



2009 ALMS Time Warner Cable Road Racing Showcase At Road America

Source: Team Race Reports
Photos Courtesy ALMS And The Teams



Lowe's Fernandez Racing Race Report

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

Lowe's Fernandez Racing Takes Road America Win

Lowe's Fernandez Racing claimed their sixth class win of the season and a third-place overall result this afternoon in the Time Warner Cable Road Race Showcase featuring the American Le Mans Series at Road America. It was an eventful race that came down to a seven-minute shootout at the end with Adrian Fernandez holding off the #20 Dyson Mazda of Butch Leitzinger to take the victory.

Luis Diaz started the race and did a sensational job to keep in touch with the Mazda squad while setting the fastest LMP2 lap leading into the first round of pit stops. Diaz, who was shown as the P2 leader as pit stops cycled through, turned the driving duties over to Fernandez on Lap 30 [one hour and four minutes into the race]. Fernandez emerged third overall and first in class.

Fernandez managed to pull away and enjoy a comfortable margin over the #20 car, extending his lead to 20 seconds before a caution came out on Lap 53. Both Fernandez and Leitzinger pitted on Lap 55 but the #15 Lowe's Acura crew elected to take fuel only and double-stint their Michelin tires. The decision put Fernandez out ahead of not only the #20 car but the two P1 Acura's as well. The restart on Lap 56 returned Fernandez to third overall behind the P1s, but he managed to maintain a gap to the #20 car.

A caution on Lap 63 negated all of his efforts with Leitzinger directly behind him for the restart on Lap 67 with just under seven minutes remaining. Fernandez executed not only an excellent restart but a series of strong laps to take the checkered flag with a 4.5 second lead over Leitzinger. The result extends the team's lead in the championship standings to 55 points.

In addition to their win, Lowe's Fernandez Racing also won their second Michelin® GREEN X® Challenge award, which acknowledges competitors that demonstrate the best overall performance and fuel efficiency with the least environmental impact.

Lowe's Fernandez Racing will travel to Canada in two weeks time for the next round of ALMS competition – the Grand Prix of Mosport on August 30.

Race Results (Overall):

1. Brabham/Sharp – LMP1 Acura ARX 02a
2. de Ferran/Pagenaud – LMP1 Acura ARX 02a
- 3. Fernandez/Diaz – LMP2 Lowe's Acura ARX-01b**

Adrian Fernandez: “It was a good weekend all around except maybe for my qualifying. Luis was very fast, very strong this weekend and I think maybe he could have got those two-tenths for pole. Today was a great performance by the whole team. Luis made a great start and was able to maintain pace with the Mazdas. Our car was more consistent and I think we proved that at the end when we double-stinted our Michelin tires. Like always, our Acura engine was very good on fuel. We may not have the horsepower on the straights but in all, the package is very strong. The restarts were tricky. The last one I didn't like, but I did what I had to do and it was just about timing. I practiced before to make sure I was in the right range for the engine, and it worked well. I have to thank the whole team. We made our pit stops stronger and more precise and that was key. This has been a fantastic season so far and I have to thank Lowe's, Acura and Michelin. Six wins is just amazing and just speaks volumes for this team. This is a team effort alongside our partners and it has been a fantastic combination for us this year. Personally, Elkhart Lake is a track that both Luis and I love. He got his first win here in Atlantics and finally I have mine. It's a very good feeling.”

Luis Diaz: “I am very happy. This is a great result for the team. Adrian drove great and the guys did a fantastic job in the pits again. The engineers gave us a great race car. On my stint, I was passed at the start as always because we have a little bit of a disadvantage but when I saw that the car was behaving so well and that I could catch the Mazdas very easily, I tried to save fuel the best that I could to make sure that we would be in front of them after the pit stop. I did that and it worked perfectly. I think everybody did their job and this is great heading to Mosport.”



BMW Rahal Letterman Racing Report

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

The BMW M3 returned to the American Le Mans Series winner's circle with a 1-2 finish by the BMW Rahal Letterman Racing Team at today's Time Warner Cable Road Racing Showcase. The No. 90 M3, driven by Joey Hand and Bill Auberlen, achieved the new M3 racing program's first victory. Teammates Tommy Milner and Dirk Müller in the No. 92 M3 scored their fourth podium finish of the season. As the race began, starting drivers Bill Auberlen, in the No. 90 M3, and Tommy Milner, in the No. 92 M3, took advantage of their front row starting positions and opened a lead on the GT2 class. Only 15 minutes in, an early yellow slowed the field, but instead of reducing the BMW M3's lead to mere feet, it increased it to almost a full lap as both M3s received a wave-by when the pace car picked up the overall leader. Before the race went green again, both M3s were able to pit for fuel, and Milner picked up the lead through pit stop speed.

