



## The Sahlen's Six Hours at the Glen Saturday, June 7, 2008

**A Compilation Of Press Releases Provided By The Teams**  
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### **Speed Source Engineering**

Jeff Segal further boosted his position as a star of the future as the 2007 Grand-Am KONI Challenge Champion had a big weekend at Watkins Glen for the traditional Sahlen's Six Hours of the Glen on Saturday.

Segal, who recently broke through as a first-time winner in KONI Challenge competition, extended his hot streak to the upstate New York facility as he took his first career Rolex Series pole position on Friday before converting that effort into a maiden Rolex Series victory in the No. 69 FXDD Mazda RX-8 on Saturday with Speed Source Engineering co-drivers Emil Assentato and Nick Longhi.



Battling a 26-car GT class field and record-setting high temperatures, with a momentary rain storm early in the race to boot. Segal shrugged off all the challenges as he led a race-high 61 laps on his way to the victory.

"It's been a great few weeks for me," said Segal. "The FXDD car was awesome. The motor in that Mazda just keeps going. We knew that this kind of track was going to suit the RX-8, so to score a win in the Six Hours feels fantastic. It

wasn't easy out there-we had problems with our power steering and the cool suit didn't work so the heat was really a factor all day long. But the Speed Source guys did a fantastic job preparing the RX-8 and I'm really happy to share this win with Emil and Nic."

The race win will fuel Segal's continued move up in the MESCO Building For The Future Rookie of the Year standings as well as creating improvement in the No 69 machine's position in the Rolex Sports Car Series Team Championship. Segal will look to keep his hot hand in play next weekend as the KONI Challenge Series heads north to Mosport International Raceway for round three of the 2008 season on Saturday, June 14. Additional information and footage available at [www.jeffreysegal.com](http://www.jeffreysegal.com)

## **Farnbacher Loles Racing**

The No. 88 Farnbacher Loles Racing Porsche scored a top-10 finish in the six-hour Grand-Am Rolex Sports Car Series race at Watkins Glen International on Saturday, balancing a tough race for the team's other two cars. Steve Johnson of Bristol, Va., Dave Lacey of Toronto and John Potter of Salt Lake City, Utah, combined for the finish, overcoming a series of blistering tires throughout the race.

Lacey started the No. 88 Porsche 911 GT3 Cup car from 18th on the 26-car GT class grid. He moved up to second in the first half-hour of the race, then pitted at 43 minutes, meeting a series requirement for a pit stop in the first 45 minutes of the race. He returned to the track 19th, and then regained nine positions before handing off to Johnson, followed by Potter. Lacey and Johnson each drove another stint and finished 10th.

Their teammates weren't as lucky. Wolf Henzler of Nürtingen, Germany, started the No. 87 Porsche from third on the GT grid. He stopped for a splash of fuel during the first caution, and then was hit by a spinning car just 13 minutes into the race. The team replaced a broken



suspension link and hammered out the car's badly caved bodywork through three long pit stops, but finally retired from the race. Dirk Werner of Kissenbrück, Germany, drove a few laps between pit stops, but Dominik Farnbacher of Ansbach, Germany, did not drive.

The No. 86 Porsche also encountered problems early in the six-hour race. Pierre Kaffer of Salenstein, Switzerland, started 13th in

class and moved to second in 15 minutes. By the 40-minute mark, the car's engine was reported smoking. Leh Keen of Charleston, S.C., drove next and also held second place until he was caught in a chain reaction, hit from behind and knocked into a spinning car ahead, puncturing two of the car's three radiators. The crew quickly replaced the radiators, but the car dropped to 20th in class. Eric Lux of Jacksonville, Fla., drove for 15 minutes, but was forced to stop when the car lost power.

Pierre Kaffer, No. 86: "We had some problems with our tires – we had some blisters – so we tried to make the setup as smooth as possible, to keep the tires for the distance. At the start, I knew the other cars had the same problem, so I couldn't understand why they were pushing like hell and trying so hard to fight, so I let them run. Over my stint, I picked up everybody again! I tried to keep my tires – I never accelerated in the corner, just when the car was nearly straight, so I could drive the car with one set of tires for one and a half hours and I think nobody else could do this. It was my biggest key today. When I entered the pits, we were P3 and it was quite comfortable. It was not that we had this position from our luck; we had this from our performance. We had a great chance for a podium today. The car was really, really consistent and stable and everything worked really well. The guys did a brilliant job last night – they worked until 2 or 3 o'clock in the morning to get the car ready. It's a shame we had an oil leak and had to stop the race."

Leh Keen, No. 86: "It seems like there's some kind of tire problem; everybody's blistering their tires. Porsche's doing it the worst because we power down on the rear and we have more weight on the rear. So we struggled all weekend, hoping we would just make it through the race, just

cruise and let the race come to us a little bit, be on the lead lap toward the end and finish in a good position. In the race, we had an engine smoking issue on deceleration when Pierre was driving. Then I got in and we got up as far as second place. Then there was an incident in front of me – the 72 Pontiac spun a car right in front of me. I checked up, and then I got hit from behind, and then hit the car that was spinning. That got the radiator. The crew changed the radiator real fast and we got back out, but with a hit in the cooling system like that, we were running warm and the engine wasn't able to recover, so it started smoking a lot. We decided to park it because it had no horsepower."

Eric Lux, No. 86: "I don't know what we've got to do to get this monkey off our back. We've tried everything from the crew staying up 'til 1 am every night working on the car to putting little lucky charm poker chips and 20-dollar bills in the car. We're certainly trying hard; I just don't know what we can do to get a good finish or a win. We had a strong run at the beginning of the season, and then it came to a halt. For some reason, a majority of the GT field are blistering tires, so it wasn't the best racing condition today. I don't like to dwell on bad days. From the positive side, the car's all pointed in the right direction, and there's no damage other than the front bumper, so that should be a quick fix. Hopefully, we'll get this monkey off our back soon."

Wolf Henzler, No. 87: "The race started not too bad for us. We pitted during the first yellow, which was a good decision. After the restart, we were at the end of the field and behind a slower car. Going into turn eight, he was inside, I was outside. He braked a bit early and he spun going into the corner. I braked and slowed down and drove to the right, but he was going to the right in the gravel, so I turned left. Unfortunately, I think he came off the brake and he let the car roll back on the track and I couldn't avoid him. He rolled into the right rear and we had damage on the car and had to pit. It would have been a good day for us, so I'm very disappointed. I would have really liked to finish the race, and finish on the podium."

Dirk Werner, No. 87: "We are reaching the point where I don't know what to say any more, because it's now the fifth race in a row where we didn't get a race without any incidents. It's one of my worst seasons so far. I just hope we can find some motivation somewhere. I don't know where – we have to look for it for the next races because obviously, we're not getting the motivation from good results so far. I just hope that everybody finds something that he likes about racing this year. I do, I still like racing, but it would be much nicer if we got good results! Next race, hopefully..."

