



American Le Mans Series at Mazda Raceway-Laguna Seca October 10, 2009

Source: Team Race Reports
Photos courtesy ALMS and the teams

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ALMS Report

Source: ALMS

DE FERRAN WINS WILD FAREWELL RACE IN MONTEREY Beats Fernandez in epic dual in 2009 finale

Gil de Ferran rode into the sunset with a victory in his final race Saturday, and Patrón Highcroft Racing had its own special ride as well at Mazda Raceway Laguna Seca to close the 2009 American Le Mans Series. De Ferran and Simon Pagenaud won the Monterey Sports Car Championships presented by Patrón after the retiring Brazilian legend's thrilling duel with Adrian Fernandez in the final 30 minutes of the four-hour classic.

De Ferran beat his long-time open-wheel competitor by just 0.662 seconds to close his fantastic career. The victory was the fifth of the season for the de Ferran Motorsports Acura ARX-02a and by far the toughest. Twice, the Lowe's Fernandez Racing Acura ARX-01b entry from LMP2 got around the XM Radio Acura P1 on the final corner, only to have de Ferran's bigger engine give him the lead back on the long frontstretch.

"It certainly wasn't easy. There wasn't much time to think about anything else," de Ferran said. "Coming into the weekend, there were a lot of different thoughts going through my head. But I had a job to do as a driver. It was a tough weekend from that standpoint. In a way, the race was so intense that I never had time to think of anything else."



The Patrón Highcroft Acura finished second in class and third overall, more than enough to secure the LMP1 driver championship for David Brabham and Scott Sharp, and the team title for Patrón Highcroft. The championships were the first for all.

“When Robert Clarke first selected Highcroft to join the Acura camp,” said team owner Duncan Dayton, “everyone was thinking, ‘Who are these guys and what are they doing here? They’re just vintage guys.’ And that motivated us every single year. We’ve been the best Acura team each and every year. We are the most dedicated, and were it not for the passion we all have, we wouldn’t be here. The guys at de Ferran are friends and teammates because we are all working for Acura. The sportsmanship they exhibit and the respect we all have is phenomenal.”

For the early part of the race, it looked like the de Ferran Acura would walk away with a victory. Pagenaud drove a storming opening stint and led by more than a minute before handing off to de Ferran. Pit strategy and fuel conservation brought the Lowe’s Fernandez Racing Acura ARX-01b to within striking distance in the final hour, and a decision to take four tires on its final stop nearly paid off. The de Ferran car did not take new Michelins on its final stop.

“We decided to keep the tires on during the last stop,” de Ferran said. “We were having a hard time keeping heat in the tires, and we were very, very tight on the fuel window. I was trying to do my best and get through traffic to open a gap. It was the only way to save fuel. I needed to get on the straight far enough ahead where I could lift early and save fuel.”

In last year’s finale, Pagenaud and de Ferran finished second by 0.054 seconds to Tony Kanaan and Franck Montagny. After driving the closing stint in 2008, Pagenaud said he was more nervous watching from the pits this time.

“I was on a mission today for Gil. It was really emotional the whole weekend,” he said. “In the first stint I was really happy with the car. I was able to make qualifying laps after qualifying laps and getting away from everyone. But the last lap was terrible and a nightmare! We had no fuel in the car and didn’t know if we could make the last lap. Gil did a great job of saving the last tiny bit of fuel. The engineers ran great numbers and calculated it well. On the last lap, they told me we were OK.”

Autocon Motorsports’ Tony Burgess, Chris McMurry and Bryan Willman placed third in P1 and fourth overall in the best finish for the team’s Lola B06/10-AER this season.

Back in LMP2, Diaz and Fernandez closed their championship year in grand style, tying a class record for victories (8) in a season with their Acura ARX-01b. They combined for seven pole positions and five fastest race laps including one of each for Diaz on the weekend. It made up for a third-place finish two weeks ago at Petit Le Mans.

“After Road Atlanta, the guys at the shop decided we had to come back this weekend and show what we can do,” Diaz said. “We had such a great car. A lot of P1s passed me at the start but we kept going and made no mistakes; it worked itself back out. Adrian had such a good race out there, I don’t remember so many times yelling so much at a race. We were pushing so hard at the end and it was exciting to watch.”

The class victory was doubly meaningful as the Lowe’s Fernandez Acura won the prototype portion of the MICHELIN® GREEN X® Challenge and also came away with the season-long championship in the competition that measures overall performance, energy efficiency and emissions. It also was a large reason he was able to pressure de Ferran late.

“This is a great way to give an example to everybody about racing and technology,” Fernandez said. “We always try to make everything more efficient and today was a way to improve it. I mean, Gil and I were trying to be efficient and save fuel so you can see how important that is.

“I knew from the beginning, this was the race we could challenge the P1s with the conditions and the problems the P1s were having,” Fernandez added. “If we had a yellow I might have been able to get ahead of Gil, maybe get one or two corners ahead of him. We both drove hard and clean and it just never happened.”

Team Cytosport's Porsche RS Spyder of Greg Pickett and Klaus Graf finished second in class despite retiring late in the race with suspension problems. Dyson Racing's Butch Leitzinger and Marino Franchitti placed third in their Mazda-powered Lola B09/86.

The GT2 finish was just as frantic as the overall result. Jörg Bergmeister and Patrick Long won in GT2 for Flying Lizard Motorsports in their Porsche 911 GT3 RSR, a victory enhanced by driver championships for the pair and the second straight team title for the Lizards. It also gave Porsche its 100th Series class victory, a first for any manufacturer.

Bergmeister finished 1.037 seconds ahead of Corvette Racing's Jan Magnussen after the two cars banged side-to-side coming out of the final turn. As they beat on each other toward the finish, Magnussen went around hard into the outside wall just before the start-finish line.

"I'm definitely sorry Jan went into the wall," Bergmeister said. "I didn't want that to happen. But it was a banging game. I'm glad he's OK. It was tough racing. The Corvette passed me the first time at the hairpin but he went in way too deep and I was able to get back around him. He was a little quicker I have to say. I wasn't trying to figure out where he was gaining time on me. I was trying to stay on track and in front."

It was the last in a number of moments between the two cars in the final hour. The two cars swapped positions numerous times and ran nose-to-tail for much of the final half-hour.

The championships – fourth for Bergmeister and second for Long – were assured when Risi Competizione's Ferrari F430 GT retired prior to the two-hour mark. Pierre Kaffer made contact with Marc Goossens in the RSR Jaguar XKR, an incident that damaged the Ferrari's front end including the radiator.

"There is a synergy between us," said Long, who won his first championship in 2005 driving a Porsche with Bergmeister. "We complement each other's strengths and weaknesses. We know each other and everyone knows us. The Flying Lizards complement us so well. The Risi guys have been a class act this year and given us a lot of challenge. The addition of the Corvettes and BMWs have been phenomenal, and that's how this class grows. The Porsche's record of reliability and success is obvious."

Farnbacher Loles Racing's Porsche 911 GT3 RSR of Wolf Henzler and Pierre Ehret was third in class.

The second Flying Lizard Porsche of Johannes van Overbeek and Seth Neiman won the GT trophy for the MICHELIN® GREEN X® Challenge and also claimed the season-long title.

ORBIT Racing's John Baker and Guy Cosmo were Challenge class winners at Mazda Raceway Laguna Seca.

ORBIT Racing's Guy Cosmo and John Baker were winners in the Challenge class in their Porsche 911 GT3 Cup car. The pairing, which started on the class pole, were originally second before the Velox Racing Porsche of Shane Lewis and Mitch Pagerey was excluded in post-race technical inspections. Gruppe Orange's Nick Parker and Don Pickering were second, Richard Rodriguez and Galen Bieker placed third for P7 Racing.

