



***Grand Am Koni Challenge Races At Iowa Speedway And
Grand Prix de Trois Rivieres***

Source: Team Race Reports

IOWA

James Gue Race Report

This past weekend, August 9th-10th was the 6th round of the Grand-Am Koni Challenge Series in Iowa Speedway, located in Newton, Iowa. The track is a short 1.3 miles which utilizes part of the oval, as well as the infield. For this round the two classes, Grand Sport and Sport Touring were run together, for a total of 41 cars. The JBS team had recently come off a season high 2nd place in Barber Motorsport Park. James Gué shared the driving with Bret Seafuse in the #37 Mustang FR500C.

It was a condensed schedule for the weekend, with practice on Saturday and qualifying and the race on Sunday. After a 2nd place finish in Barber the JBS team was looking to keep that momentum rolling heading into Iowa. However, the weekend got off to a difficult start, as the team suffered a power steering issue on Saturday during practice. This forced Gué and Seafuse to sit out much of the day's practice while repairs were made. Heading into qualifying the team was still looking to optimize the setup having missed much of practice. However, Seafuse made the best of qualifying and set the 12th quickest time.

In the race Seafuse ran in 11th place for most of the opening stint until a caution came out about 40 minutes into the race, while the majority of the field elected to pit. Seafuse remained on track and moved up to 3rd place. Once racing resumed Seafuse held position in the top 5 until pitting about an hour and 5 minutes into the race to hand over to Gué. Gué returned to the track in 12th place and slowly made his way as high as 3rd when all the cars who had pitted early had to stop again. The strategy paid off, by stopping at the second yellow that allowed Gué to make it to the end where as most of the guys at the front had to stop a second time. In the last 20 minutes of the race Gué held off challenges from the current points leader (09 BMW) to finish 4th. The fourth place finish moved Gué and Seafuse within 1 point of 2nd place in the Driver and Team team standings.

Gué commented: "This was a really tough weekend for the whole JBS team. We struggled throughout practice with power steering problems and never really found the setup since we missed so much practice. We really didn't have that fast of a car, but we used pit strategy to put ourselves back in contention, and managed to pull out a 4th place. It really helped in the points as well. I also need to thank Jim and Sandy Seafuse and the whole crew this weekend, I know it wasn't easy on them with all the problems we faced, but they never gave up and persevered through it."

Automatic Racing Race Report

Automatic Racing got a great start to their back-to-back Grand-Am KONI Challenge Series rounds during Sunday evening's race at Iowa Speedway: Jep Thornton and Jeff Segal extended their championship points lead, and Charlie Putman and Charles Espenlaub scored another top-10 finish amid a very hectic schedule.

Thornton qualified in the No. 09 Automatic Racing Imported Car Store/Rogue Engineering BMW M3, setting the fifth-quickest time and coming in under the previous Grand Sport (GS) class track record.

The great qualifying session was just the beginning. Thornton stayed strong during his stint before handing the No. 09 BMW to Segal, who was running sixth until the final minutes of the race, when he moved up to fifth. With six rounds complete this season, they have finished in the top five in every race. The finish also gave Thornton and Segal another two points in the championship chase, and they are now 22 points ahead.

"I was very pleased with our effort at Iowa," said Thornton. "I am having so much fun this season running in the points chase with Joe, Scott, Bret and James. They are all great drivers and are really making us be focused all the time. The crew did a great job on the pit stop and actually was waiting for me and Jeff to finish our driver change."

Charlie Putman and Charles Espenlaub had another successful weekend, finishing eighth in the No. 91 Automatic Racing BMW M3.

"Much like Barber, our goal was to get a good points finish and we achieved that," commented Putman. "That wouldn't have been possible without the preparation that the team did so we could come in at the last minute from Road America. Joe Varde and David Russell did a great job on strategy, too. Iowa had a small field, but the toughest competitors were there."

Rob Finlay and Steve Cameron were also poised for a great finish in the No. 99 Mobile-Shop.com BMW M3. Cameron got a great start and was holding down sixth place until a slower ST-class car checked up in front of him. Cameron avoided the slow car, but was hit from behind by another surprised driver. After recovering from the ensuing spin, Cameron had to pit to get a dislodged bumper removed. Finlay took over in the No. 99, driving for nearly two hours and making up plenty of positions while running lap times equal with those of the leaders. The No. 99 crossed the finish line in 21st.

