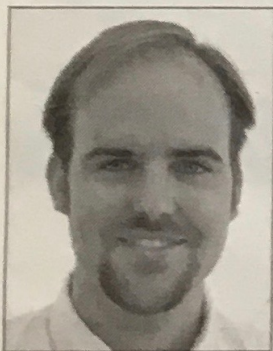


# New Rides, New Faces



## Formula For Competition

U.S. Formula Ford 2000 National Championship  
by Eric Prill

Dayton Indy Lights, the IRL or PPG CART World Series.

"It's sad to see some great people leave our program," said Foschi. "But that's our goal. If we don't have a bunch of our drivers, teams and crews moving up the ladder, then we're not doing our job."

Since 1992, Foschi and Andersen have been doing their job. Moore, Barron, Guthrie, Schmidt, Gidley, Simmons, Morioka, Bordin, Knapp, Schroeder, Sielsky, Shafer, Rice—these are some of the drivers to come out of the U.S. F2000 recently. It is this success which makes picking the next season's F2000 title favorite an absolute crapshoot.

The 1997 U.S. F2000 National Championship season may have ended in August, but the wheels continue to turn as teams and drivers ready themselves for the

The casual observer might think that **Dan Andersen** and **Mike Foschi** are being used.

After all, drivers have a tendency to join the U.S. F2000 National Championship and then only hang around for a year or two. Just when they become household names in U.S. F2000, they're off to win races and championships in some other series, like KOOL/Toyota Atlantic, PPG-

opening round of the 1998 season at Walt Disney World Speedway in Orlando, Fla.

For the second-straight year, the official kickoff for the new season will be the winter test weekend of Dec. 5-7, including full days at Sebring International Raceway and the one-mile Disney oval. The weekend offers an opportunity for teams to shake down their new equipment, and more importantly, check out the competition.

The addition of three new chassis manufacturers has brought the total to six different car choices, which means drivers will have to be as crafty with their setup skills as with their racing skills. One of the new chassis will be making its debut in the hands of **Duncan Dayton**, who will offer the first U.S. public appearance for the brand-new, English-built **Bowman BC5** at the Sebring and Disney tests.

**Vic** and **Steve Hollman**, principals in Bowman Race Cars, have made a name for themselves in F3, Honda ProKart and PRS FF1600s. Designed by **Sergio Rinland** before he took a position with the Benetton F1 team, the BC5 chassis was put through its first U.S. test by Dayton at Lime Rock Park on Aug. 26. Since then, the car has been consistently faster than the team's 1997 Van Diemens, promising a new combatant in the Manufacturers Championship.

*Several new chassis will be introduced to the U.S. F2000 Championship in 1998, including the British-built Bowman BC5, designed by Sergio Rinland, now an F1 designer. Bowman cars have had previous success in Formula 3 and FF1600 in Europe.*

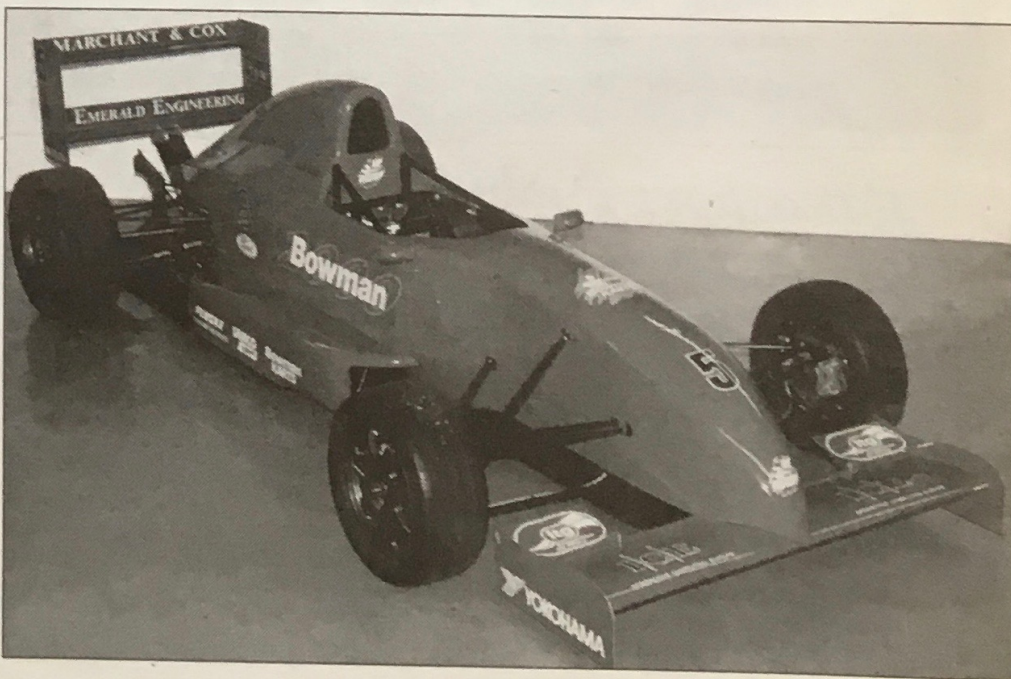
Once believed to be headed to KOOL/Toyota Atlantic, Highcroft Racing boss Dayton saw a more challenging opportunity in developing the Bowman. With 38 career F2000 starts, Dayton is the most experienced driver in the U.S. F2000, and comes off his most successful season in 1997 (third in points, one win, one pole, two fastest race laps). Highcroft Racing, the official Bowman importer, plans a three-car effort in 1998, with its remaining lineup being released shortly. Two customer cars have also been sold to AIM Autosport, a division of Bordin Racing, which plans to run 17-year-old Canadian F1600 hot-shoe **Anthony Simone** and one other driver.

Another new player in the fray for 1998 is **Carbir**. After capturing the 1997 ACRL Championship with Californian **Jeff Glenn** aboard, Carbir plans to field three cars, with Glenn driving the factory JAG Promotions car and Ove Olsson fielding the other two cars.

Drivers for Olsson's entries have yet to be announced.

After a three-year hiatus, Euroswift, winner of numerous European championships in 1997, returns to the U.S. F2000 with a brand-new chassis fielded by **Mike Sauce Motorsports**. Sauce and one other driver will pilot the new cars, and the team may also be running the IRL as well by season's end.

**Tatuus RC** will be back after winning four races in its 1997 debut season. Transatlantic Racing's Philip Creighton has taken a step back from the Tatuus race program, and will serve as importer, parts supplier and consultant for the effort. Series veteran and multiple race-winner **Howard Katz** and former Barber Dodge Pro Series driver **Steve Rikert** have purchased two of Transatlantic's 1997 chassis, and are looking to extend the marque's two-race winning streak. Factory Tatuus drivers are not in place yet, and it looks as though



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