency of any drivers, nor mechanics participating in the Event nor any officials appointed for the supervision of the Event or activity pursuant to these rules, nor the efficiency or mechanical soundness of any vehicle entered in the Event nor that the course for the Event is in a safe condition for racing or driving, nor that such course nor any part thereof shall be free from spectators or any obstacles nor that the rules governing said Event shall be observed by any other entrant, driver, mechanic nor official therein.

# BUDGET EXTREME ENDURANCE RACING (BEERS) STANDING REGULATIONS

Management reserves the right at any time cancel, reject or disqualify entire teams, team cars, drivers or crew that are not in the spirit of the BEERS Event without refund.

## 1. GENERAL

### 1.1 Organisers' Decisions:

All Event Organisers Decisions are final. There is no appeals process.

### 1.2 Unsafe Vehicles and/or Drivers:

At Organisers' discretion, any unsafe car or driver may be removed from the event at any time.

### 1.3 Prizes and Penalties:

Classes/Awards/Trophies will be decided by Event Organisers based on entries and classes.

### 1.3 Your Entry May Be REJECTED:

If Event Organisers deem your vehicle or team to not be in the spirit of the event, does not comply with the rules, or for any other reason, your entry or vehicle may be rejected from competition.

### 1.5 Drones:

**The use of "drones" is prohibited.** It is a condition of entry that each person agrees **not** to operate a Remote Piloted Aircraft (including a drone, quad-copter etc.) within the confines of the event precinct without first obtaining written authorization from the Event Organiser

## 2. ELIGIBILITY

### 2.0 Vehicle Eligibility:

Entry limited to mass-produced, four-wheeled vehicles legal for Australian highway use at the time of their manufacture. Vehicles must be acquired and prepared for a maximum of \$1985.00 as described. Vehicles must meet all safety standards as specified in this document. Safety equipment (Safety Cage, harness, seat, extinguisher etc.) does not count towards the value of the car.

### 2.1 Vehicle Classes:

There are two classes for BEERS, Top Shelf and Slops. Event Organisers/External Judges will decide which category you fall in, as per 1.1 there is no appeals. This can be decided on many factors including but not limited to cost, speed, theme, attitude. Prizes will be separated from Top Shelf and Slops, but categories may be combined due to entry numbers, in which case Top Shelf cars will not be eligible for prizes/trophies.

### 2.1 Driver Eligibility:

All drivers must be aged 16 years or over with a current AASA General Speed License or approved equivalent, or higher.

### 2.2 No Passengers Allowed:

Read it again...NO passengers are allowed at any time.

## 3. SAFETY

### 3.1 SCRUTINEERING

#### 3.1.1 General Scrutineering:

Vehicles must meet all safety standards laid out in this section and must pass scrutineering prior to each race.

NOTE: The completion of Scrutineering is for the sole purpose of acceptance into BEERS competition. It does not constitute a check for safety and neither BEERS, nor its officials, officers or agents make any undertaking as to whether the vehicle is safe to drive. Each team is solely responsible for determining its vehicle's safety, fitness to race and compliance with rules.

#### 3.1.2 Jack and Axle-stands:

Each team must bring at least one sturdy floor-jack, and at least two sturdy axle-stands to scrutineering. Each team is responsible for safely raising their car off the ground during the scrutineering process.

### 3.2 APPAREL

Please see link for full information - [Appendix 4 \(www.aasa.com.au\)](http://www.aasa.com.au)

The standards listed below are the MINIMUM required to compete in the event. We strongly recommend the use of higher standards and apparel if possible including Frontal Head Restraints (FHR).

#### 3.2.1 Helmet:

Level T1

A helmet to one or more of the following standards:

- Australian or NZ standard AS/NZS1698
- European ECE 022 with 04 or 05 amendments
- Any Level T2 or T3 helmet

Note: Cameras (eg GoPro or similar) must NOT be fitted to the helmet or visor.

#### 3.2.2 Driving Suit:

Level H2

Single or two-piece suits to SFI 3.2A Grade 1 (min.)/ SFI 3.4

#### 3.2.3 Underwear

Level U1

Single or two-piece underwear from lower neck to wrist to ankles. It is strongly advised that the material should be of non-flammable material (e.g. cotton).

#### 3.3.4 Socks

Level S2

Socks to the SFI 3.3 standard, or recognized international equivalent.

#### 3.4.5 Footwear

Level B3

Footwear to SFI 3.3 or recognized international equivalent.

### **3.5.6 Gloves**

Gloves must comply with SFI 3.3 Grade 5 (min.), or recognized international equivalent.

