



## ***Porsche 250 Presented By Bradley Arant Grand-Am Team Race Report Compilation***

*Source: The Race Teams Noted*

### **Michael Shank Racing**

Michael Shank Racing once again showed great speed and teamwork in Rolex Sports Car Series competition, and was rewarded with strong race results as John Pew and Ian James finished the Porsche 250 presented by Bradly Arant in third place, with Mark Patterson and Oswaldo Negri coming home close behind in fourth after a hot and hard-fought two hours and forty-five minutes of racing at Barber Motorsports Park on Sunday.

The podium appearance was the first in Rolex Series competition for the Pew/James duo, which had collected three 4th place Rolex results together since first joining up together at Michael Shank Racing in June of 2007.

“This is a great team result and it’s just fantastic to see John and Ian up there on the podium,” said team owner Mike Shank. “We really struggled this weekend to find the speed we’ve had everywhere else with the car and everyone was pretty frustrated after qualifying yesterday. But we changed some things and just didn’t give up, and we came out of it with a great run for both cars. I’m really happy with how things played out and just proud of everyone for sticking with it even in this heat. John and Ian have been knocking on the door to do this for so long, it’s great to have them finally get up and get some champagne.”

Pew opened the race up from twelfth on the grid and soon found himself battling back and forth with Patterson in the sister team No. 60 Ford Riley as the duo added a new chapter to their long history of on-track battles and off-track camaraderie.

“Mark (Patterson) and I had a pretty spirited battle going on and that was a lot of fun,” said Pew. “I came in a little bit earlier than we planned, but we got some debris in the radiators so the temperatures on the Ford motor were shooting up, so we just decided to clean off the front and get Ian in the car at the same time. Ian did a fantastic job once again, and this is just great for the team because they’ve done an amazing job every single race weekend. Racing with Mike Shank is a great experience. We’ve been close several times, so it’s just great to finally get up on the podium, and hopefully we can do it again soon.” The pit stop exchange saw James return to the field in 16th position before making his march up to third at the checkered flag.

“This is just fantastic for the team and I’m really so happy for John to get up on the podium, it’s just great,” said James, who was rooted on at the race by some of his UK-based early-career race supporters that made a special visit to see him race. “I was just trying to save my rear tires as much as possible for the end and that paid off. We’ve been fast

everywhere we've gone, but just have had some bad luck and niggling little problems keep us from getting on the podium, so hopefully this is the turn in our luck and the first of many to come."

The fourth place run solidified Patterson and Negri's fourth position in the team championship standings and marked a significant rebound from a disappointing Daytona race outing earlier in the month.

"That was a fantastic battle John and I had!" enthused Patterson after emerging from the Ford-Riley. "We both knew where the other was the entire time, and just had a great fight. He got me fair and square, and then I'd get him back and we just kept battling. It was great. We both gained a lot of experience and a lot as friends, too. And to see them get up on the podium is also just fantastic. This is a really good day for this Michael Shank Racing team."

The early stages of the race weekend hadn't gone according to plan, with a Ford-Riley that wasn't allowing Patterson to qualify with his established bravado. But the team never stopped working to be in place for a strong result at the finish.

"I have to say thanks first to my engineers Dave Kanning and Jeff Schaffner," said Negri. "I was frustrated to be where we were yesterday, and they put up with me and put us in this position to have a much better car today and here we are now with a fourth place. I'm also really happy for Ian and John to see them get their first podium, this is a great day for this team. Ian and I were battling nose to tail, but I just kept thinking championship and it didn't make any sense to do anything adventurous against a team mate so I'm really happy with the result of this race. It was a tough weekend, but we came out strong and I'm proud of my team."

Team owner Shank could hardly be blamed if he were to claim a few extra grey hairs after seeing the team cars do battle early in the race with Pew and Patterson going at it, and then once again in the latter stages as James and Negri had their own battle late while fighting up through the field. But both sets of drivers raced clean but hard on the way to a great outcome at the finish.

"Oz is a good teammate and we've had some close battles this season, but I knew he'd be smart out there and not take any chances," said James, who refuses to acknowledge having a birthday in the near future.

Michael Shank Racing will race again on August 1 at Le Circuit Gilles Villeneuve. All four Michael Shank Racing drivers have Rolex experience on the track, with Patterson/Negri taking 6th and Pew/James scoring 11th at the facility in 2007.

## **SunTrust Racing Report**

On a typically hot and sweltering July afternoon at Barber Motorsports Park, Max Angelelli and Michael Valiante survived two hours and 45 minutes of the ever-so-typical bumps and grinds this 2.3-mile road circuit outside Birmingham, Ala., is known for and co-drove the No. 10 SunTrust Pontiac Dallara of Wayne Taylor Racing to a sixth-place finish in Sunday's Grand-Am Rolex Sports Car Series Porsche 250.

Just surviving today's race of attrition for the SunTrust team was an accomplishment itself in a year already filled with a racing lifetime of setbacks. Having blistered the track qualifying record on Saturday, Valiante put SunTrust on the pole for the third time in nine races this season, tying the team for the series lead. When the green flag waved for today's 103-lap race, Valiante dropped back to second in the first sequence of turns and settled in behind the No. 76 Krohn Racing Pontiac of Ricardo Zonta at the front of the 35-car pack for the first 19 laps.

Then came the first strategy decision of the day. Valiante pitted for fuel only under green on lap 19, dropping back to 10<sup>th</sup> place but setting off a flurry of early pit stops by the rest of the lead pack over the next several laps. He was back up to third by lap 27 as the pit stop cycle ran its course, but found himself struggling with traction issues.

Still, Valiante managed to keep the SunTrust Racing machine at or within a couple of positions of the top-three until bringing the car in to hand it over to Angelelli, four new tires and a full load of fuel on lap 49. Angelelli resumed in 11<sup>th</sup>, but temporarily fell off the lead lap during the green-flag stop. Nonetheless, he was back in the top-10 and back on the lead lap by lap 58.

It took every bit of effort over the final 45 laps for Angelelli to pick up four positions on a tight, twisty, technical circuit notoriously difficult to pass on, as he worked his way up to the final finishing position of sixth.

"It was a difficult result after having such a fast car and starting on the pole but, overall, I think it's really clear we have a fast car," Angelelli said after co-driving to SunTrust's third-best result of the season. "We look like we are still trying to put together that complete, trouble-free race. We made some strategy decisions regarding tires, but I met with my guys and assured them I believe there was absolutely no strategy issue or a wrong decision. We know how to improve what happened and, overall, we all need to be better, including myself. Then, we can start winning again."

"That was the decision we made, but with the heat, the track conditions, I found it really tough, as it turned out," Valiante said in reference to the fuel-only stop on lap 19. "It's no one's fault. That's just what we decided to do and I'll stick by it 100 percent. It just didn't play out the way we wanted it to. I couldn't keep up with Zonta during the early laps. Meanwhile, behind me at that point, I had no problems staying ahead of the 99 and the 01. But after the first round of stops, they came out on new tires and I stayed on the same set, so I found myself struggling a bit. At the very start of the race, Zonta just jumped the start a bit. He got alongside of me and I just let him go because there was no point in fighting on the very first lap, especially with the way things have been going for us this year."

