



STANDING REGULATIONS

VERSION 4 - reviewed 09/02/2025

STANDING REGULATIONS

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STANDING REGULATIONS

1. GENERAL

1.1. Cancellation of Event

The Organisers reserve the right to cancel an event due to unforeseen circumstances and/or low entrant numbers.

1.2. Organiser's Decision

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

1.3. Un-safe Vehicles and/or Drivers

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

1.4. Prizes and Penalties

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

1.5. Rejection of Entry

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.

1.6. 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

2.1. 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 \$5000.00 - \$10,000 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.

2.1.1. Homebrew Vehicles

Homebrew or custom-built vehicles may be accepted to race but will still need to meet all safety standards described in this document. Homebrew vehicles will only be accepted into BEERS with prior approval by the Organisers. Please ensure that you liaise with organisers prior and during the build of the vehicle to ensure compliance and to avoid disappointment. All Homebrew vehicles will require a standalone inspection prior to scrutineering.

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2.2. Driver Eligibility

This Event is only open to those Competitors holding a current AASA General Speed Licence or higher. To apply for or renew a 12-month AASA General Speed Licence, please visit www.aasa.com.au or contact **AASA** on **03 5721 7800**. AASA Day Licences are also available for this Event at www.aasa.com.au. No other sanctioning bodies license will be accepted/recognised.

2.3. 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. Failure to present a vehicle to scrutineering, or any team who prevents scrutineers from inspecting a vehicle or any part thereof will be refused entry.

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.

3.2. APPAREL

Please see link for full information - [Appendix 4 – Apparel Requirements](#) (www.aasa.com.au)

The standards listed below are the **MINIMUM** required to compete in the event.

3.2.1. Helmet

Level T1A helmet to one or more of the following standards and equipped with FHR tether anchor points:

- European ECE 022 with 04 or 05 amendments
- Snell SA2000
- Any Level T2 or T3 helmet

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

3.2.2. Head and Neck Protection

Level R2

A Frontal Head Restraint in compliance with the SFI 38.1 standard or internationally recognised equivalent.

Note: The use of an R2 FHR necessitates the use of a helmet pre-drilled by the manufacturer for FHR tether anchor points. The use of helmets bearing only the AS/NZS 1698 standard is not permitted with a FHR, as they require modification to fit the FHR tether anchor points.

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3.2.3. Driving Suit

Level H2

Single or two-piece suits to SFI 3.2A Grade 1 (minimum)/ SFI 3.43.2.4

Single layer suits will not be accepted unless appropriate underwear used as per 3.2.4

3.2.4. Underwear

Level U1

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

3.2.5. Socks

Level S2

Socks to the SFI 3.3 standard or recognized international equivalent

3.2.6. Footwear

Level B3

Footwear to SFI 3.3 or recognized international equivalent.

3.2.7. Gloves

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

3.2.8. 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. FUELLING RULES

3.3.1 Fuelling

Designated Fire Marshalls will be on site at the refuelling areas, all competitors are required to follow their instructions and directions, they oversee 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 (Oil Checks, Tyre Pressures, Drivers Swaps). Fuelling locations vary by track and are covered at the Drivers' Briefing. Participants are responsible for knowing all fuelling rules and accepted locations.

3.3.2 Fuelling Methods

There are three types of refuelling methods permitted during BEERS events. Jerry Cans, Gravity Towers and Portable Fuel Drum & Pump. For refuelling devices other than Jerry Cans, it is expected that two methods of controlling fuel flow are fitted to the device. Competitors are reminded that all refuelling devices MUST be in safe working order (no fuel leaks, all fittings tightened & sealed).

