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**Grand-Am Rolex Series Miami Grand Prix  
At Homestead-Miami Speedway  
October 10, 2009**

Source: Team Race Reports  
Photos Courtesy of Grand-Am



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## **Grand-Am Race Report**

Source: JJ O'Malley, Grand-Am

### **BARBOSA, HAYWOOD CAPTURE GRAND PRIX OF MIAMI; GURNEY, FOGARTY WIN SECOND DAYTONA PROTOTYPE TITLE**

While Joao Barbosa and Hurley Haywood won Saturday's Grand-Am Rolex Sports Car Series presented by Crown Royal Cask No. 16 season-ending Grand Prix of Miami, Jon Fogarty and Alex Gurney finished fourth to capture their second Daytona Prototype championship.

Barbosa passed Scott Pruett on the back straight with 28 minutes - or Lap 84 of 100 - remaining in the two-and-half hour race to score his first Daytona Prototype triumph, while Haywood - a late addition to the Brumos lineup - scored his first victory since winning a pair of races at Homestead and Phoenix in 2003.

"This is a testament to the Brumos legacy," said the 61-year-old Haywood. "To put an old guy in the car with hardly any practice time, and to have Joao bring the car home in the dramatic fashion he did, well, that is Brumos. I don't think anybody thought we could win today - it's just overwhelming."

It marked the second Daytona Prototype championship for Fogarty and Gurney in the No. 99 GAINSCO/Bob Stallings Racing Pontiac Riley. They finished six points ahead (337-331) of Pruett and Memo Rojas, who finished second in the No. 01 TELMEX Lexus Riley. Brian Frisselle and Max Angelelli entered the race second in the standings but finished seventh in the No. 10 SunTrust Ford Dallara. They finished the year third in the championship with 325 points.

The race ended under caution following a multi-car spin on a restart with six minutes remaining, when Jared Beyer was turned around in front of a pack of cars - eliminating Beyer while damaging many of the GT

contenders. That gave the Acxiom GT victory to Kelly Collins and Paul Edwards in the No. 07 Team Drinkin' Mate Pontiac GXP.R, while Leh Keen and Dirk Werner captured the championship with a third-place finish.

Fogarty won his fifth consecutive pole and six in seven races in Friday's qualifying, and led twice for 45 of the 100 laps. Gurney took over and ran in position to take the title throughout his run.

"We fought harder this year," said Gurney, who joined Fogarty in winning seven races in the 2007 championship run. "This one was a little more rewarding."

Both Rojas and Pruett each took turns in the lead, but Barbosa went by and led the final 17 circuits.

"I did not think in the beginning that we had a car to win," Barbosa said. "The crew made the car better on every pit stop and suddenly I am in a position to pass for the lead. When I went by Scott, I was so happy I could cry. To be competitive, to be in position to win a race is a great feeling. And to win it, is the happiest a driver can be."

Pruett, who shared the 2004 and 2008 Daytona Prototype titles, finished second in the points for the fourth time.

"It was a hard-fought battle all day long, and we fought hard for every position," Pruett said. "We gave it all we had. It was a brutal day - the heat was ugly. But that's the way it is."

Darren Law and David Donohue, winners of the season-opening Rolex 24 At Daytona, finished fifth in the No. 58 Brumos Porsche Riley.

Scott Tucker and Christophe Bouchut finished sixth in the No. 55 Supercar Life Racing BMW Riley after Bouchut led 12 laps. Tucker also drove in the team's No. 95 BMW Riley, joining Ryan Hunter-Reay in an 11th-place finish. At one point, the teammates ran 1-2 before both cars pitted. Hunter-Reay also raced later in the afternoon in the IndyCar Series finale on the speedway's 1.5-mile oval.

### **Edwards, Collins Win Wild GT Battle**

Kelly Collins and Paul Edwards won their second consecutive victory at Homestead, with Edwards going from fourth to first on the final restart to seal the team's first victory of 2009.

"It was just carnage on the last restart," Edwards said. "Everyone had the same idea - go for the glory. I had the same idea as everyone, but I came out clean - a little bit better than everyone else. I saw the destruction derby coming, and went to the outside and missed them all."

Collins finished the year second in the points (359-334).

"We got lucky, but I'd rather be lucky than good any day," Collins said. "We've had a lot of bad luck this year, and came back to finish second in the championship."

Collins entered the race still eligible for the GT title, but was eliminated when Keen ran the 30 minutes needed to score points in the No. 87 Farnbacher Loles Racing Porsche GT3 to clinch his first title. Werner, who won the title for the team in 2007, ran 30 minutes to join Keen atop the standings following a third-place finish.

"We started the year with the one objective - the championship," said team owner Greg Loles. "We were very fortunate, because we were up against a very good group of people, like the No. 07 team. This championship is more special. We won in '07 with our consistency, but we won more races (four, including three in a row) this year, and I couldn't be happier."