Scott Pruett and Memo Rojas, the series point leaders who started alongside the polesitting SunTrust team on the front row today, took advantage of mechanical failures by late-race leaders Alex Gurney in the No. 99 Gainsco/Bob Stallings Racing Pontiac and Brian Friselle in the No. 61 AIM Autosport Ford to win for the sixth time this year. Darren

Law and David Donohue came home second in the No. 58 Brumos Porsche, while John Pew and Ian James were third in the No. 6 Michael Shank Racing Ford.

"We had a fast car all weekend – that's the best news of all," Taylor said. "We won the pole yesterday in track-record time, and that was a tribute to the tremendous effort by everyone on this SunTrust team. In the race, we had some issues regarding tire wear that we need to take a close look at and fight our way through. It set us back in the early to middle part of the race and it was difficult to make up the lost ground. Max was feeling good and running laps as fast as the leaders at the end of the race. So that, too, was very encouraging. We fought our way through an entire race weekend with no major issues. It's onward and upward from here."

The 2008 Rolex Series continues with back-to-back Friday events at the Circuit Gilles Villeneuve in Montreal (Aug. 1) and Watkins Glen (N.Y.) International (Aug. 8).

## **Farnbacher Loles Racing**

Farnbacher Loles Racing visited the Grand-Am Rolex Sports Car Series podium for the third race in a row, celebrating a hot finish at Barber Motorsports Park in Leeds, Ala. Bryce Miller of Summit, N.J., and Dirk Werner of Kissenbrück, Germany, combined for their second-consecutive second-place GT finish in the team's No. 87 Porsche 911 GT3 Cup car, despite the challenges of the tight, technical track and 120-degree track temperatures.

Miller started from fifth on the 20-car GT grid and moved to third before handing off to Werner after 43 minutes of the two-hour 45-minute race. Werner returned to the track sixth, regained third, then dropped back to seventh after a fuel stop. He worked back to fourth, then charged to second place on the last lap of the race.

Leh Keen of Charleston, S.C., and Eric Lux of Jacksonville, Fla., were zapped by a caution miscue and handling issues, leaving them out of contention to repeat the class win they scored last month in their No. 86 Porsche. Lux drove first, moving from ninth to fifth in class while fighting an understeer condition in the car. After a driver change, Keen was poised for a "waveby" during a caution period, but officials missed his car number, so he maintained position and lost a lap to the rest of the GT class. He was further slowed by a broken swaybar bracket and a hit from another car, and finished 10<sup>th</sup>.

Steve Johnson of Bristol, Va., had a strong start in the No. 88 Porsche, racing from 12<sup>th</sup> to fifth during his stint. He was slowed on his lap into the pits and arrived 15 seconds after the required 45-minute pit stop deadline. Richard Westbrook of London, England, drove next, returning to the track with a one-lap penalty, 14<sup>th</sup> in class. He lost third gear on his first lap and was forced back to the pits. The car was retired from the race with a gearbox failure.

Gregory Loles, team owner: "What a finish! Bryce and Dirk delivered the result we really needed. Watching Dirk do what he did in the last three laps today is why we all love motorsport. It's great to see that any of our cars is a podium threat now. We travel to Montréal with strong momentum."

Leh Keen, No. 86: "We struggled with the setup. In my stint, the front swaybar bracket broke and then I got hit by another GT car and that knocked the alignment out, so we suffered from really bad understeer. It was a tough weekend for us, for sure. The good speed we had at the last two races wasn't there. We're really, really looking forward to

going to [the next race in] Canada. We know the cars are good, so we should be able to make something happen with the Porsches."

Eric Lux, No. 86: "Congratulations to Dirk and Bryce – they did a nice job. I'm glad to see the other car is now getting some good luck."

Dirk Werner, No. 87: "That was an awesome finish after a very difficult race. The car was really, really good. Bryce and the team did a very good job setting up the car, and that put me in the position to attack at the end. I took a bit of a risk, but I thought, 'We have to be in front of these guys.' Hats off to Bryce and the team! I look forward to racing in Montréal with these guys, because I think we have a run now and the car is very good again."

Steve Johnson, No. 88: "I just wanted to stay out of trouble and give Richard a good car in the top-10, and I think that's what I did. The car was flawless during my stint, then he went out and as soon as he got out there, third gear went. It's just bad luck. We had a good car and the guys put in an awesome effort. I really hated for them that it didn't work out."

Richard Westbrook, No. 88: "Steve did a great opening stint. I was really looking forward to getting in, and he gave me a great car. But it was something out of our hands that went. It's just one of those things – that's racing, you've just got to move on."

## **Ruby Tuesday Racing Report**

Despite spending a third of today's race running in the top five and, in fact, leading the race at one point, the Ruby Tuesday Championship Racing Team finished a frustrating 12th in today's Grand-Am Rolex Sports Car Series presented by Crown Royal Cask No. 16 Porsche 250 presented by Bradley Arant at Barber Motorsports Park.

Bill Auberlen started ninth in the No. 23 Ruby Tuesday Championship Racing Team Porsche Riley and quickly made a steady move towards the front. On Lap 23, Auberlen moved up to second when the race leaders, including Auberlen, made their first round of green flag pit stops. That is also when Auberlen handed the No. 23 machine over to teammate Joey Hand.

When Hand returned to the track, he was in 10th place. Over the next seven laps, Hand ran lap times quicker than the race leaders and had the Alex Job Racing-prepared Porsche Riley in fifth by lap 30. The race's first caution came out two laps later. When the race went green, Hand was right behind the No. 10 SunTrust Racing Pontiac Dallara and passed him for third.

Despite the mid-90 degree heat, Hand was setting a blistering pace, which included a team-best lap time of 1:22.840 on Lap 42. Hand finally took the race lead on Lap 57 and led for seven laps before an untimely caution erased a more than 40-second lead. At this point, the team had Hand make a pit stop for tires and fuel. Unfortunately, the heat in the cockpit also took a toll on Hand and he felt he could not make it to the end of the race. So, Auberlen got back in the car during the stop.

After surrendering the lead to make a pit stop, Auberlen was eighth to start his final stint. The team was hopeful and confident that Auberlen could drive the car back to the front

with just 39 laps to go. Unfortunately, it was not to be. About halfway through his final stint he was having trouble getting the car to turn and, then late in the race, he had to make three unscheduled pit stops to assess damage sustained when another Daytona Prototype made contact with the No. 23 machine. Although the team finished 12th, they are encouraged with the performance of their new Riley.

"The car was fast," Auberlen said. "We made a lot of changes heading into the race. The car passed its way to the front. It passed Ganassi's car. It passed the SunTrust car. It went to the front. We haven't had the package all year to do that. Now we have the package to do it.

