



FOURTEEN RACES, THREE CHAMPIONSHIPS?

Secondary championships have become more and more popular with the escalating support of strategic partners throughout motor racing, and the U.S. F2000 National Championship Presented by Speedvision is no different, with three separate drivers' championships-within-a-championship.

NATIONAL CHAMPIONSHIP

The National Championship is the all-encompassing, complete title won by the driver who amasses the most points throughout the season. All 14 races on the schedule count toward the National Championship, although only a driver's best 12 finishes will score him points. The National Champion earns a free test in a Toyota Atlantic car, a free test with A.J. Foyt's Pep Boys Indy Racing League team and financial assistance for the 2000 season in either the KOOL/Toyota Atlantic or PPG-Dayton Indy Lights series.

OVAL CROWN CHAMPIONSHIP

The Oval Crown Championship recognizes the driver accumulating the most points in the series' five oval track races. The race purse for Oval Crown Championship rounds has been bolstered to nearly \$25,000, with the winner taking home \$10,000.

AMERICAN CONTINENTAL CHAMPIONSHIP

A re-vamped version of the former "B" class for 1999, the ACC competes on eight road course events (only Trois-Rivieres is excluded) in older cars, including all cars manufactured from 1990-1996 and 1997 Van Diemens. ACC drivers compete in the main race, but have a separate point schedule and earn a year end points fund as opposed to single-race purses. The ACC was initially the name of SCCA Pro Racing's F2000 series from 1992-1994, and has been brought back to reflect the name of the SCCA Club Racing F2000-like class, Formula Continental. The ACC is geared toward getting more teams involved in the series at a more economical level.



NEW CROP OF TALENT RACES TOWARD THE MILLENNIUM Y2K may be a problem, but F2K is stronger than ever

America's top open-wheel developmental series continues to grow as it closes out its first decade of competition and heads toward the 21st Century.

The U.S. F2000 National Championship Presented by Speedvision offers a complete motorsports education for drivers and teams on the fast track to Indy cars, and its cut-throat competition has put it at the top of motor racing entertainment for North American race fans. A new association with Speedvision also brings exciting, prime-time television broadcasts into 20 million homes across America.

As is customary with the U.S. F2000, some of the top names from 1998 will not be returning to the series in 1999, as they have moved on to the next levels of racing. Series champion and record-setter David Besnard has moved to the KOOL/Toyota Atlantic Championship along with his 1998 teammate Sam Hornish Jr. Oval Crown Runner-Up Robby McGehee is proving F2000 driver development has reached another level, as he and team owner Dave Conti plan a six-race assault on the Pep Boys Indy Racing League, including the Indianapolis 500.

Returning to the series is 1998 Rookie of the Year Marc-Antoine Camirand, of St. Leonard D'Aston, Quebec, with the No. 96 Key Motorsport Van Diemen Ford. The 19-year-old was very quick in 1998, and looks to translate his speed into wins and a possible title run in 1999.

Joining Camirand as the top returnees are T.J. Bell (No. 23 Bell Racing Van Diemen Ford), Minneapolis race winner Jonathan Bottoms (No. 3 Roppe/Team Great Northern Van Diemen Ford), Larry Foyt (No. 14 Terre Haute First National Bank/Z Water Works Tatuus Ford), Alejandro Garcia (Indigo Racing/Dixie Numerics Van Diemen Ford), Aaron Justus (No. 24 Cape Motorsports Van Diemen Ford), Larry Oberto (No. 66 Oberto Beef Jerky/Lowrey's Big Beef Van Diemen Ford), 1998 Oval Crown Rookie of the Year Bobby Oergel (No. 19 DSTP Motorsports Mygale Ford), Rolando Quintanilla (No. 40 Transportes Quintanilla Van Diemen Ford) and Steve Rikert (No. 4 Richard Morgan Racing Van Diemen Ford).

Justus comes off a tremendous 1998 season finale weekend at Pikes Peak International Raceway which saw him finish on the podium for one race and qualify third for the other. Once slated by John Della Penna to follow Richie Hearn through Atlantics and into CART, Justus, 25, ran into budget constraints which forced him to sit out of racing since running four F2000 races in 1996. Justus has hooked up with Cape Motorsports for 1999, giving the team its best shot at race wins and a Championship to date.

Bottoms returns to Richard Morgan Racing after his sensational rookie season in which he finished ninth in points. He is joined by Steve Rikert, who showed potential with the Tatuus team in 1998, and looks to turn his

experience in both the Barber Dodge Pro series and F2000 into wins in 1999.

Oberto, who won the "B" Division Championship for older cars in 1998, joins Archangel Motorsports Services, run by former F2000 standout Mike Johnson. The team will campaign an updated 1998 Van Diemen with sponsorship from Oh Boy Oberto Beef Jerky and Lowrey's Big Beef.

This year's rookie crop is as strong as ever, led by 1998 Formula Ford World Finals Runner-Up Daniel Wheldon, of England, and Mark E. Dismore at Primus Racing, filling the seats vacated by Besnard and Hornish Jr. Wheldon (No. 7 Primus Racing Van Diemen Ford) is the first recipient of the Formula Ford Incentive Program, designed to bring top Formula Ford racers from around the world to the United States. Wheldon, 20, was recognized in 1996 and 1997 by *Autosport Magazine* as one of the top young drivers in Great Britain. Dismore (No. 5 Monster.com Van Diemen Ford) is the 18-year-old son of IRL star Mark A. Dismore, and comes to the Primus team fresh off a podium finish at the SCCA Valvoline Runoffs in Formula Continental (F2000). The two are joined by 19-year-old Daniel Muniz, of Costa Rica, who has impressed the likes of Henri Pescarolo and Bobby Unser in his karting, Skip Barber Formula Dodge and Formula Mazda campaigns.

Mygale has its own ace rookie set to make an immediate impact with Ian Lacy (No. 33 DSTP Motorsports Mygale Ford), who won the STAR Mazda Championship in 1998. Lacy contested three F2000 races with DSTP in 1998, finishing in the top-10 each time.

Carbir prepares for its first full season as a manufacturer with a two-car effort for former ACRL Champion Jeff Glenn (No. 72 Bank of the West Carbir Ford) and Galen Puccini (No. 72 RESET Carbir Ford). Other top rookies will be Arnold Brinkmann (No. 35 Fruit Ecuador Van Diemen Ford), Rafael Ferrer (No. 11 Amores Motorsports Van Diemen Ford), Bryce Miller (No. 36 Seacoast Builders/Venture Marketing International Van Diemen Ford) and Harold Primat (No. 77 Primland Resort Van Diemen Ford).

Two names who could factor into either the Oval Crown or National Championship are 1998 Runner-Up Ryan Hampton and 1997 Rookie of the Year Andy Lally—both possible returnees in 1999.

Top campaigners in the American Continental Championship for older cars on road courses will be Jason Bach (No. 63 Millennium Systems/BGR Companies Van Diemen Ford), Ennis Bragg (No. 32 Tyson's Print Shop Van Diemen Ford), Guy Cosmo (No. 75 Van Diemen Ford), Mike Durand (No. 71 Aspen Mint Van Diemen Ford), Georges Forgeois (No. 22 Cafe Noir Van Diemen Ford) and Greg Pizzo (No. 49 Wheel Techniques Van Diemen Ford).