Steve Johnson, No. 88: "The track conditions were brutal. These rear tires go away after about 10 laps and it just makes it really tough. Maybe the series can look at the Porsches and these tires, because everybody's got the same problem. You run a fast lap and keep up with the Mazda's and the Pontiacs for four or five laps, but after that, the party's over. But we had a good run; the team did a great job. Second top-10 – for us, that's really good. We have day jobs and we come out here to do this because we love it. To be able to compete to this degree is just real satisfying."

Dave Lacey, No. 88: "We finished top-10 and that's our goal – to be up in the top-10 every weekend. Despite the tire problem that we had, we managed to strategize around it. Steve's just come in and there are clearly blisters on his rear tires, and we had that problem throughout the race. But we drove around it and tried to moderate our speeds to manage the tire wear. We ran as high as second on some fuel strategy and then fell back to 10th, but we're really happy with that result. The only downside is that there's no sister car from Farnbacher Loles to join us here at the end."

John Potter, No. 88: "I wish I could have driven as fast as my teammates did! It was a good race; it's hard to complain about a top-10. It was good to get the time out there and get faster each time. That's all you can really ask for."

[www.farnbacherlolesracing.com](http://www.farnbacherlolesracing.com)

## **Southard Motorsports**

### **Broken Heat Exchanger Damages Lester and Lewis Effort at the Glen**

Southard Motorsports entered Saturday's sixth round of the 2008 Grand American Rolex Sports Car Series season with high expectations. The Six Hours of The Glen at Watkins International was the kind of race that the Steve and Martha Southard (Powell, Ohio) owned team was looking for to solidify its place as a top contender for victories in the Daytona Prototype (DP) class. All aspects of the program have been coming together in 2008 including the addition of motorsports veteran Bill Lester (Atlanta, Ga.) to drive alongside sports car racing champion Shane Lewis (Jupiter, Fla.). "The Six Hour", one of the world's premier endurance races, seemed to provide the mix of track and race duration that plays to the strengths of the No. 3 Southard Motorsports Lexus-Riley. However, a leaking heat exchanger would drop the effort from the race's top-ten two hours into the event to 17th at the checkered flag.

Continued massaging of the already strong organization and a recently discovered chassis setup tweak seemed to mark the 3.4-mile, the 11-turn "Long Course" at Watkins Glen and its six hour classic the perfect stage to earn the team's first Grand-Am Rolex Series victory. The Powell, Ohio-based team has proven a legitimate front runner at each of the events during the year thus far and had always performed well at Watkins Glen. In Friday's qualifying, Lewis placed the No. 3 Lexus-powered Riley chassis in the top-10 on the grid. With six hours of racing before them, the



program looked poised for its best result of the season.

Then came the call: "I have low water pressure." Lewis' radio transmission from the cockpit during the pace lap seemed to echo across the rolling hills of Watkins Glen, NY. The team responded to continue and monitor the situation. The Lexus V8 performed well moving Lewis as high as third and comfortably within the top-10 through the early stages of the caution-filled event. The team's first driver change came one hour and twenty minutes into the race. Despite

concerns of the water pressure, Lester maintained the car's position until the red warning lights flashed again that the water pressure was dropping further.

Just short of the two hour mark Lester returned the red, white and blue machine to pit lane and the attentions of the Rich Howe-lead crew. The Southard Motorsports technicians were able to establish that the heat exchanger- a peripheral engine component used to maintain a consistent temperature between the engine's oil and water- was damaged and had been leaking water slowly since the command to start engines. Working under the repressive heat of both the summer conditions and the V8 racing engine, the Southard crew replaced the faulty piece and returned the car to competition in approximately 20 minutes. Now 12 laps down to the overall leader, the race strategy for the No. 3 changed dramatically with just over half the race distance remaining.

The focus for the Southard squad now was to turn consistent but conservative lap times to maximize what could be learned from the day at one of the sport's most hallowed facilities. With a 200 mile, DP- only event on The Glen's "short course" coming in early August, "The Six Hour" became not only an important race to score points for the season-long championship, but a real-world test session as well. The effort by the professional group proved well founded. Having

dropped to 38th overall, 19th in class, the No. 3 fought its way back to the 17th highest running Daytona Prototype and the 29th car overall at the end of six hours.

Next, Southard Motorsports returns home for the seventh race on the 2008 schedule; The Emco Gears Classic presented by Key Bank at the Mid-Ohio Sports Car Course. The 2.258-mile, 13-turn road course in Lexington, Ohio is only minutes from the Southard Motorsports shop in Powell, Ohio. The track is also the spiritual home of TRUECHOICE Motorsports ([www.TRUECHOICE.com](http://www.TRUECHOICE.com)), the motorsports safety, parts and accessories company founded as part of the motorsports group owned by racing legend Jim Trueman. Trueman's family still owns and operates the Mid-Ohio Sports Car Course. Today, Steve and Martha Southard own TRUECHOICE which offers online and onsite sales of the world's leading brands in racing product and equipment.

#### Quotes

Shane Lewis, Driver: "The minute I went out there I had a water pressure warning. I had never seen that in all the time I have driven this car. We hoped it would adjust itself once we were running but we all knew that something was up. I went through my entire first stint and it wasn't getting any better. Bill was out there on his first stint and it just got worse and worse. The heat exchanger broke and was slowly leaking the water out. We had to replace that and that is what took us out of the running. When you get that far down you want to get the most out of it that you can but you are going to run a conservative deal. You want to make up as much ground as you can and make as many positions as you can but you have to be smart. There is nothing to be gained by racing the leaders or trying to turn qualifying-type lap times. This is just really frustrating. We were doing pretty well despite the problem. The Southard team did a great job. That is a hot piece to replace and the guys did it in record time. From then on Bill and I just wanted to stay out of trouble and get laps in. That is not the way we want to go racing but sometimes that is what you have to do. The phrase is 'make lemonade', right? We just tried to make lemonade."

Southard Motorsports can be found at [www.SouthardMotorsports.com](http://www.SouthardMotorsports.com)

The personal web site of Shane Lewis can be found at [www.ShaneLewis.com](http://www.ShaneLewis.com)

Bill Lester's personal web site is available on the web at [www.BillLester.com](http://www.BillLester.com)

The Grand-Am Rolex Series can be found at [www.Grand-Am.com](http://www.Grand-Am.com)



## **Porsche Motorsports**

### **Porsche Propels Donohue, Law to Second Place Brumos Teammates Run Strong To Post First Podium of 2008 Season**

The end result might not have been quite what Porsche, David Donohue, Darren Law or the Brumos Racing team had hoped for, but in finishing second in Saturday's Sahlen's Six Hours of the Glen at Watkins Glen International, the talented American duo scored their first podium finish and best result of the season.

Donohue and Law piloted the No. 58 Brumos Racing Porsche-Riley to second behind Scott Pruett and Memo Rojas in the seventh stop of the 2008 Rolex Grand Am Sports Car Series presented by Crown Royal Cask No. 16. Donohue, of Malvern, Pa., and Law, of Phoenix, Ariz., crossed the finish line 3.033 seconds behind the winners. The teammates also did their fair share of pacing the field, leading 59 of the race's 179 laps, in contrast to the 39 total laps led by the winning Scott Pruett/Memo Rojas Lexus-Riley.