Added Werner: "For me, it is awesome to win a second championship in only three years here in the States. It was only possible with this team and I'm very happy."

Liddell held the lead in the No. 57 Stevenson Automotive/BryanMark Financial Pontiac GXP.R started by Andrew Davis on the final restart, but was bottled up in heavy traffic as Edwards went by. Liddell had led three times for a race-high 37 before finishing second.

Nick Ham won the GT pole in the No. 70 Castrol/Syntec Mazda RX-8, and joined co-driver Sylvain Tremblay in leading three times for 34 laps. However, Ham cut a tire after contact with Liddell while battling for the lead in heavy traffic, and held on to finish fifth.

John Potter and Spencer Pumpelly finished fourth in the No. 65 TRG/Magnus Racing Porsche GT3.

The race was slowed by six cautions for 25 laps, slowing the winning average speed to 90.766 mph.

The 2009 Rolex Champions Banquet presented by SunTrust will be held at 6 p.m. Monday, Oct. 12, at the Seminole Hard Rock Hotel & Casino in Hollywood. The public is invited for the crowning of the champions in both the Grand-Am Rolex Sports Car Series presented by Crown Royal Cask No. 16 and the Grand-Am KONI Sports Car Challenge. For ticket information, visit [grand-am.com/banquet](http://grand-am.com/banquet).

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## **GAINSCO / Bob Stallings Racing Report**

Source: Adam Saal

### **GAINSCO/Bob Stallings Racing, Gurney and Fogarty Clinch 2009 Grand-Am Rolex Sports Car Series Championships with fourth-place at Miami No. 99 GAINSCO Auto Insurance Pontiac Riley team champs for second time in three years**

GAINSCO/Bob Stallings Racing needed to finish fourth in Saturday's Grand Prix of Miami to clinch the 2009 Grand-Am Rolex Sports Car Series Championships and the team and its drivers Alex Gurney and Jon Fogarty did just that to give the No. 99 GAINSCO Auto Insurance Pontiac Riley its second Rolex Series driver and team titles in three years.

Fogarty led a race-high 45 laps from the pole and handed the No. 99 off to Gurney who out muscled one of GAINSCO's title challengers while keeping the other in sight until the checkered flag. Gurney drove the final 72 minutes of the timed 2.5-hour sprint race and was behind the wheel of the No. 99 when the most intense racing in the top five took place with just 30 minutes remaining.

"I am so happy for Bob Stallings and everybody at GAINSCO and we got another championship," Gurney said. "It was a little nerve wracking the whole time I was in there and we came out of the pits in around sixth which really gave us no margin there, points wise. We were trying to keep that in mind the whole time, and we were playing the points game the whole time. I had quite a bit of contact several times with some guys, but we were trying to keep it on the road, keep it going straight and keep the points situation in mind."

GAINSCO and its drivers came into the final race with an eight-point lead in both the Grand-Am Rolex Sports Car Series Daytona Prototype Team and Driver Championships over the No. 10 SunTrust Ford Dallara of Max Angelelli and Brian Frisselle while the No. 01 TELMEX/Chip Ganassi Racing Lexus Riley of Scott Pruett and Memo Rojas was also firmly in the mix just 10 points behind GAINSCO. A fourth-place result or better in the finale would clinch the 2009 crowns for GAINSCO, but that kind of result in the ultra-competitive Grand-Am Rolex Series is easier said than done.

"There is such a sense of relief as every race is hard in this series," Fogarty said. "It was very difficult and we knew we were going to have our work cut out for us at this track coming into the race. But with GAINSCO Auto Insurance and GNC – General Nutrition Centers – onboard for this race and with their

support, it was an awesome job. The entire team was great and we had the total package to get it done. We are very, very happy.”

Angelelli was among the drivers Gurney passed in the late action while Pruett ran just in front in second place. The race was won by the No. 59 Brumos Porsche Riley of Hurley Haywood and Joao Barbosa, Pruett and Rojas held on for second while the No. 60 Michael Shank Racing Ford Riley of Oswaldo Negri and Mark Patterson finished third. GAINSCO could have clinched the titles even with a finish outside of the top five, but Gurney raced right up until the checkered flag to complete a mission that began at last year’s Rolex 24 At Daytona.

“It’s a dream really for a driver, a crew and a team,” Gurney said. “At the end of the year to have the most points and be a champion is really special. Our team owner Bob Stallings is always thinking about the championship and that we can do it, and he reminds of that all of the time.”

In the end, GAINSCO clinched both the team and driver championships with 337 points, Ganassi, Pruett and Rojas moved to second in the final standings with 331 points and SunTrust, Angelelli and Frisselle finished third with 325 markers. The No. 99 squad also beat Ganassi and SunTrust to win the 2007 Grand-Am Rolex Series titles, but this year’s pair of championships may be even more special.

