



---

***Grand-Am Rolex Series Porsche 250 presented by Legacy Credit Union  
At Barber Motorsports Park***

Source: Team Race Reports  
Photos courtesy the teams and Grand-Am



**Grand-Am Race Report**

Source: JJ O'Malley, Grand-Am

**Gurney Holds Off Pruett in Another Fantastic Finish, Barber Victory Ties Daytona  
Prototype Standings**

**Stevenson Pontiac Takes Second GT Victory of Season**

Alex Gurney held off Scott Pruett in a 20-minute sprint to win Sunday's Porsche 250 presented by Legacy Credit Union, tying the Daytona Prototype point standings with only four races remaining in the 2009 Grand-Am Rolex Sports Car Series presented by Crown Royal Cask No. 16 season.

In Acxiom GT competition, Andrew Davis and Robin Liddell scored their second victory of the season in the No. 57 BryanMark Financial/Stevenson Automotive Pontiac GXP.R.

Gurney won the team's series-leading third race of the season in the No. 99 GAINSCO Pontiac Riley, started by polesitter Jon Fogarty. Gurney won by .759 seconds over Scott Pruett, who took over from Memo Rojas in the No. 01 TELMEX Lexus Riley. It was the sixth time in eight races the margin of victory was less than one second.

"We didn't want to see that last yellow," Gurney admitted. "We had a great strategy that kept us out front and our car was good enough to win. So it was a great day. Scott drove really clean and it looked like he was a little quicker, so I was really happy about that. I'm really happy for everyone at GAINSCO and that we can fight it out these last four races."

The closing laps encompassed a three-car fight, with Michael Valiante able to pull alongside Pruett several times in the No. 6 Michael Shank Racing Ford Riley started by John Pew. Valiante finished third, 1.261 seconds back.

"We weren't going for the points, we were going for the win," Pruett said, with the TELMEX and GAINSCO teams tied with 231 points apiece. "It was another great race for Grand-Am - it was close and a great race for the fans. The points race is tied up again, and the race is on for the championship."

Buddy Rice and Antonio Garcia finished fourth in the No. 09 AMA Pro Racing Porsche Coyote, with Garcia leading two laps midway through the race. Fifth went to Ricardo Zonta and Nic Jonsson in the No. 76 Krohn Racing Ford Riley.

Two of the four leading championship contenders entering the event experienced problems in the opening laps. Penske Racing entered the event fourth, 17 points back, but Romain Dumas went slightly off course moments after the drop of the green flag, which culminated in damage to the front end of the No. 12 Verizon Wireless Porsche Riley. The team lost three laps making repairs, and Dumas and Timo Bernhard went on to finish 15th. They now have 198 points, 33 behind the leaders, while Valiante took over fourth with 215 points.

"This was a weekend to forget," said Bernhard, who mentioned the Penske crew worked until 3 a.m. Saturday after a practice crash destroyed the bottom of the team's race car. "The crew worked very hard to fix the car, but we could not get a good result to repay them for their hard work."

SunTrust Racing drivers Brian Frisselle and Max Angelelli entered the race one point behind Pruett and Rojas. Frisselle went off course and was stuck in a gravel trap on Lap 3, bringing out the first caution period. He lost four laps. The team was able to make up one lap but finished 14th, and is now 16 points out of the lead with 215 points.

Following Frisselle's incident, the race ran caution free until the No. 30 Sahlen's/3Dimensional.com Mazda RX-8 of Dane Cameron stopped at Turn 9 entering the race's final half hour.

Fogarty led 48 laps and Gurney 41 as the GAINSCO duo led the most laps at Barber for the third consecutive year, averaging 90.629 mph. David Donohue led 13 laps in the No. 58 Brumos Porsche Riley before contact with a GT car resulted in a cut tire and a 10th-place finish. In addition to Garcia, other race leaders were Rojas (three laps), Valiante (one) and Mark Wilkins (one).



### **Stevenson Pontiac Dominates Acxiom GT Battle**

Stevenson Motorsports stretched the opening shifts for both Andrew Davis and Robin Liddell, who had fresher tires in the stretch run en route to the second victory of the Acxiom GT campaign.

Liddell won over SpeedSource's No. 70 Castrol Syntec Mazda RX-8 of Nick Ham and Sylvain Tremblay. Paul Edwards and Kelly Collins took third in the No. 07 Drinkin' Mate Pontiac GXP.R, followed by Joe Foster and Charles Espenlaub, giving the No. 40 Dempsey Racing its best finish in GT competition.

"Nick kept me honest in the closing laps, because he could match our times," Liddell said. "But honestly, I knew we had it in the bag."

Liddell led 60 laps and Davis 14, while defending race co-winners Ham and Tremblay led 14 and four laps respectively. The only other leader was polesitter and point co-leader Leh Keen, who led the opening 11 laps in the No. 87 Farnbacher Loles Racing Porsche GT3.

Keen and Dirk Werner placed fifth after winning the past three GT races and four of the last five. They maintained their points lead over Edwards and Collins, who closed to within 25 points with four events remaining (247-222). Tremblay and Ham moved from fifth to third in the standings with 211 points.

While race day temperatures reached 83 degrees, the weather was a far cry from recent years. Last year's race was held in 103-degree heat.

The next action will be the Crown Royal 200, Friday, Aug. 7 at Watkins Glen International, when the Grand-Am Rolex Series races in conjunction with the NASCAR Sprint Cup and Nationwide Series.



## **Stevenson Motorsports Race Report**

Source: [ashautomobilia.com](http://ashautomobilia.com)

### **Stevenson Pontiac Makes Commanding Run Back Into Championship Race *No. 57 Pontiac GXP.R Comes All The Way Back From DNF In Last Race***

After failing to finish at the last race, held at the Daytona International Speedway, the No. 57 Stevenson Motorsports / BryanMark Financial Pontiac GXP.R, driven by Andrew Davis and Robin Liddell turned the team's fortunes around by winning at the next race, the Porsche 250 at Barber Motorsports Park in Alabama. This was the eighth round of the 2009 Grand-Am Rolex Sports Car Series presented by Crown Royal Cask No.16, and it marked the second win and third podium finish of the season for this Jacksonville, North Carolina race team.

Andrew Davis pushed his way to the front of the pack in the opening few minutes and his efforts, combined with excellent race strategy and the always-outstanding driving ability of Robin Liddell, allowed them to pull out a comfortable lead over the rest of the GT field. By the time the checkered flag waved the Stevenson car had led over 70 laps of the 103 lap race.

