



ALMS Generac 500 at Road America

Source: Reports Provided By The Teams And Manufacturers

Farnbacher Loles Racing Report

Farnbacher Loles Racing celebrated its first American Le Mans Series win Saturday evening, topping the GT2 class at Road America in Elkhart Lake, Wis. Bryce Miller of Summit, N.J., Dirk Werner of Kissenbrück, Germany, and Richard Westbrook of London, England, took the No. 87 Porsche 911 GT3 RSR to the head of the class, backed by a strong crew effort and an effective strategy team.

Miller drove the first stint, starting fourth on the GT2 grid. He pitted from sixth and handed off to Westbrook, who returned to the track fifth in class. Despite a penalty for exceeding the pit-lane speed limit, Westbrook moved up to take the class lead just before the halfway mark of the four-hour race, then stopped for a driver change.

Werner drove the last half of the race, returning to the track fifth. He gained three positions on his final stop for fuel and tires, then held second in class until the last minute of the race. He passed the class-leading Ferrari of Mika Salo, who then regained the lead, but braked too late on the fifth turn of the 4.048-mile road course and spun, leaving Werner to take the checkered flag.

Gregory Loles, team owner: "We've been knocking on the door for the last couple of races. Today we put it all together – an excellent car, terrific driving, perfect pit stops and strategy. I want to thank all our sponsors and Porsche Motorsport for all their support. Congratulations to our crew and engineers, and a special thanks to Mike Evans and Mike Spinti for providing us with superb strategy in their first race with us. We feel now the team is poised for more success."

Bryce Miller: "The Marquis Jet car ran super today, and Farnbacher Loles did a great job to set it up. It was my second race in the RSR, so I haven't paid my dues so much for a result like this. But these two guys have been knocking on the door and it's good to be here and share it with them. They're both world-class drivers and they deserve it and I'm just glad to be a part of it. The last couple of laps were just amazing driving by Dirk."

Dirk Werner: "After the last caution, the tires were right there. I thought, 'Okay on the last lap, you have to try something.' I got a little bit lucky because Mika tried to overtake his teammate, and he [the teammate] couldn't see him, so he brake-checked him and I could dive to the inside. The next three corners were really amazing because Mika was right on my bumper. I think he just wanted to try everything. When he saw an advantage in turn five, he braked even later than I did and he couldn't make it and spun out."

"But that was really an awesome race. The key that put us in the position to win was the pit strategy. We came from fifth to second on the last caution when everybody pitted. Then the car was really good – nobody other than Mika and I could go the pace in the end. I'm really proud we managed to get our first win in our first ALMS season with Farnbacher Loles."

Richard Westbrook: "I had a lot of issues! I got in the car and the pit-speed limiter wasn't working, so as soon as I left the pits, I got the call from the pit lane saying that I had a penalty. So I had to come in and serve the penalty. Then the guys on the pit wall made a great decision – because I was last in the queue, they said to come in for fuel. Then I had a really, really good stint. The car was just so good. I think that was the key to our result today – we had a car that was really, really stable. Our strategy was superb and when I handed over the car to Dirk, the guys did their job. And Dirk's last few laps were amazing."

AUDI Motorsports Race Report

Audi has clinched the second consecutive 1-2 victory in the American Le Mans Series. At Road America (U.S. state of Wisconsin), the German duo Lucas Luhr and Marco Werner celebrated their sixth victory of the season thus taking a further step towards the title. Marcel Fässler completed the Audi triumph in his first race with the Audi R10 TDI alongside Emanuele Pirro.

On the fastest track in the American Le Mans Series calendar, the over 650-hp strong diesel sports cars from Audi were the fastest cars. However, seven caution periods repeatedly cost any advantage the Audi drivers gained. The lead changed eleven times before the two Audi R10 TDI cars prevailed in the thrilling final stages of the four-hour race.

Marco Werner overtook the two leading Acura/Hondas on the long start-finish straight just six laps before the end of the race. Marcel Fässler also used the torque advantage of the Audi TDI engine and squeezed into second place with a breathtaking manoeuvre on the penultimate lap. This made the latest 1-2 victory – the third of the year – perfect.

Marcel Fässler immediately scored a podium finish in his first ever race at the wheel of the Audi R10 TDI. Marco Werner drove his 50th race in the American Le Mans Series at Road America. With his 19th overall victory he moved up to the third place in the eternal ranking of the series. Only Dindo Capello (26) and Frank Biela (21) have scored more outright victories.

Lucas Luhr and Emanuele Pirro had laid the foundations for the 1-2 victory. They made it a 1-2 lead for Audi as early as at the start providing a spectacular duel on the opening laps. Only after the first pit stop, which cost Pirro time because his car was too close to the pit wall, was Luhr able to pull away.

With their sixth consecutive class victory – and their fourth overall victory of the year – Luhr/Werner further extended their lead in the LM P1 Drivers' Championship.

Quotes after the race at Road America

Dr Wolfgang Ullrich (Head of Audi Motorsport): "Due to the many caution periods it was a very difficult race. For a time, it appeared as if it would be very difficult for us to win. However, with a really good performance and thanks to Audi TDI Power we were able to achieve the result we wanted. I'm happy for the team that we brought home this double victory. And it was also a very nice Audi début for Marcel Fässler."

Lucas Luhr (Audi R10 TDI #2): "The strategy that we had in our minds before the race did not work out because of the many yellows. Nevertheless I was able to pull away quite well. Unfortunately we always lost the advantage we had due to the caution periods. Thank God in the end it was still enough to win. I'm more than happy. Marcel (Fässler) must also be praised. It was his first race with this car and he was able to catch the two Acura/Hondas and thus make the Audi

1-2 victory perfect. This was again a great race weekend. Thanks to the team of Audi Sport North America, to the boys at home and Michelin."

Marco Werner (Audi R10 TDI #2): "A beautiful 50th race! The race was not easy, especially after the penultimate restart with the two Acura/Hondas in front of me. Behind these cars we lost a lot of down force, so it was incredibly difficult to close the gap to them. Once I even went off the track. At the end it worked well. Thanks to Audi TDI Power we got the Acura/Hondas on the straights. It was a nice race, I spent a lot of time in the car, it was a lot of fun."

Marcel Fässler (Audi R10 TDI #1): "This was a very special race for me. The final restart was unbelievable. It was pretty close between Brabham and the wall. But I said to myself: Now or never! It worked out. I am very happy that I was able to give the second place to the team. It ran very well from the beginning, I am satisfied. Generally speaking, the atmosphere at Audi and in the American Le Mans Series is perfect."

