

Thank you to all who attended our Winter Meeting at the PRI show this past Saturday, Dec. 12. We sincerely appreciate everyone's input and we feel we were able to gather some good feedback to help us move forward with finalizing our rules package for 2010 and beyond.

For those who were not able to attend the meeting, as well as for those who did make it, we have summarized below the discussions that took place.

Series overview - Two-class structure.

The National class will consist of all SCCA Formula Continental legal cars (no Pintos) with our Cooper spec tires, VP spec fuel and our ECU map (map will be similar to the SCCA map - 155 hp range).

The Championship class will be limited to Van Diemen chassis only. Originally the limit was to be 2001 and newer chassis only, although now the series is open to changing that stipulation to 1999 and newer, provided the cars are converted to 2001 and newer specs. Motors for 2010 in the Championship class must be current Zetec (sealed by either Quicksilver RaceEngines or Elite Engines) or the new Mazda MZR (sealed by Elite Engines). There will be no restrictor plate, and the map will be about 170 hp. For 2011 the Mazda engine will be required for the Championship class. There will be a limited number of springs, and a limited number of gear ratios in two configurations, long and short stacks, and the aero package will be limited to Van Diemen 01 and newer specs. Performance Friction spec brake rotors and brake pads will be mandatory. Performance Friction brake calipers will be optional in 2010 as they become available. Dynamic dampers will be the spec dampers in 2010 and 2011. Cooper Tires will be mandatory in both classes. These are new radial tires being built in Europe. There will be different tire compounds for road courses and ovals. The wheels will be the 6" x 8" size only (both classes). VP Racing Fuel DP 110 will be the spec fuel. There will be oval testing of the new tires sometime in January, possibly at Lakeland, Fla. Teams will be invited to come and watch.

IRL

Drivers will be invited to attend an Indy Summit which is planned for Memorial Day weekend in conjunction with the Indy 500 and Night Before the 500. The summit will take place on the day prior to Carb day and on Carb Day itself. Brian Barnhart will conduct a mock drivers meeting, there will be seminars, a museum tour, and a meet and greet reception with Firestone Indy Lights teams on Thursday night. The drivers will also be invited to watch the Freedom 100 Firestone Indy Lights race with IRL officials in the IMS pagoda on race day. More details to come.

On January 12th, 2010, the IRL will hold a season preview meeting at the Indianapolis Motor Speedway media center. This is mandatory for IZOD IndyCar and Firestone Indy Lights drivers. The lunchtime meeting will be approximately 3 hours long and include driver orientation, a safety crew presentation, a media presentation, medical information from Speedway doctors and updates on IRL's continuing safety programs. Driver licensing and physicals can be done at this time, although appointments must be made in advance with IRL for driver physicals.

Winter Series 2011

In January 2011 there will be a separate six-race, three-weekend Winter Series championship, held at three different Florida venues. These events will probably be three weekends in a row, with a doubleheader each weekend.

Scouting Combine

The series is looking at possibly holding a Scouting Combine at Andersen RacePark in Palmetto, Fla. which would be open to potential drivers and teams. The drivers would be invited to do 5 to 10 laps in an F2000 car, and would be able to meet team personnel and discuss possibilities for the season. This is simply an attempt to link drivers up with teams, and could take place either in late January or early February.

Prizes

Mazda will provide the Championship class winner with a scholarship prize of \$300,000 to compete in the Star Mazda championship the following year. In addition the winner will receive free entry fees from the series and two sets of tires per race. The total prize package is approximately \$350,000. The Skip Barber champion will receive a prize of \$150,000 from Mazda to compete in USF2000 the following year, plus free entry fees from the series and possibly some tire sets, not yet confirmed. The total prize package will be nearly \$200,000. The USF2000 National class winner will receive a free engine and conversion kit to compete the following season in the Championship class in USF2000.

Motors

The cost for the Mazda MZR engine will be approximately \$14,000. The conversion kit cost varies depending on what new parts are needed (some parts may be re-used) but is expected to be in the \$4k-\$8k range. Engine life for the Mazda MZR should be at least that of the Zetec motor, which is up to two years. The intent is to map the Zetec and Mazda motors in 2010 to be matched (HP and torque to be identical, RPM band the same). The cars will abide by the same weight rule, and because the Mazda motor is lighter, rules will specify that a certain amount of weight will need to be added in a specified location for Mazda powered cars in 2010, likely underneath the motor. There will be a motor rebuild program with Elite Engines, and the expected trade in cost on an exchange motor is in the \$5k range. Distribution of all Mazda motors will be through the series office. There will be a number of different ECU maps. There will be the Zetec map and the Mazda map for 2010 for the Championship class, as well as a map for the National class, and also different maps for the ovals.

Gears

The possibility of mandating wide gears was discussed at length, and the general consensus of attending teams was that it should be done. The series has not made a final decision yet in this regard.

Standing Starts

This option was discussed at length, and the seemingly unanimous consensus of meeting attendees was that rolling starts were far more desirable.

Test Ban

The proposed test ban is February 1st through the end of the season on tracks that are on our schedule, with the exception of SCCA club races. As for other F2000 pro series events, banning them was discussed but the general consensus was that they should be allowed.

Rookie of the Year

To be eligible for the Rookie of the Year title and prizes, a driver must not have competed in more than three pro F2000 (or higher) races.

Weekend Schedules

Each of the races will be 50-mile races with a 30-minute time limit from green to checkered.

A typical program will include two 30-minute practice sessions, one 30-minute qualifying session, a 30-minute race, possibly a short warm-up, and a second 30-minute race. The qualifying order for Race 2 will be established by each driver's fastest race lap in Race 1. There will be a 3 tire set allotment for all official sessions.

Ovals will be 1-2 day events, with a 2-tire set allotment and single car qualifying to determine the starting grid. The qualifying time will be the combined time of each driver's two laps in single car qualifying, not the best lap of two laps.

Tech Inspection

Series tech officials will hold pre-event tech before the first practice session as well as post-race tech. The pre-event tech sessions will be by appointment at the series rig.

Miscellaneous

Pit lane assignments will be based by points. At the first race they will be set by the date a team enters the team championship.

Spotters will be mandatory for the two oval races.

No more than three people will be allowed over the pit wall during on-track sessions, per IRL rules.

Stiffening kits will not be allowed.

Any non-Van Diemen parts or spares will be grandfathered into the series in 2010, via a marking system. After a designated period of time for coding those parts, no other non Van Diemen parts will be allowed, and those parts will be phased out.

The series is near completion of marketing materials and the full rule book, both of which should be available in the coming weeks.