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***Grand-Am Rolex Series Supercar Life 250 at
New Jersey Motorsports Park***

Source: Team Race Reports
Photos Courtesy of Grand-Am



Michael Shank Racing Report

Michael Shank Racing scored a thrilling Rolex Sports Car Series race victory in the Supercar Life 250 at New Jersey Motorsports Park as Mark Patterson and Oswaldo Negri co-drove the No. 60 Michael Shank Racing Ford-Riley to a .459-second win on Sunday afternoon in the penultimate round of the 2008 season.

The sister No. 6 Ford-Riley of John Pew and Ian James suffered a difficult race start, but staged a strong rally to come home a strong seventh at the finish.

The race weekend had a promising opening as the 60 machine paced the opening practice session as the Rolex Series got a some laps in on the newly and nearly finished New Jersey Motorsports Park facility. After Patterson qualified in the top ten, he got off to a smart start as speed and strategy saw him lead the field before pitting to turn the car over to Negri.

That move, which came just as the field went to green flag racing some 30 minutes into the race, forced Negri return to the track deep in the field. But once again, fast laps and smart strategy put Negri in position to make a pair of bold moves to take the lead on lap 61. After withstanding pressure in the late stages of the race, Negri grew his advantage to nearly five seconds before a yellow flag erased his gap and set up a thrilling two-lap dash to the finish as the Brazilian held firm to score the sixth-closest race win in Rolex Series history.

“This is amazing to get back to the top step of the podium again with Mark and Michael Shank Racing,” said Negri, who led a race-high 45 laps. “It was a very hard race and I’m so happy to take another win. It was tough at the end of the race because there was so much pick up out there and the track was breaking up on some of the corners, so you had to place the car very carefully. I also sort of had to play cards with the cars behind to protect my position with the GT traffic and it ended up perfectly. I wasn’t worried about anything on that last lap, I was just trying to work on the tires as much as I could before the restart and it worked out perfectly. I just focused forward and brought it home. We had a great start to the season with the pole at Daytona and then some setbacks so this feels fantastic and I can’t wait for Miller.”

The win comes on the two-year anniversary of the team’s maiden victory at Miller Motorsports Park as the team once again took a win in the first Grand-Am race for a new facility.

“The car was fantastic and I turned it over to Ozz from the lead so that was a great way to start the race,” said Patterson, who also collected the Jim Trueman Award Medal for the New Jersey event. “At one point, it looked as though our strategy was off, but in the end the Mike Shank guys did it again, and we were right where we wanted to be with Ozz up front and controlling the race at the end. There was a lot of aggressive racing out there, but Ozz and the whole team did a fantastic job and its great to come home with a win. Now we head off to Miller where we’ve won before, so hopefully we can do this all over again soon.”

“This is what we’ve been working for all season long and to get Ford back in the winners circle is a credit to the partnership we have with Ford Racing,” said team owner Mike Shank. “Obviously Ozz had a great drive today, but I think the hero who made this win possible was our fueler Tom Finley. He did an awesome job to help us get out ahead on our last stop and that was key for us today. Winning is what drives everything we do, so to have it pay off like this is just great for Mark and Ozz and all the guys and it helps us keep pushing in this championship.”

Pew punted before James stages huge comeback

The New Jersey outing looked to be in dire straights for the No. 6 Ford-Riley as John Pew made a great move to avoid a spinning DP directly in front of him in the first corner, only to be punted by a different DP on the next series of corners, sending him spinning nose first into the dirt that lines the newly opened track.

Pew first used some tricks in his bag to try to clear the dirt car out of the car, but the dirty load was too great and he had to pull in to the pits to get the radiators blown out to prevent an overheating motor.

“The car was absolutely covered and I couldn’t see a thing,” said Pew. “There was even dirt in my blower so that was blowing dirt into my helmet and making it tough because it was getting into my contacts. So it was a frustrating start, but Ian did an awesome job after he took over, and my hat’s off to Mark and Ozz on their win, that was great to see!”

The damage was severe enough that when James returned to the pits to close out his stint, the team made the move to replace the damaged nose, setting James back a lap and deep in the field. But the Englishman showed his mettle once again as Michael Shank Racing engineers called a strategy that saw him regain the lap, as he held up his end of the bargain with a hard-fought run to seventh after 105 laps.

SunTrust Racing Report

Co-drivers Max Angelelli and Michael Valiante and their No. 10 SunTrust Pontiac Dallara team of Wayne Taylor Racing followed up last weekend's first victory of the season with a gutsy second-place performance in Sunday's inaugural Grand-Am Rolex Sports Car Series Supercar Life 250 at the brand new New Jersey Motorsports Park road circuit in Millville.

The runner-up finish, SunTrust's third podium of 2008 and its 33rd in 65 Rolex Series starts dating back to 2004, came in typical, dramatic Angelelli style. The Italian took over for Valiante shortly after the 30-minute mark and drove an eventful two-hour stint to close the race, fighting his way back from not one, but two off-course excursions after side-to-side contact in fast sweeping right-hand turns on the narrow circuit. He muscled his way past the No. 59 Brumos Porsche of Joao Barbosa on the next-to-last lap of today's 105-lap event, then just didn't have enough to catch Oswaldo Negri in the No. 60 Michael Shank Racing Ford at the finish. Angelelli took the checkered flag just 0.459 seconds behind Negri, who with co-driver Mark Patterson scored the Shank team's first victory since the 2006 season-ending race at Miller Motorsports Park outside Salt Lake City.

"I could have overtaken him (Negri), but I would have had to push him out of the way and that would not have been fair," said Angelelli, who clocked the fastest lap of the race (1 minute, 12.440 seconds at 111.817 mph) on the 65th tour of the 2.25-mile, 14-turn layout. "So, I just parked myself behind him. It was a wild race, but it is normal for a Grand-Am race. This is the way we race here. And it's very difficult. I went off a couple of times and recovered. A lot of people did the same. Everybody is so tight together. There are a lot of good cars, good drivers, good teams, and different winners. That's what makes Grand-Am racing so great."

After qualifying second Saturday to give SunTrust six front-row starting spots in 13 races this season, Valiante made a brilliant move on polesitter Mark Wilkins in the No. 61 AIM Autosport Ford on a lap seven restart and held the point before getting passed by Wilkins just before the day's second caution period on lap 16. With the nine laps in the lead, the SunTrust team has now led nine of the season's 13 events, including 80 of the 102 race laps while dominating from pole to checkered flag in winning last weekend at Infineon Raceway in Sonoma, Calif. Valiante was in second when he pitted under caution on lap 18 for tires, fuel and the driver change to Angelelli.

"We had a really good start," Valiante said. "I was able to get by the 61 and get a strong gap, there. We've got the SunTrust car running really well, now. The team has done a phenomenal job. We're trying to understand the car well. Max and I are working together to find the best setup on the weekends. I think we're really looking strong, especially with one race to go."