Team Manager Mike Johnson: "What a great comeback for our team after the huge disappointment of Daytona. We had one of those perfect weekends where the car was really fast, the drivers were fast, pit stops were awesome and we used a unique strategy that proved to work out as we planned. We actually changed strategies mid-way through the race once we realized that the difference in lap times between new and used rubber was so large. We told both drivers to push as hard as they could and made one more stop than the rest of the field. The gap between new and used rubber was about 3 seconds per lap and the other teams were running over an hour on rubber while we never went longer than 40 minutes.

"At the last stop, we waited to hear when the 70 (SpeedSource Mazda) was coming down pit lane, and once they did, we pit as well making sure we kept the lead and had the same rubber as the rest of the field. It worked out great."

Liddell agrees this was a fantastic turn around for the team that came so close to a championship in 2008 only to see so much go sour in 2009.



"Having retired from the last race, this was the perfect comeback," confirmed Robin. "I'm delighted with the job which the team did in the pits and with Mike and the guys for figuring out the winning strategy."

Andrew Davis is very familiar with the Barber circuit and he was able to put his experience and talent to good use within a few laps of the start. His charge to the front set the tone for what was to come.

"Qualifying was extremely close," said Davis, "so I knew that the start of the race was going to be a battle. It certainly was for the first 10 laps, as I tried to put as much pressure as possible on the leading Porsche. I was able to get by at the end of the back straight, and from there I was determined to drive away. The BryanMark Financial Pontiac GXP.R was well balanced for the greasy track conditions, so I found myself able to gap the field by 10 seconds before our first pit stop. It was great fun to lead at what has become my home track!"

The racing surface proved hard on tires as the aggregate in the asphalt was quite abrasive thus making tires a primary concern for every team.

Johnson: "We could not go an hour and 10 minutes on a set of tires so we waited to the 45 minute mark for the first stop to change tires, driver and add fuel. Andrew did an amazing job getting the lead and, since we knew when we were going to pit, he could charge as hard as he wanted and not conserve rubber. Robin got in and now had fresh rubber which allowed him to run 2-3 seconds per lap faster than the field and it started making sense to the team that if he got to a 50+ second lead, we could change the strategy and make it a 3 stop race. When Robin left pit lane it was just as the 70 was coming in, and we carried that to a 50+ second lead when the last yellow came out."

Liddell: "Tire wear was always going to be the main issue and in a way losing this race in the closing stages last year caused us to think outside the box this time around. Rather than conserve our tires, we opted to push hard and made three pit-stops to change tires which, as it turned out, was the correct decision.

"We could potentially have lapped the field such was the lead which we managed to extend but we played it safe, to the extent of pitting with 40 minutes remaining to take on fresh rubber in case a late caution gave us a battle on our hands in the closing stages of the race."

Davis expressed his thanks for the team's efforts when he said, "I am very proud of the effort put forth by the entire Stevenson Motorsports team. I would say this was our most complete race to date. The crew worked extremely hard to get us a great car, the pit stops were excellent, and Mike Johnson's race strategy played out perfectly.

"Coming into this event we realized the importance of keeping good tires under our #57 GXP.R, so we focused on optimizing the set-up to maximize front grip. By making an extra pit stop during the race, we were able to keep the freshest rubber on the car throughout the duration of the event. Everything else just seemed to fall into place to get Stevenson Motorsports back to the top of the podium.

"It feels great to get back into victory lane! I want to thank John and Susan Stevenson, as well as everyone at Stevenson Automotive for their unwavering support of the team."

Johnson too had his words of praise for the 'comeback crew': "Finally, a huge credit goes to Michael Hoffman and to Chris Vallely and Chris Minot who basically redesigned the entire cooling system to solve the problem we had in Daytona. We are now able to control our engine temps and water pressure a lot more which allows us to run harder and in traffic. "

Team owner John Stevenson couldn't have been more pleased with the rapid turnaround in the team's fortunes.

"I am so proud of this great team's effort to come back and win the race after our adversity at Daytona" said Stevenson. "This win was truly a team effort as everyone was a part of our successful weekend.....Andrew Davis and Robin Liddell's driving were flawless, Mike Johnson called a brilliant race, Michael Hoffman and the crew did an outstanding job of preparing the car and flawless pit stops and our engineers, Kyle Millay and

Greg Jones, contributed to our first place podium finish. We're back in the hunt and we will certainly try to win all four of the remaining races."

With so few races left in the 2009 season the chances of winning an overall championship have all but dissipated for this team. But just as was the case at Barber after Daytona, no one will concede the race – or any of the remaining races – just yet.

Johnson: "We all know the championship is out of reach, but someone's going to win the last four races and, as John said, we are going to do everything we can to make sure it's us."

The next race on the 2009 Grand-Am Rolex Sports Car Series presented by Crown Royal Cask No.16 will be the 9th of the season with the series moving back to upstate New York at the Watkins Glen circuit.

More information about the Stevenson Motorsports team, and the new Stevenson performance shop, can be found at [www.stevensonmotorsports.com](http://www.stevensonmotorsports.com)

For more information on the Grand-Am Rolex Series, go to [www.grand-am.com/rolex/](http://www.grand-am.com/rolex/)

Stevenson Motorsports operates out of a facility located in Jacksonville, North Carolina.



## **Michael Shank Racing Report**

Source: Matt Cleary, Sunday Group Management

After starting from tenth on the grid, John Pew drove an outstanding opening stint with the No. 6 Michael Shank Racing Ford/Riley to move up to fourth in the order before turning the controls over to co-driver Michael Valiante, who fought with the lead pack in a thrilling late-race battle to take third place in the Porsche 250 presented by Legacy Credit Union at Barber Motorsports Park on Sunday.

The podium result is the third for Michael Shank Racing at Barber Motorsports Park, and the second consecutive 3rd place finish at the Alabama facility for Pew as the Rolex Sports Car Series staged round eight of the 2009 season. The result also marks the seventh consecutive top-ten result for the No. 6 so far this season.

"It's great to be back up on the podium again here at Barber," said Pew. "I was pretty happy with the start of the race and Michael did a great job at the finish once again. The car was really good-there wasn't much grip of course, but at least the balance was good and the car was consistent. I had a little bit of contact with the Banner car right at the end of my stint. I went on the inside and I just don't think he knew I was there but at least the car wasn't hurt too much and Michael was able to pick off where I left off."