"The car ran well all day—it was very balanced over the six hours," Donohue said afterward. "For us, this is a great result. We wanted to win for a lot of reasons. We have been deserving and knocking on the door for a win. For the way this season has been going, second place is a good result for us."

"Traffic was a little tough," added Law. "We seemed to always lose a little on the restarts, but it's still a good result. I was surprised I got loose even going up the hill. On the last restart Scott (Pruett) got a good jump and I just couldn't catch up to him. But the Brumos team did a great job and Porsche provided us an excellent engine."

After two full-course yellows slowed the pace in the first 15 minutes, the race finally got going in earnest with Donohue leading the Porsche delegation in sixth position. The No. 58 Brumos car had moved into third at the start, but dropped a few spots while taking advantage of the caution period to pit for a splash of fuel and also to satisfy the 45-minute pit rule.

On Lap 18 and Donohue pushed the Porsche in front for the first time of the day, quickly putting distance between himself and Max Angelelli to build a 10-second lead. Alex Gurney passed for second place on Lap 26 and would reel in Donohue, making a pass the lead on Lap 37, early in the second hour.

The No. 59 Brumos team car of Daytona Beach's J.C. France continued to circulate at or near the top 10 during the first hour, but a broken throttle cable put the No. 23 Ruby Tuesday Alex Job entry driven by Bill Auberlen of Redondo Beach, Cal., down a lap at the very start of the race.

Team owner Alex Job had predicted the race would be a six-hour test for his team's new Porsche-Crawford that featured a new body and aero package. He nearly got his wish, but Auberlen was forced to retire the car with only a few minutes remaining in the race.

On Lap 52, race leader Alex Gurney surrendered the lead to Law, who had taken over for Donohue on Lap 38. In the meantime, Portugal's Joao Barbosa, who was on the move, jumping from eighth to sixth in the No. 59 Brumos Porsche-Riley.



The leaders used a full-course caution late in the third hour to pit, and Donohue was now driving, but his stop was lengthy enough to drop him to 13th place. By the end of the hour, Donohue had moved up to ninth. Hurley Haywood, of Ponte Vedra Beach, Fla., took over the No. 59 Brumos entry from Barbosa. Haywood, who is running a limited schedule this year, was making his first Grand Am start since the Rolex 24 Hours at Daytona.

Slowly, Donohue began to climb up in the standings—reaching fifth by Lap 98 and back in the lead 10 laps later. Donohue increased a six-second lead over Mark Patterson to 13 seconds before the latter made a pit stop, which then gave him a whopping 33-second margin over Pruett.

However, that lead would be short-lived as Donohue came into the pits on Lap 115 and turned over the car to Law, who rejoined in sixth. At the end of the fourth hour, Law was up to fifth with Haywood in ninth and Sacramento's Joey Hand back in 15th position in the No. 23 Alex Job entry.

Early in the fifth hour, a full-course caution again allowed the leaders to pit. Law was fifth when everyone entered the pit lane, but thanks to sharp pit work by the Brumos crew, he rejoined the race in the lead.

Traffic would play a role in allowing Pruett the close to Law, whose 2.3-second lead shrank to three-tenths of a second. However, on a clear track, it would be a different story as Law slowly built the margin back up to nearly four seconds in six laps. Most of the lead pack pitted on Lap 149, but Law stayed out for one more lap, surrendering the lead to Ricardo Zonta. Taking on enough fuel to last the remainder of the race Law rejoined in second only to be passed for second by Pruett at the entrance to the Bus Stop.

In the final hour, full-course cautions allow the field to pack up behind the leader and allowed Law to keep Pruett in sight.

On Lap 164, the yellow flag came out for the final time for the retrieval of a stalled car. The caution period allowed Barbosa to make up a lap, and moved Law closer to Pruett. The stage was set for an 18-minute dash to the checker. The restart came on Lap 168 with Law on Pruett's tail, but Pruett slightly pulled away as the leaders exited the first turn. Pruett would continue to build his advantage, increasing the margin all the way to the checker. Barbosa came home ninth to give the Brumos team a pair of top-10 finishes.

### **Wilder Start For GT Class Runners**

While the first hour was uneventful for most of the DP Class participants, a series of incidents set the tone for the race in the GT Class.

England's Peter Westbrook seemed to be the only Porsche 911 GT 3 Cup customer in GT Class to get through the first hour unscathed. The driver of the No. 66 TRG Porsche ran in the top five for most of the hour.

Early-race incidents sidelined the No. 87 Farnbacher Loles Racing entry driven by Germany's Wolf Henzler and the No. 67 TRG entry driven by Tim George Jr. of New York, N.Y. Damage was severe enough to Henzler's car for it to be withdrawn. In the meantime, the TRG crew continued to repair the damage with the intention of letting the co-drivers earn points.

Mechanical problems also eliminated the GT Porsches of the No. 74 Mitchum Motorsports entry driven by Andy Brumbaugh of Columbia, S.C. and the No. 26 Gotham Competition of Joe Jacalone of St. Augustine, Fla.

After the wild first hour, the GT class action settled down and the second hour ended with Kevin O'Connell of Newport Beach, Calif., leading the Porsche 911 GT 3 Cup customers in fourth place in the No. 27 O'Connell Racing entry.

One GT class Porsche moving up in the third hour was the No. 66 TRG entry, driven at the time by Ted Ballou of Corona Del Mar, Cal., who ran as high as third. However, by the end of the fourth hour, the No. 66 car, now piloted by Westbrook, was in fifth, the top Porsche in GT Class.

As the race progressed, Porsches continued to hover around the top five. Germany's Marc Besseng (No. 22 Allegra Motorsports 911 GT 3 Cup) would be the lead Porsche at the end of the fifth hour in sixth place in the GT Class. But in the end, Kevin Roush of Upland, Cal., would win the honors for best Porsche in GT Class, winding up fifth in the No. 27 O'Connell entry.

### **KROHN Racing**

The Sahlen's Six Hours of the Glen race at historic Watkins Glen International, round six of 14 in Grand-Am Rolex Sports Car Series competition, brought another victory for the No. 01 Ganassi Lexus Riley of Scott Pruett and Memo Rojas.

Krohn Racing had a good run, with each car leading the race. Ricardo Zonta lead for six laps (lap 150-155) before having to make a final stop for fuel on lap 165 of 179 laps. Jönsson led a single lap, lap 108, before being called in for a pit stop. Qualifying driver Zonta and co-driver Nic Jönsson, in the No. 76 Krohn Racing Pontiac Lola, finished 10th overall in the 45 car field. The sister car of team owner/driver Tracy W. Krohn and qualifying driver Eric van de Poele finished 14th after starting seventh on the grid on the 3.4-mile, 11-turn Watkins Glen, New York road course.

Krohn, Jönsson and van de Poele left the track immediately after the race to hop a private plane to fly to Le Mans, France for next week's 24 Hours of Le Mans race. The trio will drive the No. 83 Risi-Krohn Ferrari 430GT in the GT2 class in an attempt to defend or better their second place class finish last year.