Angelelli resumed in seventh when the race went back to green on lap 20, then lost three positions on lap 27 when he and Alex Gurney in the No. 99 Gainsco/Bob Stallings Racing Pontiac got together heading through turn one, sending Angelelli off into the dirt. By lap 49, Angelelli had worked his way up to sixth before the day's third caution came out on lap 54, sending him to the pits one final time for tires and fuel. A stellar pit stop by the SunTrust crew sent Angelelli back on track in second place behind Gurney. But on the lap-60 restart, a slower GT-class car blocked Angelelli shortly after the start-finish line and Negri, in the No. 60 car, was able to scoot past heading into turn one.

On the very next lap, Frisselle, who had taken over for Wilkins in the No. 61 AIM Autosport Ford, dove inside Angelelli to take third place away while negotiating turn three. The two cars touched, and Angelelli again went off into the dirt. He got back on track in ninth place. From there, Angelelli

mounted a furious charge back toward the front and immediately began to clock the fastest laps of the race. His fastest, on lap 65, was just four laps after he ventured off course the second time. He was back in the top-five by lap 81, then passed two cars on lap 82 to crack the top-three once again. Angelelli temporarily lost second place to Barbosa in the No. 59 car on lap 96, but fought his way back by Barbosa for good on lap 104.

Bill Auberlen and Joey Hand, in the No. 23 Alex Job Racing Porsche, grabbed third place for the final podium spot 1.2 seconds behind Angelelli. Scott Pruett and Memo Rojas, whose weekend started rather inauspiciously with a tremendous crash during a promoter test day here Thursday that destroyed the No. 01 Chip Ganassi Racing with Felix Sabates team's primary race car, clinched the team and driver championships with a ninth-place finish in a back-up car that did not arrive at the track until late Saturday. They have a 38-point lead over Gurney and Jon Fogarty in the No. 99 Gainsco Pontiac with only one race to go. The maximum points available per race is 35.

"In what started out as a tough weekend with the Ganassi team and the track and everything, to be second is a really good result and I'm really happy," said Wayne Taylor, whose team moved up one spot in the championship to seventh, 11 points out of the top-five and 17 points from the top-three. "Michael did a great job qualifying the car, and he did a great opening stint. Max does what he normally does at the end of the race. I don't know what he does in the middle of the race. He scares all of us (laughing). But he always pulls it out in the end. Second place is good. Max definitely redeemed himself. It's great to have back-to-back weekends like we've had, and I'm looking forward to going to Utah."

The Rolex Series takes the next two weekends off before concluding the 2008 season with the marathon SunRichGourmet.com 1000 on Saturday, Sept. 20, at Miller Motorsports Park in Tooele, Utah, outside Salt Lake City. The 1,000-kilometer (or seven-hour, whichever comes first) event, will be broadcast live, in its entirety, by SPEED-TV.

KROHN Racing Report

The challenging track conditions at New Jersey Motorsports Park had its effect on the results of the two-car Krohn Racing final results in Millville, New Jersey for the penultimate race of the 2008 Grand-Am Rolex Sports Car Series.

Team owner/driver Tracy W. Krohn and Eric van de Poele grabbed eighth place on the last lap of the 105-lap race, after climbing as high as seventh and suffering an off-course spin in the No. 75 Krohn Racing Pontiac Lola. The No. 76 Krohn Racing Pontiac Lola entry of Nic Jönsson and Ricardo Zonta had to settle for 13th position after debris in the radiator caused the car to overheat and required an additional five pit stops to the anticipated two-stop race plan. Five cautions for 27 laps and six different cars lead the two and three-quarter hour race.

The No. 60 Michael Shank Racing Ford Riley of Mark Patterson and Oswaldo Negri was the seventh different winner in Grand-Am this season and their first victory of 2008.

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

“The start was very predictable. The first lap somebody got booted off and we had a massive amount of debris on the track. We drove around for a little while and had the restart. The car just picked up so much debris on the tires. It was just unbelievable. It took four or five laps before I could get it off. I scrubbed the tires thoroughly before we started the race. It was just unfortunate because it really took a long time to get it back. Fortunately Eric was able to come back out and just did a great job. There were lots of dust and lots of debris on the track today. So I’m glad we got out of here today without any serious carnage and we’re glad we got out of it with a Top 10 finish. That was really good.”

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

“We knew it was going to be tough with all the traffic and in fact it was very difficult with the dust on the track as well. When we had to pass a GT car, it was really a challenge because the tires picked up a lot of dust and it was very difficult. It was especially tough after a restart because the pace car was so slow and you couldn’t keep the tires clean and not get pick up. Except that, I had one spin because I tried to pass a GT and he kept me in the dust and I couldn’t get back on the line and I spun on the dust on the track. I’m still eating that dirt at this moment. Afterwards, the car was perfect with the new tires on and we could rejoin the field and try to improve our position, which I did. Two laps from the end the 01 passed me and I re-passed him on the last lap. It was a good fight, very nice.”

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

“The team did a great job again this weekend to get a very good car underneath us. My stint was very easy for me to just go out and drive for about a half-hour. I took it very easy and was able to move up from fifth to third. I think we had the quickest car out there today. I think we showed that both in my stint and Ricardo’s stint. Unfortunately, we had some debris hit the radiator and we had to pit seven times, I think, instead of two. That ruined the race for us. But the Proto-Auto Lola is coming along. The engineers, along with the crew guys, have done a fantastic job this year. I’m very proud to be a part of the Krohn group. We need a little bit of luck, or at least no bad luck. I think if we have no bad luck, we can do the rest on our own. I think we’ve proved that a lot of times this year. But we’ll go to Miller and get another shot. It will be the last chance this year to see if we can get another podium there and hopefully win. But we have to put this behind us and just go to Miller and try to achieve the best results we can and keep working hard this winter and come back out next year and go for the championship.”

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

“The dust and track conditions were very difficult. Cars were spinning off everywhere and there was so much dust on the track. It was impossible to drive. For us it was bad because something

got in the radiator. This made us have many pit stops to add water to keep from overheating. It was such a shame because we had a very good car and we felt good about this race.”

David Brown, Team Manager, Krohn Racing:

“I am very pleased that the 75 car finished with a good result and had a great day on a day of adversity and in varied conditions. They didn’t have a straightforward race. Very few people did and they solved their problems as they went along. Both of the drivers did an excellent job. The 76 car had a slightly worse day in that we think we got a water leak soon after Ricardo got in the car. We got hit by a piece of debris, which we think has gone through the radiator. From then on we had a water leak which we were battling for the rest of the race. We think we had a car quick enough to be right at the front of the race and I think we demonstrated that with our lap times during the race. We had to keep pitting to put water in the car. While we are quite disappointed to not to achieve the results we think we deserve, we’ll go to Miller and we’ll have another go at achieving a good race result this year. And the result the team deserves after the effort they have put in.”