Emanuele Pirro (Audi R10 TDI #1): "I'm really happy. It was a very good and interesting race with many yellows. Some helped us, some did not help us. I think we did a good job. Marcel (Fässler) drove very well and integrated really well into the team. There is nothing to complain about and we can go home with a smile on our faces."

Dave Maraj (Team Director Audi Sport North America): "This was a perfect day with excellent driving from all our drivers. The team did not make any mistakes. Our strategy and pit stops were also good. And both Marco and Marcel made great passes at the end of the race."

The results at Road America

- 1 Luhr/Werner (Audi R10 TDI) 102 laps in 4h 00m 41.459s (1st in LM P1)
- 2 Fässler/Pirro (Audi R10 TDI) + 2.463s (2nd in LM P1)
- 3 Brabham/Sharp (Acura/Honda) + 4.336s
- 4 Dumas/Bernhard (Porsche) + 5.203s
- 5 Franchitti/Leitzinger (Porsche) + 15.095s
- 6 Maassen/Long (Porsche) + 15.854s
- 7 Field/Field/Berry (Lola-AER) - 1 lap (3rd in LM P1)
- 8 Devlin/Bonilla (Lola-Mazda) - 1 lap
- 9 Smith/Dyson (Porsche) - 2 laps
- 10 O'Connell/Magnussen (Chevrolet) - 5 laps

ACURA Motorsports Race Report

David Brabham and Scott Sharp recorded their third LMP2 class victory Saturday in the No. 9 Patrón Highcroft Acura ARX-01b prototype sports car with another stellar drive by Brabham in the Generac 500 at Road America, the seventh round of the 11-race American Le Mans Series.

Brabham, the only ALMS driver to win in all four classes during his career, used outstanding team strategy to position himself with a chance to capture another division victory. Led by team owner Duncan Dayton and team manager Rob Hill's fuel planning, Brabham made a late-race "splash and go" pit stop during a caution period that prepared the personable Australian driver for a last dash to the checkered flag in the four-hour race set for Sunday telecast on SPEED-TV at 2 p.m. EDT.

It was Patrón Highcroft Racing's third victory in the team's last five starts.

The win moved Brabham and Sharp closer to the lead in the LMP2 point standings. Timo Bernhard and Romian Dumas, the second-place finishers Saturday, are the point leaders in LMP2.

Two other Acura teams were in position to battle Brabham and Sharp with 30 minutes remaining Saturday but tough luck took Franck Montagny and Adrian Fernandez out of the race.

Montagny, teaming with James Rossiter in the No. 26 XM Satellite Radio Andretti Green Acura ARX-01b sports car, drove a sensational race to pass Brabham for the class lead with 15 minutes to go. However, the French driver's mount was struck by a GT car in "Canada Corner" and forced into the sand trap outside the turn. Montagny won his first ALMS pole on Friday and drove to the front of the field on several occasions in an attempt to give Andretti Green Racing its first win since Sebring last year. It was Rossiter's first race in the XM Acura.

Fernandez, a 12-time starter at Road America, ran second overall to Brabham when the rear suspension of his No. 15 Lowe's Fernandez Racing Acura failed. The failure forced the popular Mexican star's machine into the gravel trap in Turn Three and ended a spectacular run. Fernandez' partner, Luis Diaz, was a strong contender in the early segments of the race.

Former Indy 500 champion Gil de Ferran looked to be a contender too. But a couple of on-track incidents kept the Brazilian in the pits on several occasions and eight laps behind the leaders. De Ferran's No. 66 Panasonic ELS Surround Acura ARX-01b did come back to finish the event with young French driver Simon Pagenaud matching the leaders' lap times throughout the second half of the race.

ACURA QUOTES:

DAVID BRABHAM (#9 Patrón Highcroft Racing Acura ARX-01b): "Our Patrón Highcroft Acura team did a great job with the strategy. All of the Acuras were fast today and we raced hard with them, the Porsches and the Audis. We made the call to pit late on a yellow flag period and then everyone else pitted for fuel. But our strategy kept us out and we took over the lead. I had to drive flat out to the end. I caught up with a GT car on the front straight and an Audi and Franck [Montagny] got run on me to get by in Turn One. I was only a few car lengths back when Franck got together with the GT car. They slid off the track and we powered by for the LMP2 lead. It is exciting to be a part of this team. It has grown into an excellent organization after being a new team in 2007."

SCOTT SHARP (#9 Patrón Highcroft Racing Acura ARX-01b): "It is a great day for Patrón Highcroft Racing. I got stuck in some pretty tough traffic in the early portion of my stint, but I was fast later on in my run. I was able to get close to Franck and Adrian before handing the car back to

David. Rob Hill [team manager] and Duncan Dayton [team owner] made some amazing strategy calls that worked perfectly for us. They had David pit for fuel under the yellow and gave us the lead when others fueled up. Winning three races this year is a tremendous feat for this young team. I think we have a chance to win another one before the end of the year.”

LUIS DIAZ (#15 Lowe’s Fernandez Acura ARX-01b): “It’s a sad day for us. We had a great weekend until the last 30 minutes. The car was fantastic for me on my first two stints. Adrian did a great job qualifying yesterday and was driving the car very well in the race. Unfortunately, the suspension gave up when we were looking pretty good for our first win. It is really disappointing for all the team.”

ADRIAN FERNANDEZ (#15 Lowe’s Fernandez Acura ARX-01b): “It was a tough day because we were looking good. When I jumped in the car, I think something may have been starting to happen. Turning right, the car was quite loose through the Carousel and the Kink. Turning left, the car was actually quite good. We had a great pit stop strategy and I think we had a faster car than [David] Brabham but then the left rear suspension broke and that was it. It’s a shame for everybody. Luis did a fantastic job. It is just one of those days. I think it could have been a good day.”

FRANCK MONTAGNY (#26 XM Satellite Radio Acura ARX-01b): “I really don’t know what to say. We should have won today. The XM Acura was very fast and we were leading with about ten minutes to go. I just can’t believe the luck we have had with this team. It is a good team and we should be winning races. It is very frustrating.”

JAMES ROSSITER (#26 XM Satellite Radio Acura ARX-01b): “We had some highs and lows this weekend. We won the pole with Franck and we were in position to win the races. Andretti Green Racing had an amazing strategy and we were in the lead. Unfortunately, we were taken out by another car. We had a very good weekend and we did everything just right. We just didn’t get the victory today.”

SIMON PAGENAUD (#66 Panasonic ELS Surround Acura ARX-01b): “It was unfortunate for our team today. We had a car to run with the other Acuras. Gil had some tough luck early and the team had to change a lot of bodywork. But, actually, our Acura was pretty good. I think we ran laps with the leaders’ times. We just need a little luck. We have shown the speed to race for the win. We need to put everything together during the races.”