“This one affirms that the 2007 title was not a flash in the pan,” Fogarty said. “I really feel like this kind of solidifies things a little bit. No one really expected us to win in 2007 but now the expectation is always there, and we lived up to it.”

Gurney credited a total team effort for the 2009 titles.

“It is strange to say this, but I think we extracted more out of all of us and the car this year than we did in 2007,” Gurney said. “It was harder for us this year. Just a lot of team effort this year and we fought harder this year, and maybe that is the whole reason we won.”

Temperatures were at record-high levels in the 90s for the third-straight day, creating extremely difficult conditions for drivers, crews and race cars.

“We were fortunate that the yellows fell the way they did because it allowed me to stay in the car a little bit longer,” said Fogarty, who drove a few minutes more than Gurney. “With how hot it was today, I think it was a good thing that Alex and I were able to split up the driving a little more evenly. The car was working quite well for me and my stint was good.”

The 2009 Grand-Am Rolex Series Championships were the crowing achievements of a strong season that saw GAINSCO top nearly every statistical category. The team’s four race wins and six poles were both series highs, and Gurney and Fogarty combined to lead a total of 253 race laps this season. Gurney and Fogarty also end the 2009 season as the most successful Daytona Prototype duo in Grand-Am Rolex Series history with 12 wins while Fogarty is the all-time pole winner with 14 top qualifying spots.

“You just don’t get opportunities like this very many times in a lifetime,” Fogarty said. “Bob always reminds us of that. These achievements are very special and this feeling and this sort of thing is something you have for a lifetime. We go into the race weekend knowing what kind of a special opportunity we have and big part of that is Bob Stallings and GAINSCO Auto Insurance.”

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## **Lexus Motorsports Report**

Source: Lexus Motorsports

Scott Pruett and Memo Rojas climbed through the field to place second in today's Rolex Sports Car Series race at the Homestead-Miami Speedway, but fell just short of a second straight series championship.

After starting seventh, the team took an aggressive strategy, maximizing tires in the scorching 92 degree south Florida heat. Rojas began moving up the field and eventually took over the race lead for a lap before coming in to pit on Lap 26.

Pruett took over the car at that point and emerged from the pits at the back of the field under caution, in the 15th position. The two-time series champion then started a valiant drive through the field. By Lap 52, he had moved up to fourth-place and then climbed into second on Lap 55. After pitting and coming out in fifth place, Pruett had moved back into second by Lap 66.

Eventually, he charged by then-leader Max Angelelli to take over the top spot on Lap 81. Unfortunately, Pruett's tires started to go away soon after and he relinquished the top spot on Lap 84. Shortly thereafter, the first of two late-race full-course caution flags came out on Lap 85 with the second waving on Lap 96, with the race ending under yellow. With the second-place finish, the #01 Lexus and drivers Pruett and Rojas concluded the 2009 season in second-place, the sixth consecutive season that the team has placed no worse than second.

Notes:

- With today's second-place finish, Scott Pruett extends his Grand-Am record for podium finishes to 48. It's also the eighth for Pruett and co-driver Memo Rojas in 12 races this season.

- After placing second today, the #01 Telmex/Lexus and drivers Scott Pruett and Memo Rojas placed second overall in the Rolex Sports Car Series team and driver's championships. The #01 team has never finished below second in six years of Daytona Prototype competition.

- With this year's runner-up finish, Scott Pruett has now finished second or better in every sports car championship he's competed in full-time since 1986. - Today's second marks the fourth podium finish at Homestead-Miami Speedway for the #01 Telmex Lexus in six races on the speedway road course. The team won last year's race and also placed third in 2006 and 2007.

- In leading four laps today, the #01 Lexus led 10 of the 12 races on this year's schedule -- one of only two teams to accomplish that feat and led more laps than any other team in the series this season with 410. Individually, Scott Pruett led more laps than any other driver this season with 194.

- Today's result marked the 11th top-10 finish for the #01 Lexus in 12 races this season..

Memo Rojas, #01 Telmex Lexus: "We certainly didn't have the best car in practice and qualifying, so we went back to our set-up here from last year. Luckily it worked. It was good on long runs. We were very aggressive on strategy here in trying to win this championship. It proved to be the right move as we worked our way into the lead late in the race. My hat's off to everyone on the Chip Ganassi Racing team. They did a great job this year."

Scott Pruett, #01 Telmex Lexus: "We just fought all day long. We were on a little bit different strategy and made one more pit stop. We gave it all we had. It was just brutal out there. At the end, we were just holding on trying to get the car home. Basically, you were as good as your tires today. I feel bad for the fans in having the race finish under yellow, but truthfully, I don't think we had anything for the #59 car. Second in the championship is better than third, but it's sure not first."