### **3.6.7 Balaclava/Hood**

The balaclava or hood must comply with the SFI 3.3 standard, or recognized international equivalent. Where an SFI certified helmet skirt is used, the balaclava is optional.

## **3.3 FUELING RULES**

### **3.3.1 Fuelling:**

Designated Fire Marshalls will be on site at the refuelling areas, please follow their instructions and directions, they are in charge of the fuelling area. All fuelling must be handled in approved fuel containers. During fuelling, the car must be turned off (the kill-switch must be in the OFF position); no one can be in the car; and NO other work may be done. At least two crew members must participate in fuelling; all wearing the same safety gear as a driver – helmets included. Visors must be down, to cover faces. At least one team member must have a fire extinguisher in hand, ready to shoot, aimed at the fueller. Fuelling locations vary by track and are covered at the Drivers' Briefings. Participants are responsible for knowing all fuelling rules and accepted locations.

### **3.3.2 Drip Pans:**

All fuelling must be done over a sturdy, fuel-compatible drip pan provided by the team.

### **3.3.3. Fuel Storage:**

Storage locations and requirements will be provided by the track upon arrival.

## **3.4 SAFETY CAGE REGULATIONS**

Please see link for full information - [Error! Hyperlink reference not valid.](#)

### **3.4.1 Safety Cage:**

A minimum of a AASA Class 2 Safety Cage (or higher) is required for all vehicles.

3.4.2 Safety padding must be fitted to each region of any member of a safety cage structure with which an occupant's helmet may make contact. This region is deemed to include any point within 200mm of an occupant's helmet when the occupant is seated normally with safety harness tightened. Safety padding shall comply with the SFI 45.1 standard, or similar internationally recognized standard.

3.4.3 Comfort padding of an alternative material may be attached to the Safety Cage wherever compulsory padding as per 3.4.2 is not required.

## **3.5 VEHICLE INTERIOR REGULATIONS**

### **3.5.1 Driver's Seat Requirements:**

Please see link for full information - [Error! Hyperlink reference not valid.](#)

- 3.5.1(a) Driver's seat-back must reach above middle of helmet or higher. Seat must be a One-piece, purpose-built racing seat with properly located, factory provided shoulder harness holes. Moulded plastic seats of ABS or similar material are not allowed. All seats must be very securely mounted to the floor or cage to avoid separation during a crash. All seatbacks must be restrained against rearward failure.
- 3.5.1(b) All Vehicles must be equipped with the minimum of a driver's seat. Each seat must be compliant with any one or more of the following:
- A seat licensed by the SFI Foundation to the SFI 39.2 standard; or
  - A seat in compliance with the requirements of an internationally recognized motorsport sanctioning body; or
  - A seat that has no provision for backrest adjustment, incorporates a head restraint and is supplied by a manufacturer recognized by the AASA.
- 3.5.1(c) Seats shall be mounted in accordance with the seat manufacturer's instructions. This shall include the use of each required mounting point and associated components supplied. Seats may be mounted, either separately or in combination, to:
- the unmodified OEM seat mounting points on the vehicle's structure; or
  - the safety cage; or
  - For seats not mounted to factory mounting positions or Safety Cage, the seat shall be mounted to the main structure by not fewer than four grade 8.8 bolts of minimum diameter 8mm. Where the seat is affixed to an un-reinforced section of the floor pan, each attachment point shall be reinforced by the use of a steel plate of not less than 75mm x 50mm x 3mm.

### 3.5.2 Driver's Harness:

Please see link for full information - [Error! Hyperlink reference not valid.](#)

3.5.2(a) A Minimum of a Level 5 - Five-strap harness is mandatory

3.5.2(b) Harness Mountings must comply with Article 6 Mounting of Restraint Systems of the AASA Appendix 5 Occupant Restraint System Policy

### 3.5.3 Onboard Fire Extinguisher:

Please see link for full information - [Error! Hyperlink reference not valid.](#)

Must comply with the AASA Appendix 3 Fire Suppression Systems Policy and be a minimum of 1kg Type I and Type III AS/NZS1841 and be maintained as per AS1851

The mount must be securely mounted as per the above policy so that it can withstand the force of a large impact. Tek screws/self-tapping screws will not be accepted.

The extinguisher must be in a low, safe position and must be within reach of the driver's seat while seated.

### **3.5.4 Window Nets:**

Window nets are not mandatory but are recommended.

Where fitted a Window Net must comply with AASA Appendix 5 Occupant Restraint System Policy ([www.aasa.com.au](http://www.aasa.com.au))

If no window net is fitted then side windows must be up while competing

### **3.5.5 Fix Sharp Edges:**

Sharp edges in any location, but especially in and around the cockpit, must be rolled, removed, or securely covered.

