

**Grand-Am Rolex Series Armed Forces 250 race
at Infineon Raceway Sears Point**
Source: Team Race Reports
Photos Courtesy Grand-Am



SunTrust Racing Report

As elusive as victory has been for the No. 10 SunTrust Pontiac Dallara team of Wayne Taylor Racing of late, this weekend's Grand-Am Rolex Sports Car Series Armed Forces 250 at Infineon Raceway in Sonoma, Calif., seemed to have victory written all over it for co-drivers Max Angelelli and Michael Valiante from the opening minutes of practice Friday morning.

From their pole starting position, Angelelli and Valiante and the SunTrust team left absolutely no doubt who had the dominant race car this weekend as they went on to lead 80 of Saturday's 102 race laps around the 2.52-mile, 12-turn road circuit nestled deep in the heart of California's Wine Country, then celebrated with their teammates in victory lane for the first time since a year ago this month at Montreal's Circuit Gilles Villeneuve. Needless to say, it's been a long time coming for the SunTrust team.

"We're definitely very happy," Angelelli said afterward. "It couldn't have come at a better place and time. This is for everybody at SunTrust. And this is for everybody at Toshiba and Miracle Sealants. And, of course, Mr. Gianpaolo Dallara (owner/founder of the Italian constructor), came from Italy for the very first time to watch us race. We won the pole position. We won the race. It couldn't have been better. The car was very fast."

After putting SunTrust on the pole for a series-high fourth time this season on Friday, Valiante took charge from the start of today's 250-mile event, pulling away from the field during the opening laps and settling in with a more-than 12-second lead by the time he pulled the No. 10 racing machine into the pits for its first stop of the day on lap 23.

He handed the car over to Angelelli at that point, and the Italian former series champion went to work taking the SunTrust car back to the front. By the time the field cycled through its opening round of stops, Angelelli was planted in second, behind the No. 61 AIM Autosport entry that had won the past two events at Montreal and Watkins Glen (N.Y.) International but had to start at the back of the grid today after failing a post-qualifying inspection on Friday. The No. 61 had opted for an alternate strategy that put it in the lead in front of the SunTrust car at that point, and for a time Angelelli was content to just ride it out in second place and await the No. 61's inevitable off-sequence stop. But, on lap 39, Angelelli and the team decided to not wait for Brad Frisselle in the No. 61 car to pit, deciding instead to try and retake the lead on the race track. On lap 45, Angelelli completed a brilliant pass by diving inside Frisselle at the hard, right-hand turn seven. And he never looked back from there. Angelelli gradually built a 38-second cushion on the rest of the field by the time he came in for his final fuel-and-tire stop on lap 58, and managed to rejoin the race without giving up the lead after quick work in the pits by the SunTrust crew.

From there, Angelelli pulled out to a 12-second lead for most of the closing laps of the race, a cushion that came in handy as a hard-charging Alex Gurney in the No. 99 Gainsco Pontiac, which won this race and the series championship last year, was able to get within 3.646 seconds of Angelelli at the checkered flag.

"It was just unfortunate what happened with the (No.) 61," said Valiante, whose victory today was the first of his Rolex Series career. "It was unfortunate because we wanted to race them. It was good in the race to actually come through together and battle with them and show that we had the speed we did this weekend. It was just a shame they had to start from the back. In the race, I thought we'd be challenged a lot more than we were. From all the problems we had all year long, it was a textbook race. It couldn't have gone any better. We kept saying our time's coming. The clock was ticking. So it was nice for it to finally come before the end of the year."

The victory was the 12th in the history of SunTrust Racing since joining the Rolex Series in 2004. It was also the first for the Dallara chassis introduced by the team at this season's second race at Homestead (Fla.) Miami Speedway, and Valiante's best Rolex Series finish since placing second last year at Iowa Speedway in a Chip Ganassi Racing with Felix Sabates car. Angelelli has co-driven to all 12 of SunTrust's victories, including five alongside Wayne Taylor en route to the 2005 series title. Those 12 victories put Angelelli second in series history only to career leader Scott Pruett, who has 19 victories driving for Chip Ganassi Racing with Felix Sabates.

"Racing is all about winning," Taylor said. "We've had such a difficult year, but we've stuck with it every agonizing step of the way. Everybody who supports us – SunTrust, Toshiba, Miracle Sealants – have all stuck with us. But in the last few months, it's been really tough. Now, we can at least go back and realize that everybody is happy to know their faith in us has paid off. I'm so proud of everybody. There are not many teams in the pit lane that can do what we've done. There's never been a thought of giving up by anybody. It's always been about 'how can we turn this thing around?' Now we know we can win again. And there's no better way to win than we did this weekend. I'm just so proud of everybody and thankful to everybody who continues to believe in us."

The Rolex Series heads east next weekend for the inaugural Supercar Life 250 at the brand new New Jersey Motorsports Park, a 2.5-mile road course facility recently completed in southern New Jersey, in the town of Millville. Next Sunday's (Aug. 31) race, Round 13 of 14 on the 2008 Rolex Series schedule, will be broadcast live on SPEED-TV at 1 p.m. EDT. Today's race at Infineon Raceway will be broadcast for the first time on SPEED-TV this Sunday (Aug. 24) at noon EDT.

KROHN Racing Report

The Krohn Racing two-car team captured a fifth and 11th place finish in Saturday's Armed Forces 250 race at Infineon Raceway Sears Point. It was Round 12 of 14 on the 2008 Grand-Am Rolex Sports Car Series and a Prototype only format event of 102 laps.

Nic Jönsson and Ricardo Zonta finished fifth and had to move up from 17th, after starting their No. 76 Krohn Racing Pontiac Lola from the last place on the grid when their qualifying time was disallowed by officials when the car was declared too low. It was their fifth Top Five finish of the season, including two podium placements.