GIL De FERRAN (#66 Panasonic ELS Surround Acura ARX-01b): “We had a myriad of problems with our Panasonic Acura today. I got hit by a slower car in Turn Three and we got stuck in the sand. We had to change both the front and rear wings. Then the front wing didn’t fit properly, so we had to pit a couple of more times. We ended up having several penalties for certain things. I don’t know the reason for many of them. We’ll have to discuss it with the ALMS officials. Once we got everything straightened out, we were able to run similar as the leaders. It was a shame we had the early problems.”

ERIK BERKMAN (President, Honda Performance Development, HPD): “I think we are showing that any one of our Acura teams can win the pole and the race. Our plan has been to have any one of our teams contend for the pole, the lead in the race and the victory. The program feels like it is coming together after a year and a half of learning and developing the engine and the chassis. I’m pleased with the progress our Acura program has taken. We’ll look for more the rest of the year.”

LOWES – FERNANDEZ Racing Race Report

A left rear suspension failure with 30 minutes remaining in the four-hour Generac 500 at Road America dropped the #15 Lowe's Acura ARX out of contention for what looked poised to be another podium finish for the team. Adrian Fernandez was running second overall in the race in a three-car Acura train when the failure occurred, sending Fernandez spinning off course into the gravel trap at Turn Three.

It was a disappointing end to a strong run by the Lowe's Fernandez Racing squad. Luis Diaz, who started the race, turned the car over to Fernandez in first-place overall [Lap 44] after a superb drive which saw Diaz hold the LMP2 class lead for a total of 14 laps during his one-hour and 45-minute stint.

After the pit stops cycled through, Fernandez resumed the LMP2 class lead on Lap 47. He dropped out of the front of the field briefly after battling a loose-handling car, but two well-timed pit stops, great pit work by the team and a solid drive by Fernandez moved the #15 Lowe's Acura into a battle for the front with 30 minutes remaining. The ensuing suspension failure left the team with a disappointing ninth-place LMP2 finish and 25th-place overall result.

Lowe's Fernandez Racing will look for better fortune in two weeks when the American Le Mans Series heads to Mosport International Raceway in Canada for the Mobil 1 presents the Grand Prix of Mosport on August 24.

Adrian Fernandez, #15 Lowe's Acura ARX: "A tough day really because we were looking good. When I jumped in the car, I think something may have been starting to happen. Turning right, the car was quite loose through the Carousel and the Kink – very loose there. Turning left, the car was actually quite good. We had a great pit stop strategy and I think we had a faster car than [David] Brabham but then the left rear suspension broke and that was it. It's a shame for everybody. Luis did a fantastic job. At the beginning [of my stint], I actually thought I had a puncture or something because the car was acting quite weird. But with the suspension breaking, maybe it sort of explains the situation where I was struggling when I jumped in the car. Something was starting to break. It is just one of those days. I think today could have been another podium finish and a potential win but we will just have to wait for Mosport."

Luis Diaz, #15 Lowe's Acura ARX: "It's a sad day for us. We had a great weekend until the last 30 minutes. The car was fantastic for me on my first two stints. Adrian did a great job qualifying yesterday and was driving the car very well in the race. Unfortunately, the suspension gave up when we were looking pretty good for our first win. It is really disappointing for all the team, but we have to keep digging."

PORSCHE Motorsports Race Report

BERNHARD/DUMAS PORSCHE CLAW BACK FROM FIFTH WITH 30 MINUTES REMAINING TO FINISH SECOND IN LMP2 AND MAINTAIN A 24-POINT LEAD WITH FOUR RACES REMAINING

Dirk Werner/Bryce Miller/Richard Westbrook combine to give Farnbacher Loles Racing its first American Le Mans Series GT2 win with their Porsche 911 GT3 RSR

Timo Bernhard (Germany) and Romain Dumas (France), driving the #7 Penske Racing Porsche RS Spyder, maintained their LMP2 drivers points lead by climbing up to second place on the last part of the Generac 500 at Road America Saturday. Bernhard/Dumas, who won the LMP2 championship a year ago with podium finishes in all 12 races, have now extended that streak to 27 straight races dating back to Mid-Ohio 2006, and given Porsche a 13-point lead over Acura.

The Brabham/Sharp Acura won the LMP2 class, but the Porsche RS Spyders finished second third and fourth. Butch Leitzinger (USA) and Marino Franchitti (Scotland), driving the #20 Dyson Racing Porsche RS Spyder, finished third in class, with the #6 Penske Racing Porsche RS Spyder of Patrick Long (USA) and Sascha Maassen (Germany) finishing fourth.

“Because of the good points situation, the results today were okay, but after all the hard work the team put into this weekend, we have to be a bit disappointed. We had a pit strategy that would have put us in a position to win, but all the late yellow flags gave the others a chance to catch up. Still, we achieved our overall strategy – progress towards another championship,” said Bernhard. “Our drivers did a great job. They were smart when they needed to be smart; fast when they needed to be fast; and sacrificed personal glory for the team results when that was called for.

“ We stayed a good distance ahead of Acura in the championship, and it was great racing for the fans,” said Penske Racing team manager Jeff Swartwout.

Rob Dyson, owner of Dyson Racing, was pleased with the team’s podium finish, as well as the sixth place in LMP2 for the second RS Spyder driven by Chris Dyson (USA) and Guy Smith (England). “We feel we are in the final stages of understanding this great piece of engineering that Porsche has provided us, and the hard work of our drivers and crew has paid off. We are thrilled with the technical support we receive from Porsche, and look forward to finishing the season with some more strong finishes,” said the elder Dyson , who recently celebrated his 25th anniversary in professional racing.

In GT2, Dirk Werner (Germany)/Bryce Miller (USA)/Richard Westbrook (England) overcame an early penalty for speeding in the pit lane with to score a class win in their Farnbacher Loles Racing Porsche 911 GT3 RSR. Werner, who drove the last stint, was behind the #62 Melo/Salo Ferrari on the last lap when Dirk slipped by the Ferrari for the win – easily the most exciting moment in the race.

"After the last caution, the tires were right there. I thought, 'Okay on the last lap, you have to try something.' I got a little bit lucky because Mika tried to overtake his teammate, and he [the teammate] couldn't see him, so he brake-checked him and I could dive to the inside. The next three corners were really amazing because Mika was right on my bumper. I think he just wanted to try everything. When he saw an advantage in turn five, he braked even later than I did and he couldn't make it and spun out," said Werner, who scored his first ALMS win.