Farnbacher Loles Racing Report

Farnbacher Loles Racing earned a top-five GT finish in the inaugural Grand-Am Rolex Sports Car Series race at Thunderbolt Raceway in Millville, N.J., on Sunday. The pace was slowed by five caution periods that consumed 68 minutes of the two-hour 45-minute race, a result of difficult conditions on the narrow, dusty 2.25-mile road course.

Leh Keen of Charleston, S.C., and Eric Lux of Jacksonville, Fla., led the team's five-car contingent, starting 10th and finishing fifth in class in the No. 86 Porsche 911 GT3 Cup car.

Bryce Miller of Summit, N.J., and Dirk Werner of Kissenbrück, Germany, raced from ninth to third in the No. 87 Porsche, but Werner's charge for the class lead was stopped when he was knocked off track by a Daytona Prototype car. The pair finished sixth.

Steve Johnson of Bristol, Va., and Dave Lacey of Toronto, Ont., followed a different strategy that took Johnson from his 11th-place GT start to lead the class. They finished 15th.

Farnbacher Loles also prepared cars for JLowe Racing. Johannes van Overbeek of San Francisco charged from last on the 24-car GT grid to sixth in the No. 64 Porsche, but was forced to pit for new tires after a hit from a rival Pontiac cut the left-rear tire. He and Tim Sugden of Leeds, England, finished 12th.

Jim Lowe of Bryn Mawr, Pa., and Jim Pace of Ridgeland, Miss., saw the checkered flag from pit lane after their No. 63 Porsche also suffered a cut tire. They had to settle for 18th place.

Gregory Loles, team owner: "It's always good to see a Porsche win, so congratulations to [GT class winners] Andy Lally, Tim George and TRG. I'm very disappointed that we were subjected to these conditions in a professional racing series. It's not the race track that is supposed to decide who will win and lose, it's supposed to be the drivers and the cars. It was a disservice to the series, the teams and the track to prematurely bring us here for this very unfortunate event. Clearly, once the track is completed, it will be a first-class facility. By next year, it should be a good event."

Jim Lowe, No. 63: "It was a great weekend all around, a good start to a good team. Working with the support of Farnbacher Loles was a very nice thing to have for a tough time. The cars had a lot of promise, but for various reasons, things didn't go our way, including some contact and some mechanical stuff that was out of our control. But we finished both cars. Johannes van Overbeek started last and moved up as far as sixth before his race was ended by a Pontiac that got a little too over-eager. It was a nice weekend for the Porsche Mainline guys and a nice weekend to start the whole JLowe experience for us."

Johannes van Overbeek, No. 64: "The car was really easy and effortless to drive. We were instantly quick in the warmup and very quick in the race, but unfortunately, one of the Pontiacs turned in and hit the left rear and gave us a flat. I went off the road and lost a couple of laps. It's a shame because the team performed perfectly, Thomas Blam's strategy was great, Horst Farnbacher's setup was great and Tim's co-driving was great. I really want to thank Jim Lowe for the opportunity to be here at Thunderbolt."

Leh Keen, No. 86: "We ended up being the first Farnbacher Loles car, which is really good because the team is so good, there are so many good cars just within the team. And top-five is what we shoot for, so we're happy with that. The race was pretty crazy, I guess what everybody was expecting. This place is not ready to be raced on, so any time you go off line or try to make a pass, you pick up so much debris on your tires, it's just over. But everything worked out through the chaos for us and we finished fifth."

Eric Lux, No. 86: "It was difficult having two classes on track with it being so narrow. But I think it's quite nice racing here and with two classes, it makes it exciting. It would help if they had grass instead of all this dust, but otherwise, it's a nice track. I'm glad Farnbacher Loles had a top-five, but I wish we were on the podium. Maybe next time ..."

Bryce Miller, No. 87: "It's an unfortunate situation for us because we were poised for another podium, but there wasn't a lot of racing today. With the the track conditions the way they were and the dust everywhere, it made for a very difficult race. We also had contact a couple of times that disrupted the progress and, unfortunately, we had an unnecessary maneuver from a prototype car when Dirk was making a charge for the top spot. So it's disappointing, but the speed is still there, and all the momentum. Hopefully, we can get the win at Salt Lake that the team deserves."

Dirk Werner, No. 87: "It was a very disappointing end for Bryce's home race. I think we ran strong the whole weekend and in the end, we got bad luck with very aggressive DPs on the track. It was a very hard race, with a lot of bouncing and bumping going on. A podium was in the cards for sure – the car was great all weekend. Thanks to the guys for putting a lot of effort in it. It's just sad that we couldn't get more out of it."

Steve Johnson, No. 88: "The team once again did a phenomenal job on the car all weekend. The track for the race was quite different than in practice and within 30 minutes was a one-groove track. Unfortunately, the track's width combined with DP [Daytona Prototype] traffic caused you to drive off-line in areas where the 'marbles' were and it made for a tough day. With some fine-tuning here and there, it will be a fun place to race. Congrats to my friend Andy Lally for his win. He, without a doubt, is America's best current road racer in the GT category. We look forward to a strong finish in Salt Lake!"



Grand-Am Race Report

Oswaldo Negri held off Max Angelelli by .459 seconds Sunday to win the first professional feature race at New Jersey Motorsports Park, the Supercar Life 250, while Scott Pruett and Memo Rojas clinched the Daytona Prototype team championship with a ninth-place finish in a backup car.

Negri led the final 45 laps in the No. 60 Michael Shank Racing Ford Riley started by Mark Patterson, scoring the second career victory for the team. Negri and Patterson teamed to win the 2006 season-ending race at Miller Motorsports Park near Salt Lake City, Utah. It was their first podium finish since they placed third at Homestead-Miami Speedway, after Negri won the pole for the season-opening Rolex 24 At Daytona.

Angelelli came up short in a bid for the second consecutive triumph for the No. 10 SunTrust Racing Pontiac Riley started by Michael Valiante.

Bill Auberlen and Joey Hand took third in the No. 23 Alex Job Racing Ruby Tuesday Porsche Riley, taking their second podium finish of the season and best outing since placing second at Homestead-Miami Speedway.

Pruett destroyed the primary No. 01 TELMEX Chip Ganassi Racing Lexus Riley in a testing accident on Thursday. The team went back to its Indianapolis shop to prepare the car that last competed in their Rolex 24 At Daytona victory. The finish - coupled with a fifth-place finish by Alex Gurney and Jon Fogarty - opened a 38-point lead (386-348) in the team standings with only the Sept. 20 finale at Miller Motorsports Park remaining on the schedule. Teams may score a maximum 35 points at each event. Pruett and Rojas each need to run 30 minutes at Miller to score points.