Tracy Krohn and Eric van de Poele drove their No. 75 Krohn Racing Pontiac Lola to an 11th place finish, starting from 14th on the grid. The No. 10 SunTrust Pontiac Dallara of Max Angelelli and Michael Valiante was a new Grand-Am winner this year in today's race which only saw one caution period.

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

"We got a pretty good result out of our car with 11th. It was unfortunate that Eric got hit from behind towards the end of the race by the Ruby Tuesday car. I know Joey (Hand) is a better driver than that, but stuff happens on the race track. We finished maybe one position less than we should have but all-in-all we got the most out of the car that we could get today.

The car was a little bit shaky on the start to drive. It took a little while longer to come in than I thought. After that we did okay. I got pushed around a little bit at Turn 7 and that cost us quite a bit on the track. The 76 car did a great job finishing fifth. They had to conserve fuel the whole race and ran it accordingly and still got a Top 5 finish out of it. I thought they did very, very well. Nic and Ricardo both drove very well. I think it was difficult to get around the Porsches. They are a little bit lighter by about 75 pounds or so and it's pretty hard to get around them. They've got quality drivers too. It's fun! It's fun to watch!"

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

"The car was pretty good and a very good set-up so thanks to the crew for that. It's always very important. Right at the beginning of my stint we decided to start with scrubbed tires, which was a good choice. Afterwards the car was oversteering, but I could manage the car consistently. It got worse and worse. I just kept my position and tried to pass a few cars under braking, which was quite good. Unfortunately during my fight to get tenth position, a car pushed me off and I spun, so I lost a few seconds and I couldn't come back from it before the end of the race for tenth position."

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

"We had a very good car this weekend and qualified up in fourth place. Unfortunately we got DQ'd (disqualified) because the car was twenty-thousandths of an inch too low, which is almost impossible to really measure. But we had to start from the back. We had good strategy from the guys. The car was pretty good. We had to work a little with the sway bars because the car was a little loose in the middle of my stint. We brought it up from starting 17th to fourth during my stint. Ricardo did a very good job maintaining in the top Five. It was a good result for the Proto-Auto Lola. We just have to keep working at it. I think the car is coming along better and better. Hopefully in the next couple of races we can get the win this year. It would be very rewarding for all the guys that have been working so hard. If not, we have to keep our head down and keep working hard and come back next year and run for the championship."

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

"We had an unlucky qualifying and had to start from last place. All the strategy was to try to get back on position. It's hard to overtake here at the Sonoma track because there are no straights. We had some problems with the rear tires also for a few laps and the car was very undriveable, but then the grip came back. It was difficult to overtake the other cars. The lap times we very close. I

think fifth position was good for the championship. I had some fun trying to overtake the 59 car, but he was quite quick on the fast corners and it was difficult to try to overtake him under braking.”

David Brown, Team Manager, Krohn Racing:

“The drivers did very well and under difficult conditions. It was quite a challenge going from 17th on the grid to fifth. We tried a different strategy which worked to an extent. The drivers had to deal with a lot of traffic and overtaking which they did successfully. The car wasn’t as quick as we would have liked. It didn’t have quite as good of balance as we wanted for the race, so we left some lap time on the table there. But off to New Jersey with a new track and new challenges. We’ll have another go.”

The next Grand-Am Rolex Sports Car Series race, Round 13 of 14 will be the Supercar Life 250 at New Jersey Motorsports Park in Millville, New Jersey on Sunday, August 31st. For more information, please see www.grand-am.com and www.krohn racing.net.



Grand-Am Race Report

In a season where just about everything has gone wrong for the SunTrust Racing team in the Grand-Am Rolex Sports Car Series presented by Crown Royal Cask No. 16, everything went right for Michael Valiante and Max Angelelli Saturday at Infineon Raceway.

Valiante led the opening 24 laps on the 2.47-mile, 12-turn track before handing over the No. 10 Pontiac Dallara to Angelelli, who led the final 58 laps to win the Armed Forces 250. It was the first victory of the season and 12th career for Angelelli - the 2005 Daytona Prototype champion - and the first career triumph for Valiante, who joined the Wayne Taylor-owned team this season. The Daytona Prototype race will be televised at noon ET Sunday.

The team's previous best finish this season was third in the Sahlen's Six Hours of The Glen in June, only two weeks after the team's transporter and primary car were destroyed in a highway fire. It was the first victory for the Dallara chassis, and first triumph for a non-Riley constructor since May 2007 at Mazda Raceway Laguna Seca.

Alex Gurney finished second in the No. 99 GAINSCO/Bob Stallings Racing Pontiac Riley started by Jon Fogarty, 3.646 seconds behind at the finish. The defending series champions cut the lead of Scott Pruett and Memo Rojas to 42 points (364-322) with two races remaining in the 2008 campaign.

Pruett and Rojas finished sixth in the No. 01 TELMEX Chip Ganassi Racing with Felix Sabates Lexus Riley. Pruett had been running fourth on Lap 65 when he was assessed a stop-and-go penalty for contact with Darren Law on the race's only restart. That dropped the 2008 point co-leaders - winners of six Daytona Prototype races this season - to 10th, but Pruett was able to pass four cars before the finish.

Mark Wilkins and Brian Frisselle finished third in the No. 61 AIM Autosport Exchange Traded Gold Ford Riley, giving the team its third consecutive podium finish. Frisselle started 16th after his apparent pole-winning qualifying run was nullified due to a technical infraction. He was able to lead 17 laps before pitting, with Wilkins running third throughout most of his run. Joao Barbosa and JC France finished fourth in the No. 59 Brumos Racing Porsche Riley, followed by Ricardo Zonta and Nic Jonsson in the No. 76 Krohn Racing Pontiac Lola.

The lone caution period came on Lap 59, when Shane Lewis came to a stop due to a broken axle on the No. 3 Southard Motorsports Lexus Riley. Moments before the full-course caution waved, Angelelli pitted, assuring him track position when the full-course caution waved.

Angelelli pulled away on the restart and led the rest of the race, although Gurney was able to shave more than eight seconds off the lead in the waning laps of the event.