Bryce Miller, who co-drove a Farnbacher Loles Porsche GT3 Cup with Werner last year and helped Dirk win the Grand-Am GT championship, was only in his second ALMS race, and was thrilled to

contribute to the win. "The Marquis Jet car ran super today, and Farnbacher Loles did a great job to set it up. It was my second race in the RSR, so I haven't paid my dues so much for a result like this. But these two guys have been knocking on the door and it's good to be here and share it with them. They're both world-class drivers and they deserve it and I'm just glad to be a part of it. The last couple of laps were just amazing driving by Dirk," said Miller.

The third Farnbacher Loles driver, 2007 Porsche Supercup champion Richard Westbrook, running his first race with the team, had an interesting debut. "I had a lot of issues! I got in the car and the pit-speed limiter wasn't working, so as soon as I left the pits, I got the call from the pit lane saying that I had a penalty. So I had to come in and serve the penalty. Then the guys on the pit wall made a great decision – because I was last in the queue, they said to come in for fuel – so two pit stops on my very first lap. But then I had a really, really good stint. The car was just so good. I think that was the key to our result today – we had a car that was really, really stable," said Westbrook, who is a first-year Porsche factory driver.

Second in the GT2 class were Joerg Bergmeister and Wolf Henzler (both Germany), who drive the #45 GT2 Flying Lizard Motorsports Porsche 911 GT3 RSR and currently lead the GT2 championship by seven points. Ferraris finished third and fifth, while the Patrick Pilet (France) and Johannes van Overbeek (USA) Flying Lizard Porsche was fourth. The Flying Lizard Porsche of Seth Neiman and Darren Law (both USA) was seventh, while the VICI Racing Porsche of Nicky Pastorelli/Francesco Pastorelli (both the Netherlands/Marc Basseng (Germany) was eighth.

TAFEL Racing Race Report

No. 71 Tafel/Bell Micro Battles to Third Place at Road America; No. 73 Captures Ninth

The battles between Ferrari and Porsche have become legendary over the decades but few times has the struggle been as physical as it was in today's Generac 500 at Road America. The No. 71 Tafel/Bell Micro Racing Ferrari F430 GTC of Dirk Müller (a native of Germany living in Monaco) and Dominik Farnbacher (Ansbach, Germany) finished third from the class pole position - the Cumming, Ga.-based team's first of the season and first in the American Le Mans Series - with battle scars on all corners of the Ferrari. The No. 73 Tafel Racing Ferrari F430 GTC co-driven by Alex Figge (Denver, Col.) and Jim Tafel (Alpharetta, Ga.) ran as high as third on the 4.048-mile, 14-turn circuit but would finish ninth after an incident cost them several minutes in the pits to repair damage. Tafel Racing has three Series race victories to-date - St. Petersburg, Long Beach and Mid-Ohio - and five podium finishes in seven 2008 starts. The two-car effort remains second in the Team Championship 18 points behind Flying Lizard Motorsports. Four races remain in the 2008 American Le Mans Series GT2 class season.

No. 71 Tafel/Bell Micro Racing Ferrari F430 GTC

Drivers: Dominik Farnbacher (Ansbach, Germany), Dirk Müller (a native of Germany now living in Monaco)

Dominik Farnbacher started from his first American Le Mans Series pole position and held the top spot for most of the race's first 30 minutes. In the process, the young German set the fastest race lap (two minutes, 7.958 seconds). It is Farnbacher's second consecutive fastest race lap, the first coming in the team's Mid-Ohio victory. At the end of the race's first hour, Technical Director Tony Dowe (Cumming, Ga.), betting on a fuel conservation race, called for the Bell Micro Ferrari's first pit stop to be for fuel only - double- stinting Farnbacher and the Michelin tires. The strategy played-out ideally over the next three hours as everyone fought to maximize fuel mileage. Dirk Müller took

over driving duties just short of the race's midpoint and would see the most heated battle on the race's final lap. Despite being an endurance event, the entire race came down to the last half of the last lap. With a late race caution removing any concern of the need for fuel stops for all the front runners, it became a head-to-head fight among the best in the GT2 class. Müller took the white flag in third position chasing the top-two runners who were in a dire battle of their own. The leading Ferrari would spin in front of the eventual race-winning No. 87 Porsche and the No. 71. Müller moved into second only to be hit in Turn Five by the No. 45 Porsche while battling. While the damage did not eliminate the Tafel entry it did allow the Porsche passed dropping the Bell Micro No. 71 to third. Farnbacher and Müller maintain second in the Driver's Championship; seven points behind the drivers of the No. 45 Porsche.

No. 73 Tafel Racing Ferrari F430 GTC

Drivers: Alex Figge (Denver, Col.), Jim Tafel (Alpharetta, Ga.)

Alex Figge and Jim Tafel ran their strongest race of the season at the four hour Road America event. Figge started the race from seventh and held it for the first 45 minutes. On Lap 40, the race's second caution period, team engineer David Fullerton (Cumming, Ga.) called for Figge to stay on course moving the No. 73 Ferrari to third in class. Figge remained in the top-five until stopping for fuel at the one hour, 14-minute mark. At two-hours, Jim Tafel took over the No. 73 in the sixth position. For 45 minutes Tafel held in the top-10 until spinning on fluid in Turn 14. Contact with the tire wall at the end of the spin resulted in damage to the left rear wheel and bodywork. A stop for repairs dropped the car to ninth, five laps behind the class leaders. Tafel would take the checkered flag in that position to earn the No. 73 team's fourth top-10 of the season.

Quotes

Tony Dowe, Technical Director: "It was a good impression of World War Three wasn't it? I am a bit disappointed at the end but we are getting down to the part of the season where you take no prisoners. With all the yellow flags that came out it bunched the field up and you got a real knockdown, drag-out in the end. It was pretty much as I thought a fuel consumption race. We had to make fuel. The championship is tighter than ever which means everybody is going to be a little bit more tightly wound at the next race."

Dominik Farnbacher, Driver, No. 71: "From the beginning I was driving normally. I was not pushing very hard. The car was very, very quick in the beginning. There were two safety car procedures in a row where it kept the gap close so it was not an advantage for me to be quick. I had some bad luck with traffic and lost two positions. Our strategy from that point on worked out perfectly. We double stinted our Michelin tires when I was in the car. In the beginning the tires were perfect. They dropped-off a little bit at the end of the double stint. We collected points and it is good. There are still four races to go and a lot can happen."