Tracy W. Krohn, team owner/driver, No. 75 Krohn Racing Pontiac Lola:

"Every week that we race, the car gets just a little bit better. We get in to the race trim a little bit quicker. With me, we had some driver overheating problems today. The cool suit wasn't working properly, so it was a little tough on me. Finally we came in and put some ice in the cool suit. The car is just a little too hot inside at this point. We'll get it cooled down eventually. We'll get that taken care of. Ricardo and Nic had a great run for a long time. They had a little tactical error with the pit strategy that was definitive for their race. But the car was good all the way, as was ours. I have no complaints about the car. The car is getting better and better every week and we just keep plugging away at it and we're going to have a helluva car here in a few weeks."

Eric van de Poele, driver, No. 75 Krohn Racing Pontiac Lola:

"I had a good first stint, very good. I did a double (stint). Everything was good, no problems. When I got back in the car for my next session, I had a steering wheel problem and I had to stop on the track to put it back on. They (race officials) gave me a drive-thru penalty, although it didn't





change anything because we were two laps down. It was really difficult to come back. This track is fantastic, and the car was really, really good and very competitive. I'm just waiting for the next race now. There's no more excuse. We have to fight. It's a long way and difficult to catch the front. I'm very confident for the future. No other team really deserves better. I will do my maximum. This team deserves much better than this. It's going to come."

Nic Jönsson, driver, No. 76 Krohn Racing Pontiac Lola:

"All the guys did a fantastic job after the incident we had yesterday in qualifying (Ricardo Zonta went off into the tire wall at Turn 8). They rebuilt the car overnight and the car was obviously very quick. The car started from the back and we worked our way up. We were in the top three or four when I got in. I kept it there in the top three or four and even led a lap. We had a very good, quick, steady pace. The car worked perfectly fine mechanically. I think we had a podium car again. We had the speed but unfortunately were caught out by a yellow. We had actually decided to pit that same lap that the yellow came out. We missed it by about 10 seconds. If the yellow would have come out 10 seconds later, we would have been on pit lane and the race would have looked completely different. But we had to come in with about 20 minutes to go to top off and that dropped us from second down to tenth. It just wasn't enough time to work our way back up. Unfortunately, we can't seem to be able to catch a break. We have a car that has the speed now. The guys have done a fantastic job both at Lola and back home in the shop. It just has to happen sooner or later.

Ricardo Zonta, driver, No. 76 Krohn Racing Pontiac Lola:

"We had a car to win the race. We tried to stretch it out and were reaching for the yellow to come. But it didn't come and we had to pit. We lost many positions because of this strategy. The car was very good. I overtook many cars in the race. It was good. I drove for four hours, so I'm very exhausted."

David Brown, driver, Team Manager, Krohn Racing:

"We are obviously very, very disappointed to not have finished in the position which would have given a good demonstration of the performance we had in the car. Of course that would have been in the first three somewhere. We didn't achieve that and it obviously is a cause of great disappointment. We had an issue with the car, which meant that we couldn't stop for the last fuel stop at the same time as everybody else did. Just at the very point where we could stop and we decided to come in, there was a yellow. That absolutely ruined us. We'd had it then. We could either pit under yellow and go to the back, which we would have done, or we could stay out and brave it and see if there was enough yellow to get us to the end. There wasn't enough, so we finally decided we would stop anyway and put enough fuel to get to the end. The car has been reliable and well put together, even though we had quite a big accident yesterday during qualifying. The guys worked until one o'clock in the morning preparing it, then slept about six hours. It was a great effort on their part. The drivers did very well. We still need to demonstrate our true colors. We're always fast but we never get a good result. I guess we need to just keep plugging away. Eventually we will achieve the results we think we deserve. They'll come."

## **Spirit Of Daytona Racing**

Spirit of Daytona Racing continued to make strides in the development of the No. 09 Porsche V8-powered Coyote as the machine was deployed in the best research laboratory available with six hard-fought hours of Rolex Sports Car Series competition in the Sahlen's Six Hours of the Glen on Sunday.

Drivers Guy Cosmo, Marc-Antoine Camirand, and Terry Borcheller combined for an eleventh place finish as the Daytona-based team made a quick transition back to racing action after having last competed in March.

After qualifying seventh on the grid, Camirand got off to a fast race start before turning the machine over to Cosmo, who backed up his strong Homestead performance by getting the machine up into the top five before Borcheller took the controls of the No. 09. The trio combination fought the high heat and the tense competition, but the Porsche V8 machine didn't miss a beat, completing 178 laps to come home eleventh.

"We've picked up a lot of time since we last raced in March, but the other guys have as well," said team owner Troy Flis. "So even though we have made a lot of progress, we still have some work to do and we have a lot to learn about how to get the most out of these Pirellis. The crew did a great job and the guys had this car good to go all weekend long. I'm happy that we were able to add another finish with this car, and it was bulletproof, but we are frustrated because we know we can go even better and anxious to make more progress."

"The car was fun to drive and at some points we were within six or seven tenths of the leaders times, so that was pretty encouraging," said Camirand. "We still have a lot of work to do but overall this was a good weekend, and we made some solid progress that we should be able to use in the races coming up. It was great that we were able to make it to the finish once again with this car and I'm happy to be back to racing again this summer!"

"We made a lot of headway with the Coyote this weekend and I think there is a lot more to come chassis-wise," said Cosmo. "The Porsche V8 is fantastic and I think if we can make some improvements in the aero category, we can keep this curve of progress moving up. The car has been amazingly reliable and the team did a great job preparing the car. You always want to be fighting up at the front but we know we have to get more miles under our belt with this combination and that those results will come. Hopefully we can make more progress in testing on Monday."

Check into [www.spiritofdaytona.com](http://www.spiritofdaytona.com) and [www.grand-am.com](http://www.grand-am.com) for updates.

## **Banner Racing**

The Banner Engineering Pontiac GXP.Rs finished 3rd and 6th in Round 6 of the Rolex Grand-Am Championships Presented by Crown Royal Cask No. 16 the Sahlen's 6-Hours at The Glen.

Kelly Collins and Paul Edwards extended their championship point's lead by racing the #07 Banner Pontiac GXP.R into the 3rd position after the duo ran within the top 5 and at or near the lead for most of the 6-hour race. Their finish coupled with trouble filled runs by their closes competitors actually extended their championship lead on a weekend that going in the team was just hoping to hold their own.

"We knew we had to come out of here not losing points and we actually gained some due to the problems for the 67 Porsche and you don't want to gain points because of something like that but honestly we are happy to be here (on the podium)," said Kelly Collins. Our engineers from Pratt and Miller did an excellent job working with the added weight and weight distribution changes and getting the car as balanced as it was. Over all it was a good weekend for us!"

"All we could do was third but Kelly did an iron man stint in the middle, almost three hours which allowed me to be fresh at the end," Said Paul Edwards. "But it was a good day for us being able to finish on the podium and that combined with the misfortunes of the #70 Mazda and the #67 Porsche allowed us to add to our points lead.