The Grand-Am Rolex Series crosses the country to race at New Jersey Motorsports Park next Sunday in the Supercar Life 250, featuring the Daytona Prototype and GT classes.

NEWS & NOTES

- The victory is the first-ever Daytona Prototype victory for Michael Valiante and the 12th ever for Max Angelelli.
- This is the first victory of the season for the No. 10 SunTrust Racing team, and the first since August 2007 at the Circuit Gilles Villeneuve in Montreal.
- This is the first ever Daytona Prototype victory for the Dallara chassis and the first victory for a chassis other than Riley since winning at Mazda Raceway Laguna Seca in May 2007. Rileys, however, finished second, third and fourth in the Armed Forces 250.
- The victory was the third for a Pontiac engine in Daytona Prototypes this season.
- Saturday's race marks the second time this season and second straight an event has been won from the pole position.

- Angelelli ran the race's fastest lap (1:27.051) on Lap 68 of 102.
- This is the fourth runner-up finish of the season for GAINSCO/Bob Stallings Racing and drivers Alex Gurney and Jon Fogarty, the 2007 Infineon race winners. The duo closed the gap to 42 points behind point co-leaders Scott Pruett and Memo Rojas.
- This is the third straight podium finish for No. 61 AIM Autosport Ford Riley drivers Mark Wilkins and Brian Frisselle, who came into the event riding a two-race winning streak. This is the team's eighth top-10 finish this season, as the team improved a race-high 13 positions.
- Joao Barbosa and JC France garnered their third fourth-place finish of the season aboard the No. 59 Brumos Racing Porsche Riley. Barbosa ran the car's fastest lap (1:27.672) on Lap 101 of 102.
- The fifth-place finish by the No. 76 Krohn Racing Pontiac Lola and drivers Nic Jonsson and Ricardo Zonta was the second straight such result after the group finished fifth at Watkins Glen International earlier this month. The team now has fifth top-five finishes this season.
- The sixth-place finish by the No. 01 TELMEX Chip Ganassi Racing with Felix Sabates Lexus Riley drivers and point co-leaders Scott Pruett and Memo Rojas was the car's and drivers' 11th top-10 finish in 12 starts this season. Though he led laps in each of the first 10 races this season, Pruett - who has led a season-high 280 laps - has not led in the last three events.
- Northern California drivers Memo Gidley (Novato) and Joey Hand (Sacramento) finished seventh and eighth.
- David Donohue and Darren Law finished ninth in the No. 58 Brumos Racing Porsche Riley after running the top five much of the day. Law spun while trying to hold a position late in the race and was unable to get the car started right away, dropping the team down one lap.
- Eight of the 17 Daytona Prototypes finished all 102 laps of the race.
- Five drivers in four Daytona Prototypes led laps in the race: Max Angelelli (58), Michael Valiante (22), Brian Frisselle (17), Jon Fogarty (4), Bill Auberlen (1). Three engine manufacturers led the race.

POST-RACE QUOTES - PODIUM FINISHERS

Max Angelelli (No. 10 SunTrust Racing Pontiac Dallara): "We're definitely very happy. It couldn't have come at a better place. We've had everybody from our team members - SunTrust, Toshiba, Miracle Sealants, and of course, (owner/founder) Gianpaolo Dallara, who came from Italy the very first time - to watch our race. We won the pole position, won the race; it couldn't have been better. It was very fast."

Michael Valiante (No. 10 SunTrust Racing Pontiac Dallara): "It was just unfortunate what happened with the (No.) 61; it was unfortunate for them because we wanted to race them. It was good in the race to actually come through together and battle with them and show that we had the speed we did this weekend even though they had to start from the back. In the race I thought we'd be challenged a lot more than we were. From all the problems we had all year long, it was a textbook race. It couldn't have gone any better. We kept saying our time's coming. The clock was ticking. So it was nice for it to finally come before the end of the year."

Alex Gurney (No. 99 GAINSCO/Bob Stallings Racing Pontiac Riley): "It was definitely a little bit different than last year. I think we were the fastest car last year and this year the SunTrust guys set the pace most of the weekend and definitely in the race. They had us scratching our heads and definitely a little worried early in the weekend. We worked on the car and made some pretty big changes throughout the weekend and it was the best it was in the race. SunTrust's pace was just a little bit too much, but I was happy we were able to pull away from the No. 61 car. It was a good finish but I miss the wins for sure. I don't like finishing second."

Jon Fogarty (No. 99 GAINSCO/Bob Stallings Racing Pontiac Riley): "I had a pretty good start. I was right up there behind Michael Valiante and was able to stay on his bumper and that allowed

me to get alongside the No. 58 and make a move and come out of there in P2. We pushed really hard but the No. 10 SunTrust car was really quick today and hats off to them. It was pretty difficult for me as we started on the set of tires that we qualified on and I kind of abused them a little bit in qualifying. But I was able to maintain my position and hand the car over in good shape."

Mark Wilkins (No. 61 AIM Autosport Ford Riley): "Yellows would have certainly helped us a little bit. Brian (Frisselle) drove a fantastic stint, getting the car from near the back to the front. It's a tough track, and the AIM guys gave us a fantastic car. We're thrilled to be back on the podium again.

"New Jersey (next week) is a track we're definitely looking forward to because it's a level playing field for everybody. No one knows what to expect. I think the talented group that we have will get up to speed very quickly. Brian will be finishing that race, as we're switching it up a little bit, but I'm very, very confident that we'll have a great car there and we'll be able to get another great result."

Brian Frisselle (No. 61 AIM Autosport Ford Riley): "It was good. I knew it was going to be tough, because this place is a tough place to pass. I knew you really had to work the race track to get through traffic. I just had to put my head down, and the team called a great strategy, having us pit on Lap 1, and then running me long. It was hard there at the end, not only with Max (Angelelli), but because my tires had about double the laps that he had on them. So it was hard to keep him behind me. But the team just did a great job calling the strategies and getting track positions. I tried to pass as many cars as I could, and (Mark Wilkins) kept it near the front for his entire stint."