Joao Barbosa and JC France finished fourth for the fourth time this season in the No. 59 Brumos Racing Porsche Riley. Barbosa was running second at the final restart with two laps remaining before being bumped off course and passed by both Angelelli and Auberlen.

Gurney finished fifth - going off course in the closing laps in the No. 99 GAINSCO/Bob Stallings Racing Pontiac Riley after contact with the No. 10 machine. He was followed by Brian Frisselle in the No. 61 AIM Autosport Ford Riley started from the pole by Mark Wilkins; the No. 6 Michael Shank Racing Ford Riley of John Pew and Ian James; the No. 75 Krohn Racing Pontiac Lola of

Tracy Krohn and Eric van de Poele; Pruett and Rojas; and Darren Law and David Donohue in the No. 58 Brumos Racing Porsche Riley.

Donohue led 38 laps early in the event, passing Patterson for the lead on lap 20 and remaining out front through his pit stop on lap 57. Law took over but was held up in traffic and could not work his way back into competition.

Gurney led three laps after Donohue's stop, with Negri taking over on lap 61 and pacing the final 45 circuits.

There were five cautions for 25 laps, with many of them for debris and gravel following off course excursions. The race came down to a two-lap sprint, with Negri holding on after Barbosa lost second position on the final lap.

In GT, rookie Tim George Jr. scored his first Rolex Series victory after starting the No. 67 TRG Johnny Love Vodka/994 Magazine Porsche GT3. It was the 19th career class triumph for Andy Lally, who took over and held off Robin Liddell by 1.776 seconds.

The second-place finish by Liddell and Andrew Davis in the No. 57 Stevenson Motorsports Pontiac GXP.R tightened the point race into the season finale. The pair entered the event third in the team points, trailing Kelly Collins and Paul Edwards by 16 points. Collins and Edwards finished ninth in the No. 07 Banner Racing Banner Engineering Pontiac GXP.R, Liddell and Davis now trail by only five points (337-332).

Nick Ham and Sylvain Tremblay entered the event second in the team points, but struggled with an oil leak to place 16th in the No. 70 SpeedSource Castrol Mazda RX-8. They enter the final round 12 points behind the leaders.

Ryan Phinny led 34 laps early in the event in the No. 21 Matt Connolly Motorsports Pontiac GTO.R, with Diego Alessi taking third on the final lap to give the team its third third-place finish of the campaign.

The season wraps up at Salt Lake City with SunRichGourmet.com 1000 presented by the Grand and Little America Hotels at Miller Motorsports Park.

NEWS & NOTES

- The victory is the second career Daytona Prototype victory for Oswaldo Negri and Mark Patterson, and the second for Michael Shank Racing. Negri, Patterson and Shank last won the SunChaser 1000 at Miller Motorsports Park.
- Patterson and Negri's victory at Miller was also the first time the series had competed on the track. Sunday's race at Thunderbolt Raceway at New Jersey Motorsports Park was the first time the series had raced on the 2.25-mile track.
- This is the third victory in four races this season for Ford, tying the manufacturer with Pontiac with the second most victories this season. Lexus leads with six, and BMW has one. Porsche is still looking for its first victory.
- This is the 12th in 13 races this season the Riley chassis has won.
- This is the first time this season the Daytona Prototype winners have come from the 10th starting position.
- The margin of victory for Negri was .459 seconds, the sixth closest race in Daytona Prototype history.
- This is the second straight podium finish and third this season for Max Angelelli and Michael Valiante, who finished second in the No. 10 SunTrust Racing Pontiac Dallara.
- This is the second podium finish and third top five for Joey Hand and Bill Auberlen, who finished third in the No. 23 Ruby Tuesday Championship Racing Team Porsche Riley. It also gave the podium three different engine manufacturers in the top three.

- This is the fourth fourth-place finish of the season for the No. 59 Brumos Racing Porsche Riley and drivers Joao Barbosa and JC France. Barbosa ran as high as second on the final lap before falling to fourth.

- This is the 11th top-10 finish of the season for Alex Gurney and Jon Fogarty in the No. 99 GAINSCO/Bob Stallings Racing Pontiac Riley. The car now ties the No. 01 Lexus Riley with the most races led - 10 - this season.

- Scott Pruett and Memo Rojas finished ninth in the race, their 12th top-10 finish of the season, and own a 38-point advantage over Alex Gurney and Jon Fogarty in the standings.

- David Donohue of Malvern, Pa. finished 10th with co-driver Darren Law in the No. 58 Brumos Racing Porsche Riley, the duo's ninth straight top-10 finish, currently a series best.

- Ten of the 17 Daytona Prototypes finished all 105 laps of the race.

- Seven drivers in six Daytona Prototypes led laps in the race: Oswaldo Negri (45), David Donohue (38), Michael Valiante (9), Mark Wilkins (6), Alex Gurney (3), Mark Patterson (2), Joey Hand (2).

- The GT victory by TRG was the first for the team since the Montreal 400k at Circuit Gilles Villeneuve.

- Andy Lally scored his 13th career Rolex Series GT victory and Tim George Jr. earned his first. This is the record-extending 24th Rolex Series GT victory for TRG.

- The 13th-place starting position was the furthest back a duo has started from and won in GT. Previously, all 11 Rolex Series GT races had been won from the front two rows.

- Porsche now owns two victories this season in Rolex Series competition, both in GT.

- Five teams have now won in Rolex Series competition this season: Banner Racing, Stevenson Motorsports, SpeedSource, Farnbacher Loles Racing and TRG.

- For Stevenson Motorsports drivers Robin Liddell and Andrew Davis, it was the duo's series-leading eighth Rolex Series GT podium finish this season. The duo is one of three pairs to have scored three victories this season.

- Ham has now led a GT class high 236 laps this season.

- Diego Alessi and Matt Connolly earned the Matt Connolly Motorsports Pontiac GTO.R's third podium finish of the season with third place, their second straight podium. It was Alessi's third third-place finish of the season.

- TRG also finished fourth in the race, with Spencer Pumpelly and Ted Ballou driving the No. 67 TRG Porsche GT.

- Eric Lux and Leh Keen finished fifth in the No. 87 Farnbacher Loles Racing Porsche GT3, their fifth top-five finish of the 2008 season.

- Kelly Collins and Paul Edwards finished ninth in the No. 07 Banner Racing Pontiac GXP.R. It ended a four-race streak in which they had finished behind Sylvain Tremblay and Nick Ham, who finished 16th. Five races ago, heading into the EMCO Gears Classic at the Mid-Ohio Sports Car Course, the lead was 35 points; the lead is now five.