"Obviously the spin put us behind, and from there the yellows never fell our way," said Finlay. "But we'll be in good form for Trois-Rivieres. We've both raced there quite a bit, so it will be a good track for us and the cars."

Georgina Bay Motorsports Race Report

The short, nine-turn 1.3 mile Iowa Speedway stadium road course hosted the latest round of the Grand-Am KONI Challenge Series competition and Georgian Bay co-drivers Ashley McCalmont and Kirk Spencer, both of whom reside in Ancaster, Ontario, Canada, finished 22nd in the Sport Tuner (ST) class in their No. 00 Georgina Bay Motorsports Chevrolet Cobalt SS. The No. 00 Chevrolet Cobalt SS was forced to retire early due to a suspected wheel stud issue, as longtime Grand-Am competitor Spencer, who took over from McCalmont earlier in the race, took the Georgian Bay car behind the wall on Lap 104 of the 156 lap ST class event. The sister No. 01 Cobalt SS of Lawson Aschenbach and Jamie Holtom went on to win the race.

The August 10th event saw practice, qualifying and the race all take place over one day. The condensed schedule forced teams to adapt quickly and achieve a qualifying and race set up in the shortest time possible. The short practice time also put additional pressure on drivers whom had never been to the short track that saw lap times well under one minute.

McCalmont, forced to deal with what felt like an imbalance while on the brake pedal fought through the problems during practice and qualifying. Unfortunately, the braking issues took their toll and McCalmont could turn in only 4 laps during the session recording a lap that would place her 21st in the ST class. McCalmont, who has been surprising many drivers and teams in KONI Challenge during her now rookie season, was disappointed in the qualifying result.

Undaunted, McCalmont worked with the team to get a better balance under the car for the race, and she and teammate Spencer knew that they would be able to move forward at the green flag.

Sure enough, as the green flag flew, McCalmont immediately began to work her way up the 43-car field that was comprised of 26 ST class cars and 17 GS machines. McCalmont pitted roughly halfway through the event and turned the car over to Spencer during a stop for fuel.

Spencer continued McCalmont's move forward, but began to feel a vibration at the front of the car. As the race went on, the vibration began to worsen and eventually Spencer decided to pit the No. 00 to have the Georgian Bay team look at the problem. A wheel stud issue appeared to be the problem, which was not repairable in pit lane. As a result the team decided in the interests of safety to park the No. 00 Cobalt SS, and Spencer took the entry behind pit wall and to the garage. Spencer and McCalmont were listed as having finished in 22nd place in the ST class.

Quotes

Ashley McCalmont (No. 00 Georgian Bay Chevrolet Cobalt SS)

"We struggled through a few issues this weekend. It's just a part of racing I guess, but we definitely had our share over the weekend. The track seemed a bit hard on car too. Qualifying didn't go the best - it's hard to get the most out of the car with only four laps, but the team worked hard once I came in to make sure the car was good for the race. I just tried to get the car as far up the field as I could before I handed over to Kirk. We'll take this one as a learning experience and head up to Three Rivers. The handling and power of our Georgian Bay Cobalt SS should be a good combination there, and Kirk and I are looking forward to it."

Kirk Spencer (No. 00 Georgian Bay Chevrolet Cobalt SS):

"Ashley did a great job under some tough circumstances. The track is small and doesn't offer the most room to maneuver, but we just kept trying to pick of places when and where we could. Then that vibration started up, and after awhile it felt like something was going to break, so it made sense to come in and see what was up. The team made the right call to park it. We'll be back for Three Rivers."

Rehagen Racing Sunset Hills Vineyard Race Report

After a disappointing race outing at Barber Motorsports Park in July, Mike Canney and Hugh Plumb were looking forward to returning to action last weekend as the Grand-Am KONI Challenge Series traveled west to Newton, Iowa.

The Midwest trip proved to be an encouraging one for the duo, as some vital championship points were scored after Canney and Plumb emerged from the two hour and thirty-minute contest with yet another top-10 GS class race result in the No. 60 Rehagen Racing Sunset Hills Vineyard Ford Mustang prepared by Rehagen Racing on Sunday at Iowa Speedway.

Canney started the race from the seventh row of the combined GS and ST class field, which packed nearly 50 starters on to the tight 1.3-mile oval-based road circuit. The Florida resident got off to a quick start to his stint, moving forward in the Ford Mustang and getting into a race pace before turning the machine over to Plumb. With four caution periods slowing the pace, Plumb made the most of each restart to move the No. 60 up into the top 10 before crossing the finish line in ninth, several seconds ahead of a sister Rehagen Racing Ford Mustang.