Michael Shank Racing Report

Michael Shank Racing will look for better fortune next Sunday when the Rolex Sports Car Series travels east to the New Jersey Motorsports Park after getting off to a strong start, but then experiencing a disappointing Armed Forces 250 at Infineon Raceway on Saturday.

John Pew started the race from seventh on the grid in the No. 6 Michael Shank Racing Ford-Riley and moved up to sixth after ten laps of racing on the track once known as "Sears Point." The day got even better as Pew moved up to 5th before pitting to turn the machine over to co-driver Ian James. The affable Englishman was looking to convert Pew's strong early pace into a return trip to the podium for the duo, but a piece of track debris put that plan to rest as it cut a cooling line and forced James to the pits for repairs. After the setback, James and Pew swapped places once again for Pew to run the final segments of the race and bring the blue and black machine home in 14th.

"I had no trouble on the first lap, and then just got into a good rhythm," said Pew. "The car was really good in the opening stint and I could keep up with the guys ahead of me no problem. It was too bad about what happened with the overheating because we should have been in the top five, or maybe even better with how strong the car was. But that was just a little bit of bad racing luck so now we'll just move on to New Jersey."

The sister No. 60 of Mark Patterson and Oswaldo Negri also had an encouraging race start after overcoming setbacks during Thursday's practice sessions as Patterson started from ninth and was also fleet at the start before turning the machine over to Negri. However, Negri and Patterson were then required to switch spots once again to insure that Patterson reached the time threshold required to earn championship points for the race outing. Fortunately, the team was able to accomplish the driver change during the races' solitary yellow flag period before Negri then resumed the controls to bring the car home in 12th despite a lack of grip and not being able to fight for positions late in the race thanks to a recalcitrant competitor who was on a different lap and not giving Negri room to make progress.

"That's not a bad salvation after a very hard start to the weekend," said Patterson. "A tough day on Thursday and then an extra forced driver change due to a misunderstanding about the 30 minute rule and then the 77 wouldn't let Ozz by to be able to fight for 11th, not very sporting. But after everything we went through this weekend, we'll take 12th all day long."

"That was John's best stint of the year so it's disappointing not to have those guys finish where they were running, because he did a great job and had no problem keeping a pace with that lead pack at the start," said team owner Mike Shank. "So with the problem we had with the cooling line getting cut and then a tough weekend overall for the 60 car, we're just going to pack up and get out of here and get to work on next weekend. We know we're capable of better results, and that will be our focus next Sunday in New Jersey."

Southard Motorsports Race Report

The Armed Forces 250 at Infineon Raceway got off to a difficult start for Southard Motorsports. Despite the team's gallant effort it ended the same. In the first practice session for the 250-mile Grand-Am Rolex Sports Car Series Daytona Prototype (DP) race, the No. 3 Southard Motorsports Lexus-Riley left the track in Turn 10 while Bill Lester (Atlanta) fought a loose race car. The damage was substantial forcing the Powell, Ohio-based team to rebuild the car almost from the ground up in a matter of hours. The Steve and Martha Southard (Powell, Ohio) owned team rallied with a remarkable qualifying effort allowing Shane Lewis (Jupiter, Fla.) to start within the top-10. However, the effort would go unrewarded when, on lap 56, the car suffered its first mechanical failure of the season with a broken axle. The red, white and blue prototype would take 17th, missing the checkered flag for the first time since the season-opening Rolex 24 at Daytona where an accident ended their effort early.

The struggles of the weekend began on Thursday for the team and its two drivers - both of which started their early careers at Infineon Raceway, then named Sears Point. In the first official practice of the weekend the rear-end of the car unexpectedly snapped-around on NASCAR veteran Lester. The spin launched him off the track into a tire barrier. The impact destroyed much of the bodywork including nose and front splitter, cracked all four wheels and broke the transmission casing among other issues. The Rich Howe (Powell, Ohio) led crew flew to work in an effort to get the car back on track in time for the event. Through a herculean effort and the support of many of the other Daytona Prototype teams, the small but professional workforce readied the car in time for Friday afternoon's qualifying session. Showing his utmost faith in the team, Lewis went out and qualified the car 12th. When two other DPs were dropped to the back of the grid for technical violations, the Southard machine moved to 10th for the drop of the green flag.

The good news would not last, however, as immediately the car began to show uncharacteristic traits in the race; behavior different even than those faced in the earlier warm-up. Lewis struggled with the car through much of the first part of the race. Through strategy and persistence, the No. 3 marched near the top-five but fell back down as the handling deteriorated even more over the course of the race. Despite being a replaced part, the car would eventually succumb near the race's midpoint with the broken axle.

The trials of the weekend are made even more taxing by the grueling schedule that awaits the team. The car will arrive for next Sunday's Supercar Life 250 at the New Jersey Motorsports Park in Millville, NJ on Wednesday. The Southard effort will then repair and prepare the car for the 250 mile or two hour and 45- minute (whichever comes first) race scheduled for August 31.

Television coverage of the Armed Forces 250 can be seen, tape-delayed, on SPEED beginning at Noon (ET) on August 24.

Quotes

Steve Southard, Owner: "This was a tough weekend from a lot of perspectives. But, a few things really stand out when you have struggles like we did in Sonoma. Primarily, what a great job the crew did in getting the car back together. It was an unfortunate weekend when things happen. The crew spent long hours to get the car back together. They stepped-up never complained and did everything asked of them. That is the silver lining in this cloud. Another is how so many other teams offered help and assistance. It makes you proud to be in that kind of paddock. The car was different in warm-up than in qualifying and we're not sure why. The further we ran the worse the car got. Unlike most events, the car just never came back to us. Even the changes at the first pit stop didn't make any difference. When the axle failed it was the end of two really tough weekends but the crew hung tough and did a great job! We'll do everything we can to reward that effort in these final two races with better results."