"The good thing was that we finished well and were able to open up a bigger gap for the championship so overall it was a good weekend for us and the Banner Team."

"Yes we wanted to win but we are happy with this finish and the day," said team owner and driver Leighton Reese. "Kelly and Paul managed to solidify and actually increase their points lead and this is a championship team and that is our goal for the season and we hope we are bound for that.



"It was brutally hot out there and the crew and all of the drivers did a great job, didn't make any mistakes and we have two cars with no damage. That means we can spend the off time until the next race developing the cars instead of fixing them. And that is really important in a super competitive series like Grand-Am GT."

As expected the unusually high heat here in Upstate New York added to the stress of the long race as

both in-car temperatures soared and high track temperatures took their toll on the equipment and tires.

"We gave it everything we had all day," said Edwards after the race. "We were pushing it as hard as we could and blistered our tires on that first stint so I had to use a different driving style to be able to go that quick at the end without the tires going off. We expected the tires to go off a bit with the added 100 pounds."

But it wasn't all bad as the in-car air-conditioning units were making the driving conditions at least tolerable.

"It is about the same (as Florida) it is hot and it is humid," said Collins. "The car itself is always hot and when it is this hot the heat soaks into you. The ac in the car is actually working fantastic. I'll tell you this air conditioning could extend my career 5 or 6 years."

"I don't know what I would have done out there without the air-conditioning," said Leighton Reese. "It was almost refreshing! And we are going to get these units working even better!"

Edwards turned over the #07 Banner Pontiac to Collins about 90 minutes into the race and Kelly did an iron man stint for almost three hours before turning the car back over to Edwards for the finish.

On the final stint Paul Edwards held the lead of the race as once again the Banner Racing crew got the #70 Pontiac out of the pits first but the eventual racing winning #69 Mazda of Segal drove past both Liddell's #57 Pontiac and then on the same part of the main straight drove calmly past Edwards to take the lead.

Edwards tried to stay with the much lighter Mazda and was when a caution flew with about 25 minutes left. On the restart with about 18 minutes remaining Segal started to open up a gap as Edwards was left to try to defend 2nd spot from Liddell's Pontiac.

"They (the #69 Mazda) seemed to be able to catch us real quick, get by us real quick and hold the lead but they are super strong here and you have to congratulate those guys with the #69 Mazda because they were strong here all weekend and they deserved the win," said Paul Edwards. "And congratulations to Robin (Liddell) and Andy (Davis) in the #57 Pontiac because they ran strong all as well."

"We were concerned as to how hard we could push because it was a bit of an unknown. The weight was a concern and we haven't quite figured out how to get some more life out of our tires but we have some time before Mid-Ohio to work on that."

"But this was a pretty good run for us. We stayed out of trouble except for my over ambitious keep it on the throttle when the car over-steers drive over the bumps and into the sand box which let Robin (Liddell) get by. I tried to keep pressure on Robin but he didn't make a mistake."

#### **#06 Banner Engineering Pontiac GXP.R finishes 6th**

Andy Pilgrim, Marc Bunting and Leighton Reese combined to drive the #06 Banner Pontiac GXP.R to a strong 6th place finish as the trio stayed out of trouble as Pilgrim came up less than a car length out of the 5th position at the end.

Pilgrim started the race and ran a smooth and uneventful race at the beginning. Or at least it looked to be uneventful.

"It is never uneventful when you are running with 25 guys who want the same position you do," said Andy Pilgrim after his opening stint in the #06 Banner Pontiac GXP.R. "The racing in the Grand-Am Series is really tight and there are a lot of good drivers who drive aggressively. Not overly aggressive but they defend their position aggressively. It doesn't matter if you are racing for 5th, first or 15th they race you hard but that is fair. They race you hard and fair but it is tough competition."

Talk about timing a full course caution came out 35 laps into the race and as the Banner crew was preparing to have Andy Pilgrim come in for a pit stop and a driver change. Marc Bunting's timing must be all bad because a small but fairly strong rainstorm rained all over the pit straight. Fortunately the racing was neither long nor widely dispersed as little or no rain fell on the back parts of the track.

"It wasn't any problem, really," said Bunting with a shrug after turning the #06 Banner Pontiac GXP.R to Leighton Reese. "It was as only wet on the front straight and the first two or three turns and it dried up pretty quickly.

"I had to change the driving style about halfway through my first stint but I was still able to set some pretty quick times later in my session and we got up into the top five so the car is running very well."

About mid-race Leighton Reese took over for Bunting and kept the #06 Banner Pontiac well within the top 10 and into the top 5.

"The Banner Engineering Pontiac GXP.R was solid all day," said Reese after his stint. "Marc and Andy did a great job keeping our Banner Pontiac in contention all day. My stint was pretty uneventful except for getting bumped and almost put off the track by Angelelli. That was really my only moment out there today."

Reversing the driver order Marc Bunting took over for Reese who turned over the wheel to Andy Pilgrim during the final stop under caution with less than an hour left in the race.

Pilgrim had a late race battle with the #27 Porsche of Kevin Roush but was unable to find a way past and had to settle for 6th.

"His car was really fast down the straightaway and he didn't make any mistakes," said Pilgrim of his race with Roush at the end. "He drove well, he was blocking pretty aggressively but fair and Leighton said to bring it home in one piece so I didn't want to make any mistakes.

The track got hotter I think and the back tires went away faster than I had thought they would and that is why I couldn't get super aggressive at the end because I didn't want to make any mistakes."

"I am actually very pleased and happy with our result, and the result for all of the Pontiacs considering the 100 pound weight gain and the 3 percent weight distribution change," said Kelly Collins at the end of a long day of racing. "I have to thank Chuck Houghton and Lynn Bishop of Pratt and Miller for all of their awesome pit calls and keeping us out front with great race strategy. We are just happy this one is over because we gained points and we can move onto the next one."

"Sure we wanted to be on the podium today but it's all good because Banner Racing and Pontiac showed their true strength overcoming the disadvantages we had going into this race today so we have to be really proud about our accomplishments today," Leighton Reese concluded of the 2008 running of the Sahlen's 6-Hours at the Glen.



## **Michael Shank Racing**

Oswaldo Negri emerged from a thrilling Sahlen's Six Hours of the Glen race at Watkins Glen fighting to a fourth place finish with co-driver Mark Patterson on Saturday as the sister No. 6 Ford Riley of John Pew and Ian James completed a strong Michael Shank Racing team outing with a sixth place result.

Both team entries ran in podium contention for much of the six-hour race distance for the second endurance racing event of the 2008 Rolex Sports Car Series season. A late-race restart set the stage for a dynamic race finish as the lead ten Daytona Prototypes fought for positions in the final half-hour of the race and put on a fantastic show for the SPEED audience at home. Negri and James diced it up in several heated battles for positions before coming home in fourth and sixth.

"All of our drivers really pulled their weight for all six hours out there," said team owner Mike Shank. "Oz and Ian did over three hours each, and didn't put a wheel wrong. It was a very good weekend all around for us. We were in the fight all day, and Mark put in I think his absolute best stint ever, bringing the car into the pits in second place deep into the race. Just fantastic. And the cars don't really have a scratch on them, so we are ready to go for the test on Monday too. We were hoping to get back on the podium again, but this was a great race and should be good for us in the points as well."