A full-course caution with just under 20 minutes remaining set up a three way battle for the lead as the 99, 01, and Valiante-driven Ford/Riley weaved through GT and lapped traffic looking for any advantage. While the Canadian staged one breathtaking assault on the 01 machine, he had to play the better part of valor and rescind the spot in the next corner before coming home a close third at the finish.

"I had lot of chances to pass Pruett, but he was taking a lot more risks than I expected him to and there were certainly some opportunities that I could have taken, but would have likely meant we would have both been knocked out," said Valiante. "It was a really exciting battle and hopefully the fans enjoyed it. We were all good in different parts of the track. John (Pew) drove a fantastic race once again and again we had a car that was fast enough to win, but there was just no clean way by on this track today. You had to be smart out there. It's great to get back up on the podium and hopefully we can do it again at the Glen."

The sister No. 60 Michael Shank Racing Ford/Riley of Mark Patterson and Oswaldo Negri recovered from a 60-second pit lane procedure penalty to finish sixth for the second race in a row. Like Pew, Patterson also

got a fast start to the two hour and forty-five minute race as he moved from eleventh on the grid up into the top five before turning the machine over to Negri.

"The tire wear wasn't the only issue, because every time you went off line to pass GT traffic, you also had to deal with the pick up on the tires and it would take at least a lap to get off the car--I almost drove into the crowd at one point!" said Patterson. "Ozz ran some incredible times on very old tires before the pit stop, so it was a shame to have the penalty set us back. Congratulations to John and Michael as well on the day."

Negri began another of his trademark charges through the field, moving from 13th in the order on his way to the top-five once again. But before he could convert that into a return to the podium, the subsequent pit stop saw the team penalized for a procedural penalty. But despite going a lap down to serve the penalty, Negri kept fighting, recovering to take sixth in the closing moments before the checkered flag.

"The guys did a great job again this weekend and we had a car to win the race," said Negri. "Mark had a great start and we were on track for a very good finish. But these things can happen (penalty) and all we can do is focus on how good our car was all weekend. We have had podium cars all season long, but just need to get a break to go our way to do it. It's been frustrating, but we know that it will turn our way soon. Hopefully at the Glen!"

The double-top six finish was the second such team result in as many Rolex Sports Car Series events, although Mike Shank is driven to look for even more in the future.

"John (Pew) drove one of the best stints I've ever seen him do," said Shank. "We had a great start to the race and it was a shame what happened in the pit stop because we could have had both cars there fighting for the podium. But my hat's off to the 6 car guys because they called a great race, and John and Michael were really strong today. It's great to get some new hardware for the trophy case. The luck wasn't what we were hoping for in the 60, but the speed certainly was, so that's what we'll focus on for the Glen. "

Michael Shank Racing will race again at Watkins Glen in the "Short Course" as part of the NASCAR Sprint Cup event weekend.





## **SunTrust Racing Report**

Source: Laz Denes, True Speed Communication

Two weeks and a day removed from their first Grand-Am Rolex Sports Car Series victory of the season that came in dramatic fashion at Daytona (Fla.) International Speedway on the Fourth of July, co-drivers Max Angelelli and Brian Frisselle and their No. 10 SunTrust Ford Dallara of Wayne Taylor Racing teammates found themselves on the opposite end of the emotional spectrum a mere three laps into Sunday's Porsche 250 at Barber Motorsports Park in Birmingham, Ala.

Having started a solid third on the grid after Frisselle's qualifying effort Saturday, the young driver this afternoon found himself stuck in a turn-seven gravel trap on lap three after spinning off course. He lost three laps before safety workers could drag him and the SunTrust Racing machine back on track. And on a 2.3-mile, 16-turn racetrack known to be notoriously difficult when it comes to passing cars, and in a race that had just two caution periods, there was going to be no way to make up the deficit despite having one of the fastest cars in the field.

The brief but significant turn of events left the SunTrust team with a 14th-place finish. And, coupled with a 1-2 finish by the No. 99 Gainsco/Bob Stallings Racing Pontiac Riley of Alex Gurney and Jon Fogarty and the No. 01 Chip Ganassi Racing with Felix Sabates Lexus Riley of Scott Pruett and Memo Rojas, the SunTrust team fell one spot to third place in the Rolex Series championship chase, 16 points behind the Nos. 99 and 01 teams, which are now tied at the top of the standings with four races remaining.

"I just made a mistake," said a dejected Frisselle afterward. "I went in a little too fast in that corner, lost the rear end, and that was it. I'm extremely disappointed because it cost us our race. Unfortunately, now, we're going to need some help if we're going to win the championship. We're going to have to be perfect from here on out and they're going to have some bad luck. It's not a good position to be in, but one where we still have a chance. This is a good enough team to do it."

Frisselle experienced a few rough moments on the opening lap of today's 2-hour, 45-minute race, as well. He stayed nose-to-tail with polesitter Jon Fogarty in the No. 99 Pontiac heading into the fast, left-hand turn one, but then got pushed wide by Rojas in the No. 01 car transitioning to the right-hand turn two. While trying to gather the car back up, Frisselle was pushed off again by Memo Gidley in the No. 77 Doran Racing Ford Dallara, which allowed both Gidley and Alex Garcia in the No. 09 Spirit of Daytona Porsche Coyote to get by and dropped Frisselle back to fifth. Frisselle held firm to that top-five spot until the incident in turn seven two laps later.

"I got pushed out by Rojas, and then Gidley didn't give me any room at the exit of turn five, pushed me off, and that allowed Garcia to get by," Frisselle said. "It was just a bad series of events at the start and it was really unfortunate."

Frisselle turned consistently fast laps the rest of his 62-lap stint but could not put a dent in the three-lap deficit before turning the SunTrust car over to Angelelli.

"It's disappointing, obviously, because there was nothing the team could have done to avoid what happened today," said Angelelli, who turned what wound up as the second-fastest lap of the race just nine laps after taking over the SunTrust car. "The team provided us with a super-fast car, so there's not much else we could've done. It's pretty painful at this stage of the championship. It's going to be tough over the next four races. When you have a fast car – a winning car – you need to get at least a top-three finish. We'll need to go to the next one, keep working hard, and learn from our mistakes."

The Gainsco team's victory was its third of the season, tops in the series, while the Ganassi team's runner-up finish was its fifth top-two in the first eight events of 2009. The SunTrust team, which started the day just one point behind the championship-leading Ganassi team, also saw its streak of races in which it has led laps end at 10, dating back to its victory last August at Infineon Raceway in Sonoma, Calif., in the third-to-last race of the 2008 season.