"After the weekend we had at Barber where we struggled with the car, had some mechanical issues, and then got crashed out of the race, it was great that the guys on the team could relax and enjoy the weekend," said Canney. "The number one goal was to not get collected in anyone else's accident at the start, so I was a bit conservative. Iowa Speedway was a track where we thought we would have some challenges with a heavy car, but we were still able to come out of the weekend with a top 10, and it was a good weekend for Rehagen Racing placing two other cars in the top 10 as well."

As Canney gets into the groove of his first full season of KONI competition, he's finding that the mix of Plumb's coaching and the consistency he is enjoying running the Ford Mustang full time is paying dividends every time he straps into the car.

"I was happy with my performance in practice, and was able to cut almost 2-seconds off my lap times during the weekend, turning my fastest laps in qualifying. I was hoping to be closer to those times in the race but I was still pleased with our pace. Now it's off to Trois Riveres. This will be my first time there, and first time racing on a street course but I'm looking forward to it. Hugh is strong there and I know we just have to save the car as much as we can because it's a very tough race."

His co-driver is also looking forward to it, as he knows the fast way around the temporary street circuit, having scored third place in the GS contest there last season.

"I think with cars finishing sixth, ninth, and 10th at Iowa, a track that wasn't the best suited for the Ford Mustang, is a pretty strong team result for Rehagan Racing," said Plumb. "It's a good way for us to lead into Trois Rivieres, which is of course all about the brakes. And the crowd! As a driver, you are so focused on hitting your marks at that track and trying to ignore the fact you are racing next to all that concrete. But its still impossible to ignore the fans that come out of the race- especially when you can hear them cheering for their fellow Canadians! I'm really looking forward to it and I am sure Mike is going to enjoy the track as well."

Additional information available: www.mcanney.com

BGB Motorsports PerformanceDrink/Weeden Consultants Race Report

Jon Miller and Craig Stanton returned their No. 83 BGB Motorsports PerformanceDrink/Weeden Consultants Porsche 997 to podium form at Iowa Speedway with a strong second place finish in Sunday's Casey's General Stores KONI Challenge Series race. During the final 15 minutes, Craig Stanton's No. 83 Porsche 997 was the only car within striking distance of the winning No. 41 TRG Carlsen Porsche/ Cohn Financial Porsche 997 of Andy Lally and Scott Schroeder, as it led nearly 70 percent of the 157 lap race. Both Porsches pitted during the race's first full course caution period and took big gambles on fuel strategy that ultimately worked out with some help from two late race caution periods. On that lap, Jon Miller completed his turning of a 10th place qualifying into a strong run towards the front as he delivered the car to Craig Stanton in fourth place for the only stop to pit road. The fuel wager gave the TRG and BGB Porsches proper track position to fight amongst themselves as Craig Stanton took the lead on Lap 144. Stanton would only be able to stay there for three laps, however, before having to slow his pace to conserve fuel. Stanton shadowed Lally's Porsche as long as possible, in order to secure valuable and much needed second place championship points. A hard charging Bill Auberlen piloting the No. 96 Turner Motorsports BMW M3 finished third as he made big strides to reduce the gap between the two Porsches and the BMW. Had the race gone a few laps longer, it may have been an epic battle among three of the country's best drivers.

The finish was the team's attempt to mount a mid-season charge towards to the KONI Challenge Championship leaders heading into the final five races of the season. The podium finish marks the first for Jon Miller and the best finish of his KONI Challenge career. BGB's second place finish returns them to fourth in the Team Championship; strong performances by the top-two Porsches put Porsche in second, four points behind Ford and just one point ahead of BMW in the Manufacturers points.

Craig Stanton (No. 83 BGB Motorsports Porsche 997): "It was close. What happened is that we were running out of fuel. We didn't duck in the pits (earlier), so we were conserving. I knew Andy and I were both really close and that we might run out at the end, so I wanted to fight really hard after that restart and get ahead of him and then conserve the rest of the way. We went back and forth and side-by-side for about three laps. It was pretty fun. We had a struggle with an electrical problem this weekend that we finally got sorted out this afternoon. The car ran flawless the whole time. He handed over just a perfect car. We could go fast on the fast stuff and turn well in the slow stuff. I want to thank all the fans in Iowa. We can't wait to come back."