The upstate New York six hour always provides surprises in the weather category, ranging from cold rainy races to Saturday's record-setting heat, and momentary rain shower adding to the challenge of the event.

"This was a perfect outcome after a truly exciting race," said Patterson, who kept the defending Series champions at bay while trying to find a way by the eventual race-winning Ganassi machine. "Oswaldo did another amazing job and I can't believe how strong he was up to the very last lap that he ran, even in this heat. The car was just fantastic, all day and just allowed me to do nearly everything I asked it to do. It was a pleasure to have the car that in tune. Those closing laps, if you weren't on the edge of your seat, check for a pulse because that was some spectacular racing!"

Negri looked set for a Glen podium return in the closing laps, but some GT traffic prevented that from developing as the 10 car made a muscle move to take the position after Negri had to slow for the GT.

"We got great calls from our engineers Dave and Jeff all day long and the car was just fantastic," said Negri. "I don't know how many laps we had on the tires at the end, but the car was still handling fine and I was able to fight to the checkered flag. We were hoping to be on the podium but I just got caught out in that traffic and Max shoved me out of the way. But it was some good close Grand Am racing and I knew he didn't have anything to lose. But we are trying to get everything we can in this championship so I had to keep that in mind. I have to also say that I am really proud not just of this team, but also of the job Mark did out there, he just keeps getting better and better."

The Pew/James entry not only had to fight competition and the ambient heat, but also the high cockpit temperatures as the helmet blower mechanism didn't operate initially in the early race stages.

"My first stint was really tough with the helmet blower not working in this heat, but my second time out there was much better," said Pew. "The car was really good, right out of the box. Ian did a great job and was fighting for everything we could get right to the finish and it was a lot of fun to watch that at the end. The team prepared the car perfectly, and to get another good finish like that is just going to help us keep moving up in the points."

James, who led over 20 laps of the race for the second year running, also raised some eyebrows with his strong moves through the field as he worked to make the most the 6 car had to offer, sometimes fighting in three-wide battles late in the race.

"It was a busy race out there for sure," said James. "The 60, the 10, the 61 and I were fighting everywhere, and then the 77 came in with fresher tires at the end to make it even more interesting. You had to keep one eye up front and one on your mirrors because everyone was right together. The team did a great job and the car was great. Even though we were in the fight, the car doesn't have a scratch on it after six hours of racing, so that's pretty amazing."

The team will remain in Watkins Glen to prepare for the August Rolex event by participating in Monday's Rolex open test on the short course layout. Additional information:

[www.michaelshankracing.com](http://www.michaelshankracing.com)

### **Sun Trust Racing**

Less than three weeks after their team's transporter and all of its contents burned to the ground, Max Angelelli and Michael Valiante co-drove a race car that hadn't turned a wheel since January, backed by a Wayne Taylor Racing team that used borrowed tools and equipment, and muscled their way to SunTrust Racing's top Grand-Am Rolex Sports Car Series finish of the season – a third-place effort at Saturday's Sahlen's Six Hours of The Glen.

It wasn't the victory the team was looking for, but it was by far the most satisfying effort of 2008 for the entire Wayne Taylor Racing (WTR) organization, which pressed into service the No. 10 SunTrust Pontiac Riley last seen finishing fifth at the season-opening Rolex 24 At Daytona on Jan. 27. On May 19, while traveling home to Indianapolis from the last Rolex Series race at Mazda Raceway Laguna Seca near Monterey, Calif., the WTR transporter caught fire in I-40 about an hour east of Amarillo, Texas, and gone was the No. 10 SunTrust Pontiac Dallara that was just four races old, and every bit of the tools, hardware and equipment that made up the SunTrust Rolex Series road show. But thanks to a generous outpouring of support from the entire Grand-Am community, SunTrust Racing made it to Watkins Glen (N.Y.) International without missing a beat.



Angelelli started the weekend Friday in fairy tale fashion by qualifying the SunTrust car on the pole. And he finished it just before the six-hour mark of the race today with a stellar pass of third-place Oswaldo Negri in the No. 60 Michael Shank Racing Ford, securing SunTrust Racing's first podium finish since a second-place run at this very track last August.

Angelelli's late-race pass was all the more remarkable considering the car's cool suit unit failed to work during his entire 64-lap stint to the finish,

forcing him to endure the race's frantic pace for more than two hours inside a cockpit with temperatures well above the 120-degree mark.

"I wanted this for the guys because they deserve so much," said Angelelli when asked how he mustered the energy to make the pass for third with just two laps to go. "When I say they lost

everything, I mean they lost everything, including helmets, firesuits, tools. Everything. I have to thank the guys, and also the entire Ganassi team for giving us pit equipment, tools, a transporter, and also to Penske Racing, which gave us so much. If we're here, it's because of our guys, SunTrust, our partners, and those teams that I mentioned."

Angelelli led the opening lap of today's race but gave up the lead on the very next tour of the 3.4-mile, 11-turn circuit when he dove into the pits under yellow to fulfill Grand-Am's mandated pit stop each team must make by the 45-minute mark of each race. He resumed in ninth, but methodically worked his way back into second place by the 19th lap. From there to the end of the race, Angelelli and Valiante were rarely outside the top-five as teams executed a myriad of pit strategies throughout the afternoon. Valiante drove a 52-lap stint over the middle portion of the race, fighting his way into the lead on laps 84 through 89.

"We really owe it to the team," Valiante said. "We've been going through a rough patch here, especially after the fire. And it was a tough race for six hours. It was hot and it was grueling. The crew did a phenomenal job by putting together the car we ran at the 24-hour in a short amount of time. Everything was flawless. It was definitely hot for Max and I. Max did a great job at the end with his cool suit not working."

"I am speechless," team owner Wayne Taylor said. "They did it. Nineteen days ago, we had nothing. Zero. All we had was a car that had run the 24-hour and was left on the side of the work shop since then. No engine, nothing. It was just lying there. And then we got all these wonderful people, Ganassi, Penske, SunTrust, Toshiba, everybody, with all they did to help us get here. It's been amazing, actually. I so wanted to win this race. But you have to remember that we hadn't run this car since the 24-hour. So we didn't have the latest pieces. This was a leased engine because our other engines burned up in the fire. So, to qualify on the pole and to get on the podium, that's really something. I can't say enough about everybody. They needed this result. The pole was great. And to come into a race like this and have no problems, that's incredible. And Max showed he drives with his heart and he is still the best."

Round 7 of the 2008 Rolex Series tour is the EMCO Gears Classic at Mid-Ohio Sports Car Course in Lexington, Ohio, on Saturday, June 21.

[www.SunTrustRacing.com](http://www.SunTrustRacing.com)

## **GAINSCO / Bob Stallings Racing**

Saturday's Sahlen's Six Hours of The Glen moved off to a great start for GAINSCO/Bob Stallings Racing and Grand-Am Rolex Series Co-Champions Alex Gurney and Jon Fogarty but ended up being a lesson in perseverance as the team rallied through a myriad of problems to take a hard-earned eighth-place finish.