### **3.5.6 Fuel, Oil, and Coolant Lines in the Cockpit:**

Any fuel, oil, or coolant lines that pass through the driving compartment must be encased by heavy-duty conduit, durable steel, aluminium pipe, or strong metal plate. OE metal lines in good condition in their original location are exempt from this rule, but encasement is still recommended.

### **3.5.7 No Airbags:**

All airbags must be disarmed and removed, and all airbag housings must be open for inspection at tech. Remember, airbag removal can be very dangerous. If you don't know what you're doing, call in an expert.

## **3.6 ELECTRICAL & MECHANICAL REGULATIONS**

### **3.6.1 Master Electrical Kill Switch:**

All cars must have a racing-type master electrical kill switch easily turned both off and on by the belted-in driver. The control for this switch should be red; the OFF position should be clearly indicated. All electricity must be interrupted by the kill switch.

### **3.6.2 General Battery:**

All batteries must be fully secured via proper, purpose-built battery brackets, frames, or factory body mounts. Batteries located in, or visible from, the passenger compartment must be contained in a sealed battery box. Whether enclosed in a box or not, batteries must not rock, shift, or feel loose – they should feel like a solid part of the car.

### **3.6.3 Battery and Other Electrical Terminals:**

All "hot" terminals on batteries, kill switches, and at other exposed points must be covered with insulating material. Rubber terminal covers and/or well-wrapped electrical tape are acceptable.

## **3.7 FUEL SYSTEM REGULATIONS**

### **3.7.1 General Fuel System Regs:**

All fuel system components must be sealed from the passenger compartment. Fuel lines can be run within the cabin if constructed of steel braided or aluminium hard line that is manufactured to withstand fuel type being used. Where the fuel lines pass through the cabin there must not be connections within the cabin, except for at the front and rear bulkheads. Aftermarket fuel lines must be firmly secured to the vehicle and declared safe by event staff. Fixing points/saddles should be at least every

300mm along the path of said fuel lines. Aftermarket fuel cells are to be fitted with a check valve in the vent line to prevent fuel leaking out of the vent hose. These must be marked with the flow direction and must be demonstratable to scrutineering staff. Fuel cells are not mandatory. However, your original fuel tank and systems can be replaced with a “fuel cell” if the original tank is unsafe.

### 3.7.2 Definition of “Fuel Cell”:

A fuel cell has all the following:

- A purpose-built metal container to house the cell
- A deformable, puncture-resistant inner vessel and/or bladder; and
- Fuel-resistant anti-splash foam

### 3.7.3 Fuel Cell Installation:

If you do decide on the fuel cell option, you must fit your cell into your car with a bulkhead between the driver and the cell. The cell must be securely mounted in a professional manner and in a safe location, where it won't be damaged in an impact, or drag on the ground if the car leaves the track – in other words, not too far back, and not too low down. All aftermarket fuel components must use threaded fittings and appropriate hose types, and must include all appropriate race car-quality vents, valves, and other safety features. Fuel-cell installations will be judged on their overall execution and apparent safety.

#### 3.7.3(a)

##### Fuel Cell Safety Structure:

Fuel tanks/cells must not be unduly exposed to impacts.

Tanks/cells that are very close to the edge of the car; and/or poorly protected by the OE structure; and/or very close to the ground; and/or otherwise highly exposed are extremely likely to fail tech. One or more of the following may improve safety and greatly increase your chances of passing:

Sturdy OE bumpers,

A strong, well mounted tank/cell-protecting cage that's totally separate from the main safety cage,

In non-OE systems, moving the cell someplace safer

#### 3.7.3(b)

##### Fuel Cell Vent Lines:

All non-OE fuel vent line(s) must end in a safe location that is lower than the bottom of the fuel cell.

#### 3.7.3(c)

##### Filler Hoses and Attachments:

All non-OE filler systems must be constructed of real, professionally made, purpose-built wire (or nylon) reinforced fuel-filler tubing, fasteners and attachments.

### 3.7.4 OE Tank Removal:

If you fit a fuel cell, the OE fuel tank(s) must be removed from the car.

### 3.7.5 Fuel Bulkhead:

The fuel-tank area must be totally separated from the driving compartment. For example, if the fuel tank is in the trunk area, any openings between the trunk and the cockpit must be permanently sealed with bolted, riveted, or welded metal panels. OE fuel tanks that are separate from, and located completely below, the trunk floor or rear cabin floor are acceptable. If the fuel tank can't be completely separated from the cockpit by metal panels, a metal-

encased, FIA-certified fuel cell, with all related compliant fittings, must be used.