Jon Miller (No. 83 BGB Motorsports Porsche 997): "I didn't have the best qualifying session, but I knew we had a great race car so I wasn't worried. We just worked our way up a few spots in the opening laps and settled in. I was able to stay clean and I want to thank our fellow KONI competitors in GS and ST for all contributing to some of the best racing I've seen all year. The track was tight and there was some worry before the race that it was going to be a huge crash fest, but everyone was so good out there. I wanted to stay clean and give Craig a good car as far up the leader board as possible. It was a great feeling to get out of the car in fourth after some ups and downs over the weekend. We had a car that could have won, but we were so close on fuel at the end, so it's a give and take. This feels great, though."

Grand-Am teams only have three days to prepare for Round 8 of the KONI Challenge Series as the event kicks off this Thursday, August 14 on the streets of Trois Rivières, Quebec. The shortened one-hour and 45-minute split class race will be at 9:10 a.m. on Sunday August 17th with live timing and scoring available at www.grand-am.com.

BGB Motorsports is an ambitious, professional motorsports business. The team's facility is located less than 15 miles from Daytona International Speedway and the headquarters for Grand-Am Road Racing. Entering the team's fifth season of Grand-Am KONI Challenge competition, the team is looking to improve on last year's 3rd place finish in the Team and Driver's Championship. BGB operates as a customer oriented business, running cars under the Grand -Am Road Racing, Sports Car Club of America and Porsche Club of America sanctioning bodies. This season will be the team's sophomore year with Porsche's latest 911 chassis, the 997 Carrera.

For more information, photos, and videos, visit www.bgbmotorsports.com.

Compass360 Racing

Compass360 Racing (C360R), fresh off their win at Watkins Glen, brought three cars to Iowa in hopes of scoring their second win in a row.

Adam Burrows and Trevor Hopwood, who notched their first-ever Grand-Am KONI Challenge Series win at the hands of their C360R TSX a few weeks earlier, took to the track in their No. 76 Compass360 Racing Skunk2/Fischer Skis Acura TSX, while rookie Jeremy Willard was joined by season-long team-mate Kenny Wilden in the No. 75 Compass360 Racing Pure Body Care/Skunk2 Acura TSX. Christian Miller and Benoit Theege, both long-time Grand-Am competitors and Compass360 drivers, piloted the team's new No. 74 Compass260 Racing King Motorsports Honda Civic Si.

All three cars were strong in each session, with the crew working through some early teething troubles with the No. 74 Honda Civic Si. Come the end of qualifying, Burrows put the No. 76 Acura TSX in a strong fourth position, with Willard notching the first top-10 qualifying of his career.

The team knew that this race would be one of attrition. For the front-wheel drive cars, the combination of the tight oval and the tight infield means it's very hard on the drivetrain, which is entirely in the front end. For the rear-drive cars, it's easy to over-drive the car on corner exit, which means you've no tire left to put down the power at race end (resulting in some rather spectacular power slides). And that transition from infield to banking is hard on all of the cars!

Burrows did what the team has come to expect from him: move towards the front. Within a few laps he was second, a position he held until handing over to Hopwood under a mid-race yellow. Although Willard had fallen back a few places from his ninth-place starting position, he was still on the lead lap and handed Wilden a car with lots of brakes and tires, and with nary a nick on the bodywork. After the damage he'd taken in the few races prior, this was the kind of great driving the team knew he'd deliver. Theege and Miller had some troubles during their driver change, which (due to the very short Iowa track), put them a two laps down.

With twenty minutes to go, Burrows was comfortably in second, with Wilden power-sliding his way through the oval banking into the top seven. Miller, though, was on fire in the new Civic, managing to make up a lap and find himself knocking on the door of the top ten.

Iowa is the embodiment of "it ain't over 'till it's over", and so with just a few minutes to go, heartbreak ensued with Trevor's No. 76 losing a drive shaft going into the infield section, putting an end to their day. "It would have been real scary if that'd happened on the oval," remarked Hopwood. The No. 76 ended the day in 17th place.

Christian, meanwhile, was turning times lap after lap that were better than the front-runners, finishing a strong eighth. If the race had been longer (or their driver change been flawless), there's no question that the new Civic could have been on the podium. A good event for the new car, then! "I love the new Civic," exclaimed Miller. "It's such a great platform, it's wonderful to give it a top-10 in this car's very first race."