"I did not run with a cool suit and it was way too hot [in the car]. I made it to the 45-minute mark and I got out and Joey got in. The idea was for him to go to the end. But, due to the heat, he did not make it. So, I got back in and when I did, the car was not the same as when I got out. Something had gone wrong with it. The car did not turn anymore and we were a sitting duck again. Once I was a sitting duck, [Ricardo] Zonta just t-boned me. That is just the way he drives his car. It wasn't very nice. It's very disappointing."

"I am definitely encouraged by what we have," Hand said after the race. "We were in contention again. We were back to our old form like we were at the beginning of the year. We led the race and we were legitimately in contention for a podium finish. We had a really good car today. Greg Fordahl made some really good setup changes going into the race. And, when I was in the car, it was really spot on.

"This thing was put together at the last minute and people kept saying that this was a gutsy move [to switch to a Riley] on Alex's part. And, it was a gutsy move, but it was the right move. Bill and I are behind whatever Alex does. We owe this team a good finish."

"Though I am disappointed with today's end result, I am very encouraged by today's race," Team Owner Alex Job said. "After seeing what Bill and Joey could do in the Riley, I know that I made the right decision to go with this package at this time, which means I think our performance is back. We ran up front for quite a while and even led the race in the car's debut. That being said, I know we are headed in the right direction."

## **Grand-Am Race Report**

Scott Pruett loves winning close races. One race after scoring the closest finish in the history of the Grand-Am Rolex Sports Car Series presented by Crown Royal Cask No. 16, Pruett beat Darren Law to the start/finish line by .341 seconds to win the Porsche 250 presented by Bradley Arant, the fourth-closest finish in series history.

The series-leading sixth triumph of 2008 in the No. 01 TELMEX Chip Ganassi Racing with Felix Sabates Lexus Riley allowed Pruett and co-driver Memo Rojas to extend their lead in the Daytona Prototype championship to 60 points over Alex Gurney and Jon Fogarty, who retired the No. 99 GAINSCO/Bob Stallings Racing Pontiac Riley with clutch problems.

Pruett - who led twice for 17 laps, including the final 13 - prevailed on a hot and humid day, with 102-degree temperatures taking toll on both participants and machinery.

Law and David Donohue scored their third runner-up finish in the last four races sharing the No. 58 Brumos Racing Porsche Riley. It was their fifth consecutive top-five finish.

Pruett was the lone race leader to finish in the top 10. Six other cars led the event, but all of them finished outside of the top 10. Ricardo Zonta started third in the No. 76 Krohn Racing Pontiac Lola. He led the opening 25 circuits after jumping into the lead in the first turn, and stayed there until the team's first pit stop. Nic Jonsson took over, but skidded off course in turn nine early in his run and lost three laps. He returned to finish 13th.

Guy Cosmo led a lap in the Spirit of Daytona Porsche Coyote and co-driver Marc-Antoine Camirand ran second late in the race, but the car lost power late in the race to bring out the final caution period. Brad Jaeger led three laps in the No. 77 Kodak Doran Racing Ford Dallara, but co-driver Memo Gidley pulled off and retired when the car caught fire. He escaped without injury.

The turn of events gave Joey Hand a sizeable lead in the No. 23 Ruby Tuesday Porsche Riley started by Bill Auberlen. Hand had a 45-second lead over Camirand and more than a minute over the third-place car of Gurney when Gidley's incident brought out the caution.

Gurney - who stayed out front a race-high 35 laps - led Pruett on the restart, but Brian Frisselle passed both Pruett and Gurney for the lead on Lap 76 in the No. 61 AIM Autosport Ford Riley. Frisselle, who took over for Mark Wilkins, led the next 15 circuits before losing power with mechanical problems with 13 laps remaining.

That left Pruett out front, followed by Gurney. However, the GAINSCO car fell back on the restart for Frisselle's problems, and Gurney retired with clutch problems.

Law made a challenge in the closing laps, running side-by-side through turn six. Pruett maintained the lead, and then held off Law's final challenge on the three-lap sprint following the last caution for Cosmo's problem.

Ian James and John Pew finished third in the No. 6 Ford Riley, followed by Michael Shank Racing teammates Oswaldo Negri and Mark Patterson in the No. 60. Burt Frisselle and Ricky Taylor placed fifth in the No. 47 Doran Racing Ford Dallara, followed by the pole-

winning No. 10 SunTrust Pontiac Dallara of Michael Valiante and Max Angelelli.

### ***SpeedSource's Ham, Tremblay win third GT race of season***

In GT, Nick Ham passed Robin Liddell eight laps from the checkered flag to score the third victory for the No. 70 SpeedSource Castrol Syntec Mazda RX-8 he shared with Sylvain Tremblay. Ham started from the pole and led 28 laps before turning the car over to Tremblay. Ham returned to the car for the sprint to the finish and led the final 8 laps.

Liddell led a race-high 55 laps in the No. 57 Stevenson Racing Pontiac GXP.R started by Andrew Davis. He was passed for the lead following the penultimate restart, and then fell to fourth after the final caution.

Bryce Miller and Dirk Werner finished second for the second straight race in the No. 87 Farnbacher Loles Porsche GT3, gaining two positions in the closing laps. Andy Lally and Tim George Jr. finished third in the No. 67 TRG Porsche GT3.

Kelly Collins led eight laps in the No. 07 Banner Racing Pontiac GXP.R he shared with fellow three-time winner Paul Edwards. They finished sixth, allowing Tremblay and Ham to pull within 14 points of the GT lead.

The race was slowed by five cautions for 18 laps, with Pruett and Rojas averaging 85.694 mph.

The next race for the Grand-Am Rolex Series will be Aug. 1 at Montreal's Circuit Gilles Villeneuve.

### ***NEWS & NOTES***

- The victory is the season-leading sixth Daytona Prototype victory of the season for Scott Pruett and Memo Rojas in the No. 01 TELMEX Chip Ganassi Racing with Felix Sabates Lexus Riley. This is also the sixth victory for the Lexus Riley.
- The victory was Pruett's 20th career Rolex Series victory (19th in Daytona Prototypes) and Ganassi's 21st as a team owner. Both are Rolex Series records.
- Pruett has been involved in all four of the closest finishes in Rolex Series history, as his margin ahead of Darren Law was 0.341 seconds. Pruett and Rojas also won the Brumos Porsche 250 at Daytona International Speedway earlier this month, with a margin of victory of 0.081 seconds.
- Pruett and Rojas are now one victory from tying the single season record for overall victories (seven), set last season by Alex Gurney and Jon Fogarty in the No. 99 GAINSCO/Bob Stallings Racing Pontiac Riley.
- Sunday's race marks the second race this season that a race has been won from the front row. Memo Rojas qualified and started the car second.
- Pruett has now led a Daytona Prototype season-leading 263 laps.
- The victory marks the sixth this season for the Lexus power plant.
- The Riley Chassis has won all Daytona Prototype races this season and 19 dating back to last year's Sahlen's Six Hours of The Glen. The manufacturer also took the top four finishing positions.
- Scott Pruett and the No. 01 TELMEX Chip Ganassi Racing with Felix Sabates Lexus Riley have now finished in the top 10 in a record-extending 28 consecutive races.