The result was more than enough to secure the class championship for the Snow Racing tandem of Martin and Melanie Snow, who had to retire early with engine issues.

The Snows are the only husband-wife duo to win a race in the Series – having taken a class win at Sebring in 1999 – and first to win a championship.

"I took about seven or eight years without racing," said Martin Snow. "Melanie dragged me back in when the Series first came to Miller Motorsports Park in 2006. When this class opened up, it was a good opportunity to jump back in."

It worked well. They scored three victories together including at their Utah home track.

“Today was really emotional for me,” Melanie Snow said. “I was in first when the car broke. At first we were thinking it was fuel. I was really disappointed because I thought we had lost the championship. But we’re a good team and more than just husband and wife. We work so well together. It’s been so neat to do this.”

The 2010 American Le Mans Series opens with the 58th Mobil 1 Twelve Hours of Sebring presented by Fresh from Florida, scheduled for a 10:30 a.m. ET start on Saturday, March 20 from historic Sebring International Raceway.

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ACURA Motorsports Report

Source: Tom Blattler, ACURA ALMS MEDIA RELATIONS

De FERRAN'S STORYBOOK WIN LEADS ACURA 1-2-3 SWEEP IN WILD AMERICAN LE MANS SERIES FINALE AT LAGUNA SECA

Patrón Highcroft Clinches LMP1 Title, Lowe's Fernandez Team Ties LMP2 Win Mark

Gil de Ferran's storybook retirement win, Patrón Highcroft Racing's LMP1 championship and Lowe's Fernandez Racing's record-tying eighth 2009 win were just some of the stories Saturday at Laguna Seca Raceway in the wild American Le Mans Series finale.

De Ferran, co-driving with young star Simon Pagenaud, hung up his racing helmet in dramatic fashion with a sensational overall win in the four-hour Monterey Sports Car Championships on the famed 2.238-mile road circuit. But it wasn't easy for de Ferran.

The driver of the No. 66 XM Radio Acura ARX-02a prototype sports car was pressured by the No. 15 Lowe's Fernandez Acura ARX-01b LMP2 machine of Adrian Fernandez for the last hour in wheel-to-wheel action. De Ferran and Fernandez swapped the lead several times before the Brazilian star held off the Mexican racer by just .662 seconds at the finish.

The win was the fifth of the year for de Ferran Motorsports and gave Gil a spectacular sendoff of a stellar racing career. The de Ferran team also had a season-high seven pole positions.

The Acura 1-2-3 overall sweep was the fifth of the season for the auto manufacturer in the ten-race ALMS campaign that saw Acura become the first car marque to win LMP1 and LMP2 driver, team and manufacturer championships in the same year.

The Lowe's Fernandez team, with drivers Fernandez and Luis Diaz, finished second overall but took its eighth LMP2 class victory in 2009, tying the ALMS LMP2 win record set by Penske Racing in 2007 with Timo Bernhard and Romain Dumas.

Third overall at Laguna Seca was the Patrón Highcroft Racing pair of David Brabham and Scott Sharp in the No. 9 Patrón Highcroft Acura ARX-02a. The finish gave Brabham and Sharp the LMP1 driver crown and

Patrón Highcroft Racing the LMP1 team title. Brabham and Scott recorded three overall wins this year in team owner Duncan Dayton's first ALMS point championship year.

The Patrón Highcroft team suffered through a tough two-week span by building a new Acura from scratch at Petit Le Mans after a horrific crash involving Sharp. Then a flu bug hit the team's crew that saw several of the team members on the sidelines entering the Laguna Seca race.

The Lowe's Fernandez team also collected the Michelin Green X Challenge prototype win as well as the Green X series championship.

ACURA QUOTES:

GIL de FERRAN (#66 XM Radio de Ferran Acura ARX-02a): "It certainly wasn't an easy win today. I was driving hard to hold off Adrian [Fernandez] and trying to save fuel. Coming into the weekend, there were several thoughts going through my head. But once I was in the car, I thought only about winning the race. I had a job to do here. I didn't really think about my last race until I shut off the engine. Then I had a lot of thoughts about my career. Simon drove fantastic today and gave us a big lead. But Adrian wasn't about to give us an easy win. He was tough. I am just glad it is over now. It was a dream weekend for me."

SIMON PAGENAUD (#66 XM Radio de Ferran Acura ARX-02a): "The XM Acura felt so good today. I could drive it fast. I was able to open up a good margin, about a minute. I was nervous at the end, because I knew Gil would be tight on fuel to finish. But the crew did a great job of controlling the fuel management and we won our fifth race this year."

ADRIAN FERNANDEZ (#15 Lowe's Fernandez Acura ARX-01b): "What a great way to finish a super season. I knew our car would be fast in the race, and we might have a chance for the overall win. I could see Gil was saving fuel, and I was pressuring him. I just came up a bit short. But overall, it feels great to tie the LMP2 win record and score the driver and team championships. It was super."

LUIS DIAZ (#15 Lowe's Fernandez Acura ARX-01b): "We have had one of the best seasons in ALMS history with eight wins and two championships. It has been a thrill to drive with my racing hero, Adrian. He gave me an opportunity to race with a great team and a super manufacturer in Acura. I couldn't ask for a better situation. Today was a spectacular way to finish our season."

DAVID BRABHAM (#9 Patrón Highcroft Racing Acura ARX-02a): "We had a few problems today. But our team's plan was to get to the finish line. If we could do that, we would win the championship. The past two weeks have been very hard on our team with the crash and flu. But they are professional and put together a super effort to bring Patrón, Acura, Michelin and the entire operation a championship season."

SCOTT SHARP (#9 Patrón Highcroft Racing Acura ARX-02a): "I can't believe it is over. It was tough season racing in the LMP1 class. The de Ferran team is one of the best and, to beat them, really feels good. This team put in long hours and never made a mistake to get us back in action each week. The effort at Petit Le Mans to build a new car was phenomenal. Then, here at Laguna Seca, the flu bug hit everyone hard. But the team worked together and gave us a title tonight."

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Lowe's-Fernandez Racing Report

Source: Tamy Valkosky, Public Relations, Lowe's Fernandez Racing

Lowe's Fernandez Racing Takes Class Win in Season Finale

Lowe's Fernandez Racing capped off its final race as a team with a class victory and second-place overall result in the Monterey Sports Car Championships Presented by Patrón this evening. This was the eighth class win for the team which ties the American Le Mans Series record for most LMP2 wins in a season that was set by Penske Racing in 2007.

In addition to previously earned driver and team championship honors and manufacturer's titles for Acura, the team also took home its third Michelin® GREEN X® Challenge award to clinch the season-ending standings.

It was smooth sailing for drivers Adrian Fernandez and Luis Diaz today as they held the P2 class lead for all but a handful of laps in the four-hour race. An exciting final 30 minutes saw Fernandez narrow the gap to overall leader Gil de Ferran – by then the only two drivers on the lead lap – and challenge the LMP1 Acura for the overall win.

In the end, de Ferran crossed the line to take a narrow victory over Fernandez with Scott Sharp finishing third to give Acura a one-two-three finish.

Race Results (Overall):

1. de Ferran/Pagenaud – P1 Acura ARX 02a
2. Fernandez/Diaz – P2 Lowe's Acura ARX-01b
3. Brabham/Sharp – P1 Acura ARX 02a

Adrian Fernandez: "I didn't have enough for Gil [de Ferran] on the straights. We were fast in the corners and I tried everything I could. Gil is a very good driver. We battled for many years in the old days and today we just didn't have enough. It was a fantastic battle and we almost made it. I have to thank Luis for being a great teammate, and this team. They are just tremendous. I am very proud of them. They gave me the nine best years of my career. We won in every single series we competed. We had a fantastic sponsor in Lowe's and the support of Acura and Michelin. It has just been a great ride. I also have to thank my family for supporting me and giving me their support to come here every weekend."