But the glory has to be reserved for Jeremy Willard and Kenny Wilden, who take their first podium for Compass360 Racing, snagging third. It's one of many for Wilden, but it's the very first for Willard, and it's richly deserved. The team cheered the duo as they took to the stage and sprayed the champagne, for what the team is sure will be the first of many. "We knew Jeremy and Kenny were two great drivers," noted Team Principal Karl Thomson. "It's wonderful to see them deliver on the promise we knew they have. I think we'll see more solid results for the rest of this season!"

Rehagen Racing Race Report

Jack Roush Jr. knew that the August 10 running of the Grand-Am KONI Challenge Series Casey's General Store at Iowa Speedway would be "crazy" and have a high probability of incidents. After all, the 1.3-mile, nine-turn stadium road course would see 43 vehicles competing at the same time on a very short track, and with the speed differences between the GS class and the slower ST class, virtually anything could happen.

The Rehagen Racing team had a goal of survival for the No. 59 Rehagen Racing ROUSH®/Valvoline Ford Mustang, and a sixth place finish in the two-and-a-half hour event was better than hoped and the second consecutive top-10 finish for the team.

Roush qualified the Ford Mustang in 10th position and during his stint behind the wheel pretty much stayed right where he qualified, occasionally moving up or down a position but not able to make any major moves due to the tightness of the racetrack and the number of cars racing.

Roush moved up into fourth during the first round of pit stops when the yellow flag flew. He pulled into the pits where the Rehagen Crew threw on fresh tires, filled the tank with gas, and made a driver change with Dean Martin climbing behind the wheel.

Martin piloted the No. 59 Rehagen Racing ROUSH/Valvoline Ford Mustang through to the checkered flag and was able to avoid the incidents that caused the yellow flag to fly for three times while he was in the car. He had moved up into the fourth position, but lost a couple of positions for a late pit stop for a splash of fuel.

"The racetrack at Iowa is so tight and there really are few spots where you can make a pass, and with both the GS and ST cars on the track it gets pretty crowded," Roush said after the event. "It can get a little frustrating by not being able to get around some of the other cars, but you also have to be smart about it. When the emotions start to control the driver, that's when problems can arise so I just tried to keep my cool and make a move only when I was certain I could make it without getting in an incident or damaging the ROUSH/Valvoline Mustang. Overall, it was a good day for the team and should help us in the point standings as well."

It could be considered a strong day for the Rehagen Racing Mustangs with all three cars finishing in the top 10. In addition to the No. 59 Ford Mustang coming home sixth, the No. 58 Rehagen Racing Sunset Hills Vineyard Ford Mustang with Mike Canney and Hugh Plumb came across the line in ninth. Finishing 10th was the No. 52 Rehagen Racing Columbus Truck & Equipment with Ray Mason and Billy Johnson. All three cars carry the ROUSH 427R™ graphics scheme.

Grand Prix de Trois Rivieres

Grand-Am Race Report

Andy Lally won his second straight Grand-Am KONI Challenge Series Grand Sport (GS) race Sunday and in the process gave co-driver Marc-Antoine Camirand a record-tying eighth circuit victory in the 39th annual Grand Prix de Trois-Rivieres. The duo averaged a race record 71.910 mph.

Lally and Camirand combined to lead 74 of the 80 laps - including the final 49 - in the No. 79 Kinetic Motorsports BMW M3, with Lally winning by 0.372 seconds over James Gue. It marked the team's first ever KONI Challenge victory, Camirand's second - both coming at the 1.521-mile Trois-Rivieres temporary circuit - and Lally's fourth. Lally won last Sunday's GS race at Iowa Speedway driving a Porsche 997 for TRG.

Lally came under fire from Gue late in the race when the No. 41 TRG Porsche 997 stopped on the track, causing the final of two full course cautions of the day. But Lally held his line and didn't allow the JBS Motorsports driver - who ran second for much of the event - past, and he held off a three-car train behind him.

Camirand started from the pole and led the opening 25 laps before diving into the pits for the team's only stop. When leader Joe Foster - who ran second to Camirand before pacing six laps - pitted under a full course caution on Lap 32, Lally obtained the lead and pushed the No. 79 ahead to more than a four-second advantage before the final caution.

In addition to his second KONI Challenge victory at Trois-Rivieres, it was the eighth victory for Camirand, of St. Leonard d'Aston, Quebec, on the Trois-Rivieres streets, tying Jacques Bienvenue for the most victories ever. Bienvenue set the mark in 1985.