At the one hour mark Milner still held the lead over Auberlen, but as the race's second caution period occurred a "race within the race" began. Pitting both M3s under yellow, the crew of the No. 90 M3 got Hand serviced just a tick of the watch ahead of Müller to take the lead. Unfortunately, too many men over the wall for the No. 92 M3 resulted in a 60 second penalty, putting Müller an additional minute behind Hand, but still in second place. Pitting a second time under the race's third caution period, the M3s cycled through two more fast stops for fuel and new Dunlop tires. Today, able to keep the competition in check, the two M3s stayed in front for the remainder of the contest to open another winning chapter in the history of BMW Motorsport.

Bobby Rahal, Team Principal: "It can't get better than this! Great for the team and great for BMW. Everyone did a super job today!" Martin Birkmann, BMW of North America Motorsport Manager: "Yesterday I was asked about the best moment of this program and my answer was bringing the new BMW M3s to the grid at Sebring. After today, I would give a different answer. We were fast from the beginning of the weekend and brought home the first victory for the program. We had incredible support from all our partners and especially Dunlop, who continue to deliver for us. We have now arrived at a level where we can fight for top honors and that's what the program was designed to do. Today was BMW's day."

Bill Auberlen, No. 90 M3 (first): "This is what this team has earned. Everyone has worked so hard. Thanks to BMW, RLR, and Dunlop. The win seems long overdue and I can't be any happier. Road America is where I won my first professional race and now it is where we won the first one for this team. Awesome!"

Joey Hand, No. 90 M3 (first): "Bill and I called this win. Babe Ruth style. I told my wife before I left that I knew something really good was going to happen. Bill got the No. 90 M3 out front and I just brought it home. The team knows how to pit like nobody else. Every part of this team pulled together today. We earned this win."

Dirk Muller, No 92 M3 (second) "One – two, oh so nice. Incredible! The No. 92 M3 was fantastic. I am really happy for the team." Tommy Milner, No. 93 M3 (second): "A great result for sure! We had one hiccup today, but in the end we overcame it. A great job by Dirk to run for second." Round 8 of the American Le Mans Series will be held at Mosport International Raceway on August 30th.



Acura Race Report

Source: Tom Blattler, ACURA ALMS MEDIA RELATIONS

The end of Sunday's two-hour, 45-minute Time Warner Cable Road Race Showcase main event was actually a trophy dash between two good friends.

Acura driving stars David Brabham and Gil de Ferran battled nose-to-tail with respective Acura ARX-02a prototype sports cars for the last 15 minutes, with Brabham, the recent 24 Hours of Le Mans champion nipping the 2003 Indianapolis 500 winner by a mere .461 seconds on the legendary four-mile road course.

Brabham co-drove with his partner Scott Sharp in the No. 9 Patrón Highcroft Racing Acura ARX-02a to the team's second 2009 overall win and extended Brabham and Sharp's LMP1 point advantage.

Great strategy by the Patrón Highcroft squad on the final pit stop moved Brabham to the lead over de Ferran when the team changed just two left-side Michelin tires to the de Ferran team's four-tire change. Brabham then held off de Ferran in some of the best prototype wheel-to-wheel action this year.

De Ferran and driving partner Simon Pagenaud were seeking a record-setting fifth overall ALMS win Sunday at Road America with Pagenaud holding the early lead. But an early pit stop for Pagenaud gave Sharp the overall advantage and the Patrón Highcroft team maintained its lead throughout the remainder of the 71-lap feature race.

For the fifth time in 2009, Acura cars scored a 1-2-3 sweep overall.

The Lowe's Fernandez Acura team, with drivers Adrian Fernandez and Luis Diaz, finished third overall and won its sixth LMP2 class title in the No. 15 Lowe's Fernandez Racing Acura ARX-01b sports car. Much like at Mid-Ohio last week, impressive pit strategy by the Lowe's Fernandez crew helped Fernandez hold off the charge of the Dyson Racing Mazda at the checkered flag.

The Lowe's Fernandez Acura team recorded its second Michelin Green X Challenge victory for the best fuel economy and speed among all prototype cars.

The American Le Mans Series moves to Mosport International Raceway on Sunday, August 30, for one of Canada's biggest annual road racing events.

ACURA QUOTES:

DAVID BRABHAM (#9 Patrón Highcroft Racing Acura ARX-02a): "This was a great comeback weekend for us. The car was not good on Friday and Saturday. But the team did a tremendous job with some changes in the chassis. The car was very good today. Late in the race, we felt just two tires would keep us fast against Gil. The car was quick and I knew if I didn't make a mistake I could hold Gil off to the finish. That's what it took. Gil is a great driver and friend. But I wanted to get our team back in the Winner's Circle today."

SCOTT SHARP (#9 Patrón Highcroft Racing Acura ARX-02a): "This is such a big win for our team. We have been close at Lime Rock and Mid-Ohio but we had some tough luck. We were able to come back today and, as usual, David drove so well at the end to put us in Victory Lane. We have had some hard luck throughout the season. But this win is special at a special place like Road America. It feels great."