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## **SunTrust Racing Report**

Source: Laz Denes

It only figures that a roller coaster ride of a 2009 Grand-Am Rolex Sports Car Series season for co-drivers Max Angelelli and Brian Frisselle and the No. 10 SunTrust Ford Dallara team of Wayne Taylor Racing came to an end Saturday during a Grand Prix of Miami filled with what seemed like a season's worth of ups and downs over a scheduled two hours and 30 minutes of racing.

The day started with Angelelli and Frisselle locked in a three-team battle for the Rolex Series championship, just eight points out of the lead. It almost immediately took a turn for the worse thanks to major tire issues that started five laps in, suddenly looked promising when Angelelli drove his way into the lead and stayed there for 16 laps over the latter half of the race, and looked really good when Frisselle was the only car on the track with fresh tires and hopes of a storybook sprint to the finish in the closing minutes.

But a pair of late caution periods, the second of which lasted no less than eight tours of the 2.3-mile, 11-turn Homestead-Miami Speedway road course to end the race and the season under caution, left the SunTrust team with a seventh-place finish in the race, third place in the championship, and only wondering what might have been.

Despite the disappointment, the SunTrust team was able to close the books on the 2009 season with yet another top-three finish in the championship, its fifth since joining the series in 2004 on an impressive run that includes the 2005 series title and a runner-up finish in 2004. The No. 99 Gainsco/Bob Stallings Racing Pontiac Riley team of Alex Gurney and Jon Fogarty, which held the eight-point advantage over the SunTrust team entering the weekend, clinched its second title since 2007 by finishing fourth today. The No. 01 Chip Ganassi Racing with Felix Sabates Lexus Riley team of Scott Pruett and Memo Rojas, which started the weekend 10 points out of the lead, leapfrogged the SunTrust team to take second place in the championship with a runner-up finish today.

"We lost tons of points during the season – that's what cost us the championship, really, not just what happened today," said Angelelli, who co-drove with team owner Wayne Taylor to the 2005 series title for SunTrust. "That's what put us in the situation we were in today, where we had to win and had to hope that the other guys had problems. I feel bad, sad for the team, because they did a really great job this year. I think I have the best guys in the series. I enjoyed having Brian on board all year and I've been nothing but happy with him. All I can say is I'm ready to go again."

Frisselle, who qualified second on Friday afternoon and got off to a strong start over the initial laps today, radioed just five laps into the race that his rear grip was already going away. Soon after, he reported that both front and rear grip was gone, turning his opening stint turned into a fierce struggle just to keep the

SunTrust car in the top-five before he was called into the pits during the day's first caution just 29 minutes into the race for tires and fuel. And even though he had yet to drive the 30 minutes required for each drive to qualify for championship points, Frisselle was called upon to turn the car over to Angelelli, as well.

With Friday's qualifying set of tires now on the car, Angelelli's fortunes turned out to be not much better as the Italian driving ace restarted fourth and fell back to sixth over the next 25 laps.

"I'm not sure what was going on there," said Frisselle, who scored his third and fourth career victories alongside Angelelli this season at Daytona (Fla.) International Speedway in July and Montreal's Circuit Gilles Villeneuve in August. "Both Max and I, with our first sets of tires, we struggled. The tires fell off massively and we just couldn't keep pace. Initially, at the start, I thought the car was really good. And then Max had the same problem with his first set, but didn't struggle with his second set and worked his way to the front and kept it there."

Finally, an hour and 10 minutes into the race and working lap 49, the team decided to give up what track position it could hold onto, hoping a new set of tires could change its fortunes, and called Angelelli into the pits for a green-flag pit stop. That dropped Angelelli all the way back to 14th place, but the new set of tires enabled him to work his way into the lead by the 64th lap with a just under an hour remaining.

"My first stint, I had our qualifying tires from yesterday," Angelelli said. "They did not have very many laps on them, but I guess that turned out to be the problem. My second set was much better. I was surprised by my first set because I thought it was a pretty new set."

Angelelli stayed in the lead for the next 15 laps before, on lap 81 with 32 minutes left in the race, he reported a strong vibration from the right rear tire as Scott Pruett in the No. 01 Lexus and Joao Barbosa in the No. 59 Brumos Racing Porsche Riley were able to sneak by him.

On lap 84, the team decided to gamble and call Angelelli into the pits for its final set of fresh tires and, in an effort to ensure Frisselle scored championship points, put the 25-year-old American back in the SunTrust Racing machine for a final sprint to the finish. The caution came out just as Frisselle left the pit lane in 13th place, enabling him to pack in tightly behind the field. With the only fresh set of tires on the entire track, Frisselle's mission was to pick off as many cars as humanly possible over the final 20 minutes of the race.