Dirk Müller, Driver, No. 71: "It was not the easiest race for anybody because of the circumstances. There were lots of yellows which I was not expecting, lots of confusion in the beginning with the time keeping [the race was delayed 11 minutes for a timing and scoring malfunction]. I really had to push the car. My first stint in the car was amazingly good. At the end it was very difficult for me because there was no right mirror [the glass was broken when Farnbacher was overtaken for the lead] and the [number] 45 car was losing huge amounts of oil. My windscreen was completely covered in oil and with the sunset it was like a blind ride. The final lap was just all over the place. Going towards Turn Five I had contact under braking and I went sideways. Going out of the corner I nearly lost the car and made contact as well. It was really tough to get the car back on the track. I am happy with third. We lost a few points to the leaders but still everything is wide, wide open. We need to just look forward and keep pushing."

Jim Tafel, Driver, No. 73: "Alex did a really good job during his stint. He was having trouble with the gearbox on the up-shifts; I felt it more on the downshifts when I got in the car. We took a roll of the dice and kept him out during a caution and we had to fuel under green. It was a good gamble. We got up to third place. Alex did a great two hours. I was working on my times and something [fluid] had to be down on the track. I had a massive spin in [turn] 14 and went into the tire wall. We fixed the damage and just got right back up on it. The car had a push after that but it was kill or be killed out there. It made for an interesting evening. I am very proud of the 71 car for the podium and the whole team."

A tape-delayed broadcast of the Generac 500 at Road America can be seen beginning at 2 PM (ET), August 10 on SPEED. XM Satellite Radio Channel 144 will broadcast the full American Le Mans Series Radio web broadcast beginning at 4 PM (ET), August 20. The next American Le Mans Series event will be held at the ultra-quick Mosport International Raceway north of Toronto on August 24.

To visit the official web site of Tafel Racing, please go to www.TafelRacing.com. Information on Bell Micro as well as to shop its products and services, visit www.BellMicro.com. For more on Bell Micro Racing, please follow the link to www.BellMicroRacing.com. To learn more about Ferrari road cars and motorsports history, please visit www.FerrariWorld.com. For more on the American Le Mans Series, please visit www.AmericanLeMans.com.

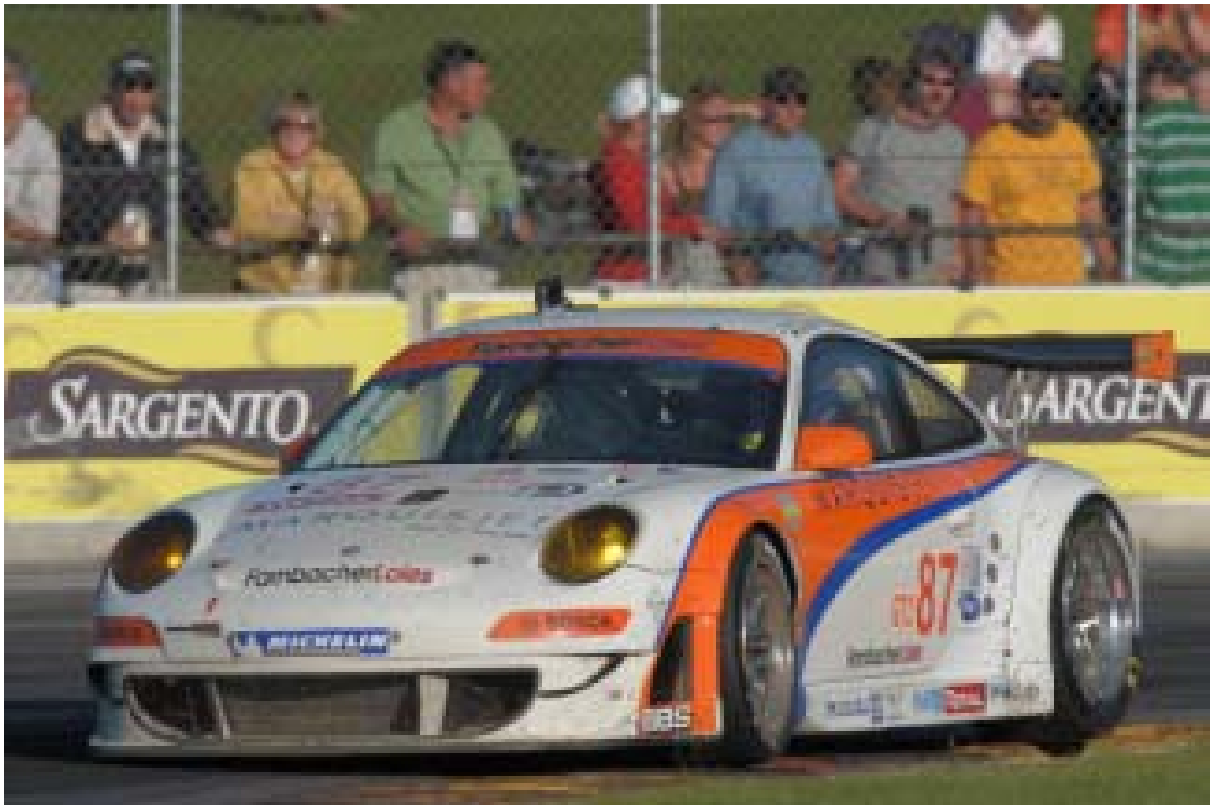


Photo courtesy ALMS

ALMS Race Recap (From www.americanlemans.com)

Audi scored its second straight 1-2 finish in the 2008 American Le Mans Series with Marco Werner and Lucas Luhr taking a 2.463-second victory Saturday in the Generac 500 presented by Time Warner Cable. Diesel power won overall at Road America for the first time since 2006 as Werner crossed the finish line just ahead of teammate Marcel Fässler.

Werner passed race leader David Brabham on Road America's long frontstretch for the lead with 20 minutes left. TDI Power ran down the Acura in the waning moments as two late yellow flags played into Audi's hands, just as it did two weeks ago at Mid-Ohio.

Werner and Luhr won for the sixth time this season in LMP1 and fourth time overall. Luhr qualified on the overall pole position as Audi won overall at Road America for the first time since 2006. The R10 TDIs also won back-to-back overall races for the first time in two years. Fässler teamed with Emanuele Pirro in the second Audi entry.

"It was an exciting race and wasn't as easy as it looked especially after the second-to-last yellow," Werner said. "It was really difficult to pass the Acuras but the traffic helped me get a little closer and then TDI power helped me overtake them. After that everything was really nice."

The winning duo led 65 of 102 laps.

Intersport Racing led overall early thanks to a strong drive early from Jon Field. The Lola B06/10-AER of Field, son Clint and Richard Berry finished third in class and seventh overall.