- This was the 75th Daytona Prototype race in the history of the Rolex Series. The Daytona Prototypes debuted in 2003.
- Their runner-up finish was the third such finish in four races for the No. 58 Brumos Racing Porsche Riley of Darren Law and David Donohue. After finishing outside the top 10 in each of their first four starts, the duo has finished either second or fifth in the last five races.
- John Pew and Ian James claimed their career-best third-place finish in the No. 6 Michael Shank Racing Ford Riley at Barber. Their previous season- and career-best finishes were fourth twice.
- Oswaldo Negri and Mark Patterson improved a season-best 10 positions in their fourth-place finish aboard the No. 60 Michael Shank Racing Ford Riley. It also marked the duo's second fourth-place finish of 2008.
- Burt Frisselle and Ricky Taylor posted their season-best finish, fifth, in the No. 47 Doran Racing Ford Dallara. The race also matched a career-best for Taylor, who also finished fifth in the Rolex 24 At Daytona. It also marked the first top-five finish this season for Frisselle.
- Max Angelelli and Michael Valiante finished sixth after starting on the pole. Valiante didn't lead a lap for only the second race in nine starts this season in the No. 10 SunTrust Racing Pontiac Dallara.
- Nine of the 18 Daytona Prototypes finished all 103 laps of the race.
- Marc Goossens and Jim Matthews posted their first top-10 finish in four races after taking eighth in the No. 91 Riley-Matthews Motorsports Pontiac Riley.
- Seven drivers in seven Daytona Prototypes led laps in the race: Alex Gurney (35), Ricardo Zonta (25), Scott Pruett (17), Brian Frisselle (15), Joey Hand (7), Brad Jaeger (3), Guy Cosmo (1). Four chassis manufacturers and four engine manufacturers led the race, and all seven cars that ran up front were different combinations.
- Ricardo Zonta posted the fastest lap of the race on Lap 83 with a time of 1:21.740.

## **GAINSCO / Bob Stallings Racing Report**

Alex Gurney led a race-high 35 laps in the No. 99 GAINSCO Auto Insurance Pontiac Riley but a fading clutch finally gave up on Lap 80 of Sunday's Porsche 250 presented by Bradley Arant at Barber Motorsports Park and forced GAINSCO/Bob Stallings Racing to take its first race retirement in more than 18 months.

After starting driver Jon Fogarty moved to third from fourth on the grid at the race start and later jumped to second, Gurney took over on a Lap 22 pit stop and took the lead for the first time on Lap 30. Despite the front-of-the-pack performance, both drivers noticed the clutch trouble early in their stints.

"The clutch was slipping right when I got in the car," Gurney said. "It's a really big shame because the car was excellent. I really think if we didn't have that problem we would have taken it. I couldn't believe we hung on to the lead for that long given what was happening in the car. We really got the car working very well, and that's encouraging, but it was too bad. We had a similar thing happen to us at (Mazda Raceway) Laguna Seca in 2007 and that same problem crept up again. It was just a slipping clutch the whole way. I am surprised it held on for that long."

The GAINSCO team missed the final 23 laps of the race when Gurney pulled the stricken Pontiac Riley off in a safe location on the track. They were classified 16th in the 18-car Daytona Prototype field and walked away from a race that they won last year with just 15 points for the 2008 Grand-Am Rolex Sports Car Series presented by Crown Royal Cask No. 16 Championships.

"It's strange," Fogarty said. "Under the yellow conditions, the clutch would get worse for Alex and that was really the demise of it. The car just wouldn't go when we had to slow and it eventually gave up entirely. It's been really a tough season so far. It was shaping up to be a good day but this one obviously wasn't ours. There are still five races to go after this and we are going to keep our heads up, isolate the problem and figure out what it was so it doesn't happen again. The speed is there. We just need to get it under control a little bit and come back and get these guys next time."

Sunday's DNF (Did Not Finish) was GAINSCO's first since the team parked the No. 99 at the Rolex 24 At Daytona in January, 2007, a span of 23 races.

"We were hoping the clutch was going to last to the end like it did at Laguna Seca two years ago," said team owner Bob Stallings. "Actually, it started fading when Jon was in the car and he was nursing it, and all during Alex's stint he could not go to full power. In fifth gear we had to lay off everywhere. In fact, I am surprised we held on to first as long as we did. Both guys just did a terrific job. At the end, these yellow-flag restarts were killing us. Once it cools down, the clutch just had a tendency to go away. On that last restart, Alex just told us there was nothing left."

Despite the setback, The No. 99 GAINSCO Auto Insurance Pontiac Riley is still second in the team championship with 235 points. The same number of points also has Gurney and Fogarty with the second highest total in the Rolex Series Driver Championship. Sunday's winners Scott Pruett, Memo Rojas and the No. 01 TELMEX/Chip Ganassi Racing Lexus Riley now have 295 points to lead both championships.

Gurney led 23 laps in his first stint up front and, after falling to as far down as ninth after a pit stop, came back to lead 12 more circuits between Laps 64 and 75. He was still in the top four in the ailing race car when the third of the day's five caution periods came on Lap

78. On the restart on Lap 80, Gurney couldn't get any power to the engine through the decimated clutch and GAINSCO's race was over.

"We've got five races to go and a lot of chances to win races," Gurney said. "You never know what can happen. The Ganassi team doesn't seem to make too many mistakes and they have had a lot of very good luck this year, so maybe they are due to have a DNF at some point."

Next up for GAINSCO/Bob Stallings Racing is Round 11 of the 2008 Rolex Series at Circuit Gilles Villeneuve in Montreal, August 1. The Canadian race is the first of a stretch-run of four races in five weeks in August.

### **Noteworthy**

Among GAINSCO's guests at the Porsche 250 were more than 40 independent insurance agents from the Southeastern region in addition to a local couple from nearby Moody, Alabama that are now GAINSCO fans for life. Alan Ballenger was the grand-prize winner of a special promotion coordinated with event organizers, Grand-Am and the Birmingham television station CBS 42 and attended the race with his wife as honorary VIP crew members of the GAINSCO team. Before they came to the track on Sunday, however, the No. 99 GAINSCO Auto Insurance Pontiac Riley replica show car was brought right to the driveway of the Ballenger home where family, friends and neighbors got an up-close look at a real Daytona Prototype race car.

## **Southard Motorsports Race Report**

Even triple digit temperatures were not able to overcome the commitment and effort of Southard Motorsports in Sunday's Barber 250 presented by Bradley Arant. The No. 3 Southard Motorsports Lexus- Riley broke back into the top-10 of the Grand-Am Rolex Sports Car Series Daytona Prototype (DP) class with a ninth-place finish here at Barber Motorsports Park. The finish matches the best result of the season for the Steve and Martha Southard (Powell, Ohio) owned team - the No. 3 also took ninth at Homestead- Miami Speedway in March and Virginia International Raceway in April. Despite 102 (F) degree ambient temperature and draining humidity, the combination of strong race strategy, top-form pit stops and the driving efforts of Grand-Am race winner Shane Lewis (Jupiter, Fla.) and former NASCAR Truck Series regular Bill Lester (Atlanta), the Powell, Ohio-based team ran consistently within the top-10 throughout the day. A keystone team in the DP class, Southard Motorsports ran as high as third well into the race's second half.