After the lap-88 restart, Frisselle was able to pass five cars over the next four laps to move into eighth place, and it appeared the seven positions in front of him were his for the taking with 15 minutes to go. But a caution on lap 92 briefly stopped Frisselle's progress toward the lead, and then a final, fateful caution on a lap-96 restart – after which he passed one more car for seventh – ate up the final seven minutes left in the race, leaving Frisselle in the final finishing position of seventh.

"At the end, we had a good advantage on tires," Frisselle said. "We were quick, but the yellows just killed us. We just weren't able to work our way up any closer to the front because of the yellows. It was unfortunate, but it was out of our control. Looking back at the year, it was a really strong year. Of course we want the championship. But the positive we take away is that it was still a strong year. And I just can't thank the team enough for putting me back in the car so I can get the points today."

"Looking back, an eight-point deficit was going to be a difficult one to overcome today," Taylor said. "Of course, anything is possible. But we knew we had to take some calculated risks, and I still believe what we did was the right move. What we didn't expect were those two yellows at the end because, before those two yellows, we had a car that was two seconds a lap better than everybody else because of tires. Unfortunately, the yellows came out and all I can say is congratulations to Bob Stallings and Gainsco, to Jon Fogarty and Alex Gurney, to Tim Keene and the Ganassi team and, of course, Scott Pruett and Memo Rojas. I'm incredibly proud of my team and I'm more sad and upset and emotional for them than I am for myself because I know they want to do it for me and for SunTrust, and I want to do it for them. It was a tire issue that hurt us early today. It was the same tire issue the other teams were experiencing all through the weekend, too. I just can't understand how it can be possible for us to have the same problem with both of our first two sets of tires in the race. That's what cost us the race today, regardless of whether it cost us the championship or not."

The 2010 Rolex Series season gets underway Jan. 30-31 at Daytona (Fla.) International Speedway with the annual Rolex 24 at Daytona. It'll start a 12-race campaign that concludes in early September at Miller Motorsports Park in Tooele, Utah, and includes a brand new stop on Memorial Day weekend at Lime Rock Park in Lakeville, Conn.

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## **Michael Shank Racing Report**

Source: Matt Cleary, Sunday Group Management

Michael Shank Racing returned to the Homestead Miami Speedway podium with an outstanding run to third place on Saturday as Oswaldo Negri and Mark Patterson shared the No. 60 Michael Shank Racing Ford-Riley to great effect and closed the 2009 Rolex Sports Car Series season in a shower of champagne at Negri's home track.

The third-place finish saw Patterson once again not only score the Trueman medal for the event, but it also saw him lock up the season-long honor as well, making him the first driver to ever score the award twice.

"Ozz just kept pushing and pushing and we just fought all the way to the finish," said team owner Mike Shank. "This is a great way to close out the year and I'm just really happy to see Ozz and Mark back up on the podium. This was a hard weekend for all the guys with this incredible heat, but we just kept our focus and it paid off with this finish. We didn't have the same kind of fortune with the six car today, but overall this was a weekend that we can head into the off-season feeling strong and looking ahead to what's next."

Among the race podium and championship celebrations, there was still no louder cheer than for the third place finishers as Negri and Patterson took to the podium to accept their trophies.

"First I want to congratulate the 99 for their championship season and the 59 for their race win today," said Negri. "We all know how competitive this series is and both teams should be proud of their accomplishments. This is phenomenal to finish on the podium in front of my friends and family. I am so happy to be here with Mark and for him to win the Trueman Award makes me so happy. It was hard with the heat, and the tires were a big challenge as well with the pickup you got off-line."

"In the middle of the race, I kind of doubted the team strategy, but it was perfect the strategy that David (Kanning) called because I had the tires that I needed at the end and could fight forward," said Negri, who showed little effect of the days incredible heat as he emerged from the Daytona Prototype after the race. "I had to be patient, but also pick my moments in all the traffic to move forward. We don't know what we will be doing next year so this is the best way to finish here. I had so many family here, and my drivers on my karting team, and I'm happy not to have failed them!"



"Our strategy was to not run too hard at the beginning of my stint and save the tires, and that's exactly what we did," said Patterson. "I made two passes early in the lap, but then went down one too many gears and got neutral, so I lost those spots immediately. But then the others were too aggressive on their tires so I was able to come back and get the spots again. Ozz is a ferocious fighter and simply relentless, and he showed it again with his performance today to take us back up onto this Homestead podium. We've had our share of bad luck this year so this is a great way to close out the season!"

The sister No. 6 Ford-Riley of John Pew and Michael Valiante suffered a disappointing outcome as the blue machine finished 15th in the 32-car field after being crashed off-course by the No. 5 machine early in the race going. The team was able to effect repairs to the Riley, but the damage was done as Pew and Valiante swapped the driving duties through the race before Pew took the controls for the final stint of 2009.