Shane Lewis, Driver: "Sonoma is either really good to us or really bad. I've won a lot of races here but times like this weekend or two years ago when we almost burnt the car to the ground make you wonder which track fate is going to throw at you? We knew we had a problem in the warm-up. The car was entirely different than it was in qualifying. We worked on it and hoped we had it right for the race but it was still off. As the race went on we kept tuning it but never got it back. This was a tough one from the start but the guys never gave-up. Richie and the crew kept stepping-up to the plate no matter what was thrown at them. That is the kind of thing you can't explain when someone asks you why you love this sport even when weekends like this happen. It is the faith those guys have in you. You want to give that back anyway you can. We didn't quite make that happen this weekend but we have two more races to put these guys back on the podium where they deserve to be."

Southard Motorsports can be found at www.SouthardMotorsports.com

Ruby Tuesday / Alex Job Racing Report

The Ruby Tuesday Championship Racing Team ended a frustrating day with an eight-place finish in today's Grand-Am Rolex Sports Car Series presented by Crown Royal Cask No. 16 Armed Forces Grand-Am 250 at Infineon Raceway.

Driver Bill Auberlen, of Redondo Beach, Calif., started fourth in the No. 23 Ruby Tuesday Championship Racing Team Porsche Riley and spent all of his first stint in the top-five before pitting on Lap 28. In fact, when Auberlen brought the No. 23 Porsche Riley machine to pit lane for fuel and tires he was the race leader. After all of the pit stops cycled through, as several teams were using different pit stop strategies, Auberlen was in eighth to start his second stint.

Auberlen worked his way back up to second by Lap 58. At this point, the team was in the process of discussing their next pit stop when the race's only caution came out. The team had Auberlen pit under caution on lap 60. This stop included fuel, tires and driver change.

"We came in for a pit stop and had a huge lead over the cars behind us, but wound up leaving behind those guys," Auberlen said of his first pit stop. "This means we lost 20 seconds to the field, which is just too hard to get back. That put us at a huge deficit. Then, we started to comeback. We had a little error on the timing of the next stop and they put us back again."

When the race went green on Lap 64, Joey Hand, of Sacramento, started his stint in 10th. By Lap 86, Hand moved up to sixth when the No. 58 Brumos Racing Porsche Riley spun in Turn 7. Eyeing their second top-five finish in as many races, Hand was pushing hard to catch the No. 76 Krohn Racing Pontiac Lola for fifth. Unfortunately, the No. 75 Krohn Racing Pontiac Lola, who was a lap down, continued to hold off Hand for nearly 15 laps. Hand tried passing the No. 75 machine several teams, but the No. 75 machine continued to stay just in front of him.

With 10 laps remaining, Hand got a run on the No. 75 machine going into the hairpin and got underneath him. Unfortunately, the No. 75 saw Hand coming and checked up. That is when Hand got into the back of the No. 75 and spun him. This miscue drew the ire of the Grand-Am race officials. As a result of the contact, Grand-Am gave Hand a drive-through penalty. This penalty ultimately cost the Ruby Tuesday team two positions and a shot at a top-five finish.

"The guys drove a good race," Team Owner Alex Job said. "We were ready to stop that lap and then the yellow came out. If we would have stopped right before it went yellow, we would have been in a great position. Joey and Bill did a great job behind the wheel even though we let them down a little bit in the pits. Joey went out and was being aggressive trying to make up positions and a competitor who was a lap down just wouldn't give a little to let him by. It is unfortunate that we received the penalty, it put a cap on what had already had been a pretty tough day. The car had the pace and the guys did their best to keep us up toward the front, but combined with our pit work, traffic and the lack of yellows eighth was all we could do today."

"It is rough to have our toughest race on our home soil," Hand said. "The car wasn't too bad, but it wasn't the best car we had all weekend. We picked up this understeer in qualifying and really could not shake it. I don't know what was going on. As the fuel burned off, I got faster, but then I was getting held up by lap cars."

TelMex Ganassi Racing Report

A stop-and-go penalty dropped Scott Pruett from podium contention to an eventual sixth-place in today's Armed Forces Grand-Am 250 at Infineon Raceway, yet, he and teammate Memo Rojas continued to inch closer to the 2008 Grand-Am Rolex Sports Car Series presented by Crown Royal Cask No. 16 title.

Pruett was passing the No. 58 Brumos Racing Porsche for fourth position on a late re-start when the two cars appeared to make slight door-to-door contact. Pruett then quickly closed on the third-place car. At that point, Pruett was issued the stop-and-go penalty by Grand-Am for avoidable contact and he fell back to 10th-place. He eventually drove back up through the field to finish sixth.

The Lexus-powered duo maintain a 42-point championship lead with just two races remaining - needing only to place 17th in each of season's final two events to clinch the title. A championship would be an American record eighth major sports car title for Pruett, while Rojas would become the first Mexican driver ever to win a major U.S. championship.

Saturday's race capped off a difficult weekend for the No. 3 Southard Motorsports Lexus Riley. After a Thursday practice crash heavily damaged the team's Riley chassis, the Southard squad worked through the night just to make today's race. After an impressive 10th in qualifying, Shane Lewis had an off-course excursion on the opening lap, dropping him well back in the field. He would eventually retire with a broken axle in 17th-place.

The Rolex Sports Car Series will now make the long trek from northern California to the east coast for the inaugural race at the New Jersey Motorsports Park, Aug. 31.

Lexus Race Results, Start/Finish

No. 01 Pruett/Rojas, Telmex/Target Lexus 5/6

No. 3 Lewis/Lester, Southard/Lexus 10/17

Notes:

- Scott Pruett and Memo Rojas can now capture the Rolex Sports Car Series championship by finishing 17th or better in each of the season's final two races. They could claim the title next weekend in New Jersey simply by finishing ahead of the No. 99 car or by placing fourth or better.