As temperatures inside the cockpit of the Riley chassis climbed beyond 110 degrees and track temperatures spiked over 140, the action started early for qualifying driver Lewis. Starting from position 13, Lewis was up into the top-10 of the intensely competitive DP field by the third lap. Between the team's first and second pit stops Lewis was embroiled in one of the hardest fought battles of the race as positions fifth through seventh raced nose-to- tail. Lewis came out the victor of the trio taking fifth position in a dramatic inside move on the No. 10 as the string of cars raced into the first of 16-corners on the 2.3-mile circuit. Seeing an opening amidst his direct DP competitors and a bevy of GT cars at the end of the front-straightaway, Lewis made a late braking move that gave the team fifth position on lap 49. He held the spot until moving to fourth seven laps later when the No. 99 made a pit stop. Three laps later, Southard Motorsports would have to surrender third for a stop of its own that included fuel, tires and a driver change.

Taking over the reigns of the No. 3, now in 11th position, Lester became embroiled in his own battle with the group of cars running near the top-10. Despite falling back briefly to 13th due to a penalty for jumping the start, the eight-time Rolex 24 At Daytona starter found the car's rhythm and

began to regain positions. Lester would return the No. 3 to the top-10 with less than 20 minutes remaining in the two hour and 45-minute race. Five minutes late Lester overtook the ninth-place runner and had his sights set on position eight. A late-race caution with 12 minutes remaining would take nine additional minutes to clean. Once back to green flag racing, Lester came just 0.897 seconds from capturing the team's best finish of the season at the checkered flag.

With yet another strong result to show for their effort, Southard Motorsports will now have one week to rest after the punishing battle in Birmingham. On August 1 they will travel to Montreal and the Circuit Gilles Villeneuve where the heat on the track will be from the competition on the picturesque, temporary street/park course. The two-day event will see the green flag wave at 4:15 local, Quebec time with television coverage on SPEED starting at 8 PM (ET). The intense schedule does not stop there. Southard will be racing a 250 mile event around the "short course" at Watkins Glen in support of the NASCAR Sprint Cup Series on August 8.

### **Quotes**

**Steve Southard, Owner:** "Under the hot and humid conditions we had here at Barber, I think this race was probably the most difficult we have dealt with this year. The crew and drivers deserve all the credit. Perfect pit stops and race strategy brought the results we wanted. We're continuing to gain with the car and we have all the other pieces in place. We are looking forward to moving on to Montreal."

**Shane Lewis, Driver:** "It is just awesome to be able to run up front two races in a row. I knew coming into this race I was going to have to be extremely smart in the race car. Smart being a combination of being as aggressive as you possibly can but not abusing the tires and not putting a wheel wrong. You're doing all of that at probably the hottest race with the hottest cockpit that we'll get at any track all season. It took a lot of focus and concentration. When Steve said that they would want me in there for a long stint I knew I had to take care of the car and the tires. I really paid attention to traffic. I tried to use the GT traffic as wisely as I could while trying to put as much pressure on every Daytona Prototype as I could. We've been right there all year and we were right there today. The Southard guys have been working so hard and it is great to see it coming together for the whole team."

## **TELMEX Ganassi Racing Report**

Scott Pruett navigated the No.01 TELMEX Chip Ganassi Racing with Felix Sabates (CGRFS) car into first place and led the final 13 laps to win the timed two hour-45 minute event at Barber Motorsports Park (BMP). Pruett used the final three cautions from lap 78 through 100 to cool the car's engine in the intense 90-degree heat to outlast the field to the checkered flag. The No.01 Daytona Prototype consistently ran in the top-three positions throughout the entire race. With the leading No.99 and No.61 cars suffering from mechanical ailments during the final quarter of the race, Pruett was able to capitalize on the situation to share in the TELMEX team's first victory at BMP.

Rojas' front row starting position (second) catapulted the team's consistent weekend. During the first 24 laps of the race Rojas maneuvered the car safely through traffic and maintained a top-four position as he handed the car over to Pruett in second place. Pruett continued Rojas' consistency and relied on man and machine to overcome the heat.

Sunday's win marked Chip Ganassi Racing Teams, Inc.'s 101st career win and 21st victory for CGRFS' Rolex Series team, increasing CGRFS' reign as the winningest team in Rolex Series history. Pruett continues to extend his record Rolex Series career victories (20); Rojas tallied his seventh career Rolex Series win in two seasons with CGRFS. The team's breakthrough win in Birmingham marks their sixth win in the first nine races of Rolex series competition in 2008.

Pruett and Rojas currently lead the Rolex series driver and team championship race with their largest margin of the season with 295 points, 60 points over the No.99 Fogarty/Gurney car (235).

Next up for the team is the 200-mile event at Circuit Gilles Villeneuve on Friday, August 1st at 4:15 PM ET in Montreal, Quebec, Canada (Aug. 1st 8:00 PM ET, SPEED).

Scott Pruett: "I can't say enough about the TELMEX team and Lexus today. The engine was great today. Even with all this heat, our water temps pegged, our oil temps were pegged – everything was overheated – including the driver – and the engine never let up. Memo did a great job today and the whole team did a great job. If we go on to win this championship, it's going to be because of the consistency of this team. We never seem to have a major problem with the car. We never have a problem with the engine. Every week they give us a good car and every race our pit stops are flawless. It's a total team effort."

Memo Rojas: "It was a little crazy at the start. People were making some wild moves, but with the points race in the back of my mind, I made the decision just to let them go, thinking that we could get them back later. The car was running well, other than a little bit of a push. I was surprised that it really wasn't that hot in the car (during my stint). But we knew it was going to be a long race and a race of attrition. I felt that a couple of the other cars could have been there competing for the win with us at the end. Yet, it's still an endurance race and the TELMEX team gave us a car that could run to the finish today."

## **Krohn Racing Report**

Although Krohn Racing was the fastest car on the track at the Porsche 250 Grand-Am Rolex Sports Car Series race at Barber Motorsports Park, “Lady Luck” turned her back on the team. After qualifying the car third while suffering from the flu, Ricardo Zonta, in the No. 76 Krohn Racing Pontiac Lola, showed his driving talent as a former Formula One driver at the first turn of the first lap. He made a simple and classic move past polesitter Michael Valiante and Memo Rojas, who started second.

Zonta went on the lead for his entire first stint of 25 laps, the most consecutive for any driver of the race. Zonta turned the No. 76 Pontiac Lola over to teammate Nic Jönsson, who received fuel but no new tires on the pit stop. Within two laps, Jönsson called on the radio to report smoke from the left front. Shortly thereafter he suffered a blown left front tire. Damage inside the wheel well cost the team three laps in the pits. They could never recover that amount of time and had to settle for a 13<sup>th</sup>-place finish.

