

PACIFIC F2000 RACING

PRESENTS FORMULA F2000 F1600

For Immediate Release

West Survives Race of Attrition for Second Victory of Season in Round 6

Buttonwillow, Calif. (May 3, 2015) – Series veteran Peter West, driving for Dave Freitas Racing, survived as others fell out around him to claim the win in the Pacific Formula F1600/F2000 Championship on the 3.020 mile, 25A configuration at Buttonwillow Raceway Park in the California central valley. The race was run with the Cal Club Region of the SCCA as part of the SCCA U.S. Majors Tour.



The series format, designed to allow drivers to compete in the series and SCCA sanctioned events simultaneously, saw the Formula

2000 group run in FC and was grouped with FA, FM and the sports racer groups P1 and P2.

The grid for Sunday is set based on either the fastest qualifying lap or fastest race lap from Saturday which put Tom Hope; #10, H+M Racing Van Diemen on pole followed by Robert Armington; #11 Cypress Lane Racing, Hoosier Tires, Premium Power Systems, Inc. Van Diemen, Peter West; #99, Racing Optics, Frank Monise Motors, Dave Freitas Racing, Van Diemen; Nick Kodenko, #31, Kodenko Automotive, Associated Tire, Kodenko Jeans, Van Diemen; Connor Funk, #97, Dave Freitas Racing, Van Diemen; Alex Kirby, #81, LA Prep Inc., Fast Forward Components, Swift DB3 and Kim Wilcox, #62, Hooverspeed Van Diemen. Hope secured the pole his lap of 1m45.606s from qualifying.

Fuel consumption was a concern for many of the teams before the beginning of the 40 minute race as the teams added all the fuel they could to help make the distance, calculations indicating that some cars may come up short.

The field came to the green flag only for the start to be waved off as the starter was unhappy with the alignment of the field and so after an additional pace lap, the green was waved and the drivers headed for the first turn. Upon their arrival Tom Hope and Connor Funk, who made a brilliant start both spun in synchronized fashion without contacting each other resulting in Armington also spinning to a stop to avoid the cars blocking the track in front of him and West took to the dirt on driver's right to avoid the melee and fortunately for all they were able to continue unscathed the order however was scrambled and by the end of the first lap it was West with a sizable advantage over Armington, Kodenko, Kirby, Hope, Wilcox and Funk.



Armington whittled away at West's lead and soon was able to get by leaving West in second followed by Kodenko with Hope, having already disposed of Kirby, closing in, Kirby, Funk and Wilcox.

Tom Hope's charge continued as he got by both Kodenko and West and began to challenge Armington for the lead while Funk was trying to make his way forward had contact with a Formula Mazda spinning both cars off and leaving Funk stranded at the side of the track

with a bent lower front wishbone while the Mazda driver was able to continue.

With only four laps to go and Armington in his sights, Hope after negotiating Sunrise made an uncharacteristic mistake and spun off approaching the Offramp and became stranded as he was unable to re-start the car after several attempts, his race ending then and there. This promoted West to second with Kodenko in third followed by Kirby and Wilcox.

Just two laps to go and it was now Armington's turn to suffer misfortune as his engine began to misfire allowing West to close and eventually overtake Armington and to eventually see the checkered flag in first place. West later claimed that due to fuel concerns he was short shifting all around the track just to conserve and even abandoned his victory lap in order to not be stranded out on the course. The victory not only gave West the Master Class win but vaulted him in the lead in the standings.

Armington came home in second but was ineligible for points or prizes for not using the series spec tire, which elevated Alex Kirby to second place having passed Kodenko between the final turn and the checkered flag. Kirby was also not eligible for points for this round awaiting his new Piper to be completed for later in the season.

Nick Kodenko, after a fine drive, fell victim to fuel starvation and only coasted across the finish line to take a well earned third place, stating the car was staggering in the corners.

Kim Wilcox was fourth in another non-points drive however he will be fitted with the Pirelli tire for the next event.

Tom Hope claimed fifth place having covered sixteen laps and received full points leaving him just three points behind West in the standings, his points total be bolstered by having the pole position and fastest race lap.

Connor Funk covered sufficient distance to be classified in sixth place.

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

F2000 Qualifying: 1. Tom Hope, (Van Diemen-P), 1m45.606s; 2. Peter West, (Van Diemen-P), 1m45.987s; 3. Connor Funk, (Van Diemen-P), 1m47.519s; 4. Nick Kodenko, (Van Diemen-P), 1m47.394s; 5. Alex Kirby, (Swift-H), 1m47.558s; 6. Kim Wilcox, (Van Diemen-A), 1m53.769s. Tires: A-Avon, C-Cooper, G-Goodyear, H-Hoosier, P-Pirelli.

F2000 Round 6 (20 laps): 1. West; 2. Kirby; 3. Kodenko; 4. Wilcox; 5. Hope, +4 laps; 6. Funk, +5 laps.

Fastest race lap: Hope, 1m45.966s.

Master class winner (over 50): West.

Points: 1. West, 91; 2. Hope, 88; 3. Funk, 84; 4. Kirby, 59; 5. Armington, 51; 6. Kodenko, 44; 7. Rozenboom, 20; 8. Wilcox, 0.

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.