After Friday's shortened qualifying session kept Gurney from posting a green-flag attempt, the team elected to start Saturday's race from the pits and essentially at the tail-end of the Daytona Prototype field. Gurney didn't stay there long, however, and charged to lead the race twice in the opening 90 minutes. The strong opening run, however, eventually gave way to several problems that saw the GAINSCO team and drivers work through a variety of issues.

"We obviously had a great car and it was fun driving through the field in the first hour," Gurney said. "We were encouraged about the rest of the day, but after my second stint when Jon got in, I guess (Eric) van de Poele brake-checked him and it started to cascade from there. We had to change noses and the whole last three hours or so it was overheating pretty bad, so I wasn't able to contend. So, again, we had some pace, but no result."



Fogarty took over from Gurney who pitted while leading just under two hours into the race but returned in 12th place after losing time when the No. 99's radio roof antennae base loosened inside the cockpit. That began an almost uncanny string of problems that saw the GAINSCO team prove its championship caliber and

perseverance for the remaining hours of the race.

"The overheating thing is kind of a mystery," Fogarty said. "We really don't know what it was, but as soon as I got in the car things weren't going well. We had the radio antennae plate fall down in front of my face and that was a big issue for awhile. There was also a little bit of questionable tactics out there by one of the Krohn guys checking up on us, but all in all the crew did a great job, getting our lap back and keeping us in the game."

Fogarty also had to deal with a punctured left rear tire just after the race's halfway point that dropped him in the order after his first climb back through the field.

"Tons of things to overcome - the nose damage, the radio deal, the punctured tire, overheating - it was a rough one. We will get back to our old ways of winning, though, for sure. The odds of these kinds of things continuing just can't go that way."

Despite the numerous setbacks, the GAINSCO team only fell one lap behind but managed to get that back before the finish. When the race restarted with less than 20 minutes to go after the ninth and final caution of the day, Gurney was nearly in site of the lead pack when time expired and the checkered flag flew.

"Thinking back, this is probably the most event-filled race that I can remember being in," said Team Owner Bob Stallings. "Virtually for four of the six hours we were here, something was happening to us all the time. Everybody kind of hung in there and we kept making all of the best calls we could make in the process. In the end, Alex made a real valiant effort driving because the car was probably down 30 to 40 horsepower with all of the heat we were running. He was still charging off some pretty quick and cool laps."

Despite the challenging day, the GAINSCO team and drivers remain in the top three in the respective Rolex Series driver and team championships. With 153 points in both championships, Gurney and Fogarty hold down third in the driver standings while the No. 99 GAINSCO Auto Insurance Pontiac Riley is third in the team championship.

Next up for GAINSCO/Bob Stallings Racing and the Grand-Am Rolex Sports Car Series presented by Crown Royal Cask No. 16 is the EMCO Gears Classic at Mid-Ohio Sports Car Course, Saturday, June 21.



### **Ganassi – Lexus Racing (From Grand-Am.com)**

Scott Pruett took the lead with 45 minutes remaining and was never headed as he and Memo Rojas drove the No. 01 TELMEX Lexus to 3.033-second victory in Saturday's Sahlen's Six Hours of The Glen Rolex Sports Car Series race at Watkins Glen International.

The win is the fourth in six races for the Ganassi/Lexus team and gives both the drivers and the team a 36-point championship lead heading into the midway point of the season at Mid-Ohio. In addition, Lexus continued its domination of endurance racing with its fifth win in the last eight Grand-Am endurance events and now holds a 15-point lead in the manufacturer's championship.



The victory was anything but easy, though. After starting last from the pit lane after Saturday's qualifying session was abbreviated to just four minutes of track time, Pruett and Rojas had to charge through the field almost non-stop until taking the lead for the first time on Lap 115. After pitting and dropping back to fourth on Lap 130, Pruett quickly moved up to second and then finally took the lead for good on Lap 156 of the 179-lap event as he passed former Toyota Formula One driver Ricardo Zonta.

The No. 3 Southard Motorsports Lexus driven by Shane Lewis and Bill Lester was running in the top 10 early before suffering a split heat exchanger, forcing the team back to the garage area. They eventually returned to the track 12 laps down and would placed 17th.

#### **Notes:**

- With today's triumph, Lexus has now won five of the last eight Grand-Am endurance races to go along with two seconds and a pair of fourth-place finishes. In addition to today's victory, the current stretch includes three Rolex 24 at Daytona victories, as well as a nine-hour win at Miller Motorsports Park in Utah.

- In the Watkins Glen six-hour events, Lexus-powered cars have two wins (Scott Pruett/Max Papis in 2004 being the other), a second, a third and a fourth place result. Last year, Pruett and Rojas combined for a second-place finish.

- Today's win is the fourth of the season for the No. 01 TELMEX Lexus and gives the team the best six-race start in Daytona Prototype history. The team has registered six consecutive podium finishes with four wins, a second and a third.

- With the victory today, Scott Pruett has now won 11 endurance races of six hours or longer. He has seven Daytona 24 victories, along with one 24 Hours of Le Mans, one Sebring 12 Hours and, with today's victory, two Six Hours of The Glen triumphs.

- With the first-place today, the #01 Lexus has now finished in the top-10 in every race for the past two years dating back to Mid-Ohio in June, 2006. During that 25-race stretch, the team has eight victories, 17 top-three showings and 21 top-five finishes.

- After coming out on top this afternoon, Lexus has now registered four wins in nine Rolex Series races at Watkins Glen - with Chip Ganassi Racing also winning the 2004 Sahlen's Six Hours, as well as last year's August event. Doran Racing earned the fourth Lexus win at the track in August 2004.

## **The Racers Group**

The No. 65 Mike Wiegele Helicopter Skiing/Total R Solutions Porsche GT3 from TRG/Riegel Autosport scored a top-10 finish to lead the way among a five-car entry from TRG in the Grand-Am Rolex Sports Car Series Sahlen's Six Hours of The Glen.

Co-drivers Craig Stanton, Hima Maher and series newcomer Josemanuel Gutierrez brought the No. 65 machine home in ninth place, three laps behind the race-winning No. 69 Mazda. While Stanton - the 2005 Rolex Series GT champion - is no stranger to endurance races, it was Maher's first six-hour event and was Gutierrez's first-ever Rolex Series start, making the No. 65 team's performance all the more impressive.

"It was a hard day," said TRG owner Kevin Buckler following the race. "We had five Porsches and our 65 car led the charge. It was a great job for Riegel Autosport and TRG, and Mike Wiegele Helicopter Skiing. I mean these guys practiced really hard. They were definitely an underdog, but they showed what good teamwork can do. I'm super proud of them. They were our shining star this weekend."



