

FORMULA **VEE**®



*Getting
Started...*



FORMULA VEE STARTERS PACK

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1. INTRODUCTION

Welcome to Formula VEE. This information pack is aimed at newcomers to Formula VEE and the sport of Formula VEE motor racing. We hope it will be helpful to those interested in both the social and competitive sides of the association.

We have tried to include as much useful information as possible in order for the reader to determine if Formula VEE is the class to which they would feel best suited. As an aside, the main purpose of Formula VEE is to provide a low-cost form of singleseater Motor Racing. It has been described as 'the biggest, most affordable, most competitive, singleseater racing formula in Ireland'. It has also proved to be a feeder class for drivers moving from karts on to higher singleseater classes. So, if you want to watch the budget, and still experience the highs and thrills of racing at speeds of up to 130mph, then read on!

New drivers should also refer to the **General Information** section which includes a 'Getting Started' sub-section for newcomers to the sport and what they need to do to become involved in Formula VEE racing.

1.1 Formula VEE Background

Formula VEE came to Ireland in the mid 1970's and like Formula Ford, was created to provide a low cost form of singleseater racing. However, since then Formula Ford has become more and more expensive, with less people competing, while Formula VEE has still remained within reach of the average person. VEE's can now boast the highest popularity with over 50 members in the Association, and about 30-40 of those regularly competing.

The Formula VEE National Championship consists of races in Ireland (Mondello National and Mondello International), Northern Ireland (Kirkistown and Bishops court) and the UK. The Phoenix Park event is a two day non-championship event with attendance typically over 100,000 and some events are expected to be televised across Ireland and the U.K. during the season. A championship was also created to cater for the seasoned fun racer (B championship) as well as one for the novice driver (C championship).

There are approximately 10 race meetings per year, of which 9 are championship events. Each race meeting usually consists of qualifying and one race (with two races taking place on a double header weekend). For 2013, there will be a separate race for fun drivers and novices (B & C points will be scored in this race) in the morning, with a race for all drivers (National points to be awarded in this race) in the afternoon. Points are awarded to drivers according to their placing. These points are used to determine championship rankings throughout the season. A non-championship Formula VEE Festival will be held again in 2013 with heats, semi-finals and a final. In 2012, the Formula VEE Festival was the largest race meeting held at Mondello Park in several years.

2. GENERAL INFORMATION

2.1 Getting Started

Newcomers should make contact with the club and meet some of the drivers at one of the various meetings if possible.

The atmosphere is very friendly and newcomers are quickly made to feel welcome. All prospective newcomers should contact with the association (info@formulavee.ie) and give their name and phone number so that they can be included in the mailing list. A list of all race meetings can be found on the www.formulavee.ie website. Below is a very quick checklist of things to go through for anyone wanting to race in Formula VEE. We cover these things in more detail in the relevant sections of this Starter Pack.

Task	Section
Become an Association and Club member	Club Memberships
Obtain Competition Licence (make sure you ensure the medical examination clears you for racing before buying a car etc).	Racing Licences
Purchase driver equipment (check the Motorsport Ireland Yearbook which comes with your competition licence to ensure all safety equip. complies with the current F.I.A standards.)	Safety Equipment
Purchase a car	Buying a Car
Get a Log Book for the car	Log Books

2.2 Race Day

The biggest moment and the ultimate goal for new competitors has to be the first race meeting when all the hard work in preparing your new car is over and all that's left is the buzz of hitting the throttle for the first time. The LAST thing you need at this point is for something to have been forgotten. This section tries to outline a number of tasks people need to complete in order to be properly prepared for the big day.

Drivers can take the car out on one of the publicized testing days (usually organized by various clubs in order to maximize the time available to club members) or test days organized by the track management (e.g. Mondello allows testing on Wednesdays and usually Saturdays) or a race day. In any case, a few general rules apply - be on time, be prepared and be ready to go out when you're called.

2.3 Preparation

Preparation of your race car is hugely important and is therefore covered in the **Vehicle Information** section.