- Seven drivers in seven cars led in GT competition: Andy Lally (38), Ryan Phinny (34), Patrick Barrett (16), Robin Liddell (9), Steve Johnson (2), Bryan Sellers (2), Patrick Dempsey (1).

POST-RACE QUOTES - PODIUM FINISHERS

Mark Patterson (No. 60 Michael Shank Racing Ford Riley): "The car was fantastic and I turned it over to Ozz (Negri) from the lead so that was a great way to start off the race. At one point, it looked as though our strategy was off, but in the end the Mike Shank guys did it again, and we were right where we wanted to be with Ozz up front and controlling the race. There was a lot of

aggressive racing out there, but Ozz and the whole team did a fantastic job and its great to come home with a win. Now we head off to Miller where we've won before, so hopefully we can do this again soon!"

Oswaldo Negri (No. 60 Michael Shank Racing Ford Riley): "This is amazing to get back to the top step of the podium again with Mark (Patterson) and Michael Shank Racing. It was a very hard race and I'm so happy to take another win," said Negri. "It was tough at the end of the race because there was so much pick up out there and the track was breaking up on some of the corners, so you had to place the car very carefully. I also sort of had to play cards with the cars behind to protect my position with the GT traffic and it ended up perfectly. I wasn't worried about anything on that last lap, I was just trying to work on the tires as much as I could before the restart and it worked out perfectly. I just focused forward and brought it home. We had a great start to the season with the pole at Daytona and then some set backs so this feels fantastic and I can't wait for Miller."

Max Angelelli (No. 10 SunTrust Racing Pontiac Dallara): "I could have overtaken him (Negri), but I would have had to push him out of the way and that would not have been fair. So, I just parked myself behind him. It was a wild race, but it is normal for a Grand-Am race. This is the way we race here. And it's very difficult. I went off a couple of times and recovered. A lot of people did the same. Everybody is so tight together. There are a lot of good cars, good drivers, good teams, and different winners. That's what makes Grand-Am racing so great."

Michael Valiante (No. 10 SunTrust Racing Pontiac Dallara): "We had a really good start. I was able to get by the 61 and get a strong gap, there. We've got the SunTrust car running really well, now. The team has done a phenomenal job. We're trying to understand the car well. Max and I are working together to find the best setup on the weekends. I think we're really looking strong, especially with one race to go."

Bill Auberlen (No. 23 Ruby Tuesday Championship Racing Team Porsche Riley): "The last few laps were madness; it was crazy. On restarts, we had a tough time picking up rubber, so that was really bad for us. Joey (Hand) did an awesome job. Ruby Tuesday, can't say enough about them. The only reason we are here is because our guys gave us a fantastic car this weekend, and it's probably the best it's been all year. That's hope it's that way going to Utah."

Joey Hand (No. 23 Ruby Tuesday Championship Racing Team Porsche Riley): "We came out of the trailer really good. We've been waiting for a race track that suits us, and this was the one that has suited us best so far. We tried to get a good start, and that's what we did. Everybody caught up to us, but that was okay. I went out and did my stint; I hadn't started the car for awhile, so it was a little new to me. I just wanted to get through Turn 1, get around the race track, and hopefully give Bill (Auberlen) a car that still had all the wickets on it so he could go racing."

Tim George Jr. (No. 67 TRG Porsche GT3): "It's great to win here. It's a brand new track, obviously, and it was very treacherous. I felt like I was back at Skip Barber racing since we weren't allowed to drop tires or you'd get called in, so it was a pretty big deal. I've got to thank Andy for helping me get up to speed really quick. I felt like I put a pretty good first stint in, and we were just fighting some gas issues toward the end, but other than that, we came out on top. I'm pretty happy."

Andy Lally (No. 67 TRG Porsche GT3): "It was definitely a battle (with Robin Liddell). We've had a lot of good battles in the past and this was just another one. Just like at Barber (earlier this year) it came down and we got a late yellow and went green-white-checker. I knew it was all going to hit the fan as soon as the green flag dropped, and we just had to keep him behind us. I learned on the restart before that we really had to keep our tires clean, because there was a lot of pickup here, more than usual. I guess it was just new track teething things that we had to deal with. I lost a little ground on the restart. Robin made a real good move and got by and I was able to hang on his back for a little while and get back by. I knew they were thinking championship, so I could take a little bit of a risk, but at the same time, I'm thinking championship for Tim because that was big

points for the Rookie of the Year. He's got a commanding lead going into the last race of the season. We just need to be smart and get the job finished here and bring her home, and he'll be the 2008 Rookie of the Year."

Robin Liddell (No. 57 Stevenson Motorsport Pontiac GXP.R): "At the beginning we knew it was going to be a crazy race. I got in and took it easy the first part of my stint and just let things happen. The second half of my stint I began to charge and was able to overtake the (No.) 67 at the exit of turn one and lead. He got by me again on power down the front straight. I thought I had a good run on him later and then with 10 laps to go I got pushed wide in the last turn by two Daytona Prototypes and that was it. We had a great points finish; the car was excellent and now we go into the last race with a chance at the championship."

Andrew Davis (No. 57 Stevenson Motorsport Pontiac GXP.R): "What a great season! I came into the season with three podiums in my Rolex Series GT career, and Robin (Liddell) and I have eight this season. We would have really liked another win here, but we've closed the points up and are only five points behind Kelly (Collins) and Paul (Edwards) in the standings. We're really looking forward to Miller Motorsports Park; hopefully we'll do the best we can there."

Diego Alessi (No. 21 Matt Connolly Motorsports Pontiac GTO.R): "I made a mistake leaving the pits, but overall, Ryan (Phinny) drove great, and the team put together a great effort. I kept a conservative pace, and was able to drive to a good finish."

Ryan Phinny (No. 21 Matt Connolly Motorsports Pontiac GTO.R): "We had a tough going from last through the field, but the team had great strategy to get us up front. We were happy to give the car over to Diego (Alessi) in the lead. This is the team's second straight podium, and it feels good to be part of one. Hopefully we can continue this trend at Miller Motorsports Park."

TRG Race Report

Andy Lally and Tim George Jr. co-drove the No. 67 Johnnie-O Clothing/Sirius Satellite Radio Porsche GT3 to TRG's first Grand-Am Rolex Sports Car Series presented by Crown Royal Cask No. 16 of the season with an outstanding effort in the Supercar Life 250 at New Jersey Motorsports Park's Thunderbolt Raceway.

It was the 24th class victory in Rolex Series competition for TRG, which already owned more class victories in series history than any other team. George started the No. 67 machine from 14th on the grid and kept the car strongly in contention before turning the car over to Lally at the second set of pit stops.