GIL de FERRAN (#66 XM Radio de Ferran Acura ARX-02a): "That was a great race with David. He didn't make any mistakes and drove very strategically today. With a driver of David's talent, I wouldn't have expected anything else from him. Our car had the speed today and I was able to close in on David at the end. But closing in and passing David are two different things. We didn't get the best breaks today, but that is the way racing falls sometimes. It was a hard-fought race and we'll take second today."

SIMON PAGENAUD (#66 XM Radio de Ferran Acura ARX-02a): "Our plan today was to pit early and get a chance at opening up a lead in the middle of the race. But the second pit stop helped the Patrón Highcroft team and we lost some of our advantage. The car was sliding a little early, but, after the first pit stop, the XM Acura was very fast. I think you saw that with my run and Gil's stint. The race was exciting for the fans. Just some great competition. Sure, we wanted to win our fifth straight. We give the Patrón Highcroft team a lot of credit. "

ADRIAN FERNANDEZ (#15 Lowe's Fernandez Acura ARX-01b): "Our pit strategy has been fantastic in the last two races. Luis and I have driven hard to win too, but the crew's planning has been great. I was able to get a very good restart at the end and that was a key, also. Winning six races this year is something I wasn't sure was possible. But this Lowe's Acura team worked very hard in the winter to be prepared for the ALMS season, and that hard work has paid off with these great runs. It is exciting to win here at Road America. I have come close before, but have finally made it."

LUIS DIAZ (#15 Lowe's Fernandez Acura ARX-01b): "I knew that the Mazdas would be fast at the start. They got by me on the front straightaway. But I was able to stay right with them, and the Lowe's Acura felt very good throughout the race. It was important for our car to be good on the entire four-mile circuit. And our crew made a very smart call in the pits to help us again. They are so good when it comes to strategy."



Flying Lizard Team Report

Source: Flying Lizard News

Full course cautions filled today's ALMS race at Road America -- with nearly a third of the 2 hour and 45 minute race run under yellow flag. The Lizard squad battled traffic, multiple on-track incidents, and an extremely tough GT2 field for the No. 45 Porsche of Joerg Bergmeister and Patrick Long to finish fourth and the No. 44 Porsche of Seth Neiman and Darren Law to finish eighth. The No. 90 and No. 92 Rahal Letterman BMWs had their first win of the season with a one/two finish.

In the No. 45, Bergmeister started third on the grid. The No. 90 BMW was on the pole, the No. 92 BMW second, and the No. 3 and No. 4 Corvettes fourth and fifth, respectively. The No. 87 Farnbacher Loles Porsche started sixth and the No. 62 Risi Ferrari seventh. In the No. 44, Seth Neiman started eleventh on the grid.

It was a relatively clean start for the field and the GT2 lead pack kept their positions for the first fifteen minutes of the race. The No. 62 Risi Ferrari had caught the front group and all were running nose to tail when the first full course yellow was called to remove a Challenge Car embedded in the gravel. The first yellow was a deciding factor in the race outcome when the two BMWs, running first and second, got the waveby from the pace car under yellow but the rest of the GT2 pack did not, separating the groups on track and allowing the BMWs to gain a full lap on the GT2 field. The BMWs pitted for fuel under the yellow, and swapped positions heading out of the pits, with the No. 92 taking the lead.

During the 15-minute caution, the GT2 pack bunched up with Joerg in P3, the No. 3 Corvette in P4, the No. 62 Risi Ferrari in P5 and the No. 4 Corvette in P6. After the green flag, they ran as a pack for the next 30 minutes, threading through slower Challenge car traffic and working to stay out of trouble from the faster prototypes. Nearing the one-hour mark, Joerg was now in P4, with the No. 3 Corvette now in P3.

Things were just starting to settle down when the second full course caution was called (at the one hour mark), sending teams hustling to get ready for driver changes earlier than planned. The entire GT2 field pitted during the second yellow, with the BMWs, Corvettes and Risi pitting first. The No. 62 Risi, in P5, was able to beat both BMWs and both Corvettes out of the pits, gaining two positions and moving to P4 (the No. 45 was still out and now in P3, and the No. 92 and No. 90 were one lap ahead, still P1 and P2.)

With a lightning-fast pit stop at the end of the yellow and a driver change to Patrick Long, the No. 45 zipped out ahead of the GT2 lead group (who were on their outlap from their pit stops), putting the No. 45 ahead of

the No. 62 Risi Ferrari. The No. 92 was in the lead, the No. 90 P2, the No. 45 P3, the No. 62 P4, the No. 4 Corvette P5, and the No. 3 Corvette P6. Still under yellow, the No. 92 and No. 90 again swapped positions when the No. 92 was served a stop and one minute hold penalty. The No. 90 was now back in the lead.