"I really don't know what to say because we work hard on giving the drivers the best car, and there was no doubt this weekend we gave them the best car in the race," team owner Wayne Taylor said. "We could see that by Max setting some of the fastest race laps every lap during his stint. Otherwise, it's very hard to be upbeat about this when we really just threw it away. For us, that's just not acceptable. But, you know what? The team, as they always do, will just get back up, they'll gather it all up, they'll test (at Barber Motorsports Park) tomorrow. And we'll go to the next race, we'll have a good team again, and that's it. Now, somewhat, the pressure's off. That's when good things tend to happen to good people."

## **Spirit Of Daytona Team Report**

Source: Matt Cleary, Sunday Group Management

Spirit of Daytona Racing captured the best Daytona Prototype finish in team history on Sunday at Barber Motorsports Park, finishing fourth in the Porsche 250 presented by Legacy Credit Union with the No. 09 Porsche V8-powered Coyote as drivers Antonio Garcia and Buddy Rice combined for a strong Rolex Sports Car Series outing.

Despite utilizing the older Coyote chassis, the Rolex 24 At Daytona-winning duo made the most of the machine's ability to run well in low-grip situations to post the best finish of any Porsche-powered Daytona Prototype for Spirit of Daytona Racing once again.

"To take fourth with this car is like a win for us," said team owner Troy Flis. "It's a top-ten car, but with these guys (Antonio and Buddy), they got it up to fourth. Even though this isn't the car we planned on racing, I'm really happy to come out of here with this result today. It's also great to have the best-finishing Porsche-powered car here in a Porsche-sponsored event, so that's just one more good thing out of the weekend! Now everyone is really looking forward to seeing what we can do at the Glen."

Garcia opened the race from fifth on the grid before moving up to race in the top two, taking the lead briefly before pulling into the pits to turn the machine over to Rice, who was making his first start on the 2.3 mile Alabama-area road course.

"I was thinking most of the time of the number 90 car, because we would have been even better!" joked Garcia after getting out of the AMA-liveried Coyote. "I really enjoyed the first stint of the race. I was taking it a bit easy with the tires and being careful to try to not over drive it. It was the same for everybody of course. The rubber off-line made it hard sometimes with the GT traffic, but it was great to have this car lead and run so strongly. We were there not by chance so it was a good start to the race."

Rice has made Rolex Sports Car Series race starts going back to 2002, but has most recently been focused on the endurance events like the Rolex 24 At Daytona that he won this January. So the Arizona native was looking to not only learn the Barber track, but also to get more familiar with some of his competition in the Rolex Series.

"I had never been here and didn't really have a lot of seat time before the race started, but overall this was a real solid day for us," said Rice. "The team did a great job, and I was just trying to learn more about how

these guys race in the sprint events because there is even more intensity in these short races. It's great to get the best Porsche finish on a Porsche track, and now hopefully we can just pick up on this when we get the new car back for the Glen."



## **KROHN Racing Team Report**

Source: Barbara Burns

The No. 76 Krohn Racing Ford Lola of qualifying driver Nic Jönsson and Ricardo Zonta finished fifth in the Grand-Am Rolex Sports Car Series' Porsche 250 race at Barber Motorsports Park on July 19th. Jönsson started from the ninth position on the grid and pitted on Lap 18 of the 109-lap race for a pit stop/driver change to Zonta. Zonta had several challenges, including a brief radio connection problem, a penalty and a rear tire puncture.

### **Tracy W. Krohn, Team Owner Krohn Racing:**

"I thought Ricardo and Nic did a great job today. I think we had a little bit of a questionable call at the start-finish. I'm learning not to comment until I've seen all the data and everything. But it was certainly close at best. There was a little contact at the end. We did get a quick lap in there from Ricardo. The tires just seemed to be all over the place today between the different sets. Having said all that, we ran our strategy. We had a few things we couldn't really control but other than that, I thought the car was pretty good."

### **Nic Jönsson, Driver, No. 76 Krohn Racing Ford Lola:**

"We didn't qualify very well, obviously. We had a lot of difficulties to get the car balanced and qualified a disappointing ninth. For the race, we got a pretty good start up to seventh on the first lap. We were able to hang there and the first early yellow we stayed out and gained some position and were running fourth for my short stint. From a strategy standpoint, we needed to do tires, fuel and driver on the pit stop early on so we could get that out of the way. Otherwise, I had a decent stint. Tires weren't the greatest. We also saw that later in the race with the first set of tires Ricardo ran. With the second set of tires, he said the car got completely converted. All of a sudden we had the fastest race car on the track. It's a little bit concerning about the consistency of the different sets of tires. We'll have to go back and look at that and see if we can figure something out with the different tires and so forth. We got a penalty today as well that I don't think we should have had. I think from where the car ran during the weekend, I think we should be pretty happy with our finish position."

**Ricardo Zonta, Driver, No. 76 Krohn Racing Ford Lola:**

"My first stint was quite difficult because of the first set of tires. We kept the same set of scrubbed tires and I think they were not good. I don't think scrubbed tires work here because we lost so much speed in the first stint. The second stint when we put new tires on, the car was very good. On the restart I was involved with car No. 09 but I think it was a wrong call against me. We lost the chance of podium because of that."

**David Brown, Team Manager/Engineer, Krohn Racing:**

"It was an interesting race. We certainly had the performance to finish higher than we did. We received a penalty at the restart, when Ricardo was behind the No. 09 car, which we are investigating ourselves. That put us back a bit but because of the speed of the car and the tenacity of the driver, he was able to regain the position he would have had had he overtaken that car. Two laps from the end there was contact again when another car moved over on Ricardo and he got a left rear puncture and it bent the rear wheel and damaged the body work a lot. We pitted, put a fresh set of tires on it and went around and took the flag and eventually finished fifth. We believe we should have been able to finish higher than that. The drivers did a great job driving the car. We really showed that although the performance in qualifying was not what we expected and very much below the standard we wanted that the race car was again able to be competitive. Ricardo, in fact, set fastest lap of the race. We'll go to the next race and see if we can have a clean run and show the performance of the car and the abilities of the team."

**Farnbacher Loles Racing Team Report**

Source: Roger Garbow, Farnbacher Loles Racing

The Farnbacher Loles Racing Team headed to the Barber Motorsports Park in Birmingham, Alabama with a 29-point lead in the Grand-Am Rolex Series GT Class. The team was prepared for the notoriously brutal heat at this beautiful track in the deep South. To everyone's relief, while still warm, the temperatures were cooler than last year.