You will also need to prepare yourself for test and race days. Take along lunch, a change of clothes for wet and dry conditions (plan to be working on the car and not in your race suit) and you're ready to go. All tracks allow overnight camping or parking up in the paddock. You will find that many people stay overnight at the track between test days and race days in vans, campers, etc and have a BBQ or work on their cars. There is a social side to racing and the atmosphere can be great when staying trackside. The bar is always open in Kirkistown after Friday testing. Alternatively, book your hotel/B&B in advance of race weekends as they can fill up.

For 2013, we will be assigning experienced drivers to mentor new drivers and assist with newcomer questions. Alternatively, just ask one of the Formula VEE committee members and we will give you guidance.

2.4 Registration and Entries

Every race requires you to send an official entry form to the race organizers (usually the track). Race entry forms can be downloaded from the track websites or from www.formulavee.ie There is a closing date for entries for each race meeting and it is advisable to have your entry in on time; otherwise you may not get a spot on the grid or you may be hit with a late entry fee. Details (including timetables) for the race meeting are generally sent out by email from the race organizers in the week preceding the race. When you arrive at the circuit, you will be met at the gate by an official who checks your name off the entry list. Head to the infield and get a spot for your car and trailer. On raceday, the first thing you'll need to do is put your car through scrutiny and then go through driver's sign-on.

2.5 Scrutineering

A few pointers to remember about scrutineering; it is not a scrutineer's job to make life difficult for you, rather they are there to ensure your car and equipment are safe for racing. Since they have a lot of cars to view before racing begins, it is your job to be fully prepared for scrutineering.

Have your logbook (covered in the **Vehicle Information** section) ready and your full race kit in the car (race suit, helmet, gloves etc). Ensure the brake fluid level is topped up (generally the first thing they check), all nuts and bolts are tight and your rain light works. It is best to leave the top body panels and engine cover loose for scrutineering. Also have the car completely free of mud, dirt and oil (the scrutineer can pull you up over a shoddy car). Basically the car must be in READY TO RACE condition when the scrutineer inspects it.

2.6 Driver Sign-on

Once your car has passed through scrutiny, the scrutineer will give you a sticker that must be stuck on the car and must be visible when you are seated in the car. You will also get a sheet of paper to say that you have passed scrutiny. The sheet of paper must then be taken, along with your race licence, to the driver sign-on desk. In Mondello, the sign-on desk is normally in one of the suites over the garages and in Kirkistown it is normally in the office at the base of the control tower. Again, any VEE racer will help you find the sign-on desk.

You are now cleared for qualifying.

2.7 Qualifying

Drivers should be in the Paddock Assembly before the appointed time. Remember, the previous race may be cancelled or deferred, so be early and listen for any announcements. At Paddock Assembly, there is no "pecking order". Drivers may take whatever place they wish. It is best but not essential for newcomers to take a position at the back of the grid until they have become familiar with the procedure. At the appointed time, drivers will be directed to the pit lane, from where they will be released by the Marshals in a safe manner on to the track. From this point it is up to the driver to set the fastest time he or she can to attain the best possible grid position for the race. New drivers should watch their mirrors and avoid impeding faster drivers, signalling to the faster drivers on which side to overtake. A driver must do 3 complete laps in order to qualify to race. If a driver does not complete 3 laps, he may not be allowed to race. At the end of qualifying, the Chequered Flag will be shown. Drivers should slow down carefully, signal their intention and come in to the Paddock to the Scrutiny area in Parc Ferme as directed by the Marshals. After the car has been checked and passed, a driver can then return to his/her place in the Paddock. Times for all drivers qualifying will be available at the noticeboard within 30 minutes. Drivers race grid positions are determined by the fastest times in qualifying.

2.8 Drivers Briefing

A drivers briefing is generally held after qualifying and before the first race of the day. All your questions regarding flags, grid placings, race schedule, etc and rules of the event will be explained. Fines and possibly race licence endorsements apply to any driver who does not turn up for driver's briefing.

Generally, there will be a "first time" driver briefing for drivers who have never raced at a particular track. A member of the VEE Association can help you find out if there is a "first time" briefing.

2.9 Racing

As with qualifying, drivers should arrive early to Paddock Assembly for their race. However, this time the drivers will be lined up in order of their fastest qualifying times, the fastest first. At the appointed time, drivers will be directed on to the track and up to the grid to form up at the Start line as directed by the Paddock Marshals. When all the cars are in position, the Starter will wave the Green Flag to tell drivers to proceed on their "warm-up" lap. Drivers must maintain their positions on the "warm-up" lap. At the end of the "warm-up" lap, drivers will take their place as allocated earlier (there will be no Marshals this time, drivers must remember their allocated places and put their cars in the correct place themselves) to await the race start. A 30sec board will be given followed by a 5sec board. The red lights will come on and racing begins once the red lights go out (all at the same time).