Tracy Krohn started from the 18<sup>th</sup> position in the No. 75 Krohn Racing Pontiac Lola and drove 29 laps or until the 45-minute mandatory pit stop rule relegated them to pit. He had worked the car up to 12<sup>th</sup> position before turning over the wheel to teammate Eric van de Poele. Van de Poele drove 40 laps before being hit hard by a GT car, which spun him, and was subsequently hit by other cars. Damage included a broken pushrod, damper and wishbone, which caused the team to retire the car two hours into the race and finish 17<sup>th</sup> in class.

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

“The track is very slippery but it is very slippery for everybody. The car is actually pretty good. It took me awhile to figure out what the track was doing. I finally picked it up and passed a couple of guys and kept going. Then we had to come in for a mandatory 45-minute pit stop rule. We lost a lap in that. The caution came out four laps later. If it would have come out just a couple of laps sooner, it would have been a lot better for us. Eric did a great job. He did a good job of pulling it together and I was real proud of him. Unfortunately Nic had a really bad break (with a punctured tire which cost the team 2 laps in the pits). Ricardo did a great job and was pulling away from the field. That was fun to see. This is a good track for us. We could have gotten it fixed and gotten out and raced it more today but we would have only finished P-18 (position 18). We’ve got a full test day tomorrow so we decided to save the car and repair it and get the car ready to test tomorrow.”

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

“I was fighting with the car in front of me on the restart and he was going down by all the GT cars in front of him. I arrived quicker than him at the hairpin. When I pulled away, the other GT didn’t see me. A GT car hit me in the back and I spun and hit other cars. It’s really a shame because the car was quite good. Anyway, that’s racing.”

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

“I think we had the car to beat today in the race. Obviously we had a very good start. Ricardo took the lead on the first lap going into turn one. He actually pulled away with about a 10 second lead or something like that. He came in and I got in the car. The first thing that happened after I got in was I called in and said I had some smoke coming from the left front. David (Brown – team manager and car engineer) thought it was some build up from the tires on the wheel well but smoke kept coming from the left front. Two laps later, going into Turn 7, the left front just exploded and I went straight into the gravel trap and tried to keep it away from the wall. I came in, put new tires on and went a few laps down. Although the pace was there, after that we couldn’t make up the time. It just wasn’t our day. We just have to keep our head down like we have done all year. There’s no doubt we keep getting closer. This car and team are going to be the combination to beat in the future. I’m real proud to be a part of the Krohn Racing team and have Ricardo as my teammate. We’re going to be very strong.”

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

“It was quite nice to start the race. We had a very good car for the race. Being the leader for my

stint was very nice for me. It was unlucky we had the puncture because the car was quicker and quicker every lap. We could fight for winning here. I think this was the best car we had all season.

My first lap was quite good. It was difficult to say whether the No. 10 car missed a gear or something like this because I got a big step on speed around him. It wasn't a risk, I just overtook. Then every lap, I was like a half-second quicker. It was very safe and very easy to drive the car today. Even at the start, it was very safe."

David Brown, Team Manager, Krohn Racing:

"I'm real disappointed for us to not get a good result. We're not really sure why we had a tire go down on the 76 car. We don't know if we had something rubbing on it or if we had a puncture. We don't know yet. But we'll go to Montreal and we'll try again, as we always do.

All the crew and all the drivers have been working very hard. Although we didn't get the results, we are encouraged to see the effort rewarded by a more competitive car at the tighter tracks."

Jeff Hazell, CEO, Proto-Auto Lola:

"The car is well-balanced here. We've done a lot of good testing information from this track and that helped enormously. But the big thing is that this track is not dependent on top speed or drag. And we've been suffering with drag and not performing well at high-speed track. We have to work at that. But here that didn't matter so much at all. And quite frankly, Ricardo Zonta is in a different class than Fogarty and Valiante as far as drivers and he should be half a second a lap quicker than those guys and that's exactly what he showed."

## **TRG Race Report**

TRG teammates Tim George Jr. and Andy Lally made a late race charge to secure a solid third place performance in the Grand-Am Rolex Sports Car Series Porsche 250 presented by Bradley Arant at Barber Motorsports Park. Ted Ballou and Spencer Pumpelly just missed the podium and finished fifth.

George started eighth in the No. 67 Johnny Love Vodka/944 Magazine/Gleukos Porsche GT3 Cup and drove consistent lap times early in the race to have the car just outside of the top-five by lap 21. On lap 27, George brought the No. 67 Porsche to pit lane for tires, fuel, and to put co-driver Andy Lally in the car. Lally won the GT race in both 2004 and 2006.

"It went pretty well," George said following his stint. "The car lost a little bit of grip. We have some new tire fans we are working on and they kept the back tires pretty cool for most of the stint. I did the best I could in traffic. The DP cars were making some passes in some horrendous places. I think the meeting we had earlier today regarding class-to-class contact helped a little bit. I noticed the DP cars were being a little more respectful out there today."

Lally proved to be quite the competitor today driving solidly for almost two stints in nearly 100 degree heat. Not only did Lally persevere through the heat early on in his stint, but he tried to apply some heat of his own late in the race and passed the No. 57 Stevenson Motorsports Pontiac on the last lap. Almost simultaneously, however, he got passed by Dirk Werner. Lally and Werner engaged in battle for the rest of the lap right to the checkered flag.

"TRG gave us a real good car this weekend," Lally said on his way to the podium. "We knew the Pontiac and Mazdas were going to be strong. Dirk and I have had another epic battle for the finish here. Last year, I passed him on the last lap and this year he passed me on the last lap. It is fun. It was good racing. We were racing each other hard, blocking, late braking and cutting each other

off. It is what it is. At the end of the day, we get out and shake hands. We will race each other almost dirty, but I love it like that. It is not fun unless it is a knock down drag out dog fight. We came home on the podium and that extends Tim's lead on the rookie points. It was a good day for TRG."

Driving the No. 66 Mitchell Rubber Porsche GT3 Cup, co-drivers Ballou and Pumpelly put together an impressive and consistent drive today, as the tandem spent most of the day just outside of the top three, but solidly in the top five. Ballou started the car and drove a nearly perfect first stint before handing the car over to Pumpelly.

"We moved up a few positions at the start," said Ballou, who started in the No. 66 machine, "It was good to run clean. The DPs were a handful, but it was pretty harmless. Spencer ended up getting us a decent finish."

"It [the car] fell a little off at the end with the heat," Pumpelly said. "If we had a little better setup we could have fought for the podium if not the lead. But, overall, it was a good day. It was my first time with the 66 guys and we worked well together. Ted did a great job and kept us up in it."

It was a tough day for co-drivers Hima Maher and Craig Stanton in the No. 65 Mike Wiegele Helicopter Skiing/Total-R Insulation Solutions Porsche GT3 Cup for TRG/Riegel Autosport and for teammates Josemanuel Gutierrez and Scott Schroeder in the No. 68 CRG Porsche GT3 Cup. Both cars inadvertently made contact with one another on lap 28, which relegated the No. 68 to the gravel trap, while the No. 65 was able to continue.

