



Formula VEE Championship Sporting Regulations 2011

Championships and Race Organisation

Formula VEE will have three separate championships. To qualify for points in any of these championships drivers must register as full members with the Formula VEE Association and pay the appropriate membership fee. Drivers must also display a minimum of two championship sponsor decals on their cars.

No driver can score points in any of the championships until their subscription is paid in full and any other conditions set by the Nominated MI Affiliated Club. Points that would have been earned before the fee is paid and conditions met shall not be awarded where the fee is paid or conditions met after the date of the race where the points would have been earned.

Championship numbers will not be allocated to any driver until their membership fee is paid in full.

Championship numbers 1 to 10 inclusive, shall be reserved for use by the top ten drivers in the previous years National Championship. All other numbers shall be allocated on a first come, first served basis. A driver may choose to change the number allocated to him/her to a preferred number, so long as the preferred number is available.

Race grids will be decided by qualifying times only. The slowest 28 cars or maximum grid number will constitute a qualifying race. The remainder will constitute the grid for the final, from pole position backwards. Vacant places on the back of the grid for the final will be filled by the top finishers from the qualifying race(s).

If a driver is unwilling or unable to take his/her place on the back of the grid, the next placed driver will be offered this place, and so on until the grid is filled.

In the event of there being insufficient races scheduled at a race meeting to allow sufficient qualifying races to be held for the number of entrants, priority will be given first, to registered championship regular entrants, and then within the championship contenders priority will be given to drivers based on their championship standing.

Where an entry for a race is deemed a late entry, that driver will be assigned the next reserve slot, if relevant, and can only take a race position at the back of the grid, irrespective of qualifying times. If the race is not oversubscribed and sufficient places exist in currently

scheduled races, then the late entrant driver will be allowed to qualify and compete as normal.

Allocation to qualifying sessions, where there are multiple qualifying sessions, will be based on the results of the previous race meeting, where appropriate, or otherwise at the discretion of the class co-ordinator. Late entries will be allocated to the slower qualifying session.

There shall be no more than one championship round on a single race day.

Each of the Formula VEE championship races shall be of a minimum of 12 laps or 12 minutes, with 15 laps or 15 minutes for the National Championship. (Lap means a full lap of the championship circuit).

All Formula VEE drivers will be graded 'A', 'B' or 'C'. All drivers compete for points in the National Championship. 'A' drivers ONLY compete for points in the National Championship. 'B' drivers compete for points in the National Championship and the 'B' Championship. 'C' drivers compete for points in the National Championship and the 'C' Championship. 'A' drivers will be listed by name and the list provided to the Motorsport Ireland Race Committee in January of each year.

'C' drivers are novices (First time licence holders), or those who are deemed 'C' at the discretion of the committee.

'B' drivers are all other drivers who do not qualify to be 'C' drivers, and have not earned 'A' status'

The winner of the 'C' championship shall automatically become an 'A' driver for the following and subsequent years unless they have failed to score more than twenty five points in the National Championship in which case the committee will have the right to decide whether or not the 'C' Championship winner shall become an 'A' driver, or shall become a 'B' driver.

The winner of the 'B' championship shall automatically become an 'A' driver for the following and subsequent years.

The second placed drivers in the 'B' and 'C' championships shall automatically become 'A' drivers for the following and subsequent years if they are 10 points or less behind the championship winner, or, at the discretion of the committee,

if they are 15 points or less behind the championship winner. In the case of the 'C' championship, this shall only apply if the second placed driver has scored more than twenty five points in the National Championship.

The third placed driver in the 'B' championship shall automatically become an 'A' driver for the following and subsequent years if he/she is 20 points or less behind the 'B' championship winner, or, at the discretion of the committee, if they are 30 points or less behind the championship winner.

An 'A' driver can request to be downgraded to a 'B' driver if they have failed to score more than 55 National championship points in total in their previous 20 counting races. A counting race is one where the driver is classified as a finisher. An 'A' driver can be downgraded a maximum of once in every ten racing years. A racing year is defined as a calendar year in which the driver competed in 6 or more races.