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## **Farnbacher-Loles Team Report**

Source: Roger Garbow, Farnbacher Loles Racing

The Farnbacher Loles Racing team had two goals at the Grand-Am Rolex Series season finale in Homestead, Florida. The first was to merely take the green flag in the #87 Shock Doctor/Intercity Lines/PlanetPorsche Porsche GT3 Cup, which would clinch the Team Championship their second Rolex Series championship in only three years. The second goal was for Leh Keen and Dirk Werner to take the driver's Championship. They needed a little more time for that. Each driver had to log a minimum of 30 minutes behind the wheel to mathematically clinch the driver's title.

Keen of Charleston, SC started the race and ran a consistent pace near the front, while staying clear of trouble. As the 30-minute mark approached, a full course yellow bunched the field. As the clock went past 30, and with 25 laps in the book, the decision was made to pit for fuel, tires and a driver change. With Keen locked in, it was now Werner's turn to grab his share of the Championship. Werner, of Kissenbruck, Germany, also drove at a steady pace but was able to move up to fourth in the GT Class. When Dirk had also passed his 30-minute mark, Engineer Lars Giersling gave him the good news. Werner let out a holler over the radio as the achievement was well-received by the young German.

The sister car, the #86 was started by Canadian Dave Lacey who had qualified the #86 Wheel Enhancement Porsche GT3 Cup in the 14th spot. Lacey was running laps at a solid pace when a problem developed with the transmission. The crew worked hard to fix the car and get it back out. Eric Lux jumped in and was eventually able to join the race, but the car was down more than 50 laps. Eric did his best to give the 86 a respectable showing, in spite of the long odds. It was a difficult finale race of the 2009 season for Lux who had as much bad luck as his sister car had good, in spite of his two podium finishes. Eric was philosophical about the finish. <sup>3</sup>It was not the way we wanted to end the season, but thanks to the crew for getting the car fixed and back on track. I'm looking forward to next year and a fresh start.<sup>2</sup>

Meanwhile, Werner was not coasting to the finish. With eight minutes to go, and the field coming off one of numerous caution periods, Werner was in third spot and looked to have a battle on his hands to hold off cars behind with fresh rubber. A massive crash took out a number of cars and threw the track under a full course yellow. The clean-up was too extensive for a restart, so the #87 finished the race in third, to put a exclamation point on a fantastic season with yet another podium.

The drivers were clearly enjoying their achievement and looking forward to celebrating with the team, family and friends. Keen reflected on the race and the build-up. <sup>3</sup>Earlier this week I couldn't even sleep. But I was able to quickly settle in once I got to the track. I decided early on I would give the car to Dirk once I got my 30 minutes in. During my stint, I was able to open up a little gap on the guys behind me. The car was great and I could just cruise throughout my stint. I didn't have to push too hard. But I kept waiting for Lars to come on the radio telling me that it was time to come in. I really want to thank Greg Loles for this Championship. And Lars and Bob and the crew. Everyone did an amazing job.<sup>2</sup>

Dirk Werner was soaked with champagne after the podium celebration, and enjoyed the feeling. <sup>3</sup>I was pretty nervous when Leh was in the car. But he did a great job. It was like a Sunday drive. When I was in the car, I lost the tension a little bit. But once the 30 minutes was done, it was really cool to drive and I was able to focus. The car was really good in spite of the conditions. For me, it was really fun to drive and at the end, and it was pretty aggressive out there. The team really gave us a great car all season. For me, it is awesome to win a second championship in only three years here in the States. It was only possible with this team and I'm very happy.<sup>2</sup>

Team principal Gregory Loles was enjoying his second Grand-Am Championship as a team owner. <sup>3</sup>We started the year with one objective, and we put a good bunch of people together, just as in 2007. But I have to say, this is even more special. In '07 we won out of consistency, where this year we were able to win races outright. We had a very strong car at almost every venue. We really can't be prouder of these two guys, who just gave it their all, even when maybe they shouldn't have been giving it their all. But as a team, we come to every race expecting to be on the podium, and this is the result. Congrats to the whole team.<sup>2</sup>

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## **Miller Barrett Racing Team Report**

Source: Roger Garbow

Miller Barrett Racing came close to capping its rookie test program with a GT class podium finish in the Grand-Am Rolex Sports Car Series season finale at Homestead-Miami Speedway on Saturday. Bryce Miller of Summit, N.J., Kevin Roush of Upland, Calif., and the Georgia-based crew combined for a strong performance in the 2.5-hour race, but had to settle for 10th place.

Roush started the No. 48 Marquis Jet / IPC / Total Porsche 911 GT3 Cup car from seventh on the GT grid. He gained one position to sixth before handing off to Miller at the one-hour mark. The crew's fast pitwork put Miller back on track fourth in class. He lost one position through subsequent pitstops, then stopped for tires during a late caution period. He was charging for fourth when a Daytona Prototype car spun in front of him with only six minutes remaining in the race. As Miller moved to avoid the DP, it slipped back and Miller's Porsche clipped the back end. The contact put both cars out of the race.