Luis Diaz: "I am very happy for the entire team. Everybody did a great job today and we were very close to the overall win. It was incredible to compete against a P1 car. Adrian drove great and I drove a good race also. I didn't make any mistakes and I was quick when I had to be quick, and patient when I had to be patient. Overall, it was a great weekend for everyone. This was a great way to finish the season. Thanks to Lowe's, Acura and Michelin who gave us the chance to achieve these championships. I want to say thanks to Adrian and Tom and the entire team for these great years. They gave me the chance to drive for them and it has been an incredible time for me."

Tom Anderson: "The race came down to a fantastic finish tonight and I hope all the fans that braved the cool weather here enjoyed it as much as we did. The Lowe's Acura car ran perfectly all weekend. It was a great job by Acura for the fuel mileage we were able to achieve tonight to put pressure on the #66 car of Gil de Ferran and it was strategy all the way for us that put us close to an overall win and a great win in the P2 category. A special thanks to everyone at Lowe's, Acura and Michelin and the fans that supported all our great sponsors. It is the kind of race that we will remember for a long time and it is unfortunate that it is the last one for the Lowe's Fernandez team. You are only as good as your last race and we can go out as winners."

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PORSCHE

Porsche Motorsports Report

Source: Andy Schupack, PCNA Motorsport PR

Joerg Bergmeister (Germany) and Patrick Long (USA) capped a successful 2009 American Le Mans Series season by winning their sixth race of the season, capturing the ALMS GT2 drivers, manufacturers, and team championships, as well as helping Porsche to earn its 100th class win in the American Le Mans Series today in the four-hour endurance event for the Monterey Sports Car Championships at Mazda Laguna Seca Raceway.

Bergmeister, who took over the driving chores from Long for the final stint in his #45 Flying Lizard Porsche 911 GT3 RSR, ran nose-to-tail with the #3 Corvette s Jan Magnussen for the lead during the last 20 minutes of the race, holding off the more powerful Corvette despite a vibration from a flat-spotted tire. Then, with three laps to go, the Corvette passed the Porsche, but used the pit lane entrance to do it, and the IMSA officials made him tuck back in behind Bergmeister. Then, with two laps to go, Magnussen got by Joerg again, and Bergmeister picks up the story.

“He got by me, but he went too far into the corner and put himself out of position, and I was able to retake the lead. This happened one more time during the lap, and I was in front going into the last turn, when he pushed me twice. We bumped a third time coming out of the corner, and he went into the wall and crashed. While I feel badly that Jan crashed, and I was glad to hear that he was okay, I felt we raced hard and fair, and that the entire Flying Lizard team and my co-driver Patrick earned this win, said Bergmeister after the race.

It was the team’s sixth GT2 class win of the season, including five wins in a row at St. Petersburg, Long Beach, Salt Lake City, Lime Rock, and Mid-Ohio; and, for Bergmeister, his fourth ALMS GT2 title (2005, 2006, 2008, and 2009). He won the 2005 championship in a Porsche with Patrick, the 2006 title with Patrick (although they did not share the final points as Long drove Sebring in the Penske Porsche RS Spyder), the 2008 title with Wolf Henzler (Germany), and this year again with Patrick. For Long, this was a special year because of the competition the team faced.

“With the addition of Corvette and BMW to the GT2 mix, it was easy to put in what you thought was a perfect lap, only to find out you were only fourth or fifth fastest. But Porsche gave us a car which only came into the pits for fuel and tires – no mechanical problems all year – and the Flying Lizard Motorsports team continually won races for us with their flawless service, innovative strategy, and hard work preparing the car. As for Joerg and I, we complement each other’s strengths and weaknesses, and are able to put all our efforts toward one goal – team victories,” said Long.

“And to score Porsche’s 100th ALMS win on top of that, it’s a real honor,” added Bergmeister. “We join the long list of Porsche factory drivers – Bob Wollek, Lucas Luhr, Sascha Maassen, Timo Bernhard, Romain Dumas, Dirk Mueller, Randy Pobst, Marc Lieb, Wolf Henzler, Mike Rockenfeller, Ryan Briscoe, Emmanuel Collard – along with many independents, such as Cort Wagner, David Murry, Johannes van Overbeek, Bryce Miller, Richard Westbrook, Helio Castroneves, Kevin Buckler, Johnny Mowlem, B.J. Zacharias, Brian Cunningham, John O’Steen, Martin Snow, Melanie Snow, Patrick Huisman, Craig Stanton, Kelly Collins, and Darryl Havens.

Wolf Henzler and Pierre Ehret (both Germany) finished third in the GT2 class in their #87 Farnbacher Loles Porsche 911 GT3 RSR, moving Wolf up to third place in the final point standings, despite having five different co-drivers this season while his regular teammate, Dirk Werner, was running a successful Farnbacher Loles Porsche effort in the Rolex Grand- Am series which results in a championship.

"The fight with the Panoz was a great battle, fun and fair. A prototype overtook me, but then he had a bad exit and I hit him. I don't know if he was on cold tires, but I wasn't expecting him to be so slow. I had to brake really hard, and Dominik in the Panoz had a great run, so he was able to pass me. After that, I was trying really hard to pass him back. I tried two times and we even went side by side through turns 1 through 4. We gave each other room and kept it fair. Finally with two laps until the end, I was able to pass him in the same way he passed me. He ran into traffic and he had a little bit of a bad exit, so I dove in. I had watched him from behind for 15 minutes, so I knew where I could out-brake him. So when we went into turn eleven, I knew I could make the pass so I said, 'Okay, now or never.' I made the move, and it worked perfectly," said Henzler, who won the title last year with Bergmeister.

"Everyone worked very hard this weekend to provide me and Pierre with a good car for the race. We earned our podium position today and our third in the Championship. I've known Pierre for a few years now, but this is the first time I've driven with him. He's used to driving Ferraris, but after a few laps in the Porsche, he got much more consistent and confident. He kept the car safe and developed a good rhythm as his stint went on. He was a big help to me today and we earned this podium together," Henzler added.

Other Porsches got involved in this celebration day, with the #44 Flying Lizard Porsche 911 GT3 RSR driven by Seth Neiman and Johannes van Overbeek (both USA) not only finishing fifth, but winning the Michelin Green X Challenge for the second straight event, scoring enough efficiency points to win the season title for GT cars. The Michelin Green X Challenge measures the best Green Achievement score from a formula which calculates performance efficiency, greenhouse gas emissions, and petroleum displacement. For the second event in a row, the #44 Porsche ran the ALMS event with E85 fuel (85 percent ethanol).

The #45 Lizard team Porsche was second, and the #87 Farnbacher Loles Porsche third in the Michelin Green X Challenge final GT standings.

The #18 T-Mobile Porsche entered by VICI Racing, despite now entering the race until mid-week and missing the entire first day of scheduled practices, finished seventh with Richard Westbrook (England) and Johannes Stuck (Austria) at the helm, while Team Falken Tire Porsche, with Bryan Sellers and Dominic Cicero (both USA) sharing the driving, finished eighth in only their third race.

In the LMP2 class, Klaus Graf (Germany) and car owner Greg Pickett made it four podiums in four events in their Team Cytosport Muscle Milk Porsche RS Spyder, finishing second in class despite a couple of spins and a clutch problem.