As he has done so many times in the past, Lally immediately began carving his way through the field and took the lead for the first time on Lap 56 of the 102-lap race. He briefly surrendered the lead to Robin Liddell on a Lap 80 restart, but found his way back into the lead six laps later. A final full-course caution period set up a two-lap shootout for the finish, but Lally got away cleanly on the restart and was never challenged en route to the victory. He led a race-high total of 38 laps.

"It was fantastic," said TRG owner Kevin Buckler. "Other than Daytona, this was probably the most important race we could win this year. It's a brand new track and we had a lot going on out here with four cars. I'm so proud of Tim, Andy and the team. It was perfect. It was a big win for us."

The victory was the first in George's Rolex Series career and allowed him to move back atop the MESCO Building for the Future Rookie of the Year standings. It was also George's sixth podium finish in 12 starts this season.



"It's great to win here," said George. "It's a brand new track, obviously, and it was very treacherous. I felt like I was back at Skip Barber racing since we weren't allowed to drop tires or you'd get called in, so it was a pretty big deal. I've got to thank Andy for helping me get up to speed really quick. I felt like I put a pretty good first stint in, and we were just fighting some gas issues toward the end, but other than that, we came out on top. I'm pretty happy."

Lally, meanwhile, picked up his 19th career class victory in the Rolex Series, moving the three-time Rolex Series champion into a tie with Bill Auberlen for third place on the all-time Rolex Series class winners list. It was the first Rolex Series win for Lally and the team since their triumph at Montreal last season.

"It was definitely a battle (with Liddell)," Lally said. "We've had a lot of good battles in the past and this was just another one. Just like at Barber (earlier this year) it came down to a late yellow and went green-white-checker. I knew it was all going to hit the fan as soon as the green flag dropped, and we just had to keep him behind us."

"I learned on the restart before that we really had to keep our tires clean, because there was a lot of pickup here, more than usual. I guess it was just new track teething things that we had to deal with. I lost a little ground on that restart. Robin made a real good move and got by and I was able to hang on his back for a little while and get back by. I knew they were thinking championship, so I could take a little bit of a risk, but at the same time, I'm thinking championship for Tim because that

was big points for the Rookie of the Year. He's got a commanding lead going into the last race of the season. We just need to be smart and get the job finished here and bring her home, and he'll be the 2008 Rookie of the Year."

Just missing the podium themselves were Ted Ballou and Spencer Pumpelly in the No. 66 Mitchell Rubber Porsche GT3, who came home fourth from the Supercar Life 250. Like George, Ballou also did the early heavy lifting and drove an excellent opening stint before turning the car over to Pumpelly. Pumpelly quickly worked his way forward and ran as high as second before fuel issues created some difficulties for him and the team. Nevertheless, he managed to fight his way through the field on several occasions to pick up the seventh top-10 result of the year for both himself and Ballou.

"Spencer obviously did an awesome job," Ballou said. "The track was pretty busy out there. There were a lot of people dropping wheels and going crazy out there, but Spencer drove through the field a couple of times. He had everybody covered. Fourth is good, but Spencer really deserved better today so it's disappointing, but overall, the team did a great job of helping him move through the field. It was great."

"It feels pretty good," Pumpelly added. "Ted did an awesome job. He gave me the car in pretty good position, but I guess we were pretty deep in the cue because a lot of people pitted on different strategies. We came through the field and almost got the lead and then we started to run out of gas with about half a tank. I came in, we topped it off and I went through the field again. We realized we weren't going to make it, so I came in, topped off and I got up to fourth. We just missed the podium by a couple of inches. It was an excellent job by TRG and everyone here. The car was awesome. Congrats to Andy and Tim on the win, and again, Ted did an awesome job."

Were it not for an errant Daytona Prototype on the final lap of the race, No. 68 CRG/Colliers International/TRG Porsche GT3 co-driver Bryan Sellers and RJ Valentine—who is a co-owner of New Jersey Motorsports Park—would have also been celebrating on the podium.

After starting from the pole position, Sellers pitted on the first full-course caution of the race to turn the car over to Valentine. Valentine drove a strong second stint and then turned the car back over to Sellers at the next caution. He was third on the race's final restart, but contact from a Daytona Prototype forced him off-course, dropped the No. 68 machine to ninth in the final race standings.

"We had a great weekend," Valentine said. "Bryan, as usual, did his thing. That kid is incredible. He's a well-kept secret, but I think a lot of people are beginning to see how good a driver he really is. It's just unfair when these DP guys just push people off. They did it to Dirk (Werner), they did it to Bryan and they did it to half a dozen other guys. 'Get out of my way, I'm coming through.' They have no respect for anybody else. It's really bad when they do stuff like that."

"We had an incredible turnout here. A lot of people showed up, and I think a lot of people were impressed by the track. We've got some rough edges on it, but overall, those are things that happen on the first time out."

No. 65 Mike Wiegele Helicopter Skiing/Total R Insulation Porsche GT3 co-drivers John Potter and Craig Stanton finished 14th for TRG/Riegel Autosport. Potter started the No. 65 machine from 17th on the grid and drove brilliantly and well into the race's second hour before turning the controls over to Stanton. The team encountered some misfortune with the left front tire on the final pit stop of the race but the team persevered and finished strong.

"It was great," Potter said. "The car ran really well. We had a little unfortunate thing, but you add up all the bad luck and the good luck, and you don't question the good stuff, so the bad stuff happens too. What are you going to do? The car ran great and it was a fun race."

"I did the last hour and 15 minutes and the TRG guys, the 65 car guys, did really, really good," Stanton added. "I think we had one of the best cars at the end of the race. John Potter did a great job for us in the opening stint. We had really good pit stops and we had a little unfortunate situation with a lug nut or a stud or something like that. That tire wasn't going to last a whole stint, so we had to come in. We went another lap down and we had to kind of fight at the end."

"I'll tell you, a lot of cars went away and this one didn't really go away at all. The TRG guys once again did a great job, and I want to thank (car owner) Ted Rozsa and all the fans here. It's incredible here at New Jersey. I can't wait to come back. This place is going to be unbelievable when we come back."

All told, it was the first time since the 2008 season-opening Rolex 24 At Daytona that TRG placed three cars inside the top 10 in a Rolex Series event.

"We were so close on the other cars," Buckler concluded. "Bryan had a heartbreak. We had two cars on the podium and Bryan got pushed off on the very last lap by a DP and was relegated back to ninth. Spencer charged through the field and finished fourth with Ted. John and Craig did great. We had a couple of little problems, but it was really good. Congratulations to everybody. I'm proud of everybody on the team. It was a big win for us. We had three cars in the top 10 and that's pretty damn good. It says a whole lot about TRG."

GAINSCO / Bob Stallings Racing Report

GAINSCO/Bob Stallings Racing led a 2008 Grand-Am Rolex Series race for a record 11th time this season but a block by one competitor while leading and a questionable bump-and-run by another while battling for the win late in the race resulted in a fifth-place finish for Alex Gurney, Jon Fogarty and the No. 99 GAINSCO Pontiac Riley in Sunday's inaugural Supercar Life 250 on the new Thunderbolt Raceway at the debuting New Jersey Motorsports Park.