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3.3.2.1. Jerry Cans

Approved 20 litre Jerry Cans can be used for fuelling and poured directly into the vehicle using either spout or funnel or both. A maximum of 5x 20 litre Jerry Cans can be stored in your fuelling area at any one time (Total 100 litres). During refuelling with Jerry Cans, a minimum of 3x Crew Members is required:

1. **1x Vehicle Refueller** - During the refuelling of the vehicle, the Vehicle Refueller must only handle the Jerry Cans during the refuelling operation. The Vehicle Refueller cannot be the driver that has just exited the vehicle, or the next driver in the vehicle.
2. **1x Vehicle Refueller Assistant** - During the refuelling of the vehicle, the Vehicle Refueller Assistant is to assist the vehicle refueller with either holding of funnels, guiding of spouts, or removal of empty Jerry Cans, or as otherwise required to assist in the refuelling process. The Vehicle Refueller Assistant cannot be the next driver in the vehicle.
3. **1x Fire Attendant** - During the refuelling of the vehicle, the Fire Attendant must be ready and located adjacent to the Vehicle Refueller with a working 9kg fire extinguisher. The Fire Attendant can be the driver that has just exited the vehicle, or the next driver in the vehicle.

3.3.2.2. Gravity Tower

A Gravity Fed refuelling tower may be used to refuel the vehicle. These towers are restricted to 1x 60 litre steel drum per tower and must be fitted with a deadman fuel shut off valve between the drum and supply hose, and a trigger nozzle fitted to the end of the supply hose. The deadman shutoff valve must be spring loaded/self-closing so it returns to the closed position. Competitors must ensure this refuelling rig arrangement is properly secured, and it cannot fall or be dragged over in the event of an incident. This rig is not to be moved after it has been filled. No part of the storage container, except for any venting system shall be at a height above 2.00m from the fuelling area floor. A maximum of 2x 60 litre drums can be stored in your fuelling area at any one time (Total 120 Litres). During refuelling with a Gravity Tower, a minimum of 3x Crew Members is required:

1. **1x Vehicle Refueller** - During the refuelling of the vehicle, the Vehicle Refueller must only handle the trigger nozzle/fuel hose during the refuelling operation. The Vehicle Refueller cannot be the driver that has just exited the vehicle, or the next driver in the vehicle.
2. **1x Fuel Rig Emergency Cut-off Attendant** - During the refuelling of the car, the Fuel Rig Emergency Cut-off Attendant must hold the refuelling rig deadman valve open during the refuelling operations. The Fuel Rig Emergency Cut-off Attendant must not perform any other duties until the refuelling is completed. The Fuel Rig Emergency Cut-off Attendant cannot be the driver that has just exited the vehicle, or the next driver in the vehicle.
3. **1x Fire Attendant** - During the refuelling of the vehicle, the Fire Attendant must be ready and located adjacent to the Vehicle Refueller with a working 9kg fire extinguisher. The Fire Attendant can be the driver that has just exited the

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vehicle, or the next driver in the vehicle.

3.3.2.3. Portable Drum & Pump

A Portable Fuel Drum & Pump may be used for refuelling the vehicle. The drum cannot exceed 60 litres per trolley and must be securely attached. An approved hand pump must be securely fitted to both the drum and trolley with a trigger nozzle on the end of the supply hose. No electrical pumps are to be used. A maximum of 2x 60 litre drums can be stored in your fuelling area at any one time (Total 120 Litres). During refuelling with a Portable Drum & pump, a minimum of 3x Crew Members is required:

1. **1x Vehicle Refueller** - During the refuelling of the vehicle, the Vehicle Refueller must only handle the trigger nozzle/fuel hose during the refuelling operation. The Vehicle Refueller cannot be the driver that has just exited the vehicle, or the next driver in the vehicle.
2. **1x Fuel Hand Pump Operator** - During the refuelling of the car, the Fuel Hand Pump Operator is to operate the hand pump under the direction of the Vehicle Refueller and must not participate in any other activities until the refuelling is completed. The Fuel Hand Pump Operator cannot be the driver that has just exited the vehicle, or the next driver in the vehicle.
3. **1x Fire Attendant** - During the refuelling of the vehicle, the Fire Attendant must be ready and located adjacent to the Vehicle Refueller with a working 9kg fire extinguisher. The Fire Attendant can be the driver that has just exited the vehicle, or the next driver in the vehicle.