- With the current 17-car field, Chip Ganassi Racing can clinch the Team championship simply by starting each of the last two races. A title would be the third for the team since entering Grand-Am competition in 2004 - all with Lexus power.

- Today's sixth-place finish is the 11th top-10 finish in 12 races this season for the No. 01 TELMEX Chip Ganassi Racing with Felix Sabates Lexus Riley. The team has now finished in the top 10 in 30 of the last 31 races.

Quotes:

Memo Rojas (No. 01 TELMEX Chip Ganassi Racing with Felix Sabates Lexus Riley): "We had a good start and were able to pass the No. 23 early. We then battled with them for a bit, but they were running a little bit quicker than us and we decided to let them go rather than risk an incident there. The car was good, but we lacked a little bit of grip. We're just running on the conservative side. If we can't get the win, we'll just run for the most points we can get. But with our lead in the points (49 points entering the race), the most important thing is we need to finish."

Scott Pruett (No. 01 TELMEX Chip Ganassi Racing with Felix Sabates Lexus Riley):

"Obviously, we're disappointed with the outcome, but at the same time we're still fighting for the championship. We only lost a few points to the No. 99 car, which is important. The Lexus engine was good, the car ran flawlessly. We received a stop-and-go penalty that I wouldn't necessarily agree with, but Grand-Am decided they wanted to do that and that's that. There's nothing we can

do about that. We just go to New Jersey next week and keep doing what we're doing. I thought we might have had a shot for the podium before the penalty, but it was so difficult to pass here."

In the caution-scarce 102-lap event at Infineon Raceway, No.01 TELMEX Chip Ganassi Racing with Felix Sabates drivers Memo Rojas and Scott Pruett started fifth and finished in sixth place as they overcame a mid-race penalty to score a top-10 finish to maintain their lead in the 2008 Rolex Series Driver and Team points championship.

Rojas maintained a fifth place running position until he turned the car over to Pruett on lap 23. After the driver change Californian Pruett advanced from 11th to fourth place while managing loose handling conditions through certain areas on the track. With the race's first and only caution (lap 58), Pruett scored the team's race-high running position (third) until officials deemed unnecessary contact with the No.58 car which resulted in a drive-through penalty for the TELMEX team. Pruett methodically worked his way through traffic for the remaining 35 laps and finished in sixth place.

Pruett and Rojas continue to lead the Rolex series driver and team championship race with 364 points, 42 markers over the No.99 Fogarty/Gurney car (322).

Scott Pruett: "It's always nice to race in Sonoma since Judy (wife), the kids and I have so many friends and family in town. There's no doubt we came here to win and had a car capable of finishing on the podium. The drive-through cost us that podium, but we did what needed to be done to get another consistent finish. That's what it takes to win the championship – we can't give up anything and we have to constantly be smart with every move on the track. There's no doubt these last two races (New Jersey and Salt Lake City) will be exciting."

Memo Rojas: "Today was a bit tough because I always want to finish a race on top. We worked hard through practice to make the car as fast as possible and I wanted to make sure I kept a high running position during my time in the car. It's good that we still have the championship lead, but we all know that the last two races have to be strong to achieve our goal."

GAINSCO/Bob Stallings Racing

Reigning Grand-Am Rolex Sports Car Series presented by Crown Royal Cask No. 16 Champions GAINSCO/Bob Stallings Racing and drivers Alex Gurney and Jon Fogarty overcame some early-weekend handling issues and scored a hard-earned second-place finish Saturday in the Armed Forces Grand-Am 250 at Infineon Raceway. The race can be seen on SPEED tomorrow, Sunday, August 24 at Noon ET.

The runner-up showing was the team's second consecutive second-place finish and fourth of the season in the No. 99 GAINSCO/Bob Stallings Racing Pontiac Riley. It was the first time this season that GAINSCO scored back-to-back podiums after finishing second in the Crown Royal 200 at Watkins Glen International one race ago. The team's lone victory of the year came in June's EMCO Gears Classic at Mid-Ohio Sports Car Course.

Gurney drove the final stint and was rapidly closing on Max Angelelli in the pole-winning No. 10 SunTrust Racing Pontiac Dallara when the checkered flag flew. After being over 11 seconds behind just a few laps earlier, Gurney crossed the finish line 3.646 seconds behind Angelelli, who won his first race of the season with teammate Michael Valiante. The No. 99 Pontiac Riley was also well clear of the third-place finishing No. 61 AIM Autosport Ford Riley of Mark Wilkins, who co-drove with Brian Frisselle.

"It was definitely a little bit different than last year," said Gurney, who co-drove to a convincing victory at Infineon in 2007 with Fogarty and the No. 99 team. "I think we were the fastest car last year and this year the SunTrust guys set the pace most of the weekend and definitely in the race. They had us scratching our heads and definitely a little worried. We worked on the car and made some pretty big changes throughout the weekend and it was the best it was in the race. SunTrust's pace was just a little bit too much, but I was happy we were able to pull away from the No. 61 car. It was a good finish but I miss the wins for sure. I don't like finishing second."

Second was the position Fogarty jumped to as the green flag flew for the race start.

"I had a pretty good start," said Fogarty, who moved from third on the grid to second in the race's first turn. "I was right up there behind Michael (Valiante) and was able to stay on his bumper and that allowed me to get alongside the No. 58 (Brumos Racing Porsche Riley) and make a move and come out of there in P2. We pushed really hard but the No. 10 SunTrust car was really quick today and hats off to them. It was pretty difficult for me as we started on the set of tires that we qualified on and I kind of abused them a little bit in qualifying. But I was able to maintain my position and hand the car over in good shape."

Fogarty led four laps (23 - 26) when Valiante pitted before the GAINSCO team. Gurney took over when Fogarty came to the pits on Lap 27 and the GAINSCO team stayed in second when the field cycled through its stops within the same time span. Gurney set the team's two fastest race laps - including a top lap time of 1:27.742 (101.343 mph) on Lap 75 - but didn't have enough horsepower to completely catch Angelelli and SunTrust.