All of your preparation leads to this point and no amount of explaining can fully prepare a new driver for the first race. As a guide though, don't obstruct much faster drivers from overtaking and keep behind you, in a safe manner, drivers that are at around your own pace. Use your mirrors to ensure you know what is going on around you and always keep an eye out for marshals with flags.

If you do have a little off, the marshals will signal this to other drivers and then help you out of the car or back on the track. If you're able to go on without any help, keep a close watch on any cars coming towards you and make sure the track is clear for you to continue. If you cannot continue, DON'T unbelt yourself and get out unless you're told (unless it's something life threatening, like a fire). Whether racing or testing, if you have to slow down or pull off the track or into the pits, raise one arm high in the air to alert drivers behind you.

At the end of the race, after passing the chequered flag and slowing carefully, drivers will signal their intention and come in to the Paddock to the Scrutiny area in Parc Ferme as directed by the Marshals. After the car has been checked and passed, a driver can then return to his place in the Paddock area. Times for all drivers race will be available at the noticeboard within 30 minutes.

Remember that racing is a non-contact sport and that you are racing to enjoy yourself. Race hard and race safe.

**** NEW FOR 2013 ****

There will be a pre-lunch race for B and C drivers only to score points in the B and C championships. The afternoon race will be for all drivers and will only score points for the National Championship. B and C drivers should immediately prepare their cars for the afternoon race, when the whole thing will start all over again

Important... After qualifying and race, when the cars are in Parc Ferme, no-one except the driver of the car is allowed in Parc Ferme. No-one may do anything to the car. Nothing may be passed to the driver through the fence or otherwise. A driver who breaks this rule may be penalised and excluded.

2.10 Sponsorship

Formula VEE has continually proven a good sport for providing an advertising service for sponsors. Drivers seeking sponsorship should prepare a few pages of information for potential sponsors keeping in mind the following points. The key thing to establish with a sponsor is that rather than looking for a hand-out, you are offering the sponsor a SERVICE in return for their support. The main service is in representing the sponsor by way of advertising and promotion of their product/services. Point out that sponsor product and/or service names, logos etc can be displayed on the car, racing suit, helmet etc. At racing events, sponsor information can be given to the control tower for mention. Sponsor information can also be passed on to newspapers/magazines. Finally, sponsors may wish to display the car at shows or any place to attract customer interest. Drivers should outline what they are seeking from the sponsor. This would normally include entry fees, running costs etc. Even if a sponsor offered €500, this would cover a number of entries or go a long way towards a new set of tyres. You should not really expect much greater than €3000 – €4000 from any given sponsor and in this case you would likely be painting the car in the sponsors colors as well as the services covered above.

A note of the current levels of sponsorship should also be outlined. One final point; aim at the smaller companies to start with. Larger companies tend to have pre-set sponsorship budgets well before the start of the year.

3. DRIVER INFORMATION

3.1 Driver Information

Drivers who intend to compete in Formula VEE should complete a number of tasks before the start of the season. Take careful note of the following section if you intend competing. Note that it takes time to prepare for the season (for example, buying suits, getting the paperwork organised etc) so people should allow themselves plenty of time.

3.2 Club Memberships

Drivers should first become members of the Formula VEE Association if they wish to compete and score points in the championships. There is a yearly fee. Drivers should also join a car club in order to obtain competition licences at a reduced rate. The MEC and Leinster Clubs have good relationships with Formula VEE. However, you can join any Motorsport Ireland affiliated club.

3.3 Racing Licences

All drivers must hold a competition racing licence in order to compete. First time drivers apply for a Motorsport Ireland Competition Licence, which grants the driver a 'National B Race' (minimum) level licence. This allows people to compete in most Formula VEE events including the Championship rounds. Motorsport Ireland also needs to know if new VEE members currently hold any other competition or racing licences.