Shortly after the green flag, chaos reigned in the GT2 pack as the cars, once again bunched together, all fought for position. Risi took advantage of the opportunity to pass the No. 45 and both Corvettes followed him through, putting the No. 62 in third, the No. 3 in P4, the No. 4 in P5 and the No. 45 in P6. The No. 44, which had pitted earlier in the yellow for a driver change to Darren Law, tires and fuel, was now in P9.

With an hour and 25 minutes left to go, Patrick, in P6, was focused on the two Corvettes ahead of him. The No. 4 Corvette was forced to pit to replace a door after losing a mirror in contact on track, allowing Patrick to move to P5. With less than 50 minutes left to go, the third caution of the race was called and both the No. 45 and No. 44 Lizard cars pitted for their final pit stop for fuel and tires. Most of the rest of the GT2 field also pitted. In the No. 45, Patrick got out ahead of the No. 3 Corvette gaining a position and moving to P4.

Just after the restart, on fresh tires, the No. 45 was able to pass the No. 62 (which had not changed tires) to take P3. The No. 90 was in the lead, No. 92 P2, No. 45 P3, No. 62 P4, and No. 3 P5 and No. 4 P6.

The Lizards were now focused on a podium spot and keeping ahead of the No. 62 Risi Ferrari in P4 (which was critical for the championship), and holding off the No. 3 Corvette in P5. A fourth full course caution was called to remove yet another car from the gravel. Just after the restart, the No. 3 Corvette, now past the No. 62 Risi Ferrari, was putting heavy pressure on the No. 45. With less than two minutes left to go, on the next to last lap, the No. 3 Corvette passed the No. 45 to take third. The No. 62 Risi Ferrari finished fifth.

Joerg Bergmeister commented, "The crew did phenomenal work in the pits. In a race with so many cautions, strategy and pit work can make a critical difference and we saw that today."

Patrick Long added, "We achieved our objectives today and extended our championship lead. Our Chief Strategist Thomas Blam made a great strategy call for new tires on the last yellow that helped me get by the No. 62 for position and extend our lead."

With this result, Flying Lizard extends their ALMS GT2 championship lead for both No. 45 drivers Bergmeister and Long and the team overall. Up next for the Lizards is Mosport, August 30.

Bryce Miller Race Report

Source: Sylvia Proudfoot

Bryce Miller enjoyed his first American Le Mans Series race at Road America more than his second. The Summit, N.J., driver hoped to repeat his 2008 victory in the GT2 class, but a few factors conspired to keep him out of contention on Sunday.

Miller shared the No. 87 Marquis Jet / IPC Systems Porsche 911 GT3 RSR with Porsche factory driver Wolf Henzler of Nürtingen, Germany. Henzler qualified sixth in class on the 4.048-mile Road America road course in Elkhart Lake, Wis., after leading most of the Saturday qualifying session.

Miller drove the first stint of the two-hour 45-minute race. He and most of the class were thwarted by an early caution period, when the position of the safety car gave a one-lap advantage to a pair of BMWs. They went on to finish first and second.

When the Farnbacher Loles Racing team called Miller in for a driver change, he pitted from eighth in class and Henzler returned to the track ninth, one lap behind the rest of the field. Henzler regained two positions, but was forced back to pit lane just 22 minutes from the finish when a toe-link broke on the car's left-rear suspension. The early retirement left the team with a 10th-place GT2 finish.

Miller noted the Porsche engine restrictor size mandated by series rules limits the race engineers' ability to configure the car's aerodynamics for optimum performance.

"The restrictor plate is a large handicap for the Porsche and as a result we had to run a really low-downforce configuration to compete with anyone," he explained. "Our competitors can run an aggressive aero package with the strong straight-line speed they've been afforded. The advantage in braking, minimum cornering speed and tire wear is the comparative consequence."

Both Henzler and Miller had difficulty with the left side of the car, perhaps precursors to the problem that ultimately took them out of the race.

"I had a condition with the car very late in my stint, where I was having trouble keeping the front-left from locking up under braking. When Wolf went out, he reported that the car was pulling to the left. He flat-spotted the left-front tire, so he had to pit," Miller noted. "The pin in the left-rear upright broke, so that retired us from the race."

The Road America race was Miller's second of the season behind the wheel of a Porsche in the ALMS. Between the two races (Lime Rock Park in July and Road America), he drove a Porsche 911 GT3 RSR in the Total 24 Hours of Spa, where he finished second in the GT2 class

Farnbacher Loles Racing Report

Source: Roger Garbow, Farnbacher Loles Racing

After a promising qualifying effort for the #87 Farnbacher Loles Racing/Marquis Jet/IPC Systems Porsche 911 GT3 RSR, drivers Bryce Miller and Wolf Henzler had to settle for a tenth place finish when a broken toe link on lap 56 put an end to their day. Despite turning several fast laps including the second fastest lap of the day in the ALMS GT2 class, the mechanical failure, and a series of unfortunately timed safety car sessions kept the team from repeating their 2008 victory at the scenic Elkhart Lake, WI race course.