After Fogarty started fourth on the grid, GAINSCO combined an early splash-and-go strategy with even better pit stops later in the race to move to the front of the field. Gurney took over for Fogarty during a Lap 19 stop under caution just past the race's 30 minute mark, and GAINSCO took the race lead when the No. 99 and the rest of the top prototype competitors pit for the final time on Lap 57. The always-fast GAINSCO crew got Gurney out of the pits in front of the field and the No. 99 was in control of the race.

Soon after the race returned to green of Lap 59, however, the bad luck that has plagued GAINSCO all season once again struck while the team was leading a race. A Krohn Racing Pontiac Lola was exiting the pits and moved right into the path of Gurney, who was being hotly pursued by the rest of the lead pack. Gurney lifted to avoid contact and quickly slipped to fifth place.

"I feel like I have had some pretty bad luck this year with traffic in general," Gurney said. "It is a shame I had somebody come in front of me right after we took the lead. We had an amazing pit stop and I thought we were in good shape. The car was really not good on restarts at all, I really struggled and I just spun the almost for an entire lap, but we were still okay."

Gurney kept his focus after the setback, set the No. 99's fastest race lap on Lap 65 (1:12.729) and was back up to second place before Lap 70. He was running close behind leader and eventual race winner Oswaldo Negri in the No. 60 Michael Shank Racing Ford Riley only to go off track after being hit from behind by Max Angelelli in the No. 10 SunTrust Pontiac Dallara in Turn 5 on Lap 89.

Grand-Am officials did not assess a penalty to Angelelli, and reportedly deemed the contact a "racing incident."

"I was working on Oz (Negri) a little bit with Angelelli right behind me," Gurney said. "I caught a GT car going into Turn 3 and Max was able to gain some ground, and then going into Turn 5, he just ran into the back of me. I have no idea how the officials could call it a racing incident because he wasn't alongside of me, he just hit me in the back. That put me off the track and the car filled inside with dirt and I struggled to see the rest of the time. I just tried to hang on from that point on."

Gurney crossed the finish line in fifth place just over four seconds behind winner Negri, who was joined in the No. 60 by Mark Patterson, but both he and Fogarty knew the team was on track for a better result than the one with which they ended up.

"The race was pretty good for the GAINSCO team," Fogarty said. "We did a good job. We had a pretty good strategy and our Engineer Kyle Brannan was calm and collected in making the right calls, and that got us into the lead. We had the pace and it was looking alright until what happened with the No. 10 car. I am disappointed in what happened but not entirely surprised. The team did everything they could to have a championship performance and we certainly had a race car that was a winner, or at least good for the podium, but somebody else wasn't going to let that happen."

Team owner Bob Stallings left his usual spot in the GAINSCO team pit to serve as an official spotter for Gurney and Fogarty all weekend. He was atop the spotter's tower during the race and had a great view of all of the action, good and bad.

"I couldn't be more proud of the team and the drivers," Stallings said. "That last pit stop was absolutely incredible, I mean just total money. It has been a weird year. We have had so many chances to win and things just have not gone our way. It has been just the opposite of the season we had in 2007. I can't even express how disappointed I am in how the race was run. In my opinion, we shouldn't have been at this track this soon, it was a poor show and the officials made what I believed to be a very unfortunate call. I am really disappointed that it had to happen that way."

GAINSCO finished four positions ahead of the championship-leading No. 01 Chip Ganassi Racing Lexus Riley of Scott Pruett and Memo Rojas, but it wasn't enough to keep repeat title hopes alive. Despite the ninth-place finish in a back-up car pressed into service after Pruett's Thursday practice accident, the Ganassi squad clinched the 2008 Series Championships with 386 points. With a Rolex Series race win worth a maximum 35 points, GAINSCO and its drivers are out of reach of the 2008 titles as their current total of 348 points is 38 behind Ganassi. On the plus side, GAINSCO practically locked-in second place in the championship over the No. 58 Brumos Porsche Riley team of Darren Law and David Donohue, who finished 10th in the Supercar Life 250. Brumos has 313 points -- exactly 35 points behind GAINSCO -- and all that the No. 99 team needs to do is start the season-finale next month at Miller Motorsports Park and have Gurney and Fogarty each drive 30 minutes to clinch runner-up honors.

Noteworthy

While GAINSCO's bid for repeat Rolex Series Championships is officially over, Gurney, Fogarty and Stallings know they are surrounded by winners. "It has been a tough year but that doesn't change the fact that we have got a great team," Fogarty said. "We have one more race this year in Salt Lake City and have more championships to win down the line." -- Stallings took the time to stop by and congratulate the Ganassi team in the paddock after the race. "My hat is off to the No. 01 team on their championship," Stallings said. "As much as I hate losing to them -- and I really do, I don't like to lose -- they are a very professional team. Every guy on that team has been a pro all year. I am not excited about some of the personalities over there, but there is no denying that those guys deserved to win the title. They did everything right and that is how you win championships." -- GAINSCO's series-best run of leading 11 of 13 races this year is one better than the 10 races Ganassi has led. The only races GAINSCO has failed to lead this year were at Mazda Raceway Laguna Seca in May and two races ago in the Crown Royal 200 at The Glen.

Spirit Of Daytona Team Race Report

Spirit of Daytona Racing had a strong return to Rolex Sports Car Series competition with the No. 09 Porsche V8-Coyote in the debut event at New Jersey Motorsports Park this weekend for the penultimate round of Rolex competition. Guy Cosmo and Marc Antoine Camirand shared the driving duties in the two hour and forty-five minute Supercar Life 250 sprint event as the duo showed the strong form of the Coyote-Porsche combination.

The weekend got off to a good start, as the flat-out fast sections of the 2.25-mile circuit gave the V8 Porsche the chance to stretch its legs as the Coyote aero package kept the car stable in the high-speed corners.

After Camirand posted a strong seventh in qualifying, Spirit of Daytona Racing focused on finding better levels of grip on the second half of the track, which features more technical corners and slower speeds. A raceday morning warm-up on Sunday gave one more shot at adjustments before the race went green for the historic event later in the day. The team was hoping that the combinations penchant for finding good traction in low-grip situations would play well on the 2.25-mile circuit, but the equation wasn't perfect as a pair of spins in the heat of battle set the effort back as Camirand opened with a strong lead-group run before turning the Daytona Prototype over to Cosmo, who brought the No. 09 home in eleventh.