PLEASE NOTE: In order to get a race licence, you MUST complete and pass the Motorsport Ireland 'Introduction to Motorsport' course. This course is held at Mondello Park on regular occasions.

To obtain this licence, contact Motorsport Ireland and ask for a Race Starter Pack. You will get a DVD, the Licence application form, etc. along with instructions on what to do next! Note that a passport size photograph is needed as well as a doctor's medical report which is included on the back of the application for your family doctor to complete.

A 'National' level licence is required for other events such as the Phoenix Park 2-day event and can only be obtained after successfully competing and finishing in 6 events. Drivers must get their licence stamped by an official on the day of each event and after 6 stamps, enter an application with Motorsport Ireland for a National level licence if they wish to compete in races such as the Phoenix Park. See the Contacts section for Motorsport Ireland contact details.

Note that a R.T.A. drivers licence is not required to hold a race licence.

3.4 Safety Equipment

All drivers must wear an F.I.A. approved racing suit. Current (2013 season) regulations are a racesuit to FIA 8856-2000 with full body underwear, which covers the driver's body, arms and legs. Your name and blood group must be embroidered (directly or on a label) and displayed on the front of the suit (blood group must also be displayed on the side of the car). If you don't already know your blood group, it is a good idea to find this out from your doctor when you go for the examination for your competition licence application or go and donate some blood with the IBTS (www.ibts.ie) and ask for your type to be mailed to you. Other equipment includes an approved full-face helmet, balaclava, boots, socks and gloves.

When purchasing a helmet, the supplier should be able to advise you as to which models are suitable and compliant for Formula VEE. We recommend that you get a helmet with HANS posts fitted, or one that can have them retro-fitted (don't assume they can be retro-fitted), since despite Motorsport Ireland recently abandoning plans to introduce HANS to all levels of the sport, this may change in future years!

These can be obtained from a number of sources (see the Suppliers section under General Information). Ensure that every piece of equipment complies with the standards set out in the Motorsport Ireland Yearbook. This book is given free when drivers apply for their competition licence or the guidelines for safety equipment can be found in Appendix 2 Article 23 on the Motorsport Ireland website (www.motorsportireland.com).

Below is a list of driver equipment and price ranges:

Item	Price Range (new) in €
Race Suit	From 300
Helmet	From 250
Balaclava	From 25
Underwear	From 90
Gloves	From 40
Boots	From 50
Socks	From 15

Other safety equipment is required on the vehicle including fire extinguisher and full racing harness. Ensure these items are not damaged in any way when buying/preparing the vehicle. Check the labels on the harness for the expiry dates.

IMPORTANT. The harness must be replaced on the date shown, regardless of the condition. The fire extinguisher bottle must be examined and certified safe for use every year, before the start of the season.

Since 2003 it is necessary to have a transponder on the car for timing purposes. It is the responsibility of the driver to have a transponder. Check when buying a car whether or not the vendor will include the transponder in the sale. If not, you will have to buy or rent one. Buying is best, as there are usually only a few left for rent and if none are left when you go to rent one then you will not be racing. You must write the transponder number on your entry form. To rent a transponder, contact Mondello Park, to buy one, see the current VEE

Association notices or check eBay. Please note that transponders are currently NOT available for rent at Kirkistown.

4. VEHICLE INFORMATION

4.1 Technical Overview

Formula VEE cars are constructed as a single-seat, open-wheel chassis design of either spaceframe or monocoque construction. The two constructors of VEE chassis in Ireland are David Sheane (Sheane chassis) and Paul Heavey (Leystone chassis). Both chassis have a high success rate.

The cars utilise as many standard VW parts as possible. The engine is an air-cooled VW 'beetle' 1600cc and the gearbox is a Variant 4 speed (and reverse) box. The front and rear axles are standard VW beetle parts, as are the drum brakes (front disc brakes are also allowed) and use steel rims and racing tyres. Racing shock absorbers and springs are allowed as are non-standard rack-and-pinion steering (drivers have the option of continuing to use the original steering box rather than the rack).

Formula VEE is a limited budget class and as such, there are strict rules regarding the amount of modifications allowed to the vehicle. Basically the engine, carbs, brakes and axles must remain standard in order to avoid the high cost of maintaining race performance engines as usually associated with other classes. Some mild tuning/blueprinting is permitted in order to increase performance, in accordance with the class regulations (specified in the Motorsport Ireland Yearbook).