#### **3.7.6 Fuel Leaks:**

There must be no fuel leaks in the entire fuel system throughout the length of the event. If your vehicle is reported as having a fuel leak you will be brought in to inspect, advise and repair as required. If the problem persists, your vehicle will be pulled from the event until you can prove the fault is rectified.

#### **3.7.7 Fuel Eligibility:**

Pump Fuel only. Unleaded 91/95/98 and Diesel are the only fuels allowed without express prior permission from the Event Organisers (ie NO E85).

### **3.8 EXHAUST SYSTEM REGULATIONS**

#### **3.8.1 General Exhaust System Regs:**

A factory-quality designed exhaust system is required. Exhaust should be in good order and constructed properly to avoid failure. Failure of any part of the exhaust system will require the car to be brought in and repaired before being allowed to reenter the track.

#### **3.8.2 Exhaust System Construction:**

Exhaust system must include at least two professional-quality flexible exhaust hangers aft of the collector. All exhaust joints must be properly slip-jointed, bolted or welded and must not leak. All external pipe work above sill level must be heat shielded. (to prevent danger to pit crews and event staff).

#### **3.8.3 Tailpipe Location:**

The exhaust must finish outside the perimeter of the vehicle's bodywork. No exhausts to finish halfway underneath the vehicle. "dropped pipes" are not allowed. Side pipes must exit behind the B pillar (unless otherwise approved by the scrutineer) and the exit/end must not be more than 400mm from ground level. (400mm at the highest point of the exiting exhaust pipe). Exhaust must not exceed more than 100mm past the perimeter or the rear of the vehicle. Exhaust outlet must not be pointing in a steep upwards direction. Upward angle should not be more than 15 degrees. The exhaust is to exit the vehicle at the rear or behind B pillar, unless otherwise approved by the scrutineer.

#### **3.8.4 Maintenance:**

All teams must maintain their exhaust in good condition, without leaks throughout the entire event.

#### **3.8.5 Noise Limit:**

Car noise limit is 95dB @ 30m.

### **3.9 VEHICLE EXTERIOR REGULATIONS**

#### **3.8.1 Windshields:**

Front windscreen must be free from any cracks. Front windscreen must be of factory strength or greater and cannot be polycarbonate. Front windscreen must be free from stickers on the driver's side (windscreen banners/event stickers excepted).



### **3.9.2 Bad-Weather Visibility:**

It's your job to figure out which bad-weather visibility aids will be most useful for your car. Wipers and Rain-X are all acceptable. If your visibility is compromised during the race for any reason, you may be black-flagged unless you can find a solution.

### **3.9.3 Guards, Doors, and bonnet required.**

### **3.9.4 Car Numbers:**

Numbers must be shown on both sides and the bonnet or roof of the vehicle. Car numbers must be at least 12 inches tall and clearly readable.

### **3.9.5 Tow-Strap Locations:**

Please identify (or add) good, strong, clearly marked tow-strap locations to your car – FRONT and REAR. The faster we can get you hooked up, the faster you can get back on the track. (The word "TOW" with an arrow is an acceptable marking.)

### **3.9.6 No Open Sunroofs:**

Sunroof openings must be covered by a new panel, securely fixed into place.

### **3.9.7 Open T-Tops and Convertibles:**

Arm restraints are required when driving an open T-Top or convertible.

### **3.9.8 Mirrors:**

All cars must have at least one interior mirror. Cars with OE-type interior mirrors must also have a driver's-side exterior mirror. Passenger's-side exterior mirrors are optional. Cars with panoramic or "Wink" style interior mirrors don't need exterior mirrors.

### **3.9.9 Glass, Headlights, and Taillights:**

Headlights, taillights, and side-marker lights must be removed or taped over. Special condition will apply for continuous 24-hour races, as headlights must be in working condition (low beam only) – see 3.9.9(b) below.

#### **3.9.9(a) Brake Lights:**

At all times, each car must have working brake lights that are easily seen from the rear. The lights should be located where a mild rear-end impact won't break or obscure them. A good mounting spot is inside the rear windshield area, on top of the parcel shelf. Stock brake lights protected by clear tape are fine.

#### **3.9.9(b) Headlights for Night Racing:**

In the case of a night race (continuous 24 hour events), headlights will be required. Headlights must be permanently on "low beam" setting (no full beam allowed).

### **3.9.10 No Flashing Lights or Sirens:**

No working sirens, flashing lights, or similar emergency vehicle stuff allowed. Anything that makes your car appear like a Safety/emergency vehicle will get you black-flagged.