Prior to Gue catching Lally, the main battle was for second. Gue was doing his best to hold off Billy Johnson, Craig Stanton and Scott Maxwell for several laps, with Johnson glued to his rear bumper for much of the race's second half. Stanton and Maxwell traded positions on occasion, but Maxwell - pushing for a season-best third GS victory with Foster - was assessed and stop-and-go penalty for jumping the race's final restart. The pair finished 10th.

For Gue and Bret Seafuse, it was the team's second podium finish in three races and third this season, and first of three Mustangs in the top five at Trois-Rivieres. In addition, the duo finished second last month at Barber Motorsports Park in the No. 37 JBS Motorsports Trumansburg Shursave Ford Mustang GT. Gue and Seafuse also pulled to within 10 points (190-180) over leaders Jep Thornton and Jeff Segal, who finished 12th at Trois-Rivieres. The car was assessed a stop-and-go plus 60-second penalty after running over equipment during the team's only stop.

Johnson and co-driver Ray Mason were third in the No. 52 Rehagen Racing Columbus Truck & Equipment Ford Mustang GT - only 0.941 seconds - and the team's No. 59 Rehagen Racing Roush Performance Products/Valvoline Ford Mustang GT - co-driven by Jack Roush Jr. and Dean Martin - was fifth.

It was also a good day for BGB Motorsports. Stanton and co-driver Jon Miller were fourth in the No. 83 BGB Motorsports Performance Drink/Weeden Consultants Porsche 997, while Trois-Rivieres brothers Jean-Francois and Louis-Philippe Dumoulin finished sixth despite a small fire from under the car during the team's pit stop. Defending race winner

Bill Auberlen and co-driver Matthew Alhadeff were seventh in the No. 96 Turner Motorsport BMW M3.

KONI Challenge participants return to action Sunday, Aug. 31 at the Thunderbolt Raceway at New Jersey Motorsports Park in Millville, N.J.

NEWS & NOTES

- **Automatic's Best Run Eighth: Jep Thornton and Jeff Segal** finished outside the top five for the first time this season with their 12th-place finish. Their teammates, **Charlie Putman** and **Charles Espenlaub**, finished the best of the team's three cars - eighth in the No. 91 BMW M3 - despite a spin by Espenlaub on the restart. The No. 99 BMW M3, driven by **Steve Cameron** and **Rob Finlay**, was 18th.

- **Motorsport Technology Group Takes Ninth: Michael Auriemma and John Mayes** took ninth in the No. 20 Motorsport Technology Group Porsche 997, the car's best finish of the season and first top 10.

- **Manufacturer Championship Even Tighter:** Only five points separated leaders **Ford, Porsche** and **BMW** (188-185-183) heading into the race, and the race remains tight. Ford still holds the lead with 220 points, but is now two points ahead of new second-place marque BMW with 218. Porsche dropped to third with 212 points.

- **Driving Two Cars: Kris Wilson** had a tough day driving two different cars. The Colorado driver ran as high as fifth in the No. 26 C-Max Racing Porsche 997 before the car retired after only 10 laps and finished 21st. He later strapped into the No. 25 Porsche 997, taking the place of co-driver **David Riddle**, but that car completed only 57 laps and finished 16th.

TOP-THREE POST-RACE DRIVER QUOTES

Marc-Antoine Camirand (No. 79 Kinetic Motorsports BMW M3): "It's a great event. I have eight wins up here, tying the record for the most wins at Trois-Rivieres. I couldn't have picked a better co-driver, Andy Lally. He's a great driver and everything today worked perfectly. The car was good. We did a great driver change. This was the first win for Kinetic. I have to say thank you to Nic Jonsson and Russell Smith. I'm really happy to win here.

"This one is special. We worked hard to tie the record. I was pretty close to tying it last year. This year the team worked really hard to give a good car to me and Andy. I'm happy to be on the podium and win."

Andy Lally (No. 79 Kinetic Motorsports BMW M3): "It's special for many reasons. This is my first-ever victory at Trois-Rivieres; many obviously for him. It's a special occasion for him and for Kinetic. This is their first victory in the series. I owe a big congratulations and thanks to everybody at Kinetic and Marc-Antoine (Camirand) for doing such a great job with the car this weekend, earning pole position and pulling away from the guys. He gave me the car in the lead and I didn't have to pass a single person. I just had to maintain but it was tough because our competition here in the Fords were on my tail chasing me. The whole weekend they were very, very strong. Every time I made a mistake they got right to me. Both cars did a really good job. I have to say thank you to our guys who have been hustling on this car and doing a ton of work behind the scenes and this is a big day for Kinetic."