The team struggled a bit finding the right set-up in practice and it wasn't until the final session that they were able to get the cars dialed in. Leh Keen took advantage of the set-up and put down a perfect lap in the #87 Farnbacher Loles/Shock Doctor Porsche 911 GT3 Cup to narrowly edge out Joe Foster in the Dempsey Racing Mazda. Keen and his co-driver Dirk Werner have had a very consistent season, which has kept them in the points lead.

The qualifying session was so incredibly tight that the first four cars were separated by only .027 seconds! Keen's teammate Eric Lux was not far behind Leh. His lap of 1:28.768 in the #86 Farnbacher Loles/Wheel Enhancement/Shark Energy Drink Porsche was only .216 off the pole but put him in the sixth starting spot. Lux had to do all the practice and set-up on the car this weekend since his co-driver Wolf Henzler was racing another Farnbacher Loles Porsche in Connecticut and flew in to Birmingham on Saturday night.

At the green flag, Keen held the lead though the first lap while Lux was contacted by another car causing damage to the rear and sending him to the pits for a quick repair. Eric got back out quickly and was soon back into contention. Keen was passed by the #57 Pontiac midway through his opening stint and the Mazdas began to show their speed as well. At the 45-minute mark, Keen made his mandatory stop from the 4th spot and Dirk Werner took over. Eric Lux meanwhile had gotten up to third and was running fourth when he pitted to hand over to Henzler.

Henzler has had limited experience at the track and his lack of practice time prior to the race put him at a disadvantage. But he was able to get up to pace very quickly during the race and was soon turning laps times equal to his teammate.

With 45-minutes left in the race, Dirk Werner held the fifth spot while Wolf Henzler ran in seventh. And that is where they would finish. It was apparent the Porsches were no match for the Pontiacs and Mazdas this weekend. The winning #57 was turning laps 1.5 seconds faster than the fastest Porsche. With their fifth place finish, Keen and Werner points lead drops to 25 over Collins and Edwards in the #07 Pontiac. Lux is now in fourth place, only three points out of third.

Greg Loles was glad to get this race behind the team. "This circuit obviously suited our opponents better than it did us. We just couldn't get the tires to stay under the car for a stint, but we have to be happy with our fifth



and seventh place finishes considering the circumstances. Everyone did a great job. The drivers were patient and didn't get frustrated where we could have created a problem and had a poor finish. We are definitely ready to move on and go back to the Glen where we feel the track will suit us better."



## **GAINSCO / Bob Stallings Team Report**

Source: Adam Saal

GAINSCO/Bob Stallings Racing and drivers Alex Gurney and Jon Fogarty took a co-share of the Grand-Am Rolex Sports Car Series Daytona Prototype Championship points lead with a series-leading third 2009 win Sunday in the Porsche 250 presented by Legacy Credit Union at Barber Motorsports Park.

Saturday's pole-winner Fogarty and closing driver Gurney were the top lap leaders of the 2-3/4 hour race and combined to keep the No. 99 GAINSCO Auto Insurance Pontiac Riley up front for 89 of the race's 109 laps. Gurney took over for opening driver Fogarty with about 75 minutes to go and took the lead for the final time with just over an hour remaining. The race was restarted after the day's second of two full-course caution periods 20 minutes from the checkered flag and Gurney withstood heavy pressure from rival Scott Pruett in the No. 01 TELMEX/Chip Ganassi Racing Lexus Riley and a rapidly closing Michael Valiante in the No. 6 Michael Shank Racing Ford Riley to take the win. Gurney crossed the finish line .759 of a second ahead of Pruett and he and Fogarty averaged 90.629 mph for the victory. Valiante finished third.

"This was a textbook weekend," said Gurney, who also co-drove with Fogarty and GAINSCO to victory in the 2007 Porsche 250 at Barber. "Jon had the pole and drove a perfect stint, we had good strategy and good out laps and held on to the lead just enough. The GAINSCO car was fast enough. I was struggling a little bit under braking at the end but we were out front, and that's what counts."

The No. 99 GAINSCO team and Gurney and Fogarty are now tied with Pruett, his teammate Memo Rojas and the No. 01 Ganassi squad with 231 points apiece in both the Grand-Am Rolex Series Team and Driver Championships. The No. 10 SunTrust Ford Dallara of Max Angelelli and Brian Frisselle is third in the championship with 215 points after finishing 14th at Barber.

Fogarty took the lead at the start and accounted for 48 of GAINSCO's laps led as he drove just over the first 90 minutes. He watched the final battle to the finish from the team's pit box.

"These Grand-Am races are always nail biters," said Fogarty, who joins Gurney as the only repeat Daytona Prototype winners at Barber. "The GAINSCO car was really good but the 01 car was right there and I knew from having run a pretty long stint that towards the end it was a real handful. It's just slippery out there and it made for some exciting racing and I am just really happy that the GAINSCO car was up on top of the podium."



GAINSCO's impressive weekend performance also included a major rebuild of the No. 99 GAINSCO race car on Saturday before qualifying. An alternator problem drained the electric power-steering assist while Gurney was at the wheel in Saturday morning practice. He drove into Turn 13 and was suddenly unable to steer through the high-speed turn. The No. 99 made contact with the tire barrier but the GAINSCO crew repaired the car in time for Fogarty to win the pole.

"As usual, this team came back from a pretty difficult hit," said team owner Bob Stallings. "We got the pole and even though the car wasn't perfect, we came back to win. Now here we are right back in the middle of the championship fight. We also had our independent agent partners from Georgia here for the first time as GAINSCO guests and, I mean, what a great race for them to see."

Other than a minor contact incident with a GT-class Porsche during Fogarty's stint, GAINSCO's only scare in the race was the late caution period. Gurney was cruising up front more than 14 seconds ahead of Pruett when the yellow flag closed up the field.

"I definitely didn't want that last yellow," Gurney said. "We had seen from earlier that certainly the 01 and the 6 were very quick. We were holding the gap to 14 to 15 second and just working traffic, so that last yellow I definitely did not want to see, but our car was good enough to win. I am really happy for everyone at GAINSCO and we can fight it out here in the last few races."

Four races remain on 2009's 12-event Grand-Am Rolex Series schedule and next up is the Crown Royal 200 at The Glen on Friday, August 7. The race can be seen in same-day coverage on SPEED at 8 p.m. ET.