3.3.3. Drip Pans

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

3.3.4. Bulk Fuel Storage

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

3.3.5. Fire Extinguisher

All teams must supply a minimum of 1x 9kg Foam Fire Extinguisher that must be tested and tagged for the Fire Attendant to use during refuelling.

3.3.6. Fuelling Timers

A minimum time limit will be applied to all vehicles refuelling. This time limit will be advised in the Drivers Briefing dependant on track and conditions but is 8 minutes as default. No work can take place on the car including oil checks, tyre pressures etc. during a fuel stop.

3.3.7. Apparel

All crew members are required to wear the same apparel as a driver, with the only exception being a full- face helmet. In place of a full-face a helmet, enclosed goggles and an approved balaclava can be worn instead.

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3.3.8. Refuelling Under Flags

No refuelling is allowed under yellow or red flag situations. During a yellow flag, please follow the directions of the Fire Marshalls. Under red flag the fuelling area will be closed. Cars already in the refuelling area may re-join the circuit after completing their fuel stop under yellow flag conditions.

3.4. SAFETY CAGE REGULATIONS

Please see link for full information –[AASA-2023-Appendix-1-Safety-Cage-Regulations-Policy-Copy-2023.pdf](#)

3.4.1. Safety Cage

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

3.4.2. Safety Padding

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. 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

- 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. Although not mandatory (yet), competition containment seats are highly recommended. 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.
- 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 (valid until expiry date); or
 - A seat licensed by the FIA 8855-1999 standard (valid for 5 years from expiry date)
- 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

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using a steel plate of not less than 75mm x 50mm x 3mm.

3.5.2. Driver's Harness

Please see link for full information - <https://aasa.com.au/wp-content/uploads/AASA-2023-Appendix-5-Occupant-Restraint-Systems-Policy-2.pdf>

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

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). 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. No Airbags

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

3.5.7. Steering Lock

The steering lock mechanism should be removed or rendered inoperative.

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.

- a) All electricity must be interrupted by the kill switch. Engine should shut down once switch is activated with the vehicle running at or above 3000rpm.
- b) Master kill switch should be able to be accessed from the exterior of the vehicle via an external kill switch. This should be clearly marked and easily accessible by emergency personnel.

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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.

3.7. FUEL SYSTEM REGULATIONS

3.7.1. General Fuel System Regulations

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. Fuel Capacity

The maximum capacity for any fuel system is 120 Litres. Please contact the BEERS Team if your vehicle has a factory fuel tank capacity greater than 120 Litres. No fuel cells will be accepted over this size for any reason.

3.7.3. Definition of 'Fuel Cell'

A fuel cell has all the following:

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

3.7.4. 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.

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3.7.4.1. 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 scrutineering. One or more of the following may improve safety and greatly increase your chances of passing:

- a) Sturdy OE bumpers,
- b) A strong, well mounted tank/cell-protecting cage that's totally separate from the main safety cage,
- c) In non-OE systems, moving the cell someplace safer.

3.7.4.2. 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.

3.7.4.3. 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.

3.7.5. OE Tank Removal

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

3.7.6. Fuel Bulkhead

The entire fuel system shall be at all times isolated from the cockpit. Should a fuel tank be installed in the trunk area, any openings between the trunk and the cockpit must be permanently sealed with a fireproof and liquid proof bulkhead (1mm thick metal panel). OE fuel tanks that are separate from, and located completely below, the trunk floor or rear cabin floor are acceptable, however a bulkhead is still required between the trunk area and cockpit. If the vehicle was fitted with a factory bulkhead, it must either remain in place or be replaced by a metal panel and fully sealed. 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.

3.7.7. 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.

3.7.8. Fuel Eligibility

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

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3.8. EXHAUST SYSTEM REGULATIONS

3.8.1. General Exhaust System Regulations

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 re-enter 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

3.9.1. Windshields

Front windscreen must be free from any cracks. Front windscreen must be of factory strength or greater and may be polycarbonate. Front windscreen must be free from stickers on the driver's side.

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.