Fortunately, Farnbacher Loles Racing had a much more uplifting day in Round 8 of the Patron GT3 Challenge.

Yesterday, after waiting three years to get back on the podium, Darrell Carlisle scored a second place finish. Today, after only waiting one day to get back on the podium, Carlisle stood on the top step in first place. This was the McLean, VA native's first victory in the Patrón GT3 Challenge by Yokohama.

On the second lap, Carlisle driving the #40 Farnbacher Loles Racing Porsche GT3 Cup, passed Bill Sweedler of Westport, Conn., for second place and set his sights on the leader Mitch Pagerey in the #23 Porsche. After Pagerey and Amadeo Quiros, in the #58, made contact on the track, Carlisle took the lead and went on to capture his first overall and Platinum Class victory in the series.

Carlisle identified his pass on Sweedler for second as a key moment towards his first victory.

³I had a good run on Bill going down into turn five. It was the best run I had all weekend,² Carlisle said. ³We were side by side going down there into the turn, but I had the inside corner. I have to say I really had the best car out there. I was able to brake later and get on the gas sooner. Alex and the rest of the Farnbacher Loles crew did an amazing job this weekend. And now I know what it takes to get on the top of the podium.²

Ben McCrackin, driving the #81 Farnbacher Loles Racing Porsche GT3 Cup in the Gold Class repeated his podium performance from Saturday with another solid second place finish. Road America marked Ben's first race weekend since the opening round in Sebring, where he also was on the podium, but he clearly showed no signs of rust. McCrackin finished 7th overall, a one spot improvement over his 8th place overall finish during Round 7 on Saturday.

Farnbacher Loles Team Principle, Gregory Loles is happy to see his Patrón GT3 Challenge Team back in victory lane. ³After seeing both Darrell and Ben on the podium yesterday, I had a feeling that a victory was possible today, Loles said. ³I'm very proud of all the guys who work so hard for us, they deserved this win and the pair of podiums. This was truly a great result by everyone.²

³We had a tough day in the ALMS race,² Loles continued. ³But we can take solace in the fact that our RSR ran well, it's capable of fast laps, and I'm sure that we will be ready for the upcoming event at Mosport."



Dyson Racing Team Report

Source: Brian Wagner, Dyson Racing

Unlike forty years ago today, the rain stayed away and the seventh race of the American Le Mans Series here at Road America was one of the fastest of the season. Butch Leitzinger and Marino Franchitti started from pole and raced their #20 BP Mazda Lola to second place in LMP2 and fourth overall in a race of speed and tactics.

The last thirty minutes of the race was a shoot-out between the 20 car and Adrian Fernandez with Leitzinger keeping pressure on the Lowe's car right till the end. Leitzinger said "Rob Dyson got on the radio and said 'Butch, we have a race on our hands here.' Strategy and good pit stops put us in a strong position at the end and we came close to ringing Mazda its second win of the year."

The #16 car of Chris Dyson and Guy Smith was leading LMP2 when it came in for its first pit stop on lap 28 and was caught out coming in while the track went to a full course caution and the pits were closed. Low on fuel, the team had no choice but to pit, and the resulting penalty put the car down to ninth overall and fourth in class. Dyson's move to the front came to an end forty-five minutes from the end of the race when he was hit in the ear by a car spinning coming out of turn fourteen, retiring the car.

"It would have been an ideal weekend if we could have added a victory to our winning the pole yesterday," said Dyson. "But we showed our guests from BP and Mazda this weekend just how competitive their cars are. We go to Mosport in two weeks time, our home away from home and a track where Dyson Racing has enjoyed more success than any other in the ALMS calendar."

Porsche Motorsports Report

Source: Andy Schupack, PCNA Motorsport PR

The #45 Flying Lizard Porsche 911 GT3 RSR were not able to score their six straight American Le Mans Series GT2 victory at the Time Warner Cable Road Race Showcase, but the team achieved its overall goal for the weekend by extending their championship points by finishing ahead of the Ferrari 430. The Lizard Porsche started third on the grid behind the winning BMWs, and turned competitive lap times during the entire event, but lost a lap to the leaders in the first part of the race when the pace car picked up the BMWs ahead of the overall race leaders, and were given a lap advantage via the controversial pace car regulations. After that, the team had to refocus on their overall goal – winning the championship.

“The crew did phenomenal work in the pits. In a race with so many cautions, strategy and pit work can make a critical difference and we saw that today. When there were situations to take a chance or play it safe, we were able to keep our championship goal in mind,” said Bergmeister.

Patrick Long, who passed the Ferrari on the next-to-last lap to achieve his fourth-place finish (the Ferrari finished fifth), credited the crew for his achievement. “We achieved our objectives today and extended our championship lead. Our chief strategist Thomas Blam made a great call for new tires on the last yellow that helped me get by the Ferrari for position and extend our championship point lead,” said Long.

On the last lap, Patrick got by the O’Connell/Magnussen Corvette to move into third place, but could not hold off the V8 Corvette, finishing four-hundredths of a second from a podium position.