"We were up there with the lead pack and in this mix here today and probably could have been a top five car," said team owner Troy Flis. "But there was no grip out there, and the guys were both pushing really hard-that's why we have them here, to push this car as hard as we can and learn as much as possible. We were hoping to come out of here with a better result, but we are at least leaving with a whole bunch of data and a very clear vision of what the next steps are for this program to keep moving forward," continued Flis. "We want to be out there racing week in and week out, and we are just working on putting a program together that will allow us to do that because we feel like we are on the right path and every lap we have we get more ammunition for progress, so we just want the chance to keep raising the game for this combination."

The team will return to home base just down the road from Daytona International Speedway and immediately begin preparations for the 2009 Rolex 24 At Daytona.

Stevenson Motorsports Race Report

Stevenson Pontiac In Second Place In Championship With One To Go

On Labor Day weekend, the Grand-Am Rolex Sports Car Series presented by Crown Royal Cask No. 16 came to the New Jersey Motorsports Park venue for the next to last race of the 2008 season. For the championship contending No. 57 Stevenson Motorsports – BryanMark Financial Pontiac GXP.R, driven by Andrew Davis and Robin Liddell, the Supercar Life 250 was a rewarding effort as they pulled down a solid second place finish.

The great run here moved the duo up into second place in the driver's championship with just 5 points now separating them from the top pair of Paul Edwards and Kelly Collins, driving the No. 07 Banner Racing Pontiac GXP.R. A series of misfortunes pushed the Banner boys down to a 10th place finish in this race. With just one race left on the schedule – the SunRichGourmet.com 1,000 at Miller Motorsports Park in Tooele, Utah – the opportunity for the Stevenson teammates to overtake Edwards and Collins is very real.

While a win at New Jersey was never guaranteed, a close battle with another GT car lent credence to the possibility. Liddell and Andy Lally, driving a TRG Porsche, were running nose to tail for the last half of the race with both taking turns at the front of the pack. In the closing laps a hard charging Daytona Prototype came inside Liddell at the end of the straight, forcing him into the marbles at the edge of the track. Liddell was forced to lift just enough to stay on the asphalt but the momentary bobble allowed Lally to pull out enough of a lead that Liddell could not catch him in the few minutes remaining. They crossed the finish line just a few car lengths apart.

Team Manager Mike Johnson was very satisfied with second and pleasantly surprised that his team now heads into the last race just five points out of first.

“Andy Lally was very strong. The Porsche had the edge on the straight and we had a little bit on the infield. We knew it was just a matter of time before he would be able to drag by us. We had gotten one warning earlier in the race when we had a few wheels go off in the dirt. We never put the pressure on hard enough after that because we had too much to lose. If we had dropped wheels off again we would have had a penalty and probably ended up finishing 10th or something like that, and that would not have been good at all. I think we feel that second is great since the No 70 Mazda and the 07 Banner car both had not so great days.”

This weekend’s event marked the first time the Grand-Am Rolex series – or any major road racing series – came to this new circuit located outside the city of Millville, in southern New Jersey. Recently completed, the circuit was lined with loose dirt on which grass had not yet taken hold. Several caution periods ensued as cars would go off time and again, raising enormous clouds of dirt each time. And each time some of that dirt would land on the racing surface which meant other cars would come to slide off the racing line and kick up still more dirt.

Andrew Davis commented on the race conditions and outlined the rules that Grand-Am laid down for the racers at this new race circuit.

“The track is really narrow but I have to tell you, after the first day I found I loved racing here. There are a few elevation changes and sweeping curves that really suit our Pontiac. The dirt and marbles made it tough to stay on the track if you were moved off line. At the driver’s meeting Mark Raffauf (Managing Director of Competition) told us to think of this as driving on a street circuit. If you go off onto the dirt think of it as if you had hit a concrete wall on a street circuit. That is why they imposed a penalty if you went off more than once.”

Liddell noted that the track conditions, and the misfortunes that befell the two teams closest to the Stevenson team in the standings, gave the No. 57 squad a new focus for this, the penultimate round of the season.

“Andy Lally and I did have quite a little battle going”, Liddell said, “but our overall approach to this race was to be a bit conservative. I felt that, with the dust flying around and all, it would make it difficult to keep our car on the pavement. I was therefore reasonably cautious, and since the Porsche’s were a little bit quicker I let them by.”

“I felt we had a good car but not a great one. Andy passed me at one point and I was able to pass him back again. But at that late stage in the race we knew where the 07 and 70 cars were so our first priority was to consolidate our point’s position going forward to Utah. What really made a difference for us were our pit stops. The crew did a fantastic job of getting us out quickly on both stops.”

As the team prepares for the last race of 2008, Davis and Liddell are very satisfied with what has transpired this season, and with the somewhat unique game plan they intend to follow for the 1,000K endurance race.

Liddell: "We feel we are going into this race in a nice position because we have pressure on the 07 car, and the Mazda team (SpeedSource drivers Nick Ham and Sylvan Tremblay) is quite a bit back so they have nothing to lose and will go for it. If we had gone into Utah like we were going into this weekend, it would have been unrealistic to think we had a chance of winning without some drastic problems. But now we are in the hunt and we can actually make it happen."

Team owner John Stevenson expressed his sense of pride in his team, and his optimism that they can prevail in the end, when he said, "I am extremely proud of our entire team. Our drivers, Andrew Davis and Robin Liddell, have performed flawlessly. Team manager, Mike Johnson, has had great strategy, and the best pit crew in the Rolex GT series has performed with top precision all year. We just need to do this one more time at Salt Lake City."

Andrew Davis explained just how this solidly successful team intends to approach the championship-deciding Utah race.

"Robin and I asked team owner John Stevenson to let us run the last race without a third driver. We feel we can and should tackle this last shot on our own, without a third driver possibly having an impact on the outcome. There are some tremendously talented people out there who could join us and perhaps give us a boost, but we asked if we could finish the job on our own and John said we should go for it."

And Mike Johnson couldn't agree more with the idea of 'going for it'.

"We are really happy to get out of here with second place and go into Miller just five points out," said Johnson, "I never would have expected us to be that close with one race left. And when we are six hours into the race at Miller, well, we might just handle the last 10 laps a little differently!"

The Supercar Life 250 was the 12th race of the Rolex Series 2008 season for the GT class. It marked the 10th time the No. 57 Stevenson Motorsports – BryanMark Financial Pontiac GXP.R has finished in the top ten. In eight of those races, Davis and Liddell have stood on the podium, including three wins, two second, and three third place finishes.

Stevenson teammates Robin Liddell and Andrew Davis have moved up into second place in the standings for the GT Driver's Championship. They cut the deficit from 16 down to just 5 points out of first place. The Stevenson Team also moved into second place in the GT Team Championship standings.

The Grand-Am GT class wraps up the season at the 1,000 K SunRichGourmet.com event at Miller Motorsports Park in Tooele, Utah. The race date is September 20th.

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