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3.9.3. Guards, Doors and Bonnet Required

All vehicles must have securely fixed doors, at all times. Guards/flares must be firmly attached to the vehicle at all times. Bonnets should be secured by at least two separate locking mechanisms. The OE bonnet release catch and/or bonnet clips/pins are acceptable. Vehicles cannot compete if any of these panels are missing.

3.9.4. Car Numbers

Event Organisers will provide you with car numbers upon entry, and approved stickers will be handed out at the event.

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 metal 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. Glass, Headlights and Taillights

Glass 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 3.9.8.2below.

3.9.8.1. Brake Lights

At all times, each car must have working brake lights that are easily seen from the rear. Stock brake lights protected by clear tape are fine. A third “High Level” brake light is required. This High-Level brake light 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.

3.9.8.2. Headlights for Night Racing

In the case of a night race (continuous 24-hour event), headlights will be required. Headlights must be permanently on “low beam” setting (no full beam allowed). Additional spotlights will not be allowed and must be disconnected if present.

3.9.8.3. 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 REGULATIONS 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-engine 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.

3.11. TYRE ELIGIBILITY

1. Tyres must be road legal tyres (DOT-rated, E-mark certified, AS Standards or otherwise ADR approved). No “Competition Only” tyres are allowed.
2. Tyres must have a minimum tread wear rating of 220. Tyres under this tread wear rating (0-219TW) may be allowed to run with prior permission from event organisers with appropriate penalties applied. If the tread wear of the tyre is not easily determined during scrutineering penalties may be applied.
3. Any tyre found to modified (removal or changes to ratings or standards) or damaged in a way that affects safety at any time during the event will result in the vehicle being “black flagged” and unable to race until the issues are rectified.

4. TEAMS AND COMMUNICATION

4.1. Definition

Entry:

An “Entry” consists of one car and usually 4 – 6 drivers/crew members; it exists for one event.

Team:

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 24hour 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.

STANDING REGULATIONS

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.

4.3.1 Raceceiver Communication

All teams must have a Raceceiver or radio capable of receiving the communications on the Raceceiver channel. This will be used to relay important information from Event Organisers directly to drivers. Raceceivers will be tested at the start of the race and if they are found not working will need to be rectified before entering the track. A crew member may relay Raceceiver communications to the driver over their own Pit to Car communications, however a dedicated crew member is required at all times to complete this task.

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 5.8 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 penalised 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!

STANDING REGULATIONS

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. Driver Stint Length

Maximum continuous driver stint length will be 120mins (time behind wheel). This is the maximum and not the recommended length and may be shortened at the organiser's discretion on certain tracks and will be advised in any Supplementary Bulletin. Drivers and Teams are responsible for managing their own fatigue and are encouraged to take into consideration all factors that can increase fatigue like weather, travel, sleep schedule, time zone changes, night racing, high traffic, lack of food/nutrition, stress, illness.

5.4. Team Lousy-Driving Rule

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

5.5. Vehicle Incident/Accident

In case of an incident, accident or rollover where major damage has occurred to the vehicle, the vehicle must be presented back to the scrutineering bay before re-entering the race. The vehicle will need to be re-scrutineered to ensure the vehicle can still compete. It is still the responsibility of the team, drivers and crew members to ensure the vehicle is safe to compete. After any medical assessments, the driver/s involved must report to Event Organiser for an incident debrief, where a decision will be made whether the driver/s can re-join the event.

5.5.1 Replacement/Backup Vehicles

If a vehicle has been removed from the race due to catastrophic mechanical failure or damage to the point where the vehicle is unsafe to continue racing, a replacement vehicle may be entered under the original entry at Event Organisers decision. This vehicle must still meet all safety requirements set out in these regulations and must be scrutineered before entry or acceptance. Any replacement vehicle will be given a new Dorian, and timing will be completed separately from the original vehicle.

5.6. 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.

5.7. Passing Safety Vehicle

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.

STANDING REGULATIONS

5.8. Flagging

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

5.8.1. 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 have earned a penalty.