The performance of the cars is remarkable given their 'standard' configuration. Most cars are typically capable of speeds up to 120 - 130 mph and they are only a few seconds off the lap times achievable with the more expensive Formulae. A VEE is capable of lapping Mondello Park quicker than a Porsche 911 (but you don't get the brilliant stereo and leather seats!). The cars weigh 375 Kg with a minimum combined driver and car weight of 475 Kg.

4.2 Buying a Car

First time buyers have a number of options for finding a car, depending on what they wish to achieve from the sport, not forgetting their budget. The cars can vary in price (see the Costs section below) dependent on the car's condition and the extra equipment offered with the car such as trailer, tools, spare tyres, etc.

Although an obvious option, the first time buyer is recommended not to go for a brand new car. It is far cheaper to start with a proven used vehicle and work from there. The second option is to find a sound used car, which requires little or no major work. Most of these vehicles are sold through word of mouth, through various members of the club. A good starting point is to contact Paul Heavey or David Sheane and enquire about various cars for sale. They have an excellent knowledge of available cars, and more importantly what work, if any, is required for each. See the Contacts section below for their contact details.

Used cars may be sold as complete 'ready-to-race' cars or requiring some work such as an engine rebuild or new tyres, etc. You also need to check if the car comes with or without a trailer.

Another option would be to rent a car. This is called "arrive and drive" and has the advantage

of having someone else do the work. The downside is the extra cost to rent the car with no asset at the year end. There are several reputable people from whom cars can be rented – see the Contacts section.

Brand new cars can be purchased with a trailer for approximately €11,000. Used cars can range in price from €2000 to €7000. This mainly depends on the work required of the purchaser, the extra equipment supplied (trailer, tools, spare wheels and tyres etc), and the proven performance of the car as reflected by previous years results. A 'good' car can usually be found for around €5,000 to €7,000 with trailer and possibly some minimal extras - tyres for instance.

Replacement costs for parts in need of attention should also be reflected in the cost. If an engine is in need of a rebuild this may amount to €1000 – €3,000. Tyres are approx €650 to replace a set of 4. Chassis damage may cost in the region of €250 for minor straightening of various sections to €400 – €800 for an entire front or rear re-alignment. Front axle damage may cost €100 for re-alignment or €300 to replace. Typical panel damage would include damaged nose cones, which are available for around €90. A basic trailer can be purchased for around €600 from David Sheane. Closed (or covered) trailers can range from €1000. Ebay, Donedeal and other similar websites often throw up great bargains.

4.3 Logbook

All cars must have a logbook, which records the car's details (such as chassis number) and a photo of the car in the current body colour scheme. The purpose of the logbook is in the event of a car being damaged, which would be recorded in the logbook, scrutineers can check that any required repairs have been made by the next event.

The logbook must be presented to scrutiny at every race meeting or you don't race.

4.4 Running Costs

In general, and due to the nature of the regulations of Formula VEE, running costs are kept relatively low compared to other forms of racing in order to keep the sport open to those with a limited budget.

This is just an approximate guide to running costs. The main unknown cost is the price for repairing damaged equipment usually caused by a collision on the track or poor maintenance (not checking oil, etc). These costs are usually low due to the availability of parts and the durability of the vehicle. Also, great value can be had from shopping around.

Entry Fees are currently €165 – €185 per single header event.

Testing is approx. €100 per half day, but is optional.

Fuel costs are around €25 per single header event. Only roadside pump fuel is used.

Oil is changed every 2 - 3 meetings.

In your first season, tyres should usually last a full season. The price is around €650 for a full set of 4 tyres.

Engines are usually rebuilt every 1 or 2 seasons. The typical cost to have an engine rebuilt after this period is around €500 – €2000 depending what needs replacing and who is rebuilding the engine.

Gearboxes are normally rebuilt every two years and cost approx €400.

Brakes and Clutches are replaced depending on wear. Clutch friction plates are approx €30 with full clutch kits costing approx €95. Depending on brake pad manufacturer, they are approx €25-50 (full set of fronts) and need replacing approx every 6 races. U.K Round.