## **3.10 SAFETY REGS UNDER THE BONNET**

### **3.10.1 Engine Firewall:**

Gaps or holes in the engine firewall must be sealed up with metal plate or OE-type grommets. If you can see through it, we want it closed up. In addition to the required unbroken firewall between engine and cockpit, rear and mid-engined cars must have a sturdy rear window or other complete upper barrier for driver protection against fire, hot oil, angry villagers, etc. Metal, heavy polycarbonate (1/4-inch or thicker), and OE glass are all acceptable.

### **3.10.2 Coolant:**

Must not be glycol based. Water Only preferred but non glycol "racing" coolants are acceptable. A functional catch tank is mandatory.

## **4. TEAMS & COMMUNICATION**

### **4.1 Definition:**

An "Entry" consists of one car and usually 4 – 6 drivers/crew members; it exists for one event. A "Team" consists of one or more Entries in one or more events, all sharing one Team Name, one Theme, and one Team Captain; it exists for as long as the Team Captain chooses. An Entry's minimum Driver count is 4 (5 for a 24 hour event), there is no maximum number of Drivers.

### **4.2 Driver Portability:**

Any registered driver is allowed to drive any registered car at any time.

### **4.3 Pit Communication:**

Every team must have a reliable way to signal its driver on track. A pit board (commercial or homemade) is acceptable, as is a helmet-wired radio system. No loose or hand-held transmitter or receivers are allowed in the car.

### **4.4 Flags:**

Officials to car communication is handled by the use of standard flags from flag points around the track. Follow the flag directions at all times, failure to do so will result in a penalty and or disqualification. (see also 5.7 below)

## **5. DRIVING AND PENALTIES**

### **5.1 Penalties:**

Black-flag penalties are assessed for dangerous behaviours and/or poor attitude. These behaviours include, but are not limited to;

- contact for any reason;
- wheel(s) leaving the tarmac/track;
- speeding in the pits;
- missing/ignoring a safety flag;
- racing to the yellow or red flag;
- overly aggressive driving;
- hitting a wall, cone, tree, safety vehicle, etc;
- lack of car control;
- deliberately blocking/hogging the racing line;
- unsportsmanlike conduct;
- upsetting the organisers/officials or anyone else at the event etc.

#### **5.1.1 Progression of Penalties:**

Black-flag penalties get increasingly harsh as the number/severity increases – a driver is usually penalized as follows;

- 1st black flag of day – usually, just a stern chat...
- 2nd black flag of day – embarrassing penalty at the Judges' discretion...
- 3rd black flag of day – same as above but more serious and time consuming...
- 4th black flag of day – you'd better have DAMNED good bribes and excuses!
- 5th black flag of day – are you kidding? Your whole team may be ejected for rest of the event!

## **5.2 It's Always Your Fault:**

BEERS is an all-fault environment. You are 100% responsible for what happens while you're in the pits or at the wheel. Your job is to stay out of trouble. If trouble finds you, take responsibility and figure out how to avoid it the next time.

## **5.3 Team Lousy-Driving Rule:**

Teams are held jointly accountable for the penalties earned by their drivers.

## **5.4 Why Am I Upside-Down? Rule:**

You're upside-down because you have no business being out on a racetrack. Any driver who puts a car on its roof is out for the event. Any car that rolls during a race will be removed from the race.

## **5.5 No Drinking Alcohol Until Track Goes Cold:**

Participants are absolutely prohibited from drinking alcohol until after the last car leaves the track following the day's chequered flag. Violators will be ejected from the facility immediately.

## **5.6 Passing Safety Vehicles:**

Safety vehicles moving on the track may not be passed unless a clear wave-by is given by the safety vehicle's driver or crew.

## **5.7 Flagging:**

All flags should be obeyed immediately. Failure to comply with flag directions will result in large penalties or disqualification.

### **5.7.1 Meaning of flags:**

Flags have the following meanings:

#### **GREEN = GO**

Green is shown when the track is clear and unobstructed (normal race conditions).

#### **YELLOW = CAUTION**

Slow down to 60kmph. Travel in single file, no overtaking. Keep an eye on your surroundings to look for danger/incidents. You may ONLY return to race speed, overtake and 'race' when the Green flag is waved. No refuelling is to take place under a Yellow Flag

#### **RED = STOP**

Slow down to less than 60kmph. Proceed single file and bring your car directly into the pits and shut the engine off. Do not overtake any vehicle. No refuelling is to take place under a Red Flag.

**BLACK FLAG + VEHICLE NUMBER = ISSUE OR PENALTY**

For an individual black flag, come to the Pits immediately – either you've got a mechanical problem, or you/your team has earned a penalty.

The team @ BEERS Brewhouse wish you a safe and happy event!