The second-place showing, however, was a great result after the issues the team encountered earlier in the weekend. After practicing seventh Thursday and ranking a distant 11th overall in Friday's only practice session, the GAINSCO crew and drivers turned things around with a full round of adjustments last night. The team was third fastest in this morning's warm-up session and proved they were ready to race at the drop of the green flag.

The GAINSCO team and drivers remain second in the Rolex Series championship but closed the gap to 42 points (364 - 322) behind leaders Scott Pruett, Memo Rojas and the No. 01 TELMEX Chip Ganassi Racing with Felix Sabates Lexus Riley, who finished sixth. With two races remaining in the Rolex Series, the GAINSCO squad has a mathematical but remote chance to catch the point leaders.

Next up for GAINSCO and the Grand-Am Rolex Sports Car Series is the Supercar Life 250 at the debuting New Jersey Motorsports Park, next Sunday, August 31. The race can be seen live on SPEED at 1 p.m. ET.

Noteworthy

A full complement of family, friends and GAINSCO business associates and agent partners were in attendance at Infineon Raceway to cheer on Gurney, Fogarty and the GAINSCO/Bob Stallings Racing team. Nearly 60 GAINSCO guests and several friends and family members of the team's California-based drivers were part of the full entourage. "It is good to have all of the GAINSCO Auto Insurance people out here plus Alex's family and my family too," Fogarty said. "After last year's race, this may be just a little bit of a let down but we are very happy with second and everyone else seemed to be too. I am glad everyone was here." ... Although Fogarty qualified fifth on Friday, the No. 99 Pontiac Riley started third after both the No. 61 AIM Ford Riley and the No. 76 Krohn Racing Lola failed post-qualifying inspection and were moved to the back of the starting field ... With Fogarty's four laps at the front of the field today, the No. 99 GAINSCO team has now led laps in 10 of 12 Rolex Series races this year.

Rum Bum Racing Team Report

Matt Plumb and Gene Sigal, co-drivers of the Rum Bum Racing Dinan BMW Riley finished 13th last Saturday at Infineon Raceway. It was a difficult race for the California team which fought some technical gremlins throughout the event. Rum Bum Racing remains 12th in the 2008 Grand-Am Rolex Series team point standings but gained precious points on the three teams ahead. Rum Bum Racing is now only one point from 11th and eight points from 10th. The entire team is looking forward to a good race next Sunday, 2900 miles away from California, at the New Jersey Motorsports Park where Rum Bum Racing will compete in the Supercar Life 250.

Rum Bum Racing was racing at home last Saturday at Infineon Raceway. The event started well for the team when Gene Sigal qualified 11th for the race, his best ever Daytona prototype performance of the season.

For reasons unknown, the team had difficulties during the three-day event of the Armed Forces 250 including during the race. Rum Bum Racing and Dinan BMW technicians scratched their heads all weekend but despite changing many of the electronic components, fuel pump, power steering ECU and other key items, the problem persisted and was never solved until after the race. A two-hour post race technical team meeting was conducted to analyze all data and address a short list of elements that may have been the cause of the Rum Bum's car problem. The team came to the conclusion that it may have been an alternator problem, a part that is supplied with the engine by the builder and that will be changed for the next race.

Rum Bum Racing with Gene Sigal driving ran as high as ninth in the first hour of the race and despite the problems, Matt Plumb drove a competitive second stint in the race and the #7 Rumbum.com / Big Vision Miami / Caramba Tequila Dinan BMW Riley finished 13th.

Frisselle Racing Team Report

The No. 47 Brachs/CDOC Ford-Dallara prepared by Doran Racing of Burt Frisselle and Ricky Taylor brought home another top-ten finish on Saturday as the bright yellow Brach's machine came home in tenth in the Armed Forces 250 at Infineon Raceway for the final Rolex Sports Car Series race appearance of the 2008 season for the machine.

After making a guest appearance at the Farley & Sathers hospitality area and then entertaining race fans during the Saturday afternoon autograph session, Taylor and Frisselle got down to business at race time. Taylor, who had never seen the natural terrain road course from the seat of a Daytona Prototype before the Armed Forces 250 race weekend commenced, started the race from the fourth row of the Daytona Prototype-only grid and moved up to fifth before turning the machine over to Frisselle on a lap 56 pit stop.

However, the timing didn't play to the duo's favor as the only full-course caution of the race came out and forced Frisselle to fight from one lap behind the leaders. Frisselle was caught in the lead pack on the restart and despite having strong pace, played the sportsman to insure that the Brach's car didn't interfere with the lead cars battle. But the Colorado resident just put his head down to bring the Dallara home in tenth.

Another Dallara, breaking the Riley stranglehold on the victory podium for the first time since May of 2007 and giving Frisselle and Taylor plenty of optimism for the future, won the race.

"We've had several races where the results haven't shown what this car is capable of and that was really our focus again today, but this is another race where the same was true, unfortunately," said Frisselle. "But seeing a Dallara in victory lane and getting the seat of the pants feel for how much progress we've made and how much potential there is with this car definitely makes you forget about today's race. We learned some good lessons today with the Brach's car and you always want to do better, but big picture wise and looking ahead to next year, I couldn't be more excited."

For additional information: www.frisselleracing.com



Doran Racing Team Report

With both cars finishing in the top-10, Doran Racing extended its remarkable streak at this weekend's Armed Forces 250 at Infineon Raceway in Sonoma, California – eleven top-10 finishes, eight of them in a row. The #77 Kodak Doran/Dallara Ford co-driven by Memo Gidley and Brad Jaeger qualified 8th and finished 7th. The #47 Brach's Candy / CDOC Dallara Ford of Burt Frisselle and Ricky Taylor qualified 6th and finished 10th.