'B' and 'C' championship points are awarded in the order the drivers finish the race. i.e. if the first 'B' driver to finish the race came home in outright 8th, then they would get the points in the National Championship accordingly, and in the 'B' championship they would get top points. If the second 'B' driver finished the race in 12th position, then they would get second highest points in the 'B' championship. A 'B' driver cannot score points in the 'C' championship. A 'C' driver cannot score points in the 'B' championship. If a 'B' or 'C' driver scores points in their own championship AND the National Championship, those points remain separate.

For the purpose of assigning points to 'B' and 'C' drivers, the results of the qualifying race(s) are taken as a continuation from the last person to finish the final. For instance a 'C' driver who finished last in the final would be considered to be higher placed than a 'C' driver who won the qualifying race, and so on.

The sponsor of the championship(s) reserves the right to attach to each car promotional stickers, of a size and in a position agreed with Formula VEE and Motorsport Ireland. Wearing of Sponsors hats is mandatory on the podium and during any TV or press interviews. The Sponsor's namebadge must also be in the correct position on the race suit.

No points or prizes will be awarded to those competitors who fail to comply with the regulations.

Where drivers have equal points in a championship, the tie shall first be resolved by reference to the current Motorsport Ireland Yearbook. If a tie is not resolved by the MI Yearbook regulations, then the driver who scored the highest single score first will take the higher overall position.

Prizes are awarded for the top six overall in the National Championship and the top ten overall in the 'B' and 'C' Championships.

Non registered drivers may be asked to make a contribution to class running costs.

Presentation & Safety

Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.

At the start of each event, qualifying or race, each car must be clean and in good order.

All exhausts must be painted or otherwise 'presentable'.

It is strongly recommended that all competitors ensure that a standard battery jump connector, Radionics Part Number 612-0166 Red SB50 Amp Connector or identical be fitted to the car either adjacent to the master switch or attached to the gearbox near the starter motor to facilitate the use of third party battery packs when needed.

Points Scoring for Class Championships

National Championship points will be awarded as per the Motorsport Ireland Yearbook. (2008: Appendix 15 Article 6.1.3). The two lowest scoring rounds shall be dropped for the purposes of championship totals (notwithstanding penalties).

The 'B' and 'C' championships will score as follows: 25/22/20/18/16/14/13/12/11/10/9/8/7/6/5/4/3/2/1. The number of dropped rounds for the 'B' and 'C' championships shall be decided at the AGM each year or at the general meeting where the race calendar is formally adopted.

Penalties

Any driver found to have an engine or gearbox declared ineligible as the result of an eligibility check shall be excluded from the points for all races from the point at which the engine/gearbox was sealed (including the race at which the engine/gearbox was sealed) to when the eligibility check was performed, and the driver shall have points deducted for the three previous race finishes in the same season. These penalties are in addition to any penalties incurred as per Motorsport Ireland regulations.

The engine or gearbox or both of the winner of the national championship and up to two other cars shall be sealed for eligibility inspections at or before the last race of the season. The costs incurred in these inspections shall be the sole liability of the competitor, with the exception of scrutineers expenses which the competitor shall not be liable for unless the car fails to pass the eligibility inspection. These eligibility checks may be in addition to anything requested by Motorsport Ireland.

All other failures to comply with regulations that result in the driver being excluded from a race's results shall result in total loss of points for that round only.

Any round at which a penalty is incurred shall be a counting round towards the drivers overall championship total, and shall not be eligible to be a 'dropped' round.

Regulations

The championships are organised in accordance with the General Competition Rules of Motorsport Ireland, the International Sporting Code of the FIA, the current Motorsport Ireland yearbook, and any further amendments published in Motorsport Ireland official bulletins.

Scrutineer:

The class scrutineer for 2011 is:

Mr Gerry Kehoe
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