Sunday's win was GAINSCO's third in the eight races run to date this season and broke a win tie with the GANASSI team that has a pair of victories. GAINSCO also won two of 2009's first four races with strong performances in the Bosch Engineering 250 at Virginia International Raceway in April and the Verizon Festival of Speed presented by SPEEDCOM at Mazda Raceway Laguna Seca in May. They also have earned top-three podium finishes in the last three races, including third in June's EMCO Gears Classic at Mid-Ohio and second place two weeks ago in the Brumos Porsche 250 At Daytona in addition to the Barber victory.

The Porsche 250 also marked the 11th career Grand-Am Rolex Series victory for GAINSCO, Gurney and Fogarty, which extends their record as the most successful driving duo in Daytona Prototype history. Gurney and Fogarty also rank third in all-time Daytona Prototype victories, just two wins behind Angelelli.



## **TRG Race Report**

Source: Kyle Chura

TRG put three of its Porsche GT cars in the top ten today at the Grand-Am Rolex Series Porsche 250 presented by Legacy Credit Union run at Barber Motorsports Park. Craig Stanton and Iron Man John Potter led the TRG brigade with an eighth place finish.

John Potter pulled triple duty today behind the wheel of the No. 41 Magnus Racing Porsche KONI Sports Car Challenge car, the No. 65 Magnus Racing/TRG Porsche GT3 as well as the No. 66 AXA/Wealth Management Strategies/TRG Porsche GT3. Potter and teammate Craig Stanton took the "Buckler Cup" as the top placing TRG GT car today coming home in eighth.

"It was a lot of fun today driving three cars," Potter said. "I was a little nervous in the GT race because the 66 and 65 cars are slightly different. Craig and I had a really good day in the 65 car with an eighth place finish. We have been able to put together a string of good finishes the last few races. The 66 car was good as well and I finished behind myself in ninth in that car."

"Andy and Spence are gentleman," Stanton said. "The three of us were running together for the last ten laps and they raced us clean and helped us to a good finish. The 65 team is gaining momentum every outing. John Potter is getting better every race. He took Iron Man status today. He likes to drive a lot and that is good. The car was good today. The tires would hang in there for 20 laps and then give up pretty quickly. I was able to manage them all of the way and then used them up to stay ahead of Andy and Spencer at the end."

Spencer Pumpelly had the No. 66 AXA/Wealth Management Strategies/TRG Porsche GT3 as high as fourth today. Sharing with John Potter, Pumpelly was able to bring the car home in ninth.

"We had a pretty extreme tire situation today," Pumpelly said. "As a result we went with a pretty extreme setup. It was a gamble. I think we went too far over the edge with it and it affected the speed of the car. We are hanging in there. It was a tough day for all of the Porsches. The tires wouldn't last a fuel stint. The guys with the freshest tires won the race today. Pretty disappointing when it comes down that aspect."

Justin Marks started the No. 67 Construct Corps/Kartel Motorsports/No Fear Energy Drinks/Voodoo Ride/K1 Speed/Gemstone Winery/TRG Porsche GT3 and was able to move up to seventh during his stint. On lap 16 he reported contact in the rear from a DP car. This eventually manifested itself into a flat rear tire that he had

to nurse all the way around from turn one. Andy Lally got in the car and was able to make-up time and bring the 67 car home in tenth.

"The Prep 1 cars were able to dominate today," Lally said. "The guys with those chassis were able to dial their cars into the track and the tires. Porsches are favored when we have extended length straight-aways of 150 mph plus. Combine no long straights with an abrasive track and that is tough for us. I think we had the best Porsche in the field today. Justin got punted by a DP and had the flat at totally the wrong spot in turn one. We got two laps down and made the best of it. The best part about the end of this race is we're that much closer to Watkins Glen."

Josemanuel Gutierrez and Scott Schroeder had a tough outing in the No. 68 Cohen Financial/TRG Porsche. Gutierrez started the car and immediately experienced a mis-fire from the motor. The team diagnosed the problem as a bad throttle position sensor, a fix that would have sidelined the car. Schroeder tried to keep the car on the track to end, but fell a few laps short when he was forced to park it at the exit of turn five during the last caution on lap 91.

"It was a tough way to end the day for us," Gutierrez said. "The car was really good and then we had that problem with the sensor. The motor issue was there from the very beginning and progressively got worse. We just kept losing speed. When Scott got in they tried to fix it and then it just kept getting worse and he had to pull off the track. That is how racing is. We are looking forward to Watkins."

"When I got in the car we had a slight miss, a problem with the throttle control sensor," Schroeder said. "With the car like that it slowly got worse. The guys were able to diagnose the issue, and determined it was not going to hurt the motor so we continued and eventually had to park it with a few laps to go. No damage done. It was one of those couple dollar pieces that ruins your day. The guys worked hard this weekend and I am looking forward to Watkins Glen."

Team owner Kevin Buckler knew the Pontiacs and Mazdas would be tough to beat today.

"With the tire situation it was a tough day for our Porsches," Buckler said. "It is really ludicrous that we spend hundreds of thousands of dollars on a weekend like this, prepare four immaculate cars, bring 50 crew and eight drivers, but the tires Pirelli gives us won't even do a full stint. We have been battling this crap for two years. Whatever tires we ran today, they were not the same tire we raced at the last race or the ones we spent the last two months setting our cars up for. This is truly amazing that it is tolerated by the series. Why even test? It is all for naught if the tires can't hold out. We don't deserve this. We could hang with them for about 10 or so laps and then just fall back. John Potter was our Beast today, running three different cars. He and Craig did a great job in the 65. Justin had some tough luck early with contact, but Andy was able to put it in the top ten at the checker. Josemanuel and Scott tried to soldier on with a bad throttle position sensor, but that just wouldn't go to the end. Spencer had a decent run with John Potter, but it just wasn't a Porsche type day."

## **Porsche Motorsports Race Report**

Source: Andy Schupack, PCNA Motorsports

### **VICTORY ELUDES SNAKE-BIT PORSCHE TEAMS AT ROLEX GRAND-AM AT BARBER; KEEN/WERNER PROTECT GT POINTS LEAD AT PORSCHE 250**

A series of bizarre problems struck Porsche teams starting on the first lap of the Porsche 250 presented by Legacy Credit Union at Barber Motorsports Park here on Sunday. In the end, Porsche was shut out of any podium finishes, and points-leading Farnbacher Loles Racing Porsche 911 GT3 Cup had its three-race GT win streak snapped in the Grand-Am Rolex Sports Car Series presented by Cask No. 16 event.