"The Muscle Milk Porsche RS Spyder was fantastic today. Unfortunately we had a clutch issue that caused me to go off track when I was warming up the tires during a caution period. After that I had trouble getting it back into gear but let me tell you that nothing other than a Porsche would have continued to make it in this race. It was magnificent. It's a great testament to their engineering excellence and without that we would not have finished the race. The crew talked me through the re-set procedure for the transmission, which was stuck between gears, and I was on my way," said Pickett, a former multi-time Trans-am Champion.

"What a race! Fortunately we finished enough of laps to finish second and give us our fourth podium in a row, that's a big achievement for the team coming into the ALMS LMP2 class at the end of the season, so hats off to the whole team. Obviously it was a pretty eventful race. I had a good start but I was stuck behind an LMP1 car for a couple of laps. I didn't really get frustrated but I just wanted to get going. The Muscle Milk Porsche RS Spyder was good and I wanted to go faster. So I dove underneath him going into Turn 9, which is a really fast turn. And he just didn't see me I guess, because he hit me flat out when I was basically through and passed him already. Luckily the Porsche RS Spyder is a really strong car and it only did body work damage and some damage to the wheel so we were able to recover from that and put in some strong laps afterwards. We have a really strong team and I'm really looking forward to next year," Graf added.

In the American Le Mans Series Challenge class, for the Porsche 911 GT3 Cup cars running in the Patron GT3 Cup Challenge by Yokohama series, Melanie and Martin Snow (USA), both still in contention to win individual awards in the Patron series, captured the season championship in their Snow Racing Porsche 911 GT3 Cup car despite not scoring any points at Laguna Seca due to a contaminated fuel issue.

They clinched the championship when the Wesley Hoagland/Bob Faieta Gruppe Orange Porsche did not finish first – a position they needed to overtake the Snows. Faieta took the checkered flag in third position, but later, the car was disqualified for having excess fuel capacity. The Shane Lewis/Mitch Pagery Velox Motorsport Porsche crossed the line in first place, but they too were disqualified (for not meeting the minimum weight) in post-race tech inspection. So, the winners of the ALMS Challenge class were Guy Cosmo and John Baker, in their Orbit Racing Porsche, having been on the pole in all three events they have entered, but scoring their first win.

“Today’s fuel problems were unfortunate, but we had a great season, and we’re glad it ended with a championship,” said Ms. Snow, mother of four and a driving instructor at Utah’s miller Motorsports Park. Along with Dutch champion Patrick Huisman, Martin and Melanie won the GTS class in a Porsche in 1999 to score a win in the first ALMS race at Sebring. “As the season went on, I got more and more comfortable in our Porsche for these long races, and I had lots of fun,” she added.

PORSCHE AMERICAN LE MANS SERIES STATISTICS (1999 – 2009)

Porsche overall wins: 11 (Mid-Ohio, '06; Long Beach, '07; Houston, '07, Salt Lake City, '07, Lime Rock, '07, Mid-Ohio '07, Road America, '07, Mosport '07, Detroit '07, Sebring, '08, Salt Lake City '08) Porsche Class Victories: 100 Audi - 80 Corvette – 71 Lola - 33 Ferrari - 27 BMW - 18 Acura - 18 Dodge - 16 Porsche LMP2 Wins: 24 Porsche GTS Wins: 2 Porsche GT/GT2 Wins: 74 Porsche 911 GT3 R/RS/RSR wins: 72

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Drayson Racing Team Report

Source: Tom Moore, Drayson Racing, VP of Marketing and Communications

The positive early weekend results which Drayson Racing compiled here at the Monterey Sports Car Championships were for naught by the end of the third lap of today's four hour race. The No. 88 Drayson Racing Lola with Judd Power, being driven by Paul Drayson (London/Gloucestershire, UK) and Jonny Cocker (Guisborough, Yorks, UK), was knocked out of the American Le Mans Series (ALMS) finale whilst running fifth in the Le Mans Prototype 1 (LMP1) class. Coming to the bottom of the hill after Mazda Raceway Laguna Seca's famous "Corkscrew", the Drayson entry was struck on the left-rear and pushed into the tyre barrier causing further, and extensive, damage to the right-side of the car. Fortunately, Drayson, who was driving at the time, was unhurt.

Drayson Racing showed its speed almost immediately at its inaugural LMP1 event, 26 September, at Petit Le Mans. This weekend, the programme was even more impressive with two-time British GT Champion Cocker qualifying the closed-cockpit prototype third in class and Drayson running the third quickest time in class during the morning warm-up.

The race-ending impact came as Drayson followed the racing line into the ninth corner of the 2.238-mile, 11-turn facility. An over-ambitious move from the following car struck the left-rear tyre of the British-built prototype pushing the car into the tyre barrier. The 18.5 G impact destroyed the right-side of the Lola bending both front and rear suspensions, shattering the bodywork, the undertray and transmitted the major force of the strike to the transmission. The left-rear wheel was also destroyed by the collision of the initial hit.

Whilst this is the last race of the season for the ALMS competitors, Drayson Racing has two additional international events on its calendar. The Dale White (Bozeman, MT, USA) managed team will compete in the inaugural Asian Le Mans Series events in Okayama, Japan on 31 October and 1 November. Minimum repair time to have the car race-ready, taking proper care to inspect all parts, will be three days. The car is scheduled to leave for Japan on Wednesday, 14 October. Lola Cars and other suppliers have already been contacted and are moving to have parts shipped to both California and Japan.

Quotes

Paul Drayson, Driver/Owner: "Going off on turn-nine, the fastest corner of the circuit is never going to end well and this certainly didn't. It was a big impact but the safety systems on the car did a great job and I walked away fine. Very tough end to the weekend for everyone in the team but we are now focused on getting the car ready for our last races of the year in Japan at the end of the month."

Daughter of Driver, Age 6: "It was really, really bad. It was so bad that I was scared. It was all slippery and someone bashed him. The Drayson Racing team tried and cleared it up. THE END!" [top](#)



Team CytoSport Report

Source: Karina Redmond, Muscle Milk Motorsports PR

Perseverance pays off for Team CytoSport Muscle Milk at Laguna Seca

There was plenty of action in the Team CytoSport Muscle Milk camp today at the Monterey Sports Car Championships, but between contact and a minor clutch issue the team persevered and went on to claim a second place finish - a fourth podium in as many starts for the Muscle Milk crew this season. Additionally, driver Klaus Graf also went on to place third in the final driver standings after only four starts in the 2009 season.

It may not have been very warm at Mazda Raceway Laguna Seca for the final American Le Mans Series event of the year, but things started heating up early on for Team CytoSport.

Klaus Graf found himself behind the #88 car of Paul Drayson in the opening laps of the four-hour event. And although Drayson was quicker in the straight-aways, Graf had the advantage elsewhere and he decided to make a move in order to not lose too much ground to the lead pack.

Going into Turn 9, Graf dove underneath the 88 car but Drayson seemingly didn't see the #6 Muscle Milk car and continued his way on the outside. Foreseeable contact ensued and both cars ended up in the gravel trap. Luckily for Team CytoSport, the damage to the Porsche RS Spyder was minimal and Graf was able to make his way back to the pits.

After putting on a new nose and a fresh set of Michelin slicks on the LMP2 car, Graf was back out and registering lap times as quick as the leaders, but was regrettably three laps down.

By the 55-minute mark, Graf came in for a driver change and team owner Greg Pickett took the reigns of the Muscle Milk machine. Pickett continued where Graf had left off and made his way up to 13th overall.

It was at that point that things went wrong again for Team CytoSport. While under a yellow flag, Pickett encountered clutch issues, which consequently sent him off track while trying to heat up his Michelin tires.