"The stint was pretty good," Maher said of his stint in the car. "Our tires started to go away as we started on older scuffs. I went a little wide in the grass and I had to come in a little early. We had a driver ID problem that blew a fuse."

"We started out with a good run in the 65 car," Stanton said. "The setup was really pretty good. We had some good lap times. The tires went off in the front a little, but the back was pretty well planted. I think we can go down a little on the spring rate in the front and I think we will be right there. We had a few of the guys come over from the GS team and work with us so that was fun. It was a good day. We had an issue with the electronics in the car and the scoring got messed up. Unfortunately, we had to end our day early with third gear going. Hima did a great job to setup the car. We can't wait for Montreal."

Even though the No. 65 escaped serious damage for the moment, the car would later experience electrical problems that forced them to retire early and finished 16th.

Unfortunately for the No. 68, the trip to the gravel contributed to some overheating issues just a few laps later and the team had Schroeder take the car to the garage for repairs. The team made the repairs and got the No. 68 Porsche back on track with Gutierrez behind the wheel. The No. 68 ultimately finished 18th.

"We were doing quite well, we got up to P11," Gutierrez said. "We were running just fine and had no problems with the car. There was a lot of traffic. I had contact with Craig. I ended up in the gravel and spent a few laps there. We did the driver change and then the engine temperature went up and we had to come in. I was able to get back out and make some more laps."

"The 68 guys have been working well together," Schroeder said. "Josemanuel put in a good drive. We did some good strategy calls to make up a lost lap early in the race. I got in and I was P11. Jose got put into the gravel and lost some ground and then that caused some overheating problems and we had to go to the paddock. The TRG guys worked real hard and were able to get Jose some more laps."



"We kept our Barber podium streak going," team owner Kevin Buckler said. "Andy and Tim did a great job. Tim kept it on the lead lap. It was great to see them on the podium. I think it is still impossible to beat that Mazda, but it was good to see a Porsche up there. Ted and Spencer did a great job. They should have been up there with them too. Our other two cars had a difficult weekend. Hima and Craig had a bit of a mechanical weekend and Josemanuel and Scott were off track and in the sand for a few laps. I was really looking for a solid debut for Scott Schroeder but he didn't get to show his stuff today after really solid driving all weekend. It was a pretty successful weekend, not a lot of carnage and I am glad to see a podium for TRG."

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## **Spirit Of Daytona Racing Report**

After scoring the best qualifying result to date for the V8 Porsche-powered Coyote chassis and running in strong enough form to lead the race on two occasions, the Spirit of Daytona Racing effort was thwarted late in the Porsche 250 presented by Bradly Arant at Barber Motorsports Park on Sunday. A competing Daytona Prototype made a remarkably ambitious and ultimately impossible pass for position, careening into the No. 09 Porsche-Coyote with Guy Cosmo at the helm, sending him off-track and out of the race with just a handful of laps remaining.

Drivers Cosmo and Marc-Antoine Camirand had to fight high temperatures right from the green flag, as Spirit of Daytona Racing performed two fast driver changes during the race to keep the drivers as fresh as possible. Cosmo opened the race and after momentarily losing ground at the start, settled into a good pace, making the most of the Coyote's consistent times and handling to cycle to the lead before turning the machine over to Camirand to manage the middle stint of the two hour and forty-five minute event.

The Porsche 250 event was run amid stifling heat and humidity that sent cockpit temperatures soaring to 150 degrees Fahrenheit, but the Porsche V8 never dropped out of the top ten, and was in podium position more than once before the incident ended the day.

"It's a shame to not get to take the checkered flag and come out of here with a good result, but we know we had a good run today and we have to be happy with how things went all weekend, if not the result," said team owner Troy Flis. "This motor had no problem keeping up even in these temperatures and it continues to impress us. We aren't running for the championship so that makes this hurt a little bit less because the points don't matter as much as the performance does. Guy and Marc drove the wheels off this thing, and my guys on the crew had some good stops even though this heat was really something else! But we'll take this and see what we can apply to the race up in Montreal."

The offending racer, who made headlines earlier this year with a spectacular high-speed one-car crash on his first flying lap in testing at Daytona International Speedway, was hoping to make the most of the braking zone at Barber Park, but brought far more speed than sense into the corner and careened into Cosmo, who was already mid-corner at the time of the contact.

"The race was playing in our favor and we had a solid car and even though this is a hard place to pass, we were right in the lead pack and heading for probably our best finish," said Cosmo. "I'm not happy with the way things ended of course, to have a car a couple of laps down take us out of a good finish with just a few laps to go. It's a good thing to have a mix of drivers in this series with different backgrounds, but I don't care where you've raced before, if you are making these kinds of desperate moves, that's not good for anyone except the guys selling parts!"

The next round will see Spirit of Daytona Racing make a North of the border debut with the Porsche V8-powered Coyote machine on the Circuit Gilles Villeneuve in Montreal on August 1. Canadian Camirand has a large following in the market, having stamped his name three times as a winner in both touring car and formula car competition at the track.

"I'm really looking forward to Montreal," said Camirand with a smile. "The summer is nice there, and it never, ever, gets this hot!! I know the race track really well and hopefully it's a good place for us to wind out this Porsche V8 a little bit. There are some technical corners and some very fast blind corners so it is a big challenge for the drivers, but I can not wait to get up there and race on my home turf!"

# **Stevenson Motorsports Race Report**

## **Alabama Heat And Excess Pounds Burn Up A Likely Win For Stevenson Pontiac**

If you have never wondered why the Grand-Am Rolex Sports Car Series presented by Crown Royal Cask No. 16 would schedule a race in Alabama in July, you most certainly would ask the question now, after a grueling race that ran in 100 degree heat and took its toll on drivers and tires.

After holding onto the lead in the GT class for almost the entire race – the Porsche 250 by Bradley Arant - the rubber on the No. 57 Stevenson Motorsports – BryanMark Financial Pontiac GXP.R, driven by Andrew Davis and Robin Liddell, simply burned off with a few laps still left in the race. Liddell was doing all he could to hold onto the lead but he simply had no grip left and over the last few laps he found his lead burning away. He was first passed by the #70 SpeedSource Mazda, driven by Nick Ham, with just a handful of laps remaining. Shortly thereafter Dirk Werner in the Farnbacher Loles Porsche managed to slip past into second. And then, with just a little under a single lap to go, Liddell went wide in a turn – for lack of grip – and his momentary slide off onto the grass gave Andy Lally in a TRG Porsche just enough room to slip by on the inside and take the last podium step away from the otherwise dominant Liddell.

Liddell: “The car was not close to being a perfect handling racecar, except for the first few laps on new tires, but overall the car was obviously competitive. That being said, we had built a good lead but with the late cautions and the Mazda right behind us we were just a sitting duck.”

The heat was a factor in tire wear and driver wear as well.

Liddell: “The work that the team has done on cooling the cockpit since Watkins Glen has improved the foot well / pedal box temperatures a lot, but overall the heat in the car is still pretty unbearable after an hour or so. We had a larger drinks bottle fitted which also helped.

