

# **PACIFIC F2000 RACING**

## **PRESENTS FORMULA F2000 F1600**

For Immediate Release

### **Huffaker Takes Well Deserved Victory in Round Six**

Buttonwillow, Calif. (May 3, 2015) – Scott Huffaker came back strong after his second place finish on Saturday with a damaged car, to take his second series victory at Buttonwillow Raceway Park for the Pacific Formula F1600/F2000 Championship run with the Cal Club Region of the SCCA as part of the SCCA U.S. Majors Tour. Huffaker who damaged a left front pushrod and cautiously soldiered on to the finish had no such problems on Sunday with the car repaired and after a morning warm-up to confirm it race worthiness was able to compete confidently over the 3.020 mile layout.



As part of the revised series format, Pacific series drivers were able to compete in the series and SCCA sanctioned events simultaneously. This weekend the Formula 1600 group ran in FF and was grouped with F500 and FV.

The schedule for a ten minute morning warm-up session at 8:00am to be followed by the 20 lap race to be flagged off at 9:05 am. This schedule proved beneficial to Huffaker as his car was perfect in the warm-up whereas Saturday Race winner Brett Smrz, whose Ivey prepared Kent Ford performed flawlessly was now experiencing electrical causing the car to misfire and with less than forty minutes before the cars were to be gridded up the team was fighting an uphill battle to diagnose and solve the problem.

The Sunday grid was set based on the best lap of either the Saturday qualifying session or the fastest race lap in the Saturday race. This format put Brett Smrz on the pole with a best time of 1min50.784sec, set during the race. Smrz was followed by Huffaker in his #99, Van Diemen RF97/Honda. Denny Renfrow in his #11, Wheely Open Racing, Piper DL7/Honda and Daniel Swanbeck, #27, BigWheels.net, SmugMug, TwoSeven Design, Piper/Honda made up row two and were followed by Alex Kirby, #81, LA Prep Inc., Fast Forward Components, Piper Race Cars, Piper DL7/Honda; Rick Payne, #75, Payton Pools, Van Diemen/Honda; and Ed Erlandson, #8, Artwork by Eli, Porter Racing, 1993 Swift DB6/Honda.



The green flag fell on the race promptly at 9:05am, and under clear, sunny and warming skies the field began the first of twenty laps and at the end of the first lap it was Swanbeck who had taken the lead in the first turn and held on to the completion of lap 1. The field came around in a tight bunch and behind Swanbeck it was Smrz fending off Huffaker for second followed by Renfrow, Kirby Payne and Erlandson.

The next time around Huffaker passed Smrz for second place to begin the chase of Swanbeck

while Renfrow passed Smrz for third and by then end of the lap Huffaker moved on Swanbeck in Sunset only to be re-passed by Swanbeck into Sunrise at the other end of the front straight. Renfrow maintained third, followed by Smrz, Kirby, Payne and Erlandson.

By lap four Huffaker had taken the lead for good as Swanbeck and Renfrow both were off course after contact at the Sat Mazda hairpin to elevate Payne into second place followed by Smrz, Kirby, Erlandson, Swanbeck and finally Renfrow who came to the pits to retire.

With Huffaker still leading, Smrz regained second place when Payne went off course elevating Kirby and Erlandson with Payne rejoining ahead of Swanbeck in sixth.

As the race approached the midway point the field was stretching out with Huffaker leading ahead of Smrz whose car began to exhibit the same misfire that befell it in the morning warm-up and started to slip back into the clutches of Kirby, who was steadily gaining. Swanbeck had passed Erlandson for fourth and was now beginning to close on Kirby, while Payne continued in sixth having had another off-course excursion.

On lap fourteen Kirby finally managed to catch and pass the sputtering DB6 of Smrz and begin his pursuit on Huffaker, while Payne came into the pits to retire his car with handling issues and the order was Huffaker, Kirby, Smrz, Swanbeck, and Erlandson.

Nearing the last lap Swanbeck takes the wide way around Sunset and loses his fourth place to Erlandson while the field begins the final lap.

At the Checkered flag it was Scott Huffaker taking his second win of the season, setting the fastest race lap and leads the standings by a huge twenty-five point margin over Daniel Swanbeck with a further ten points back to Alex Kirby who finished in the runner-up spot and Brett Smrz hung on to finish in third place to add another podium finish for his first weekend in the series.

Daniel Swanbeck clawed his way back to finish in fourth place, having had a most trying time with his contact and off-course adventures.

Ed Erlandson finished in fifth and claimed the Master Class victory.

The series now heads to the Monterey Peninsula and Mazda Raceway Laguna Seca for rounds 7 and 8 on June 5-7, 2015.

**F1600 Qualifying:** 1. Brett Smrz, (Swift DB6/Ford-H), 1m50.389s; 2. Scott Huffaker, (Van Diemen RF97/Honda-A), 1m51.180s; 3. Denny Renfrow, (Piper DL9/Honda-H), 1m51.952s; 4. Daniel Swanbeck, (Piper DF5/Honda-H), 1m52.674s; 5. Alex Kirby, (Piper DL7/Honda-H), 1m53.030s; 6. Rick Payne, (Van Diemen/Honda-A), 1m53.505s; 7. Ed Erlandson, (Swift DB6/Honda-A), 1m54.063s. Tires: A-Avon, C-Cooper, G-Goodyear, H-Hoosier, T-Toyo.

**F1600 Round 6 (20 laps):** 1. Huffaker; 2. Kirby, +17.209s; 3. Smrz, +28.597s; 4. Swanbeck, +50.681s; 5. Erlandson, +51.074; 6. Payne, +7 laps; 7. Renfrow, +17 laps.

**Fastest race lap:** Huffaker, 1m50.784s.

**Master class winner (over 50):** Renfrow.

**Points:** Huffaker, 110; Swanbeck, 85; Kirby, 75; Renfrow, 72; Smrz, 58; Payne 49, Erlandson, 34; Jalen, 18.

The series can be followed at <https://www.facebook.com/pacificf2000racing> and <https://www.twitter.com/PacificF2000>.

For more details go to <http://www.pacificf2000.com> or contact Peter West at 310-363-9444, or by email, [pacificf2000@hotmail.com](mailto:pacificf2000@hotmail.com).