4.5 Car Preparation

Apart from major work such as an engine rebuild, preparation of the car is not a huge task since most areas of the car are easily accessible. If you do not have the skills or inclination to do the work yourself, then you are best advised to contact somebody under the **Formula VEE Teams** list in the **Contacts** section.

Suspension set-up and wheel alignment is one area which may need some attention prior to an event. Generally the best approach is to have an experienced member set up the suspension as a starting point and make adjustments on the day, through advice from somebody experienced. Again, most of the teams will offer pre-race chassis setups at very reasonable cost. If body panels require painting, the best bet is to check with various car repairers around your area to get an idea of prices. Typical prices may range from €200 depending on the amount of work required. To get the best value, you would need to remove the panels from the car, prepare them yourself using a fibreglass repair kit, sanding everything smooth and just get the shop to spray them. Local sign companies can help you out with any stickers, stripes, etc which you would like to use as part of your bodywork design.

Whatever the amount of work you intend doing yourself, make sure that you don't make any changes that you are unsure about without first consulting somebody. The cars are set-up to comply with a strict set of regulations, which dictate what is and isn't allowed. If you make illegal or dangerous/poor modifications then you may find the car failing the first scrutineers' inspection. Avoid the grief and ask.

The obvious pre-race preparation is having the car ready to race before you say good-bye to the folks and drive off to the meeting. Ensure that every last bolt is tight, all bodywork is secure and everything works (i.e. electrics, battery, engine etc.). Fill the tank and have the engine tuned and running. Also make sure both the engine and gearbox have enough oil. Check that the oil warning light, rear light and gauges all work (also, nothing should work when either the main kill switch or dash ignition switch are off).

Ensure the pedals, seat and harness, are all adjusted to suit the driver. Bleed and adjust the brakes (ask for help at the track if you don't know how to) and make sure the master cylinders are full of brake fluid. Check that there is no play in the steering and all wheels/hubs are tight (the wheel should not have any play when moved from the side left to right and top to bottom). There must not be any leaks in the brake lines, engine or gearbox.

The bodywork must display your competition number (supplied by the Formule VEE Association) on the front and both sides of the car. You must also have an 'E' displayed on the bodywork at the point where the fire extinguisher pull is located, and a lightning bolt symbol next to the main kill switch. If you are a novice, you must have a square sign with yellow background and two black lines crossing top left to bottom right and top right to

bottom left. The dimensions of all bodywork displays are outlined in your Motorsport Ireland yearbook.

Once you have the car prepared, all that is left is remembering to take a good set of tools, spare oil, tyres, fuel can, funnel, jack, etc. Pack your full race outfit and remember to take your transponder, competition licence and car logbook with you. It's also a good idea to include a plastic sheet to cover the car in case it rains.

5. FORMULA VEE ASSOCIATION INFORMATION

5.1 Association Information

The Formula VEE Association offers members the opportunity to be directly involved in Irish motorsport. Newcomers will quickly feel welcome and discover a wealth of knowledge from other members. The association is known for its camaraderie, whilst maintaining a respectable level of competitiveness amongst its drivers. To get a feel for the association, people should first attend either a race meeting or one of the association meetings to meet other members.

5.2 Association Meetings

General meetings are held every few months or so to discuss and plan future events and it's also a chance to get together at a suitable venue to sort out any problems that arise and to meet new members. The Annual General Meeting (AGM) is usually held in November of each year. During this meeting the committee stands down and a new committee is elected. The dates and location of these meetings can be obtained from the club secretary, or once a member, you will receive these details in the newsletter.

5.3 Race Meetings

Race meetings are held throughout the season, usually beginning in late March and continuing through to mid October. There are 10 or 11 Championship meetings and one non-championship meeting for the keen competitor. Championship rounds are typically held about 2-4 weeks apart. The schedule for these rounds is available from the www.formulavee.ie website. There are also testing days organised on occasion in order for drivers to set up their cars and gain experience of the track. Experienced drivers are usually on hand to help newcomers.

5.4 Membership

New people should contact the association through the www.formulavee.ie website to find out how to become a member. This involves a fee for the year. New members are then placed on the Association's mailing list. There are other benefits for members, which may involve company sponsorship in the form of reduced prices for products etc.