Upon returning to the pits after getting the car restarted, Pickett gave his place back to Graf. The German remained in the car until there was about 40 minutes remaining to the event and the team had Greg Pickett return aboard the #6 Muscle Milk car to close out the race.

Although the team had seen its share of action in the race, it wasn't over. Pickett was trying to get around a GT2 car in Turn 5 and was forced to go offline causing him to hit a small pothole, which, as a result, damaged the suspension.

That would sadly mark the end of the race for the Team CytoSport Muscle Milk squad. But with 124 laps complete, the team still managed to obtain a second place finish allowing them to continue its streak of podium finishes and go four for four this season. In doing so it enabled Klaus Graf to move up to third in the driver standings, even if he only took part in four races this season.

Greg Pickett, Owner / Driver #6 Muscle Milk Porsche RS Spyder

"This is the type of day when you need to remind yourself of a lesson that you never do forget about this game and that is to keep trying no matter what. You just keep going and that's what we did today. I'm very pleased with the end result as it keeps our string of podiums alive. A second place here is really rather remarkable today. The Muscle Milk team should feel really good about it. It's a really memorable day because this is like my home track and I saw a lot of old friends and family members and that's what it's about for me. I believe that success is much sweeter when you share it with someone. And when I can share that with my team and my family and my business associates it makes it really special for me.

"The Muscle Milk Porsche RS Spyder was fantastic. Unfortunately we had a clutch issue that caused me to go off track when I was warming up the tires during a caution period. After that I had trouble getting it back into gear but let me tell you that nothing other than a Porsche would have continued to make it in this race. It was magnificent. It's a great testament to their engineering excellence and without that we would not have finished the race.

"Unfortunately when I went back behind the wheel of the Muscle Milk car for a second stint, I was going into Turn 5, passing a GT2 car that didn't want to let me go on the regular line up the hill so I was in pretty shallow and had to turn in early and I hit that little pothole that's there and it damaged the suspension. I wish I could have made it to the checkered flag but in the end two seconds and two thirds in four races for us this season is a good prelude to next year."

Klaus Graf, Driver #6 Muscle Milk Porsche RS Spyder

"What a race! Fortunately we finished enough laps to take second and give us our fourth podium in a row, that's a big achievement for Team CytoSport coming into the ALMS LMP2 class at the end of the season like this, so hats off to the whole team. Obviously it was a pretty eventful race. I had a good start but I was stuck behind an LMP1 car for a couple of laps. I didn't really get frustrated but I just wanted to get going. The Muscle Milk Porsche RS Spyder was good and I wanted to go faster. So I dove underneath him going into Turn 9, which is a really fast turn. And he just didn't see me I guess, because he hit me flat out when I was basically through and passed him already. Luckily the Porsche RS Spyder is a really strong car and it only did body work damage and some damage to the wheel so we were able to recover from that and put in some strong laps afterwards. We then had some other issues when Greg was on track but I'm just happy that we finished on the podium again. Certainly not the way we would have wanted to but sometimes you have to take it. I'm proud of the whole team. They really did well on the repairs and the communication and everything. We have a really strong team and I'm really looking forward to next year."

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Flying Lizard Team Report

Source: Jennifer Hart, Flying Lizard Team

Flying Lizard No. 45 Wins GT2 at Laguna Seca and 2009 ALMS GT2 Drivers' and Team Championships; Second Consecutive Series Title

October 10, 2009 - Salinas, California - Joerg Bergmeister and Patrick Long brought the No. 45 in for the win at today's Monterey Sports Car Championships at Mazda Raceway Laguna Seca. With the win, the duo clinched the 2009 ALMS drivers' championship and the team won the team championship: their second consecutive dual championship title. Porsche also clinched the manufacturer's title at Petit Le Mans, and with today's result won the one-hundredth ALMS class victory for Porsche since the series inception in 1999. The No. 44 Flying Lizard Porsche of Seth Neiman and Johannes van Overbeek finished fifth in class. The No. 44 also won the Michelin GreenX Challenge award for the race and the season long Michelin GreenX Challenge championship for the 44 car.

Patrick Long reflected on the season, "Our five wins in a row in the first half of the season built a foundation for the championship. To drive the way that we needed to over the season to win the title required flawless strategy, engineering and pit work, the 100 percent reliability provided by Porsche and the performance of the Michelin tires. And in the end we were able to race for the victory."

Long added, "The sweetest feeling in racing is to win both a championship and to go out winning in the final race. A huge thanks to the team for the incredible number of hours they put into the program this year, and our partners and sponsors who made this possible. The pit work in the race today was incredible and in both pit stops we were out ahead of our competition, allowing us to first take and then extend our lead.

Unfortunately the race ended on an incident that saw the No. 3 Corvette, which had been in second at the time, severely damaged at the finish line. Joerg Bergmeister, who started and finished the race, said, "It definitely was not the way that I wanted to finish out the race. I hope that Jan (Magnussen) is OK and I am sorry that the race ended in contact. A huge thank you to the team: this race was won in the pits. I'm honored to be part of the 100th Porsche win and my second championship in a row with Flying Lizard."

A detailed race report will be available on Sunday, October 11.

About Flying Lizard Motorsports

2009 is the sixth consecutive ALMS season for the Sonoma, California-based GT2 team. Since its first year of competition in 2004, the team has finished every year in the top three in the ALMS GT2 team and drivers' championships. Notably, in 2008, the team won both the ALMS GT2 drivers' (No. 45 Porsche of Joerg

Bergmeister and Wolf Henzler) and team championships. In 2007, Flying Lizard was second in the ALMS GT2 team championship and No. 45 drivers Johannes van Overbeek and Joerg Bergmeister finished second in the ALMS GT2 drivers' championship.

Flying Lizard has also competed in the 24 Heures du Mans from 2005 through 2009, finishing third in 2005, fourth in 2006, and sixth in 2008.

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RISI Competizione Report

Source: Fiona Miller

EARLY END TO RISI'S CHAMPIONSHIP BID AT LAGUNA SECA

Risi Competizione's bid for 2009 ALMS GT Championship honors came to a premature end one hour and 24 minutes into the season-ending four-hour race at Mazda Raceway Laguna Seca today.

While holding a strong lead in the class, Pierre Kaffer's Ferrari F430 GT had contact with the #33 Jaguar XKR which severely damaged the left front section of the car including the radiator. With soaring water temperatures and leaking water, the car was retired from the race bringing about a bitterly disappointing end to the season.

The Risi Ferrari made a great start to the race, holding a steady position behind the two Corvettes for the first 32 laps and consistently turning times which were quicker than any of its competitors. At the second full course caution period, 49 minutes into the race, all the leading GT competitors including the #62 car came into the pits for their first stops.

The Risi Competizione team carried out a superbly slick pit stop, refuelling and changing all four Michelin tires in a time that enabled them to leave the pits ahead of the two Corvettes. As the course went green again, and the race settled into its normal pattern, Kaffer took the lead in the class – a position he was holding when the contact with the Jaguar occurred.

An upset and disappointed Pierre Kaffer said: "The Jaguar was in front of me as we came through the Corkscrew and Turns 9 and 10. I expected him to stay on the right side of the track, on the normal racing line, but he suddenly decided to go to the pits and crossed in front of me. I couldn't anticipate that and I touched him. Unfortunately our radiator was broken because of this.

"I really have to say thanks to all the guys. They did an awesome job in the pit stop which made us track position and it was the key to us leading the race. We had swapped to the soft tire and the car was just perfect. I want to thank everyone at Risi, Ferrari, Michelin and all our sponsors for the whole season; I have really enjoyed it."