"The season so far has been very good," Luhr said. "We had an unlucky race at Sebring but we came back strong at St. Petersburg and Long Beach. No one expected us to be as strong there after last year. The same thing can be said for Lime Rock and Mid-Ohio. Today we did everything right and I think we were fastest in every session. We totally deserved to win this one."

Scott Sharp (above) and David Brabham posted their third LMP2 victory of the season for Acura. Brabham and Scott Sharp scored their third LMP2 victory of the season for Patrón Highcroft Racing and Acura, thanks in large part to Franck Montagny's crash in the Andretti Green Racing Acura with 11 minutes remaining. Montagny, who teamed with James Rossiter, tried to dive down to the inside of a slower GT2 Aston Martin at the end of the long backstretch.

Neither car made it back around.

Late-race strategy by the Patrón Highcroft team meant Brabham led overall with 14 minutes before Luhr's mighty blast from third to first. The team called the car on three straight yellow laps to top of with fuel to make certain the car could make the last 63 minutes on fuel. The plan nearly worked to



Photo Courtesy ALMS

perfection were it not for one final caution period with 34 minutes left that brought the Audis within striking distance.

"It was really hard to keep in front of the Audis because they are so strong on the straights," Brabham said. "I had to let them and Franck go and my main concern there was keeping the Porsches behind me, which we did. I think it was possible to have Acuras finish 1-2 but we managed to pick up the pieces."

Defending overall race winners Timo Bernhard and Romain Dumas finished second in P2 and fourth overall, just 0.867 seconds behind Brabham. Dyson Racing scored its first podium finish since Sebring with Butch Leitzinger and Marino Franchitti coming home third in class in their Porsche RS Spyder.

"It was strange seeing the car coming in lap after lap as the last of the chasers," Sharp said. "But we were in the right position. We picked a really great time to come in. I have a tremendous teammate no doubt who helps me a lot and is amazingly quick. We were hoping to just win one race this year. So far we have three and can get at least one more."

Johnny O'Connell and Jan Magnussen won in GT1 in Corvette Racing's No. 3 Corvette C6.R after the dominating sister crashed out with 52 minutes remaining. Oliver Gavin and Olivier Beretta had dominated the race up until that point and led the entire way before Gavin inexplicably went off track on the long backstretch.

Up until that point, the duo of Beretta and Gavin were on pace for their second straight victory together at the circuit.

"It was a shame but it was a good race," Magnussen said. "All I saw is that he got a little loose into the Kink and hit the outside wall. We had a problem in the middle of the race and I had to make an unscheduled stop to solve the problem. I think I had picked up something on the tires because of the safety cars. I had a funny feeling in the rear of the car. We did that, came back out and the car was really good. Although the other car was really strong, we knew we had a good chance to win because we had to make one less stop to the end."

O'Connell and Magnussen won for the sixth time in seven races but certainly no finish was as bizarre or unexpected as this. They were a full lap ahead of Terry Borcheller and Chapman Ducote in Bell Motorsports' Aston Martin DBR9.

"Things have really gone our way this year," said O'Connell, who ranks second in the Series with 34 career victories. "Last year was a matter of everything going against us. We were in the pits longer but I think it would have gone our way in the end. That's just how it has worked out all season."

Farnbacher Loles Racing won its first Series GT2 race Saturday with the winning trio of Dirk Werner, Richard Westbrook and Bryce Miller.

Farnbacher Loles Racing took its maiden GT2 victory in the Series with a tense, late-race win for Dirk Werner, Richard Westbrook and Bryce Miller in their Porsche 911 GT3 RSR. Werner got around Risi Competizione's Mika Salo and his Ferrari F430 GT at the start of the last lap and watched the Finn spin when he tried a daring overtaking maneuver in the sharp left-handed Turn 5.

The German went on to win by 7.345 seconds over Flying Lizard Motorsports' Wolf Henzler, who teamed with fellow class championship leader Jörg Bergmeister. Tafel Racing's Dirk Mueller and Dominik Farnbacher finished third in class and another 3.641 seconds back.

"The car was fantastic today and the team deserves it," Miller said. "The last couple of laps were amazing driving by Dirk."

The Farnbacher Loles team finished as runner-up at Lime Rock two rounds ago and third in the season's second race at St. Petersburg. Werner said he thought it was only a matter of time before the team broke through.

The Farnbacher Loles Porsche came back from a mid-race penalty for speeding in pit lane but it turned into a blessing as the race wore on as it became more obvious that the team had an advantage when it came to fuel and pit strategy. It set up the thrilling finish as Werner moved from fifth to second on the final stop.

"On the last lap I knew I had to try something and I think Mika's team car blocked him," Werner said. "The next three corners were amazing because he was on my bumper the whole way. I think he was desperate and saw an advantage at Turn 5. He tried to brake later than I did but ended up spinning out.

"I'm really glad to get our first win the Series," he added. "The team really works great together and we were so close in the past. We have been right there since Sebring, and the steps that Porsche made in the offseason have allowed us to contend for wins."

The next round of the American Le Mans Series is the Mobil 1 presents Grand Prix of Mosport on Sunday, August 24 from Mosport International Raceway just outside of Toronto. The race will start at 3:05 p.m. ET with live television coverage on SPEED. XM Satellite Radio will air the race live on XM Channel 166. Live radio coverage also will be available from American Le Mans Radio at americanlemans.com, which also will feature IMSA's Live Timing & Scoring.