James Gue (No. 37 JBS Motorsports Ford Mustang GT): "I'm obviously extremely pleased with the way the weekend went. JBS Motorsports and Bret (Seafuse), they all did an outstanding job. They gave me a great car. We had a great pit strategy. I got in the car

and had to, like everybody out there, conserve the brakes and take it easy. It was definitely a handful here racing in the streets. Like Bret said we were looking at the big picture: championship points. First and second - those guys had bad days today, so we made up a lot of points; I couldn't be happier."

Bret Seafuse (No. 37 JBS Motorsports Ford Mustang GT): "Our third podium this year. It was a great point race for us. We did very well. We were third. This should move us up to second with a little cushion. That's what we were looking at. We would've certainly loved to win; we already visited second and third on the podium a couple of times. We were looking for the top spot here but the points, this race, was definitely what we were looking at. James (Gue) did a phenomenal job. He had Billy here on his tail the whole time for pretty much his whole stint. I just pretty much tried to bring the car to him in one piece and in good shape and let him go to work.

"That last caution isn't exactly what we wanted. James has built a little bit of a cushion on Billy - a couple of car lengths. But it panned out and we couldn't be happier."

Billy Johnson (No. 52 Rehagen Racing Ford Mustang GT): "I just like to thank Ray (Mason). He did an awesome job this weekend. He qualified really well in this blue Ford. We had great pit strategy and great racing. He did a really good job with the pit stop and got us out on the track and gained a few positions. I sat in third place behind James (Gue) for quite some time. I was just pressuring him, trying to make him make a mistake, but he was all over it all race long. I was just trying to hang on to third."

Ray Mason (No. 52 Rehagen Racing Ford Mustang GT): "It's a great event to come up here in Trois-Rivieres. We love coming here with the great crowds. To drive around the track afterwards was a heck of a lot of fun. I think I'm obviously the oldest guy on the podium, so it makes me proud just to breath up here with these fellas. I've been up here with Andy (Lally) before. He's an excellent wheel. Driving with Billy Johnson has been great this year. He's a 21-year-old man and he's got a great future ahead of him."

Fischer Skis Compass360 Racing Acura Race Report

Trevor Hopwood and Adam Burrows combined for their second Grand-Am KONI Challenge victory in three races after making an impressive run to the checkered flag at the Grand Prix de Trois Rivieres in the No. 76 Fischer Skis Compass360 Racing Acura TSX on Saturday.

Hopwood qualified on the outside pole on Saturday morning and then moved to the lead once the race started before turning the Acura over to Burrows, who made several strong moves to the front before establishing a nearly ten-second lead on the field. A late-race caution erased his advantage, but the defending KONI Champ had no problem fending off the advances of Pierre Kleinubing in the final moments of the race, setting the fastest lap of the race after taking the white flag to charge to the checker.

"This is just perfect, to dominate and win a race like this," said Burrows. "We switched roles to have Trevor qualify and me finish the race today, and it worked out perfectly. You have to be conservative with the brakes here, but we were still able to get up front and build a good lead without using up the car at all. The Cobalt Brakes were perfect all the way through and held up exactly as you would hope. I'm really happy to be a winner on this track because this event has so much history, and I'm excited that we are part of it. This feels great, and I can't thank all the guys at Compass360 enough, they did a great job once again."

Trois Rivieres, set on an unforgiving, concrete-lined and tight street course layout, has seen names

like Villeneuve, Tagliani, and Empringham grace the top step of the podium in the over thirty years of the annual August race weekend. Long a student of the sport, Hopwood was happy to add his name to that list of winners at Trois Rivieres.

“I had a lot of fun qualifying this morning and the car was just perfect, the Compass guys did a great job,” said Hopwood. “I was able to just set a pace and was still just saving the car for Adam. Ray Lee called a great race for us and the car was perfect. It felt great to win at Watkins Glen and this is even better to do it again. We were disappointed with what happened at Iowa, but we just shook it off and now we’re back on top of the podium, so it feels fantastic. This is such a great event, that to be a winner here is a special thing, and that we can do that for a Canadian team is awesome. They are going to need a merchandise trailer here for these guys next year!”