The good news is that Leh Keen (Charleston, SC) and Dirk Werner (Germany) lost only four points off their impressive Acxiom GT championship lead despite finishing fifth in their #87 Farnbacher Loles Porsche 911 GT3 Cup.

The #58 Brumos Porsche Riley team was the most disappointed, falling to 10th after an incident on lap 37 that sent overall race leader David Donohue (Malvern, PA) to the pits for a new tire and rear end repairs. Teammate Darren Law (Phoenix, AZ) took over the car, which finished in that same position.

Porsche works driver Romain Dumas (France) had an off-course excursion in the first turn of the first lap when another prototype moved over and forced him off the road. That caused a cut tire, sending him to the pits where repairs to the busted nose and front end of his #12 Verizon Wireless Penske Porsche Riley would cost him two laps. Dumas and teammate Timo Bernhard (Germany) wound up 15th and virtually ended any hopes of capturing the Daytona Prototype title in this, their rookie campaign.

"At the first corner, the car in front of me moved over a little bit," Dumas said. "It was no problem, and I dropped a wheel off the track to avoid him and it broke the splitter and the nose again. So I have to stop (under green) and we lose the laps in the pits. Then I have to pit again for more repairs and lose another lap. It was most unfortunate for the Penske team that works so hard to repair the car from Friday."

Dumas was driving despite a foot injury he suffered in an accident during Friday's practice. He went off at turn 13, hit a ditch, and severely damaged the front end and lost the undercarriage/floorboard. He suffered a severely bruised left foot and two cuts on his left ankle.

"This was a weekend to forget," Dumas said. "In motorsports you have races like this. The crew worked very hard to fix the car and we appreciate their hard work. We could not get a good result to repay them for their hard work. We scored points and hung in there and finished the race, so that is all good."

"In the end I was fighting for position with the #10 car. We were the only ones on the same lap, and it was important to be better than him, and we were. Sometimes you take what you can from a race."

Donohue and Law almost expected to duplicate their season-opening victory at the Rolex 24 at Daytona.

"Brumos put a really good car under us," Donohue said. "We've been struggling and it felt great to be in the lead. We're snake bit I guess. We had a great car again and we can't finish where we belong. This is a race we could have won."

After starting sixth, Donohue was strong early, and took the lead on lap 24. He led 13 laps — the second highest total to race winners Jon Fogarty (Bend, OR) and Alex Gurney (Irvine, GA), who led 89 of the race's 109 laps in their #99 Pontiac Riley. The victory moved Fogarty and Gurney into a tie for the Daytona Prototype championship lead with 231 points, matched by Scott Pruett (Auburn, CA) and Memo Rojas (Mexico), runners-up in their Lexus Riley. The 15th place finish for the Penske drivers nearly doubled their deficit in the point standings, giving them 198 points and now 33 behind the leaders.

The race's downward turning point for the Brumos team came on lap 37.

"Unfortunately the 12 car, the Verizon Porsche Riley, cut a tire or something on the backstraight and the 70 GT car was behind him and he put his hand out the window and slowed, but we're not under yellow and I'm racing for position so I went around the 70 and then got hit hard in the rear by the 70," Donohue said. "It was a pretty hard hit and there was a lot of damage."

Law took over during the pit stop repairs, but even he couldn't avoid problems.

"I went off at turn 11 and it blew a tire and I had to complete a whole another lap (before he could reach the pits). We had a top five car, and we were leading when David (Donohue) got hit from behind and punctured a tire."

"We just can't seem to get a break. We blew a tire four laps from the end. It's freaky. We just can't get a break."

The #59 Brumos Porsche Riley of JC France (Ormond Beach, FL) and Joao Barbosa (Portugal) wound up as the top finishing V6-powered Porsche prototype for the second straight race. They finished ninth.

"It was a tough week, but the car was better than the last two races," Barbosa said. "We just missed a few things on strategy and had some front grip problems, but we are pleased to make progress. I think we learned a lot during this race and it will pay off in the next race."

A play-it-safe strategy was the order of the day for Keen and Werner in GT.

"We were a little conservative,. Keen said. .We finished good and we.re satisfied with that. We always like to win, but we didn.t have the car to win this weekend. The Mazdas were good and both Pontiacs were very, very fast. And we had rear tire issues. After five laps, I'd have the sway bar fully deployed to improve grip.

"The way it all worked today, we only lost a few points (four) off our lead (now 25 points), so it was a good weekend. We had our spirits pretty high with qualifying (on the pole), but this (fifth) is probably where we belonged this weekend. We did good considering the conditions and we look forward to Watkins Glen."

Keen, who captured his first GT pole position Saturday, led the first 11 laps before falling back to a more conservative pace.

Eric Lux (Jacksonville, FL) and Wolf Henzler (Germany) had the second best GT Porsche, finishing seventh in their #86 Farnbacher Loles Racing Porsche 911 GT3 Cup.





## **Lexus Motorsports Race Report**

Source: Lexus Motorsports

### **PRUETT/ROJAS PUT LEXUS ON PODIUM IN ALABAMA**

Despite numerous attempts to pass for the lead over the last 20 laps on the tight Barber Motorsports Park track, Scott Pruett couldn't find enough room to get past and fell just short on the way to a second-place finish on the Alabama road course Sunday.

Starting from the outside of the front row, Memo Rojas held the second position until Lap 21 when he moved into the race lead. He maintained the top spot for three laps before pitting and handing the car over to Pruett. A faulty air jack cost the team approximately 15 seconds on the pit stop and dropped Pruett outside of the top five and charging through the field for the remainder of the event. He eventually moved back into second with approximately an hour and 10 minutes remaining and never fell below the runner-up position throughout the remainder of the two-hour and 45-minute event.

With approximately 20 laps remaining, Pruett found himself with two lapped cars between himself and the leader on a re-start and quickly moved past and onto the bumper of the leading #99 car. From there, the lead duo was never separated by more than a handful of car lengths apart as Pruett eventually finished just .759 seconds behind.

The second-place finish today marks the fifth time this season the #01 Lexus has finished either first or second with two victories and three runner-up showings. The team now shares the top spot in the point standings with the #99 Gainsco car with just four races remaining. The Rolex Sports Car Series resumes on Friday, August 7 with the Crown Royal 200 at Watkins Glen International.

#### **Notes:**

- Today's second-place finish marks the 45th podium finish for Scott Pruett -- a Rolex Series record.
- In finishing second today, Pruett and Rojas, as well as the Chip Ganassi Racing team, are now tied for the series point lead with 231 points, with just four races remaining.