Jaime Melo, who did not drive today, added: "I knew that if Pierre could keep up with the Corvettes, and we pitted at the same time as them, we could beat them out. Our guys did a very good job which made a big difference for us. After that I knew the car was good and Pierre was pulling away from Jan. My team mate did an excellent job today but it's a very disappointing way to end the season."

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Corvette Racing Report

Source: Rick Voegelin, Chevy Racing Communications

Corvette Racing Second in Wild Finish to ALMS Season Finale Corvette Racing Scores Fifth Podium Finish in Five Races with GT2 Corvette C6.R

Corvette Racing teammates Jan Magnussen and Johnny O'Connell finished as runners-up in the season-ending Monterey Sports Car Championships at Mazda Raceway Laguna Seca. The race ended as Magnussen spun across the track and hit the wall on the pit straight in the No. 3 Compuware Corvette C6.R. The Danish driver was examined and released from the trackside medical center after his encounter with the concrete barrier as the Corvette's safety systems and energy-absorbing structure performed as designed in the impact.

The wild finish capped an intense battle between the No. 3 Corvette and the No. 45 Flying Lizard Porsche driven by Patrick Long and Joerg Bergmeister. Magnussen had relentlessly cut down the lead of the class-leading Porsche from 14 seconds to mere inches in the final 50 minutes of the four-hour race. Magnussen took the lead with a pass on the front straight with two minutes to go, but ceded the point back to Bergmeister after officials ruled that he made the pass on the pit exit. With the checkered flag already displayed for the overall winner, the Corvette and Porsche had contact in the final corner and raced side-by-side to the finish line.

"It was really good, hard racing," said Magnussen. "I didn't think I even had a chance after I had to give the position back. Going into the last corner I was too far away to make a proper attack, but Joerg parked the car. I didn't see that, so I slid up and hit him a little – he went sideways and I managed to get on the inside. It was a drag race up the hill, and I managed to get ahead of him. Then he turned me into the wall, and he kept turning in. Then I spun around the nose of his car."

The No. 45 Porsche was credited with a 1.037-second victory over the No. 3 Corvette C6.R as Corvette Racing scored its fifth podium finish in five races since moving to the GT2 category. The No. 4 Compuware Corvette C6.R of Oliver Gavin and Olivier Beretta finished 10th, 12 laps down to the leader after hard contact

in a restart at the one-hour mark. The crew replaced the Corvette's damaged front bodywork and a lower control arm.

After qualifying first and third, the twin Corvettes were running one-two until the first round of pit stops during the race's second caution period.

"Jan and I were working the traffic really well and managed to open up a gap over the third-place Ferrari," said Gavin. "When we got to the first pit stop, the guys did a fantastic job and we got out in front of the sister car. Then on the restart, I came down the inside of the first turn and was trying to see if I could get ahead of the BMW. I went too far to the inside and got on the dirt. The BMW was squeezing me and I got on the brakes too late. I didn't want to hit the prototype ahead of me, so I then went even farther left onto the sand, and at that point I was just a passenger. I started to spin and started hitting people."

"It's embarrassing for me – I don't think I make many mistakes, but I made a big one today," Gavin said. "I'm sorry for the crew – I think we had a car that was fast enough to win today. They've done a fantastic job all year, and this is not the way you want to repay them."

O'Connell took over from Magnussen at 1:50, and had to contend with a trio of Porsches throughout his stint. He took second position from the No. 18 Porsche at 2:22, and then gradually cut the No. 45 Porsche's lead to six seconds before the third round of pit stops. After a short delay to reattach the side safety net during the driver change, Magnussen took off in pursuit of the class-leading Porsche.

"I had to wait for the No. 18 Porsche to make a mistake, and when he did, we went by him and started eating away the No. 45's lead," said O'Connell. "The No. 3 Corvette was running great, and we look at this as a test for next year. We've learned a lot about the GT2 car, and we'll come back next year even stronger."

The No. 4 Corvette's misfortunes continued as it had to serve two penalties and then suffered a punctured tire with Olivier Beretta at the wheel after contact with a prototype.

Corvette Racing program manager Doug Fehan reflected on the finish of the race and the conclusion of the team's five-race development program with the GT2 version of the Corvette C6.R: "Those last six laps were as exciting as I've seen in motor racing in a long time – two great teams, two great cars, two great drivers," Fehan said. "It's unfortunate it ended the way it did. I think we're going to review the videotapes and see what we can do to ascertain what went wrong there. I'm sure we'll be working with the sanctioning body to address it and put into place safeguards to make sure incidents like this won't happen again."

"Corvette Racing's transition to the GT2 class has been wildly successful," Fehan said. "We had told our management and our fans that our objective was to be able to qualify on the pole and to win a race before the season ended, and we met those expectations. In fact, we came within one incident today of a second victory for Corvette. Now we'll go back to the shop, get this car repaired, start our fall test program, and get ready to race at Sebring."

Corvette Racing's next event is the season-opening Mobil 1 Twelve Hours of Sebring in Sebring, Fla., on March 20, 2010.

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BMW Rahal-Letterman Team Report

Source: Matt Russell, BMW of North America Motorsport Communications Manager

BMW RAHAL LETTERMAN RACING TEAM SIXTH AT LAGUNA SECA; BMW third in Manufacturer Standings, Milner and Müller fourth in Driver Points

With a sixth place finish by Tommy Milner and Dirk Müller in today's Monterey Sports Car Championship, the BMW Rahal Letterman Racing Team concluded its inaugural American Le Mans Series season.

In the ten-race, eight-months-long season from Sebring to Laguna Seca, the team tallied one victory, five podium finishes, two 1-2 M3 qualifying efforts, and three fast race laps. BMW secured third place in 2009 ALMS Manufacturers Point standings and Milner and Müller took fourth place in Driver Points. The team finished third in Team Points.

Milner and Müller completed 153 laps in today's four-hour race at Laguna Seca, to finish sixth in the No. 92 M3. Though disappointed this weekend, the duo has reached the podium in half of the races this season. Milner started from eighth and ran strongly until a competitor spun him off after the race's second caution period. He pitted to check for damage and Müller entered the race one lap down to the leaders. Dirk battled for the next three hours, running as high as fifth and turning some of the fastest laps of the race. A late pit stop to repair a damaged left front wheel ultimately dropped him to a sixth place finish.

For Bill Auberlen and Joey Hand, the final race of the year quickly ended in disappointment as a mechanical failure only minutes into the race ended the Californians' hopes for victory. Auberlen and Hand earned the program's first win at Road America in August.

Tommy Milner, driver No. 92 M3 (sixth): "A great effort from Dirk today to finish sixth. It's unfortunate I was taken out early by the Corvette. It cost us one lap and we tried really hard to get it back. The speed was there, but not the luck. Overall, it has been a great season. A brand new program, a brand new M3, a brand new partnership with BMW and RLR and managed to finish on the podium five times with one win."

Dirk Müller, driver No. 92 M3 (sixth): "I just have to say awesome! I really squeezed that M3 for three hours and it was unbelievable. I was the quickest car out there for a long time – even after that hard hit. I am not sure that I had 100% power because of the damage to the exhaust, but I had a great time. I want to thank the whole team for a great year. Five podiums and P3 or P4 in driver points, we will wait to see. The first time I have driven for BMW of North America and Rahal Letterman Racing, as well as on Dunlop tires. Everything came together very nicely. I am already looking forward to the next race!"

Martin Birkmann, BMW NA Motorsport Manager: “Although this was a very tough day for us, it was a very good day for others and we congratulate this season’s champions. We returned to the ALMS this year because the competition is so tough and we are pleased to have given everyone a race this year. We plan to do even better next year. We would like to thank all our loyal - and new - fans for the continuous support and enthusiasm throughout a season that had it all. A partnership became a team this year and we reached the podium five times, the top at Road America.”