"It really goes to show how far the Doran Racing team has come this season that we all feel a bit disappointed by a 7th-place finish in a series as competitive as this one," said Gidley, who lives just minutes from the track in Novato, California. "We felt something not quite right with the car in the first two-hour practice session and overnight the team found something in the setup that we changed and were immediately on pace with the top-6 in the next session. Unfortunately that put us a little behind the curve in qualifying and the race, but we had a drama-free event and scored another top-10 for the Doran team and our sponsors."

Gidley, the widely respected American driver who was born in La Paz, Mexico and now makes his home in Novato, California, has made a name for himself as one of the most committed drivers in the paddock, driving and winning in everything from karts to Indy Cars and stock cars to prototypes. His co-driver, Brad Jaeger is a recent graduate of Vanderbilt University where he was a member of their Formula SAE team, has a racing resume that includes karting, Sports 2000, Skip Barber, F2000, Star Mazda and the Indy Pro Series.

"Looking at the big picture, I'm very happy with the weekend and the result because this was the first time where every adjustment we made, every session we went out, was better than the one before," said Jaeger, who qualified and started the car. "Our race setup had just a bit too much understeer, so Memo and I weren't able to push too hard and were running comfortably in with the 5th- to 10th-place group, moving up or back a few places depending on pit stops. The Doran team did a superb job in the race with flawless pit stops and a really good strategy, so we're happy with the results and ready to focus on the final two races of the season at New Jersey and Miller Motorsports Park."

The #47 Brach's Candy / CDOC Dallara Ford of Burt Frisselle and Ricky Taylor had a similarly drama-free weekend with Taylor qualifying 6th – his best effort of the season. Frisselle has been racing Daytona Prototypes in the Rolex Series since 2004; including a podium finish in his first-ever start in the series. He has scored top-10 and top-5 finishes in each of his four seasons of Rolex competition, including a 2nd place finish at Watkins Glen in 2004. Ricky Taylor is the 19 year-old son of Rolex Series champion Wayne Taylor and, when not in a race car, attends Lake Highland Preparatory School in Orlando, Florida, where he plays on the varsity soccer team. In 2007, Taylor finished second in Skip Barber National Championship with two wins, five poles and five podiums. He won the Skip Barber Southern Series in 2006 with six wins, three poles and 12 podiums.

"The #47 Brach's car ran really well all weekend and we were running comfortably with the top-5 in the race using a radically different strategy than everyone else," said Taylor. "When we pitted for the driver change we were in 9th, and then caught an unlucky break when the yellow flag came out and we went a lap down. We ran hard to try and get it back, but that was the last yellow and there just weren't any more opportunities to move up during the last part of the race. I'd like to thank our sponsors, Brach's and CDOC for their support; none of this would have been possible without them."

This will be the final race for the #47 car this season, so accomplishing the Doran Racing team's goal of a podium finish in the final two races of the year, including this weekend's in the Supercar Life 250 at New Jersey Motorsports Park and the season finale, the Sunchaser 1000 at Miller Motorsports Park, September 19 – 21.

"We had a better car than the finish shows, but it was just one of those deals where the yellow flag came out at exactly the wrong time," said Frisselle. "The Doran team did a tremendous job all weekend and Brach's brought out a bunch of people, so we thank them for their support and hope that we can continue working with them next year. Its disappointing that we have to stop at this point, just when Ricky and I and the team are really clicking; we unload fast and are competitive all weekend. Our goal for next season is to make Ricky and I a permanent driving team and we had some potential sponsors at the race who seemed impressed, so we're already hard at work on next year. And I'll be co-driving the #77 car with Memo and Brad in the finale at Miller, so that will be a great chance for us to wrap up the season on a high note and carry some momentum into 2009.

The next event, the Supercar Life 250, takes place this weekend at the brand-new New Jersey Motorsports Park. This stunning new facility, located on over 700 acres, is conveniently located to Philadelphia, New York and Washington DC. Included in the first phase of this tremendous facility are: 2 world class road courses (Thunderbolt and Lightning); an exclusive motorsports country club known as the Drivers Club; unique trackside Villa homes, and a first class karting facility where anyone can experience the thrill of motorsports behind the wheel for the first time. The Southern Road Circuit at New Jersey Motorsports Park, where the Rolex Series cars will compete, is called "Thunderbolt Raceway" and features a 2.25 miles, 14-turn road course with a one-half mile straightway.

"For me, going to New Jersey where none of us has raced before will definitely level the playing field a bit," says Jaeger. "I've driven at some of the tracks we've raced on this year, but never in a DP car, so there was a steep learning curve for me every weekend. At New Jersey, we'll all be climbing that curve together, so that soul definitely give me a little advantage. "

Adds Gidley, "It will level things out in the early stages of the weekend, but all the top teams and drivers in the Rolex series are so professional that we'll all get it figured out pretty quickly. I personally love going to brand-new racetracks because they're a good indicator of how strong the sport is, and I've been to a lot of new tracks in my career, so I'm pretty good at figuring out the fast way around early in the weekend. The Doran team is getting stronger every race and we're still gunning for a podium finish in these last two races of the season."

The two cars the Doran Racing team has been campaigning throughout the 2008 Rolex Series season look the same, but are different underneath. The #47 car is all-Dallara, while the #77 car is a Doran chassis fitted with Dallara bodywork featuring enhanced aerodynamics and increased downforce. Both cars are powered by 500 horsepower Roush-Yates Ford V-8 engines.

Doran Enterprises is Dallara's official spare parts distributor and approved repair center for that series. In addition, Doran Designs will fabricate certain special parts for the marque. Doran Racing has a successful history of working with Dallara and won the Daytona 24 Hours in 2002 with a Dallara Sportscar LMP1. While Doran Racing has prepared and fielded race cars in a wide variety of series for many years, from Indy cars to NASCAR trucks, the Lebanon, Ohio-based team is particularly noted for its successes in sports car endurance racing, including being the first and only team in U.S. history to win the 24 Hours at Daytona, the 12 Hours of Sebring and the Watkins Glen Six-Hour race in the same year (1998).