Photo Courtesy ALMS

**Generac 500 presented by Time Warner Cable
Road America, Elkhart Lake, Wis.
Saturday's results**

1. (1) Lucas Luhr, Germany; Marco Werner, Germany; Audi AG R10/TDI (1, P1), 102.
2. (3) Emanuele Pirro, Italy; Marcel Fässler, Switzerland; Audi AG R10/TDI (2, P1), 102.
3. (6) David Brabham, Australia; Scott Sharp, Jupiter, FL; Acura ARX-01B (1, P2), 102.
4. (5) Romain Dumas, France; Timo Bernhard, Germany; Porsche RS Spyder (2, P2), 102.
5. (10) Marino Franchitti, Scotland; Butch Leitzinger, State College, PA; Porsche RS Spyder (3, P2), 102.
6. (9) Sascha Maassen, Germany; Patrick Long, Oak Park, CA; Porsche RS Spyder (4, P2), 102.
7. (8) Jon Field, Dublin, OH; Clint Field, Dublin, OH; Richard Berry, Evergreen, CO; Lola B06/10 AER (3, P1), 101.
8. (12) Ben Devlin, England; Gerardo Bonilla, Orlando, FL; Lola B07 46 Mazda (5, P2), 100.
9. (11) Guy Smith, England; Chris Dyson, Pleasant Valley, NY; Porsche RS Spyder (6, P2), 100.
10. (16) Jan Magnussen, Denmark; Johnny O'Connell, Flowery Branch, GA; Corvette C6.R (1, GT1), 97.
11. (2) Franck Montagny, Brignoles France; James Rossiter, England; Acura ARX-01B (7, P2), 96.
12. (21) Bryce Miller, Hoboken, NJ; Richard Westbrook, England; Dirk Werner, Germany; Porsche 911 GT3 RSR (1, GT2), 96.
13. (20) Jörg Bergmeister, Germany; Wolf Henzler, Germany; Porsche 911 GT3 RSR (2, GT2), 96.
14. (18) Dominik Farnbacher, Germany; Dirk Mueller, Germany; Ferrari F430 GT (3, GT2), 96.
15. (22) Johannes van Overbeek, San Francisco, CA; Patrick Pilet, France; Porsche 911 GT3 RSR (4, GT2), 96.
16. (19) Jaime Melo, Brazil; Mika Salo, Finland; Ferrari F430 GT (5, GT2), 96.
17. (17) Terry Borcheller, Vero Beach, FL; Chapman Ducote, Miami, FL; Aston Martin Vantage (2, GT1), 95.
18. (7) Gil de Ferran, Brazil; Simon Pagenaud, France; Acura ARX-01B (8, P2), 94.
19. (13) Ryan Lewis, UK; John Faulkner, Pittsford, NY; Gregor Fisken, Scotland; Lola B06-10 AER (4, P1), 94.
20. (25) Robert Bell, UK; Harrison Brix, San Jose, CA; Ferrari F430 GT (6, GT2), 94.
21. (28) Seth Neiman, Burlingame, CA; Darren Law, Phoenix, AZ; Porsche 911 GT3 RSR (7, GT2), 94.
22. (27) Francisco Pastorelli, Netherlands; Marc Basseng, Germany; Nicky Pastorelli, Netherlands; Porsche 911 GT3 RSR (8, GT2), 91.
23. (24) Alex Figge, Hollywood, CA; Jim Tafel, Alpharetta, GA; Ferrari F430 GT (9, GT2), 91.
24. (29) Tim Pappas, Boston, MA; Anthony Lazzaro, Acworth, GA; Doran Ford GT-R (10, GT2), 89.
25. (4) Luis Diaz, Mexico; Adrian Fernandez, Mexico; Acura ARX-01B (9, P2), 88.
26. (31) Paul Drayson, London, UK; Jonny Cocker, UK; Aston Martin Vantage (11, GT2), 84.
27. (26) David Murry, Cumming, GA; David Robertson, Ray, MI; Andrea Robertson, Ray, MI; Doran Ford GT-R (12, GT2), 80.
28. (15) Oliver Gavin, England; Olivier Beretta, Monaco; Corvette C6.R (3, GT1), 76, Accident.
29. (23) Tom Milner, Leesburg, VA; Tom Sutherland, Los Gatos, CA; Joey Hand, Sacramento, CA; Panoz Esperante Ford (13, GT2), 50.
30. (30) Joel Feinberg, Ft. Lauderdale, FL; Chris Hall, Daytona, FL; Dodge Viper Comp Coupe (14, GT2), 47, Half shaft.
31. (14) Michael Lewis, San Diego, CA; Chris McMurry, Phoenix, AZ; Bryan Willman, Kirkland, WA; Creation CA07-002 Judd (5, P1), 35, Gearbox.

Corvette Racing Race Report

No. 3 Corvette C6.R Scores Sixth Victory of the Season as Gavin Walks Away from High-Speed Accident

Johnny O'Connell and Jan Magnussen are on a roll in the GT1 class of the American Le Mans Series. The pair scored their fifth win in a row and their sixth victory of the season today in the Generac 500 at Road America in the No. 3 Compuware Corvette C6.R. The No. 4 Compuware Corvette C6.R of Olivier Beretta and Oliver Gavin finished third, retiring after an accident in the high-speed Kink. Gavin was uninjured in the incident.

"Over the past three years I thought I must have been an adopted Irishman, but our luck has definitely come back," declared O'Connell after tallying his 34th career ALMS victory. "The important thing is that Oliver is okay. Anytime you go off at the Kink it's a big deal, so we're grateful that he is all right. In fact, I welcomed him to the 'I Wrecked at the Kink Club.'"

Prospects looked bleak for the No. 3 Corvette when Magnussen made an unscheduled green-flag pit stop at the 2:32 mark in the four-hour race, and then pitted again 12 minutes later under caution. But fortune smiled when the No. 3 Corvette avoided losing a lap when the safety car came out, and the additional pit stops ensured that it could run to the finish with only a splash of ethanol. The No. 4 Corvette, in contrast, still had to stop for a full tank of E85R ethanol, and would likely have surrendered the lead to its sister car as a result.

"I had a small problem and had to make a stop to have the crew check out the car," Magnussen explained. "We came in, made some changes, and the car was absolutely great when we went back out. Having done that, our strategy was that we basically had to run behind the No. 4 Corvette and then we could win with a short splash of ethanol at the end.

"The car wasn't great at the beginning of the race, but everything came to us," the Dane noted. "We made adjustments that gave us a good car at the end. Then unfortunately the No. 4 car had a bigger problem than we did."

Gavin was leading the GT1 class when he went off course in the high-speed Kink, bringing out the fifth of seven full-course caution periods.

"Jan was behind me, I was pushing hard, and I was trying to make up some time," Gavin reported. "I just turned the car in too quickly and got on the inside curb; the car shot across to the exit curb, and then onto the grass. By the time I was on the grass, there was no way I could hold it.

"I'm all right, but I'm disappointed with myself for making such a mistake," he admitted. "It was a pretty big impact – of all the places to go off, the Kink is not the place to do it. The car did stand up extremely well to the accident. It looked like it was going to be close at the finish, but unfortunately nothing seems to be going right for us this year."

With the No. 4 Corvette on the sidelines, O'Connell was able to cruise to the checkered flag, finishing two laps ahead of the second-place No. 008 Aston Martin DBR9.

"My first stint was difficult," said O'Connell. "The car was loose, but we fought through it. I think Jan liked the setup better than I did, and he drove an amazing stint. Then the way the pit stops played out, the race probably would have gone our way in the end."

O'Connell and Magnussen increased their lead in the GT1 drivers championship to 23 points (151-128) with four races remaining on the ALMS schedule. Chevrolet leads Aston Martin 155-44 in the manufacturers' standings.