**Bryce Miller:** "The team did a great job with the pitstops – there were positions gained and that was a nice luxury. The pit strategy was very good and I think we found the right pressures on the tires for the very last set that we took on. We were one of only two cars that had new tires from the last pitstop. It's just unfortunate to come so close to a top finish – absolutely, my feeling is that we would have had a podium. We had the tires to fight for the position at the end and the car was very good. So it's upsetting not to get the results, but the team deserves a huge pat on the back. It was a big, big step forward and we made lots of progress. I think there's a lot to be proud of to take into next season."

**Kevin Roush:** "Obviously, that's heart-breaking for us. Being one of the few cars on new tires, we were looking like we had a real shot at the podium. Unfortunately, the driver of the DP didn't keep both feet in it as he should have and he rolled back and Bryce just [hit] him. The car ahead of us – that we were fighting for position – ended up winning the race ... It's heart-breaking given that the team did such a great job on so many stops that we made because of the tires going away so fast in this record heat. I'm proud of the guys; they did a great job, Bryce did a great job. Maybe one of these times we can close the deal and finish 'way up there."

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## **Spirit of Daytona Team Report**

Source: Matt Cleary, Sunday Group Management

Spirit of Daytona Racing finished 14th in Saturday's Grand Prix of Miami after the No. 90 Spirit of Daytona Racing Porsche-V8-powered Coyote suffered contact from behind and compromised the season-ending race outing for the team.

After taking time to sign autographs and pose for photos with a group of Boy Scouts on hand for the Rolex Sports Car Series season-finale event, Buddy Rice opened the two hour and thirty-minute race from eighth on the grid. He kept the red, white and blue Coyote in the lead pack despite an overall lack of grip that cost him race pace. An early stop for new tires and different tire pressures didn't help the issue as much as hoped.

But before the team could keep making adjustments, larger repairs were needed when Rice suffered damage following contact from behind. The team did quick work in the pits to get the car back on track as Antonio Garcia took over the controls, but the setback in track position was too much to make up as Spirit of Daytona Racing closed out the season with a 14th place finish.

"I just got hit from behind and there was too much damage to keep going, so I had to pit to get it fixed," said Rice. "The car was decent, but we just didn't have the grip that we needed. The car was pushing pretty aggressively before we got hit, but afterwards we were really lose! The car was pretty warm of course, but it was better than its been before, so that's just one of the things that the team has improved on. Hopefully we can keep improving in other areas as well and getting stronger and stronger with this program."

"This wasn't what we were looking for today but that's racing sometimes," said team owner Troy Flis. "The car fell off more than we expected to. We had been hoping that we'd be quicker over the longer runs than we turned out to be, so we were playing catch up already before we got hit. But it was a great effort from the team. This heat makes it hard to do almost anything and the guys just put their heads down and took care of what needed to get done. Now we'll take a day or two and reward these guys with some fishing and then get back to work on next season. We know what we need to work on and we're looking forward to moving forward with this program and getting things going for 2010."

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**PORSCHE**

## **Porsche Motorsports Report**

Source: Porsche Motorsports, NA

BRUMOS PORSCHE RILEY SCORES STUNNING BOOKEND GRAND-AM VICTORY AT MIAMI; KEEN, WERNER, FARNBACHER LOLES, PORSCHE CLAIM TRIPLE GT CHAMPIONSHIP HOMESTEAD, FL – October 10 --The Brumos Porsche Riley scored a stunning bookend victory in the Grand Prix of Miami and Leh Keen (Charleston, SC) and Dirk Werner (Germany) led the #87 Farnbacher Loles Racing Porsche 911 GT3 Cup team to a clean sweep of the three Acxiom GT class championships in the Grand-Am Rolex Sports Car Series presented by Crown Royal Cask No. 16 season finale at Homestead-Miami Speedway Saturday.

Joao Barbosa (Portugal) made a strong pass on the backstretch banking with less than 28 minutes remaining in the 2 hour, 30 minute race, drafting his #59 Brumos Porsche Riley into the lead over Scott Pruett's Lexus Riley. And even though the race ended under caution, Barbosa was never seriously threatened for the lead and claimed his first Daytona Prototype victory.

His teammate was the legendary Hurley Haywood (Ponte Vedra Beach, FL), a last-minute addition to the driver lineup. Haywood qualified and started the race, pitting after 40 minutes and turning over the Brumos Porsche to Barbosa in 11th place.

"I am so excited," Barbosa said. "I did not think in the beginning we had a car to win. The crew made the car better on every pit stop and suddenly I am in position to pass for the lead. When I went by him (Scott Pruett), I was so happy I could cry. To be competitive, to be in position to win a race is a great feeling. And to win it, is the happiest a driver can be."