“In general the tires performed very well, it's not like the tire was destroyed at the end, simply that it was not offering enough grip on a car 600 lbs heavier than another on the same piece of track at the same time.”

Since the Lime Rock round, the added weight and 51/49% weight ratio adjustment imposed by Grand-Am has prevented any of the Pontiac teams from taking a win. At Barber, the Stevenson team applied all of its strategic strength and crew capability to the task but in the end the penalty – and the heat – combined to push them off the podium.

Team Manager Johnson is disappointed that Grand-Am has yet to see the adjustments have not leveled the playing field, but instead have put the Pontiacs at a real disadvantage.

“It's a shame when the entire team performs perfectly and we still have no chance of winning.” Johnson said, “Our strategy, pit stops, and drivers were perfect which gave us a huge lead, but the late yellows brought the Mazda's and Porsches right up to our bumpers, and no driver can block against a 7 mph disadvantage. The rules are so upside right now that we can only drive around and hope other teams make mistakes, (an approach that has) worked since Watkins Glen. Hopefully Grand-Am will finally realize the Pontiac is at a disadvantage and let us go racing the last 3 races.”

Davis summed up the race this way: "Obviously, we are disappointed with the end result considering the manner in which the Stevenson Motorsports Pontiac GXP.R dominated the majority of the race. At the start, I was able to match the pace of the lead Mazda as the both of us simply left the rest of the field behind. At that point in time, the car felt great and I knew that we

were going to have a shot at the win. Not surprisingly, the pit strategy and stops were flawless which enabled us to build an even bigger lead. The race was really looking good for us until the late race cautions closed up the field. Unfortunately, we were unable to hold onto the top spot in the end."

The Porsche 250 by Bradley Arant was the 10th race of the Rolex Series 2008 season for the GT class. It marked the eighth time the #57 Stevenson Motorsports – BryanMark Financial Pontiac GXP.R has finished in the top ten. In six of those races, Davis and Liddell have stood on the podium.

With this fourth place finish, Stevenson teammates Robin Liddell and Andrew Davis sustained their third place standings in the GT Driver's Championship, and the Stevenson Team also remains in third place in the GT Team Championship standings.

The Grand-Am series next moves North across the border to Montreal, Canada, to the Circuit Gilles Villeneuve for the next race, on Friday, August 1.

The Grand-Am Rolex Sports Car Series presented by Crown Royal Cask No. 16 includes cars competing in two classes, Daytona Prototypes and GT. The #57 Stevenson Motorsports Pontiac GXP.R competes in the GT class against teams running cars from Porsche, Ferrari, Mazda as well as the Ford Mustang Cobra.

Stevenson Motorsports operates out of a facility located in Jacksonville, North Carolina. Fans of the Stevenson Team are invited to visit the team's website at [www.stevensonmotorsports.com](http://www.stevensonmotorsports.com)

## **SpeedSource Race Report**

It could have been anybody's day in the Grand-Am Rolex Sports Car Series Porsche 250 on July 20. For SpeedSource, just getting to the grid was an event in itself. In the practice just before qualifying, the #69 FXDD Mazda RX-8 GT took a hard hit from a DP, breaking both the axle and rear upright. Crew from both cars pitched in to make the repairs and get the car ready for qualifying. SpeedSource #70 Castrol Syntec Mazda RX-8 GT took the pole. Then a technical infraction by another team moved #69 up to start P2, the first time both cars have qualified in the top spots.

"Qualifying went really well, considering where we were after the initial practice sessions. We had a lot of work to do Friday and this morning to get our cars right for this track. We were very lucky to get #69 fixed in time for qualifying. I'm really proud of my crew for their tremendous efforts -- they're true professionals. And #07's technical infraction at qualifying gave us an all-Mazda front row."

On the extremely hot and humid day, SpeedSource ran its usual race strategy. Nick Ham kept the #70 out of trouble in the front pack, turning the car over to team owner Sylvain Tremblay mid-way. With a clean pit-stop, #70 regained the hunt. At the final pit-stop, Tremblay put Ham back in. As on the equally hot day at Lime Rock, the rested driver took the wheel for a final stint.

With a disheartening problem with the #69's power steering, the car went behind the wall for work, returning to the track to finish in P17 and give owner Emil Assentato and driver Jeff Segal the required seat time.

As the race clock wound down, the #70 did not make headway against the race leader during numerous restarts and seemed stuck in P2.

"Nick did such an incredible job at the end," Tremblay said after the race. "We were P2 for such a long time, and Nick made a desperation move to pass for the lead. He flat-spotted the tires and

somehow it stuck. On the final green, he drove hard to keep #87 behind him. That's what racing is. It could have been anybody's day."

With this third win this season, #70 now matches its 2007 efforts in class wins. The team needs just one more lap to lead 500 laps this year. The championship lead is now 14 points out of reach. Time will tell if the team can grab hold and hang on.

## **Frisselle Racing Report**

Above the roar of race engines, the loudest sound in Rolex Sports Car competition is likely the sound of Brian Frisselle and Mark Wilkins knocking on the door of a breakthrough race victory. Despite the volume, that knocking went unheeded once again this weekend at Barber Motorsport Park.

When Frisselle stormed past former and current Rolex Series Champions Scott Pruett and then Alex Gurney to take the lead on lap 76 of the Porsche 250 presented by Bradly Arant, it looked as though the door to victory lane would finally open for the No. 61 Gold machine of AIM Autosport. But instead, a suspected engine valve train failure provided a cruel ending for the race outing just ten laps shy of a fantastic win as Brian was left stranded on course and unable to take the checkered flag.

The race set the stage for a storybook ending, as the No. 61 showed an uncharacteristic lack of pace in qualifying, taking the lowest grid position of the season with a 7th place qualifying effort. But the AIM engineering staff kept their noses in the books, and came up with a race day set up that saw the Gold car storm to the lead pack at the hands of Wilkins, with Frisselle able to make his own move to the front once he took over the controls in Alabama's high heat.

But despite the pace and progress, that all came to naught as the car ground to a halt.

"You train every day, get to the track early and stay there late, study data from every lap you run, and try to do everything possible to be in a position to win, so to be right there with a win just in front of us and then to have this happen, it's just hard to describe how frustrating it is," said Frisselle. "I'm really proud of the effort that AIM Autosport put together this weekend because we just weren't on the pace the first two days like we have been all season but no one gave up, and we were in the right place late in the race. So we just have to keep our heads high and hope for a better result in Montreal."

On the other side of the Frisselle Racing tent was the season-best result for the No. 47 CDOC machine of Burt Frisselle and Ricky Taylor. Taylor qualified tenth for the two hour and forty-five minute race and ran a strong stint before turning the controls over to Frisselle, who put his experience to use to come home with a fifth place finish.

"I hate it for Brian," said Burt after getting out of the car, thinking of his brother before himself. "I drove by his car and I just couldn't believe it. They were so fast today and to not get to the finish is just a punch in the gut. Our car was really strong and I'm really encouraged about this Dallara-Ford combination. It's the right car and I think we will only be getting stronger every race out. Hopefully Brian and I can be fighting for that lead soon."