"We managed to do three things today," commented Corvette Racing program manager Doug Fehan. "First, we won the race, which was great for Corvette Racing. Second, we proved once again that safety is always paramount at Corvette Racing. It was an unfortunate accident for Olly, and while the car was damaged, the driver emerged unscathed. That's a testament to the importance we place on safety."

And the third?

"We provided a great deal of exposure for Champ Car by displaying their banner prominently on the front of the No. 4 Corvette after its encounter with the wall in the Kink."

Corvette Challenge Bike Ride to Fight Cancer

On Friday evening, Gavin defeated Fehan in a bicycle match race held in conjunction with the Tour de Road America Bike Ride to Fight Cancer. The pair raced for one lap around the 4.048-mile course, with Gavin taking the victory by 50 yards after a fast and furious 9-minute sprint.

While Gavin was first on the track, Fehan won the Corvette Challenge fundraising competition, raising \$3,845 in pledges to the Lance Armstrong Foundation. Gavin's supporters pledged \$2,065 to the cause. With cash donations and mail-in pledges still to be tallied, contributions to the Corvette Challenge Bike Ride to Fight Cancer reached \$5,910.

"Doug rode phenomenally," said the victorious Englishman. "He pushed me the whole way, and it only came to the bit just before Canada Corner when I decided that if I was going to go, I had to go now. I had the right strategy, the setup on the bike was great – I have to thank all the engineers at Corvette Racing for working on it so hard. It's been a really enjoyable event, and it's also great for the Lance Armstrong Foundation. We've raised quite a bit of money for a worthy cause, and I'm ready for a rematch any time!"

Fehan took his defeat in stride. "I think Oliver's marathon-based training program proved superior to my Cabernet and Patron Tequila-based conditioning program," he said with a laugh. "Although I dominated the first two-thirds of the race, in Canada Corner I saw Oliver's wife and three children looking so forlorn at his struggle to keep up that I dropped back and gave him the lead. My disappointment at not taking the win was offset by seeing the smiles on his family's faces when he crossed the finish line first. That's my story, and now I'm looking forward to a rematch – and I'm sure that Olly is too."



Photo Courtesy ALMS

RISI Racing Race Report

Le Mans GT2 winners Jaime Melo and Mika Salo looked set for their first American Le Mans Series GT2 victory today at Road America, but it was cruelly snatched from their grasp on the last lap. The end result of 5th place in no way reflected the flawless race that the duo had run up until that point, having led the race for nearly three of the four hours of racing. Their #61 team mates Harrison Brix and Robert Bell – having started the race from last on the grid – finished in 6th place.

In a race punctuated by seven full course caution periods, the Risi Competizione team's strategy was looking perfect and the team was holding its breath for the checkered flag. Salo, who was at the wheel for the last two hours, had held off eventual class winner Dirk Werner in the Farnbacher Loles Porsche for the final hour but was unfortunately blocked on the track as the race went green for the final time, allowing the Werner to pass him. An attempt to re-pass resulted in slight contact between the two which knocked Salo into a spin and dropped him down the field.

"I had to try to pass him again. It was win or nothing," said Salo afterwards. "I had to go for it, but there was grass on the track and lots of cars on the track as they'd been bunched up behind the pace car. Up until then, the re-starts [after caution periods] were the only time that Werner could get close to us. If I hadn't been blocked, he wouldn't have been able to get me before the flag. He was a bit quicker than us in the first sector, but I could pull away for the rest of the lap. It's very, very annoying to finish like this."

Chronic radio problems between car 61 and the pits certainly didn't help with communication issues towards the end of the race, but that didn't detract from the strong performance by both Bell and Brix during the race. In his first Road America race, the British driver worked hard in the opening two hours to make up the lost ground caused by starting from the back of the grid. The move to the back has been caused by the necessity to change tires after qualifying – two of the four tires having been spoiled when Brix was forced to pull off the track in the dying minutes of yesterday's session.

After the first hour, the two Risi Ferrari 430s were turning the quickest laps on the track, with Bell being only marginally slower than his more experienced ALMS team mate, Melo. Californian Harrison Brix also got into a good race rhythm and recorded his best lap times of the whole weekend.

Bell said afterwards, "It wasn't too bad at the start although we had to pick our way through the traffic. Unfortunately it meant that the leading five or six GT2 cars had got away from us by the time we were past the slower cars. Our biggest problem was at the first safety car as the race leaders caught me in Turn 4 and the Safety Car came out just after that and we went a lap down on the rest of the class. We never really managed to claw that back. I had a really good weekend though with the team, and have really enjoyed racing with them. I'm looking forward to being back at Detroit."

DYSON Racing Race Report

Four hours is a nice civilized length for an endurance race. It was just the right length for Dyson Racing as Butch Leitzinger took over third in the LMP2 class five minutes from the end of the American Le Mans race at Road America. "I have to thank my teammate, Marino Franchitti, who drove the first two stints and drove a great race to keep us up front," Leitzinger said afterwards.

Franchitti started the #20 Thetford/Norcold entry from the back of the grid after changing two tires after yesterday's qualifying session and was second in class by the nineteenth lap. "The car was the best it has been all year," commented Franchitti. "Having a two-car team is an advantage and at Dyson Racing, information flows well between the drivers and the engineers and I have to thank the 16 car for all of their help and input."

The #16 Porsche RS Spyder of Chris Dyson and Guy Smith finished sixth in class after 102 laps on the famed four mile, fourteen-turn course here in Kettle Moraine country. "This just wasn't a good race for the 16 car," Chris Dyson acknowledged. "Our car had more oversteer than we would have liked, and we didn't have the pace today," he said. "But our sister car had a strong run and there are some lessons to take from this one. We need to study the data closely. Sometimes we take different directions with setups on the cars, and in those cases sometimes it just doesn't work for one of us. But we are a team and we make these decisions together. The aim is always to learn more for the long term."

It was a race that started out slowly, punctuated by three yellows in the first twenty laps, but built into an increasing level of competitiveness the final three hours that culminated in a hard-fought sprint race the last twenty minutes. Less than sixteen seconds separated the top six at the end and there were a dozen lead changes with race-lap records set in three of the four classes.

"The guys ran hard all weekend and did a great job," noted Rob Dyson. "We had good pit stops with no problems and that is a key ingredient. Our team really worked hard and we look forward to going to Mosport with these competitive results under our belt."

The Grand Prix of Mosport will be held in two weeks time on Sunday, August 24th. The series' annual sojourn north of the border will mark the eighth race of the eleven-race ALMS series and will be broadcast live on SPEED TV.



Photo Courtesy ALMS