"This was my first Grand-Am race," Gutierrez added. "I was very excited. I was a little bit anxious, but finally everything came together. We did practice a lot of in-and-outs with the car, to the point where my friends were a little worried that I was asking them to practice too much. Everything was flawless, in and out of the car, the pit stops, the racing, and no mistakes. Craig Stanton and Hima Maher are just fantastic guys, very fast, very quick. They don't make mistakes. Fortunately, I didn't make any mistakes either."

It was Stanton's sixth Rolex Series start of the season, but he has enjoyed his best results of the year since joining TRG prior to Round 5 at Mazda Raceway Laguna Seca last month. Saturday's race produced his second top-10 result in three starts.

"The TRG powerhouse did a great job today," Stanton said. "I mean the amount of people and the staffing that Kevin puts together is pretty brilliant. This is the third race I've had with Hima and (car owner) Ted (Rozsa), and it's great to be here. A couple of cars had a tough

go, but we just thundered on. It was Hima Maher's first six-hour and was Josemanuel's first pro race, so we super exceeded our goals in all aspects. We were in the top 10, which was a lofty goal, originally, and it worked out perfectly."

While the No. 65 team celebrated a hard-earned result, however, the rest of the TRG team was left somewhat disappointed with the outcome in the Six Hours of The Glen.

"I was pretty disappointed in our Pirelli tires and the way the rules are completely out of balance this season," Bucker said. "We're out here, we're a top team, we've got top drivers, and watching these guys drive around us like we're standing still with our unibody 'Prep 1' cars is really, really frustrating. We need the series to address the gross imbalance in the roles clearly favoring the Mazda's and the Pontiacs and to make all the cars competitive with each other. Otherwise, their car counts will continue to decline into the danger zone. That is really not good considering how very hard we have tried to support and bolster the series."

The team's best hope for a victory fell by the wayside with nearly one hour to go in the race with a lengthy stay on pit road for the No. 66 Marquis Jet/Mitchell Rubber/Resorts

International/IPC/Total Lubricants Porsche GT3. Richard Westbrook brought the car into the pits at the tail end of the lead lap in fifth place, but began encountering throttle problems as he came into the pits.

Westbrook gave way to co-driver Bryce Miller, but the No. 66 machine fell out of contention as the crew was forced to locate an errant bolt that was responsible for holding the throttle wide open. The crew worked quickly to rectify the problem, but Miller ended up taking the checkered flag four laps behind the race winners in 11th place. However, the result did enable Miller and full-time co-driver Ted Ballou to move into seventh place in the GT class standings.

"We had a great car," Ballou said. "The car was solid. We certainly were the fastest Porsche by a long shot. I thought we were going to be right there at the end. It was really shaping up to go that way, but we got a bolt under the throttle. You can't guard against that. It's just some really bad luck, but we'll take our points and move on."

"The guys have just been breaking their backs getting this car set up for us," Miller said. "It's just an awesome car. As far as what we have to work with, and the regulations that have been handed down by Grand-Am, it's really incredible what these guys have been able to do and what they've delivered to us. We'll just keep working at what we've got right now. We've got good momentum. We've for sure made good improvements, and all you can do is look forward to the next event from here and hope that things sort themselves out."

Bryan Sellers, RJ Valentine and special guest star Randy Pobst combined to finish 13th in the No. 68 CRG/Maxter/Rotax/MBA Group/F1 Air Porsche GT3. Like the other Porsche runners in the field, the No. 68 trio was also plagued by tire issues throughout the entire weekend. Unscheduled pit stops also contributed to the team's result.

"It was probably as tough as the invasion of Normandy in '44," Valentine said. "We were against all odds. We had problems with the tire situation here. We're hoping that Pirelli is going to rise to the occasion and Grand-Am is going to give us some concessions. We're obviously not competitive here with the general run of the field. Let's hope that reason prevails, that we go forward into the future with renewed vigor, and that we provide for those who need."

The No. 64 SRS/Globus/Adopt A Pig Porsche GT3 from TRG/J Lowe Racing came home 17th in class. Co-drivers Jim Lowe, Tim Sugden and Jim Pace battled throughout and did manage to see the checkered flag, albeit 19 laps behind the class winners.

"Six hours is a long day," said Pace. "We went a lap down pretty early, had a little contact, cut a tire down, cut another tire down, had some bodywork rubbing and lost another tire. It was a big day for left rear tires. Other than that, it's always fun running with Jim Lowe and the TRG guys. It just wasn't our day."

Even before the green flag dropped on the race, Tim George Jr. - who was second in the GT point standings along with co-driver Spencer Pumpelly coming into the race - reported over his radio that the brakes were not working on his No. 67 Monster Cable/944 Magazine/WIN Institute/Gleukos Porsche GT3. Sure enough, entering the famed Watkins Glen "inner loop" chicane on the opening lap, the brake pedal went straight to the floor for George. Although he tried to avoid his fellow competitors, he made contact with Joe Foster in the No. 40 Mazda, sending both cars behind the wall for lengthy repairs.

Some three hours and 40 minutes after the green flag dropped to start the race, the No. 67 machine returned from behind the wall with Spencer Pumpelly behind the wheel. At that point, Pumpelly and George were simply forced to complete the required 30 minutes per driver to earn championship points. Both drivers managed to do just that before the car finally gave up the ghost in 24th place. The result dropped Pumpelly and George to third in the championship standings.

"The race started out with a brake failure, which led to a pretty significant crash," Pumpelly said. "Granted, that was some pretty bad luck to start with, but the guys got the thing back rolling. Not only rolling, but actually feeling pretty good in enough time for Tim and I to get out there and do the laps we needed to do to get some points. I think the guys proved their worth today. I think championships are won on days like these when you've got to turn a disaster into something, and not the days where everything's just going your way. We got through one. It could have worked out better, but we'll have to lick our wounds and be happy we got what we got."

Next up for TRG's Grand-Am Rolex Series program is the annual visit to Mid-Ohio Sports Car Course. The race is scheduled for Saturday, June 22.

### **Crown Royal Cask No. 16 (From Grand-Am.com)**

An unspecified engine failure forced the Crown Royal Cask No. 16 Race Team to withdraw midway through the Sahlen's Six Hours of the Glen. Starting from the 11th position, lead driver Antonio Garcia moved the Crown Royal Cask No. 16 Coyote steadily through the field and ultimately led the race for several laps. On Lap 78, under the helm of Pirelli test driver Fabio Babini, the engine developed problems that for the safety of both the Crown Royal Cask No. 16 Team and the other competitors, team management elected to park the car for the remainder of the race.

"We were especially pleased with Antonio's (Garcia) performance behind the wheel of the Coyote," said team manager David Meehan. He was able to find good speeds and his technical skills are on par with the best of the best on the Grand-Am circuit. Our pit crew performed outstandingly, getting the Crown Royal Cask No. 16 car smoothly in and out of the pits. We were all quite excited about getting Antonio back into the car and bring us home a strong finish, but alas, that was not to be."

Undaunted, the Crown Royal Cask No. 16 heads back to its home base in Indianapolis to prepare for Mid-Ohio. For more information on the Crown Royal Cask No. 16 Race Team and it's drivers visit [www.CheeverRacing.com](http://www.CheeverRacing.com)