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Dyson Racing Team Report

Source: Brian Wagner, Dyson Racing

It was more like two races in one. The first half of the American Le Mans Series' season finale at Mazda Raceway Laguna Seca was yellow-filled and disjointed while the second half ran yellow-free and dramatically built to pitched battles settled by less than a second after four hours of racing. It was Guy Smith who helped energize the race. Chris Dyson started the #16 BP Mazda LMP2 from the back of the grid and moved the car up to second overall by the first pit stop when he handed the car over to Smith. The BP sponsored car was second after the second quick pit stop an hour and fifty minutes into the race and Smith hounded the leader, Gil de Ferran in the Acura LMP1 car, never less than a second behind for thirty-five minutes. The battle ended when a back marker hit Smith and the repairs for suspension damage cost him twenty minutes in the pits. "The car was fantastic," said Smith. "The pit stop was brilliant and I was challenging Gil when I got hit. It was a great battle and shows that we have a great platform for next year."

Ben Devlin got in the car after the repairs, put his head down, and made up five places, finishing fourteenth overall. The team has run BP's new biofuel blend with biobutanol the last two races of the season and were not able to run for points since the fuel is not widely available.

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The #20 car carried BP's ARCO brand livery for this 109th race of the American Le Mans Series. The blue and white car of Marino Franchitti and Butch Leitzinger was not able to duplicate its Petit Le Mans win of two weeks ago. While running second in LMP2, Leitzinger's race ended with mechanical issues on lap 31.

"We would have liked to have ended the season differently for our partners, BP, ARCO, and Mazda, but the #16 car was extremely fast," commented Dyson. "We came from the last row of the grid and were running second overall by the end of the first stop. Guy maintained that pace and was all over Gil his entire stint. Unfortunately a back marker was not 'cooperative' and our time in the pits put us down. Ben Devlin got out there and did a superb job in his stint matching or bettering the leaders his entire run. We are disappointed for Butch and Marino. But very encouraged about the work we have done the past couple of races on the biobutanol which we think it is very promising for next year."

In their first year with the Mazda Lola package, Dyson Racing finished the eleventh ALMS season second in the P2 Team Championship. Marino Franchitti and Butch Leitzinger were second in the P2 Drivers Championship and with not running for points the past two races, Chris Dyson and Guy Smith were fourth in the P2 Drivers Championship. "We congratulate the Lowe's Fernandez team on winning the P2 championship and wish Gil de Ferran the best in his retirement as a driver," said Dyson. "There is no better way to end a career than winning your last race. It has been an honor competing against him."

Thoughts on the Season

Rob Dyson: "I am very pleased. There were a number of things that were new this year: a new chassis and engine package plus running a coupe – it has been a long time since we have done that. Sebring was a difficult event for us, what with assembling two new cars, getting parts and learning how to make these cars go fast. But the efforts from Lola, AER and Mazda, coupled with the work of our team, produced a car that was faster, more reliable, and more competitive each race. The combined efforts never wavered, the team did a terrific job, and next year looks even better."

Chris Dyson: "All season long it has been a nicely progressive march forward. We made a large swing in performance compared to the Acura and the Porsche RS Spyder, which was the acknowledged bench mark in P2. Everyone played a part in this, Mazda, Lola, AER, and Michelin. All the drivers did a superb job, and the team has never executed better. We are are back up front again and have been all year, which was our objective and Mazda's objective. We won races including a very important win at Petit Le Mans. I cannot say enough about the job Lola and the AER guys have done and we would not be here without the support of BP and Mazda. We have a lot of good building blocks for the future."

Guy Smith: "I think the season has been a good success. We now have a car and engine that is capable of winning races. You look back to Sebring and it seems like an eternity ago. You compare the first couple of races with the last half of the season and it is amazing what we have done to dial in our car. We are getting a lot out of the car and the engine has performed well. With some more hard work, we will be strong for the championship in 2010."

Marino Franchitti: "I think the whole BP Mazda Dyson team is delighted at how the season has gone. The program came together late but since setting fastest lap at St. Petersburg and leading the most laps at Long Beach, the program has really gelled. At Salt Lake we came close to our first victory and then got it at the next race at Lime Rock and since then we been in contention at each race. To have three poles, three fastest laps and two victories, we could not be happier."

Ben Devlin: "The season has been quite good. We knew that starting the year with a new car and new engine program was going to be starting on our back foot. Sebring was a learning experience, but with every race we have gone forward. It has been nice to see the car's potential being developed and coming forward so that at every race we run quicker. It has been good fun and everybody has made me feel welcome on the team."

Butch Leitzinger: "Going into this year with a new program and a new package, I knew that there was a lot of potential, but I thought it would take longer for it to come together. It was only third race in the season where Guy lead a good bit of the race and from that point on, we never looked back. We were always battling at the sharp end. The wins, fast laps and pole positions really showed how good this team is and how quickly they came to grips with a totally new car."

Michael White, Team Manager: "The team has responded to every situation. It was a progression race by race, which encouraged everyone. I think one of the proudest moments for the team was Mosport, even though we fell short twelve minutes from the end while leading the race, I still left that race feeling really good about what we had done as a team: no problems during the practice sessions, excellent pit stops, and our race strategy was right on."

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RSR Racing Team Report

Source: Heather Haupt, Rocketsports Racing

GREEN FLAG FOR THE RSR JAGUAR XKR GT2

RSR team completes first race with the Jaguar XKR GT2 this weekend

The RSR Jaguar XKR GT2 took its first green flag today at Mazda Raceway Laguna Seca and put on a performance that has the team pleased with its weekend efforts and ready to continue preparation for a full-season American Le Mans Series effort in 2010.

"We treated this as a test and it was certainly a test for us to overcome," said RSR Team Owner / Driver Paul Gentilozzi. "It is difficult to come to your first race like this without much on-track time with a new car, but we approached this event cautiously. We wanted to start the race and go through all the things that were required during the race. We had a lot of difficulty along the way, but what was important to me is how hard the RSR crew worked. No one ever quit and we had 13 guys doing everything they could to get the RSR Jaguar XKR GT2 on track. That is one of the big positives I take out of the weekend."

The first green flag for the RSR Jaguar XKR GT2 took place this afternoon during the Monterey Sports Car Championships, the season finale for the ALMS Series in Monterey, California. Marc Goossens had the honors of making the start behind the wheel. Two successful pit stops were made by the RSR crew and Goossens was able to go 1 hour 21 minutes in the allotted four hour race before having to retire because of damage to the drive train. The #33 Jaguar XKR GT2 recorded its fastest race time of 1:29.806 around the challenging 2.238-mile permanent road course of Mazda Raceway Laguna Seca.

"My overall experience is very positive," said Goossens. "I think the team handled things well despite the setbacks we ran into over the weekend. It made for not having much track time, but I am encouraged from the race because we had an hour and a half of good running time. We were able to gather data and get a good feel of the car. Unfortunately we had to end the race early with a broken CV joint. But in general, it was a good lesson and there are many things we can take away from this experience. There is a lot of potential in this car - it just takes test days and that is what the team is working on. It has been a pleasure working with the RSR team this weekend and being part of this critical development time for the Jaguar XKR GT2."

This weekend's entry for RSR marked the team's first official ALMS series start. "It was good to get our first experience at a full ALMS race weekend, from a procedural standpoint," commented RSR Technical Director John Gentilozzi. "I can't say enough about how good the IMSA / ALMS officials were in working with us and making sure that we had all of the information that we needed. They are truly a first-class organization. We are very excited about being here."