The #87 Farnbacher Loles Racing Porsche 911 GT3 RSR, which qualified sixth, but within a second of the pole, ran as high as fourth place during the race, with Wolf Henzler turning the second-fastest GT2 lap of the race after Bryce Miller had run a strong opening stint. But a problem with the right rear suspension with only eight laps to go put an end to their efforts.

In the LMP2 class, Greg Pickett and Klaus Graf again showed everyone why the Porsche RS Spyder has been the American Le Mans Series class champion since 2006 by finishing a strong third place – and fifth overall – only 1.3-seconds out of second. And in the ALMS Challenge class, Martin and Melanie Snow survived that dreaded pace car wave-by for their nearest competitor – Nick Parker and Don Pickering – to score another win, their third in four events, to close in on that championship in their Snow Racing Porsche 911 GT3 Cup car. Martin Snow had a comfortable lead when Pickering got the wave-by, gaining a full lap on the leaders without making up the time on the track. Still, Martin and Melanie won by a full lap over their rivals.

The next race for the American Le Mans Series will be at Mosport International Raceway in Bowmanville, Ontario, Canada on Sunday, August 30.



GM Racing Report

Source: Rick Voegelin, Chevy Racing Communications

The battle raged over hill and dale at one of America's great racing circuits. When the smoke cleared, Corvette Racing was on the podium for the second consecutive American Le Mans Series race with the new GT2 Corvette C6.R.

Johnny O'Connell and Jan Magnussen finished third in the GT2 division of the Time Warner Cable Road Race Showcase at Road America in their No. 3 Compuware Corvette C6.R, one lap down to the winning No. 90 Rahal-Letterman Racing BMW of Joey Hand and Bill Auberlen. Oliver Gavin and Olivier Beretta finished sixth in the GT2 class in the No. 4 Compuware Corvette C6.R after an unscheduled pit stop following contact with another car.

The GT2 race was essentially decided when the first full-course caution period began at 15 minutes into the two-hour, 45-minute race. The race-leading prototype was between the Nos. 90 and 92 BMWs and the rest of the GT2 entries. When officials started a wave-by to regroup the field, the BMWs effectively gained a one-lap advantage on their rivals. At that point, it became a race for third among Corvette, Porsche, Ferrari, Panoz, Ford and Viper.

O'Connell was fifth with 20 minutes to go when he passed Pierre Kaffer's Ferrari 430 GT in the first turn to take fourth in GT2. Then he pulled off a pass on Patrick Long in the championship-leading Porsche 911 RSR with two minutes remaining to capture the third spot on the podium.

"It's fun to have Corvettes racing again!" O'Connell exclaimed. "Kaffer was doing a great job, but I could see that he was struggling on used tires. He had a wiggle exiting Turn 1 and that allowed me to get by him. Then I had to chase down Patrick in the Porsche. There were a couple areas where we were faster, so I was thinking about setting him up there. Then going into Turn 5, he carried a little too much speed and missed the apex, so I had to throw it in there. There was some contact, but it only happened because he opened the door. We had a great race."

Magnussen started the No. 3 Corvette C6.R from fourth on the GT2 grid. After the BMWs gained a lap as a result of the safety car, Magnussen found himself in the middle of an intense four-car fight for third with Joerg Bergmeister (Porsche), Jaime Melo (Ferrari) and his teammate Beretta all within 1.33 seconds of each other. Magnussen passed Bergmeister at the 47-minute mark to take third, and seven minutes later Beretta passed Melo for fifth.

"I had a good fight with Bergmeister," Magnussen said. "The Corvette was a little faster in some places, and he was faster in other places. It was a matter of picking my place to go for it, and it came at Turn 5. The Corvette C6.R really stops well, so that was a good place to pass. I couldn't open a gap, but I could control the pace."

Beretta had a front-row view of the action. "Where I was sitting, it was a great show," he said. "It's nice for the fans, for the drivers, for the teams, and for the manufacturers. Everyone wants that. I'm really happy about Corvette Racing's work. This is the second race with the GT2 Corvette and we are already in the hunt. The main target is to finish the race and have a good pace, and I'm happy about what we have done so far."

Both Corvettes pitted under caution at 1:14 for fuel, tires and a driver change. O'Connell replaced Magnussen in the No. 3 Corvette and Gavin replaced Beretta in the No. 4 Corvette. After the pit stop exchange, Gavin was fourth and O'Connell fifth. The No. 92 BMW was penalized for a pit infraction, leaving the No. 90 BMW a lap ahead of the field.

O'Connell then passed Gavin for fourth at 1:26. Six minutes later the No. 4 Corvette pitted for a new right-side door, losing a lap.

