



FACT SHEET

- Drivers:** Jeff Glenn / Oakland, CA Galen Puccini / Simi Valley, CA
- Engineers:** Dan Campbell / Black Earth, WI Eric Purcell / Portland, OR
- Chassis:** Carbir DS3 99, originally designed by Don Seivenpiper, and built by Carbir Race Cars Inc. Steel tubular space frame construction with longitudinally mounted Ohlins shocks actuated through a pushrod and bellcrank. Brakes are four wheel discs with adjustable front - to - rear bias.
- Engine:** 2000 cc Ford NEA, four cylinder single overhead cam with crossflow cylinder head, and a Weber 32-36 DGV carburetor, producing 150 horsepower at 6200 RPM.
- Gearbox:** Four speed non synchromesh racing gearbox. Built by Staffs Silent Gear Company of England.
- Tires:** A "spec" Yokohama bias ply slick racing tire is used by all cars with different compounds offered for road courses and ovals. Teams may not use more than a total of eight tires for qualifying session and the race.
- Wheels:** 13-inch diameter center lock wheels, of light alloy construction. Maximum width is six inches front, eight inches rear.
- Fuel:** All cars must use Sunoco CAM2 Purple high octane racing fuel.
- Bodywork:** Aerodynamic molded fiberglass panels, with restricted nose and tail wings.
- Top Speed:** Approximately 150 MPH.



FOR ADDITIONAL INFORMATION ON CARBIR RACE CARS FACTORY RACING TEAM AND THE UNITED STATES FORMULA 2000 NATIONAL CHAMPIONSHIP CONTACT JAG Promotions AT 510/336-1042, FAX 925/846-3203, OR EMAIL JAGPROMO@aol.com.



1999 Schedule of Events

- **"Phoenix 200"** - March 28
(with Pep Boys IRL) at Phoenix International Raceway
Phoenix, AZ / 1.0 Mile Banked Oval (50 laps)
- **"VisionAire 500k"** - April 30/May 1*
(with Pep Boys IRL) at Charlotte Motor Speedway
Concord, NC / 1.6 Mile Modified Oval (30 laps)
- **"Mosport Grand Prix"** - May 22/23*
(with Trans-Am) at Mosport Park
Bowmanville, Ontario / 2.459 Mile Road Course (20 laps)
- **"Mid-Ohio Grand Prix"** - June 5
(with Trans-Am) at Mid-Ohio Sports Car Course
Lexington, OH / 2.4 Mile Road Course (20 laps)
- **"Atlanta 500k"** - July 17
(with Pep Boys IRL) at Atlanta Motor Speedway
Hampton, GA / 1.5 Mile Oval (34 laps)
- **"Road Atlanta Grand Prix"** - July 24/25*
(with Trans Am) at Road Atlanta
Braselton, GA / 2.52 Mile Road Course (20 laps)
- **"Le Grand Prix Player's de Trois-Rivieres"** - August 1
(with KOOL/Toyota Atlantic and Trans-Am) at Trois-Rivieres street circuit
Trois Rivieres, Quebec / 1.52 Mile Temporary Course
- **"Miller 200"** - August 14
(with CART FedEx Championship) at Mid-Ohio Sports Car Course
Lexington, OH / 2.25 Mile Road Course (22 laps)
- **"Pikes Peak 200"** - August 29
(with Pep Boys IRL) at Pikes Peak International Raceway
Fountain, CO / 1.0 Mile Oval (50 laps)
- **"Homestead Grand Prix"** - September 25/26*
(with USRRC) at Miami-Dade Homestead Motorsports Complex
Homestead, FL / 2.21 Mile Road Course (22 laps)

* **Double Race Weekend**



About The Series

The 1999 US F2000 National Championship is a 14-race professional series showcasing North America's finest open-wheel racers on road courses, street circuits and ovals.

Considered by many to be the foremost American stepping-stone program for future Indy car and F1 stars, the series offers a complete training experience wherein drivers working with their own teams learn the complexities of set-up and how to articulate car performance to their crew chief and engineer. The depth of talent is great, and the competition so intense that in 1997, the series did not have a repeat winner until race 10.

Unlike school or spec car championships, the series operates much like the top levels of the sport. Teams and drivers select their chassis and engine builders and then, through testing, optimize set-ups to compete against 40 car fields of equally committed teams and drivers. Graduates of the US F2000 National Championship have proven to be far ahead of others in their ability to adapt quickly to Atlantics or Indy Lights and to provide thoughtful, intelligent feedback to their teams on those higher levels.

Top CART and IRL drivers such as Greg Moore, Alex Barron, Sam Schmidt, Greg Ray and Steve Knapp along with recent graduates Buddy Rice, Andrew Bordin, Matt Sielsky, Chris Simmons, Memo Gidley, Anthony Lazzaro, Jeret Schroeder and David Rutledge as well as many others can all attest to the valuable experience gained in the US F2000 program.

Formula Motorsports, Inc. of Fairfield, NJ organizes and administers the series with unique joint-sanctioning from both SCCA Pro Racing and USAC. They work hard to keep the series vibrant and cutting-edge while still controlling costs and maintaining a level playing field. Co-owners Dan Andersen and Mike Foschi work with a 14 person staff to provide the most professional effort possible while still ensuring that budget-minded racers can effectively compete.

Through a cooperative arrangement with the renowned Mid-Ohio School, driver coaches such as Brian Till, Calvin Fish, Chris Kniefel and Tony Kester enhance the F2000 learning experience by offering seminars and advice at all events on the series schedule.

The series enjoys primary sponsorship support from Ford SVO and Yokohama Tire Co., with additional assistance from VGX, Sunoco and Racing Electronics. An extensive list of racing-related firms provide further assistance through the lucrative US F2000 Contingency Program.

The primary purpose of the series is to train and showcase talented F2000 drivers and assist in making them known to the Indycar community and within the greater motorsports community.

Formula Motorsports utilizes SCCA Pro Racing's communications department to handle all public relations services for the US F2000 series. Eric Prill, series publicist, works with all recognized media outlets in the furthering of the image of the series and its participants within the world of motorsports. Eric also helps the series and its teams' sponsors achieve their publicity goals.

As in the past, Formula Motorsports' communications department will conduct extensive pre- and post-race publicity campaigns in the markets where race meets occur, and in the hometowns of series participants.

The US F2000 National Championship operates on a rulebook derived from SCCA Formula Continental, with several changes to improve safety and promote cost-effectiveness.

"Spec" Yokohama tires are mandatory with two different compounds for road courses and ovals. "Spec" Sunoco fuel is used exclusively, and the series frequently checks to ensure compliance.

The series continues its policy of restricting testing at all venues on the schedule. Designed to save teams money, the policy bans testing at those tracks after 2/1/99. The series offers one or two day pre-event testing opportunities at virtually all race events.



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