Paul Gentilozzi wrapped up this weekend by noting, "We want to thank Yokohama for all their support this weekend. They were by our side providing us with tires and valuable technical support. I have huge faith in them and with everything else that happened we knew we could count on the tires to get us to where we needed to be at the end of the weekend."

The RSR team will head back to their East Lansing, Michigan-based shop to prepare for more on-track testing within the next couple of weeks in preparation for the 2010 American Le Mans Series season opener March 20 in Sebring, Florida.

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Vici Racing Team Report

Source: Edd Ellison, Vici Racing

After 4 hours 1 minute and 59 seconds of hard-fought racing and having completed 153 laps of the Laguna Seca Raceway, in the gathering darkness and under a crescendo of fireworks Johannes Stuck brought the #18 T-Mobile® VICI Racing™ Porsche 911 GT3 RSR safely over the finish line last night as the clock ticked past six-thirty.

The final round of the 2009 American Le Mans Series (ALMS), the Monterey Sports Car Championships, also wrapped up the Miami, Florida-based team's racing program for the year, and the performance comfortably exceeded our expectations which had been to look at this concluding race effectively as an extended test session in full racing conditions and the start of our 'winter' test program, and Johannes' team mate Richard Westbrook, who shouldered the bulk of the responsibility as he triple stunted from the start, had battled his way through the competitive field to climb as high as second place, thanks to skillfully, determined driving, shrewd tactics from the pit wall, and slick work by the crew, the Briton also closing in on the race leader and having forced his way past much vaunted factory machinery in the process.

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Mazda Raceway Laguna Seca / 2.238 miles
October 9-11, 2009 / Monterey, California



World Class

ALMS Final Race Report

Class	Car	No	Class	Drivers	No Laps	Diff	Total Time	Best Time	In Lap	Make	Status
1	1	66	P1	de Ferran*/(Pagenaud)	168	-	4:00:51.966	1:13.281	23	Acura ARX 02a	Running
2	1	15	P2	Fernandez/(Diaz*)	168	0.662	4:00:52.628	1:13.497	47	Acura ARX-01B	Running
3	2	9	P1	(Brabham*)/Sharp	164	4 Laps	4:01:44.698	1:13.949	92	Acura ARX 02a	Running
4	3	12	P1	Burgess/(McMurry*)/Willman	159	9 Laps	4:01:34.112	1:18.071	13	Lola B06/10	Running
5	4	48	P1	(Mowlem*)/Johansson	158	10 Laps	4:00:56.184	1:15.231	58	Ginetta-Zytek 09HS	Running
6	1	45	GT2	(Berqmeister*)/Long	155	13 Laps	4:02:19.069	1:24.193	131	Porsche 911 RSR	Running
7	2	3	GT2	(Magnussen*)/O'Connell	155	13 Laps	4:02:20.106	1:23.963	137	Chevrolet Corvette C	Running
8	3	87	GT2	(Henzler*)/Ehret	154	14 Laps	4:01:54.277	1:24.939	87	Porsche 911 RSR	Running
9	4	21	GT2	(Farnbacher*)/James	154	14 Laps	4:01:54.879	1:24.640	47	Panoz Esperante	Running
10	5	44	GT2	Neiman*/(van Overbeek)	153	15 Laps	4:01:34.683	1:24.576	83	Porsche 911 RSR	Running
11	6	92	GT2	Mueller/(Milner*)	153	15 Laps	4:01:35.305	1:24.298	124	BMW E92 M3	Running
12	7	18	GT2	(Westbrook*)/Stuck	153	15 Laps	4:01:59.517	1:25.155	46	Porsche 911 RSR	Running
13	8	17	GT2	(Sellers*)/Cicero	150	18 Laps	4:01:40.810	1:26.384	99	Porsche 911 GT3 RS	Running
14	1	16	UNC	(Dyson)/Smith/Devlin	150	18 Laps	4:02:01.157	1:14.127	94	Lola B09 86 Mazda	Running
15	9	28	GT2	Sutherland*/(Drissi)/Gigliotti	150	18 Laps	4:02:03.521	1:25.234	82	Chevrolet Riley Corve	Running
16	1	47	Chal	(Baker)/Cosmo*	144	24 Laps	4:01:20.213	1:30.337	115	Porsche 911 GT3 Cu	Running
17	10	4	GT2	Beretta/(Gavin*)	143	25 Laps	4:02:16.756	1:24.302	69	Chevrolet Corvette C	Running
18	2	02	Chal	Parker/(Pickering*)	140	28 Laps	4:01:52.783	1:31.592	118	Porsche 911 GT3 Cu	Running
19	3	69	Chal	Rodriguez/(Bieker*)	140	28 Laps	4:02:09.157	1:30.587	133	Porsche 911 GT3 Cu	Running
20	11	40	GT2	(Murry*)/D.Robertson/A.Roberts	139	29 Laps	4:01:14.961	1:25.447	17	Doran Ford GT-R	Running
21	4	08	Chal	(Brown)/Sweedler*	138	30 Laps	4:01:10.565	1:30.724	100	Porsche 911 GT3 Cu	Running
22	5	37	P1	(J.Field*)/C.Field	125	43 Laps	3:12:53.345	1:16.054	47	Lola B06/10	Mechanical
23	2	6	P2	Pickett/(Graf*)	124	44 Laps	3:34:23.769	1:15.442	22	Porsche RS Spyder	Suspension
24	5	05	Chal	Curtis/(Sofronas*)	89	79 Laps	4:01:46.609	1:31.122	27	Porsche 911 GT3 Cu	Running
25	6	57	Chal	(Me.Snow)/Ma.Snow*	52	116 Laps	1:32:18.649	1:32.560	28	Porsche 911 GT3 Cu	Engine
26	12	62	GT2	Melo/(Kaffer*)	49	119 Laps	1:22:41.170	1:24.154	47	Ferrari 430 Berlinetta	Mechanical
27	13	33	GT2	Gentilozzi/(Goossens)	46	122 Laps	1:21:11.567	1:29.806	25	Jaquar XKR	Drive Train
28	3	20	P2	(Leitzinger*)/Franchitti	31	137 Laps	48:06.478	1:15.329	19	Lola B09 86 Mazda	Mechanical
29	14	90	GT2	Hand/(Auberlen*)	3	165 Laps	4:30.383	1:27.098	3	BMW E92 M3	Mechanical
30	6	88	P1	(Drayson)/Cocker*	2	166 Laps	2:45.818	1:19.473	2	Lola B06/10	Accident
**	31	7	Chal	(Lewis*)/Pagerey	-	-	-	-	-	Porsche 911 GT3 Cu	Excluded
***	32	8	Chal	(Hoaglund)/Faieta*	-	-	-	-	-	Porsche 911 GT3 Cu	Excluded

*Qualifying Driver (Starting Driver)

Margin of victory: 0.662 / Time of race: 4:00:51.966

**Car 38 excluded - Bulletin 09-10 ALMS Challenge Cars (fuel capacity)

***Car 36 excluded - Art. 11.5.1 GT3 Challenge Regulations (minimum weight)

Fastest Drivers:

Chal Bob Faieta
GT2 Jan Magnussen
P1 Simon Pagenaud
P2 Luis Diaz

Green Challenge:

Prototype Patron Highcroft Racing
GT Flying Lizard Motorsports

Cautions

Laps	Reason
4 - 8	Car 6, 88 off
34 - 37	Car 08, 20 off
39 - 43	Car 4, 05, 92, 47 off
72 - 78	Car 69 off course

Lap Leaders

Laps	Car
1-120	66
121-122	15
123-146	66
147-147	15
148-168	66


Beau Barfield
Race Director


Lynda Polk
Chief of IMSA Timing


Martin Kaufman
Chairman of the Stewards