"On the second restart there were some slower cars at the front of the pack and we all bunched up behind them," Gavin said. "I managed to work my way through and into fourth place behind the Ferrari. Then coming down through Canada Corner, a prototype clipped the mirror off my right door. At that point Johnny got by me and I was told I had to pit because the rules require a right-side mirror. That kind of ruined our race. We were going to be able to run all the way to the finish, but then there were two more full-course cautions and we were a sitting duck. It really just wasn't our day."

The No. 3 Corvette with O'Connell on board pitted again at 2:11 for tires and fuel, while Kaffer's Ferrari took fuel only. With four fresh Michelin tires, O'Connell was able to overtake the red F430 on a restart at 2:27, and then pass Long's Porsche in the final minutes.

"It's been a long time since I've been this excited about racing for third," said Corvette Racing program manager Doug Fehan. "We look at this as a victory for Corvette Racing. The unfortunate part is that we were beaten by three cars – two BMWs and the pace car. Nonetheless it was a great show, a tremendous duel to the finish, and a fantastic effort by the Corvette Racing team to bring both cars home."

Corvette Racing's next event is the Mobil 1 presents the Grand Prix of Mosport at Mosport International Raceway in Bowmanville, Ont., on August 28-30. The two-hour, 45-minute race is scheduled to start at 3:05 p.m. EDT on Sunday, August 30. SPEED will televise the race live at 3 p.m. EDT.

Time Warner Cable Road Race Showcase GT2 Results:

Pos./Drivers/Car/Laps

1. Hand/Auberlen, BMW E92 M3, 69
2. Mueller/Milner, BMW E92 M3, 68
3. O'Connell/Magnussen, Chevrolet Corvette C6.R, 68
4. Bergmeister/Long, Porsche 911 GT3 RSR, 68
5. Melo/Kaffer, Ferrari 430 GT, 68
6. Gavin/Beretta, Chevrolet Corvette C6.R, 67
7. Robertson/Robertson/Murry, Ford GT MK 7, 66
8. Law/Neiman, Porsche 911 GT3 RSR, 65
9. Feinberg/Hall, Dodge Viper, 63
10. Henzler/Miller, Porsche 911 GT3 RSR, 56
11. Farnbacher/James, Panoz Esperante GTLM, 54



Photo by Regis Lefebure / Risi Competizione

Risi Competizione Racing Report

Source: Fiona Miller

A podium finish proved to be just out of the grasp of the Risi Competizione Ferrari F430 GT at Elkhart Lake's Road America track today, despite the Houston-based team challenging hard and running in the top three for much of the second half of the race. A fifth place finish at the checkered flag was, however, enough to maintain a strong hold on second place in the GT2 points standings behind the Flying Lizard Porsche team. The victory for the seventh round of the American Le Mans Series went to BMW – the marque chalking up its first win since its return to the ALMS.

It was a day for the strategists at Road America. Although the hoped-for rain (hoped for by Risi in order to provide some much-needed power equalization through the field) failed to fully materialize, Risi gained places during the race through slick pit work and some smart and consistent driving, notably by Pierre Kaffer.

Pit stops on laps 28 and 52 were carried out during two of the three full course caution periods. Unlike the rest of the GT field, the team elected to take on fuel only at the second of the two stops and were able to exit into second place between the two BMWs. They had earlier profited from a one-lap advantage over their rivals when the first yellow fell just as the leaders had lapped the rest of the GT2 pack.

Risi's strategy gamble looked as though it might pay out handsomely, but ultimately fresher tires on the competition meant that Pierre Kaffer wasn't able to maintain his earlier pace and he dropped back from second to fifth in the final 13 laps.

"It wasn't easy because we aren't the fastest car on the straights; we are the slowest, and it was a fight all the way," said the German after the race. "We could stay in touch with the leaders, but our only chance to finish second was to stay on old tires. It just wasn't enough to keep the position towards the end.

"It was nice to do the second half of race for a change and the Ferrari was good as we'd made quite a few changes over the weekend. We're not fast enough to properly fight with the Corvettes, Porsches or BMWs; over one or two laps you can take high risks and do a good time but, if you're in traffic, it's a struggle.

Reflecting on his debut at Road America, Kaffer continued, "This was my first time here and I really, really enjoyed it. It's a beautiful race track. For the rest of the season we are now going to tracks that I know so we will continue to try to do our best and fight to the end of the championship."

Risi Competizione is a Houston-based Ferrari racing team lead by Managing Director Giuseppe Risi. Official team sponsors include Motorola, Boardwalk Auto Group, AdShip, Ferrari Financial Services and Ferrari of Houston.

The next round of the American Le Mans Series will be the Mobil 1 Presents the Grand Prix of Mosport at Bowmanville, Ontario Canada on Sunday, August 30. The race is scheduled for 3:05pm EST and will air live on SPEED TV from 3:00pm EST and on MotorsTV -Tape delayed on Sunday, 6th September beginning at 5:00 pm (UK); 6:00 pm CET. The race can also be followed on American Le Mans Radio presented by Porsche and Live Timing & Scoring on www.americanlemans.com.