- By leading three laps today, the #01 Lexus has now led each of the eight races this season -- the only car in the series to lead every race. The Ganassi team has led more laps than any other team in the series with 384 -- 114 more than second. Individually, Scott Pruett leads the series with 191 laps, followed by Memo Rojas in second with 140.

- With the second today, the Lexus/Ganassi combination has registered three podium finishes, including a victory last season) and five top-five finishes in six races at Barber Motorsports Park.

- The #01 Lexus has now won two races and finished second or better in five races this season. Overall, the team has totaled seven top-10 finishes in eight 2009 races.

**Memo Rojas, #01 Telmex Lexus:** "The tire wear was actually better than we expected. Early on, the car was a little bit inconsistent. On the first lap, I just tucked underneath the #99 and decided to follow-him through the first turn. The #10 car banged us a little going into one, but I knew you couldn't pass on the outside there, so I just held the position and was able to get back the spot going into Turn 2. From there on, we just tried to stay on the rear bumper of the #99 car. We had a few problems with the air jack on our pit stops and that really hurt."

**Scott Pruett, #01 Telmex Lexus:** "It was nice to get a break in the weather here and it was a great day to race and a great day for the fans. I was going for the win there at the end, but just couldn't find a way to get by. Unfortunately, we lost a lot of time in the pits with some problems on the air jack. We had three great race cars that were virtually identical at the finish. It was another great race for Grand-Am. The race for the championship is definitely on. "



## **Beyer Racing Team Report**

Source: Beyer Racing

### **BEYER RACING 12th AND 13th AFTER A DIFFICULT RACE AT BARBER MOTORSPORTS PARK**

It was a busy day for the Beyer Racing team at the Porsche 250 presented by Legacy Credit Union in which both the team's #5 and #13 Daytona Prototypes showed a strong pace and the opportunity for a top finish but were hampered by various setbacks throughout the 2 hour 45 minute race.

Ricky Taylor had a good start in the #13 Lennox Chevrolet Riley and went from his 13th starting position on the grid to ninth place in only two laps. Things were finally looking up after a difficult weekend in which Taylor and teammate Mike Forest struggled to find grip with their Riley chassis. The problems started on lap eight however when Taylor received a stop-and-go penalty for passing before the start-finish line on a restart, which put the #13 car back to the 18th overall position and one lap down to the leaders. Taylor fought back to 12th only to discover that a flat spot on his left front was worsening every lap and slowing him down considerably, he pitted for a new tire on lap 41 and once again lost valuable ground. Forest jumped into the car on lap 90 and had to focus on quickly learning the handling characteristics of his Daytona Prototype because the Beyer team had made major changes to the setup of the car since the Canadian drove it for the last time in Saturday morning practice. Forest quickly adapted and turned his fastest laps of the weekend as he drove the car to the checkered flag finishing in the 12th position.

Jordan Taylor showed impressive speed all weekend in only the second time that he and teammate Jared Beyer ran their new Crawford chassis. After running among the top ten during most of the weekend sessions, Taylor started the #5 Lennox Chevrolet Crawford from the 12th position. He had to pit on lap five during a caution so the Beyer crew could check his front left suspension which he felt had a problem. No problems were found and he came out in the 22nd overall position but quickly recovered to 11th. Taylor was flying through the field but lost valuable time when he got held up by #59 JC France who was considerably slower but aggressively trying to keep the 18 year old behind him. On lap 19 Taylor gained the position and went on to drive a strong race in which he kept gaining positions and running among the top six, he handed the car to teammate Jared Beyer on lap 89 while running eight. Beyer came out on track in the middle of a GT battle and had to carefully weave through the slower traffic which was more focused on their own race than the faster DP cars. With only two laps to go the New Braunfels, Texas native got smashed on the right side by the #76 Krohn car causing bodywork damage and a flat tire. All of the day's hard work was lost as Beyer had to slowly nurse his injured car around the Barber Motorsports Park track for the last two laps of the event watching a number of cars drive by and eventually finishing in the 13th position.

**Ricky Taylor #13 Lennox Chevrolet Riley**

"This was a big learning weekend, we really struggled throughout all of practice and qualifying but our engineer Dominic Cape made a lot of changes and gave us a really good car that we could race with. We ran very strong at times and just a few mistakes on my part was all that separated us from having a very solid result. Now we take everything we learned here, make sure we fix the problems and go back to Watkins Glen where we had a good run and a productive test a few months ago."

**Mike Forest #13 Lennox Chevrolet Riley**

"We made big improvements this weekend, we started off pretty far of the mark and found our way through qualifying and the race so we have to be pretty happy with that. At the same time the race didn't go as planned so we'll have to learn our lessons from this one and move on."

I jumped in the car during the race with a brand new setup so I wasn't quite sure what to expect. Thankfully it was a lot better car and I had gotten a bit of a report from Ricky as he was driving during his stint, he had said that the car was feeling much better so I was able to attack it right away and feel comfortable with it. But at the same time our race was pretty much sealed by the time I got in the car so it was just a chance for me to feel out the car, get a bit of practice and turn some laps."

**Jordan Taylor #5 Lennox Chevrolet Crawford**

"Today was probably my best race to date in Grand-Am Rolex Sports Car Series competition. I had a really long stint, almost two hours and ten minutes. We had the car up to third for some time and then ran in sixth for a while. The car was very nice to drive, very consistent. All the guys on the team did a great job with the car as well as all the stops. As the race went on we saw that our strategy wouldn't keep us in the top five. After my second stop I was in ninth, but a lap down, and that was basically the end of the race. Overall I'm very happy because we showed that we can run closer to the front, it's disappointing that we couldn't finish up there but we are getting better every weekend and we'll have more chances."

**Jared Beyer #5 Lennox Chevrolet Crawford**

"The Beyer Racing team had a very successful weekend. Although the results weren't as good as we would've liked, we learned a lot and will be much more prepared for next year. The team did a great job preparing our cars, it was just the small mistakes during the race that put us down a couple of positions."

"Getting in the car with 45 minutes to go in the race is hard because it's all in your hands how you bring the car to the checkered flag. When I came out of the pits I was behind a bunch of GT cars and that held me up as I got blocked for a couple of laps. With only two laps to go I got ran into pretty hard by the Krohn car and that punctured the right rear tire causing us to go down three more positions and end up 13th. So although the day didn't end up as we would've liked we learned a lot and are ready go come back next year for a very competitive race."