5.5 Social Activities

Race meetings are an excellent social outing in themselves and some people usually meet for a few 7-Ups on the way home. The occasional social night is organized where members and their families can gather for a great night out. Members are notified of these nights through the Newsletter as well as at the meetings. A dinner dance is also held at the end of the race season, usually in November.

6. CONTACTS

Following is a list of various suppliers of products and services that people may find useful. Note that this is only a guide and Formula VEE does not endorse the companies, products or services nor take any responsibility on the companies behalf. All contacts are listed in alphabetical order.

6.1 Chassis Constructors

Paul Heavey Robertstown, Co. Kildare (086-3406809/leastone@eircom.net)
Paul constructs the Leastone chassis and supplies all parts for the Leastone car. Chassis kits are available for owners to build up their own car or cars can be provided fully built.

David Sheane Blainroe, Co. Wicklow (0404-67189/sheanecars@eircom.net)
David constructs the Sheane chassis and supplies all parts for the Sheane car. Chassis kits are available for owners to build up their own car or cars can be provided fully built.

6.2 Formula VEE Engine Builders

Andrew Delaney Kilkenny (087-7821924)

Damian Doherty Ballymena, Co. Antrim (+447771592519/teamddr@hotmail.com)

John Mahon Gorey, Co. Wexford (087-2596067)

Paul Heavey Robertstown, Co. Kildare (086-3406809/leastone@eircom.net)

Robbie Parks Bray, Co. Wicklow (086-8787063/robbieparks@hotmail.com)

6.3 Formula VEE Teams

Garry Newsome Co. Wicklow (087-6434295/newsomeracing@eircom.net)
Garry runs the Newsome Racing team and can provide a hire car "arrive and drive" service along with an owner/driver "arrive and drive" service.

Ivan Casey Leixlip, Co. Kildare (087-2256965/info@avantisportracing.com)
Ivan runs the AvantiSport race team and can provide a hire car "arrive and drive" service along with an owner/driver "arrive and drive" service.

John Mahon Gorey, Co. Wexford (087-2596067)
John runs the John Mahon Racing team and can provide a hire car "arrive and drive" service along with an owner/driver "arrive and drive" service.

Paul Heavey Robertstown, Co. Kildare (086-3406809/leastone@eircom.net)
Paul runs the Leastone race team and can provide an "arrive and drive" service along with an owner/driver "arrive and drive" service.

Robbie Parks Bray, Co. Wicklow (086-8787063/robbieparks@hotmail.com)
Robbie runs the Vertical Racing team and can provide an "arrive and drive" service along with an owner/driver "arrive and drive" service.

Stephen Kershaw Swords, Co. Dublin (086-8170009/kersh911@hotmail.com)
Stephen runs the Kershaw MSport race team and can provide an "arrive and drive" service along with an owner/driver "arrive and drive" service.

Trevor Delaney Carrickmacross, Co. Monaghan (087-2801117/deltaracing@eircom.net)
Trevor runs the Kershaw Delta Racing team and can provide an "arrive and drive" service along with an owner/driver "arrive and drive" service.

6.4 Parts Suppliers

Aircooled Technology Oranmore, Co. Galway (087-2552578/www.air-cooled-parts.com)
Supplier of all aircooled VW parts applicable to Formula VEE.

GSF Dublin 22 (01-4606062/www.gsfcarparts.com)
Supplier of all aircooled VW parts applicable to Formula VEE.

VW Spares Castledermot, Co. Kildare (059-9162756/www.vwspares.ie)
Supplier of all aircooled VW parts applicable to Formula VEE.

Murray Motorsport Dublin 12 (01-4500555)
This company can provide all racewear and accessories. They also do a special 'Starter Pack'.

Demon Tweaks U.K. (+44978664466)
Demon Tweaks offer a vast range of racing equipment including race wear. The most popular brand of suits include Sparco which can be mail ordered from their catalogue.

6.5 Other Contacts

Alan Whitty Kilkenny (085-1000415)
Specialist in Formula VEE gearbox rebuilds.

Motorsport Ireland Dawson St, Dublin (01-6775628/www.motorsportireland.com)

Mondello Park Donore, Co. Kildare (045-860200/www.mondello.ie)

Kirkistown Circuit Kircubbin, Co. Down (048-42771325/www.kirkistown.com)

AMB Transponders www.mylaps.com



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