Road America / 4.048 miles
August 14-16, 2009 / Elkhart Lake, Wisconsin



World Class

ALMS Final Race Report

Pos	Class Pos	Car No	Class	Drivers	No Laps	Diff	Total Time	Best Time	In Lap	Make	Status
1	1	9	P1	Brabham*/(Sharp)	71	-:--	2:45:49.618	1:50.896	62	Acura ARX 02a	Running
2	2	66	P1	de Ferran*/(Pagenaud)	71	0.461	2:45:50.079	1:50.873	45	Acura ARX 02a	Running
3	1	15	P2	Fernandez*/(Diaz)	71	15.809	2:46:05.427	1:53.674	62	Acura ARX-01B	Running
4	2	20	P2	Leitzinger/(Franchitti*)	71	22.551	2:46:12.169	1:54.358	63	Lola B09 86 Mazda	Running
5	3	6	P2	(Pickett)/Graf*	71	23.914	2:46:13.532	1:52.491	63	Porsche RS Spyder	Running
6	3	37	P1	(J.Field*)/C.Field	71	48.510	2:46:38.128	1:51.619	37	Lola B06/10	Running
7	4	48	P1	Mowlem/(Johansson)	70	1 Laps	2:46:22.262	1:54.420	27	Ginetta-Zytek 09HS	Running
8	5	12	P1	Willman/(McMurry*)	70	1 Laps	2:46:43.063	1:55.756	16	Lola B06/10	Running
9	1	90	GT2	Hand*/(Auberlen)	69	2 Laps	2:47:34.086	2:09.249	61	BMW E92 M3	Running
10	2	92	GT2	Mueller*/(Milner)	68	3 Laps	2:47:23.494	2:08.746	58	BMW E92 M3	Running
11	3	3	GT2	(Magnussen*)/O'Connell	68	3 Laps	2:47:27.401	2:09.723	58	Chevrolet Corvette C	Running
12	4	45	GT2	(Berqmeister*)/Long	68	3 Laps	2:47:27.812	2:09.396	58	Porsche 911 RSR	Running
13	5	62	GT2	(Melo*)/Kaffer	68	3 Laps	2:47:31.437	2:09.432	42	Ferrari 430 Berlinetta	Running
14	6	4	GT2	(Beretta*)/Gavin	67	4 Laps	2:47:28.579	2:09.764	47	Chevrolet Corvette C	Running
15	7	40	GT2	(Murry*)/D.Robertson/A.Roberts	66	5 Laps	2:48:10.825	2:11.404	15	Doran Ford GT-R	Running
16	8	44	GT2	Law/(Neiman*)	65	6 Laps	2:47:27.522	2:10.603	57	Porsche 911 RSR	Running
17	1	57	Chal	(Me.Snow)/Ma.Snow*	63	8 Laps	2:48:00.128	2:18.836	42	Porsche 911 GT3 Cu	Running
18	9	11	GT2	Feinberg/(Hall*)	63	8 Laps	2:48:10.040	2:11.199	37	Dodge Viper	Running
19	2	02	Chal	Parker/(Pickering*)	62	9 Laps	2:45:53.111	2:20.422	36	Porsche 911 GT3 Cu	Running
20	3	36	Chal	(Hoaglund)/Faieta*	62	9 Laps	2:47:59.924	2:19.890	54	Porsche 911 GT3 Cu	Running
21	4	47	Chal	(Baker)/Cosmo*	61	10 Laps	2:47:50.162	2:18.192	61	Porsche 911 GT3 Cu	Running
22	5	08	Chal	(Brown)/Sweedler*	61	10 Laps	2:47:51.211	2:18.693	61	Porsche 911 GT3 Cu	Running
23	10	87	GT2	Henzler*/(Miller)	56	15 Laps	2:23:08.951	2:09.376	47	Porsche 911 RSR	Mechanical
24	11	21	GT2	Farnbacher*/(James)	54	17 Laps	2:47:26.564	2:10.239	30	Panoz Esperante	Running
25	4	16	P2	Dyson/(Smith*)	50	21 Laps	1:58:04.957	1:54.486	42	Lola B09 86 Mazda	Contact

*Qualifying Driver (Starting Driver)

Margin of victory: 0.461 / Time of race: 2:45:49.618

Car 40 penalized 10 seconds

Fastest Drivers:

Chal Guy Cosmo
GT2 Dirk Mueller
P1 Gil de Ferran
P2 Klaus Graf

Green Challenge:

Prototype Lowe's Fernandez Racing
GT Corvette Racing

Cautions

Laps	Reason
8 - 11	Car 47 off course
29 - 32	Car 11 off course
54 - 57	Cars 21 & 16 contact
64 - 66	Car 11 off course

Lap Leaders

Laps	Car
1-8	66
9-27	9
28-30	66
31-55	9
56-58	15
59-71	9

Beaux Barfield
Race Director

Lynda Polk
Chief of IMSA Timing

Martin Kaufman
Chairman of the Stewards