"This is a testament to the Brumos legacy," Haywood said. "To go through the emotions this team has gone through this week, and to put an old guy in the car with hardly any practice time, to have Joao bring the car home in the dramatic fashion he did, well, that is Brumos. This victory means so much to this team. To open with a victory in the Rolex 24 at Daytona, then to struggle most of the year, and to win – and I don't think anybody thought we could win today – well, it's just overwhelming."

The victory helped Porsche improve one position to runner-up to Ford in the Grand-Am Rolex Daytona Prototype Manufacturer championship standings.

Keen and Werner entered the final race with a solid 30-point lead in the Acxiom GT driver's championships, and each driver needed only to complete the mandatory 30-minute stint to clinch the title. It is Keen's first and Werner's second GT championship in the last three years.

The #87 Farnbacher Loles Porsche 911 GT3 Cup also won the Acxiom GT Team Championship and helped Porsche clinch the Rolex Grand-Am GT Manufacturer's title. Keen and Werner were the top finishing Porsche GT teams in nine of the 12 GT races this year. TRG fielded the top finishing GT Porsche in three events.

"To be honest, I was pretty nervous before I got in the car because you never know what's going to happen," said Werner, who finished third in GT. "There was aggressive racing out there, some contact with DPs even. It was not easy just to drive 30 minutes. You had to be 100 percent concentrated. Once I had my 30 minutes in, I raced a little harder. I wanted to win to bring the championship home in style.

"Leh has been a great teammate. He has matured as a driver and has become a really good friend. This was only possible with the team we had. The result makes everybody happy. Me too!"

"My stint was uneventful," Keen said. "The front running guys got a gap on me and I didn't want to try and chase them as I did not want anything to happen to the car and take away the championship. I just wanted to drive 30 minutes and give Dirk the car at 100 percent. I want to thank my crew for giving me a great car for every race. This is the happiest I've ever been in my career. We won races. We earned this championship, and that makes all of us very proud."

Brumos opened the 2009 season with a victory by the #58 sister car driven by Darren Law (Phoenix, AZ) and David Donohue (Malvern, PA) in the prestigious Rolex 24 at Daytona.

"We got the bookends!," Law said. "Brumos wins the first and last races of the season. Throw out all the stuff in the middle like an Oreo cookie. We got the bookends and that will carry us through the off-season and we come back to Daytona as defending champions. I am really happy for Joao. He has worked so hard all year and today he proved what a great driver he is. I am really happy for him and Hurley and the entire Brumos team."

Donohue was running third late in the race when he went off at turn 8, falling to a fifth place. That was just after a restart, a critical moment in the race that proved to be the undoing of the #12 Verizon Wireless Penske Porsche Riley of Timo Bernhard (Germany) and Romain Dumas (France).

Bernhard was penalized for jumping the restart, and had to pit for a stop-and-go penalty. "I was penalized for moving to the left to avoid another car," Bernhard said. "Well, that does it. A fitting end to a season hopefully we will quickly forget. What disappointment! We had a good car today and once again Romain leads and then get another penalty. We never had a chance to win this year. They changed the rules on us so many times, it took a long time for the Penske crew to learn the car, and for the drivers to learn what the car could do that it kept us from the podium. We are unhappy at not winning. We race to win, and we have won everywhere we've raced."

Dumas qualified third and ran strong early, even leading six laps before turning the car over to Bernhard in fourth place. Bernhard got as high as sixth before the fateful penalty that dropped him to 11th. Bernhard and Dumas finished fourth in the Daytona Prototype drivers standings but despite their glorious history – two American Le Mans Series LMP2 championships and 23 international sports car victories together – they were classified as rookies in Grand-Am competition and were declared Rookies of the Year.

Spencer Pumpelly (Suwanee, GA) was classified as fourth and 12th in GT competition. He started the race in the #66 TRG Porsche 911 GT3 and turned it over to Andy Lally (Dacula, GA). Unfortunately, Lally was driving when the car got hit and heavily damaged in pit lane. John Potter (Salt Lake City, UT) started the #65 TRG Porsche 911 GT3 Cup and Pumpelly relieved him and brought home #65 in fourth place, just missing the podium.

The newest Porsche Motorsports customer team, the #48 Marquis Jet Porsche 911 GT3 Cup, was having a great race when it suddenly ended when Bryce Miller (Summit, NJ) got caught in somebody else's wreck and retired with heavy damage. Kevin Roush (Upland, CA) started and was running as high as second.

"The team did a great job with the pit stops – there were positions gained and that was a nice luxury," Miller said. "The pit strategy was very good and I think we found the right pressures on the tires for the very last set that we took on. We were one of only two cars that had new tires from the last pitstop. It's just unfortunate to come so close to a top finish – absolutely, my feeling is that we would have had a podium. We had the tires to fight for the position at the end and the car was very good. So it's upsetting not to get the results, but the team deserves a huge pat on the back. It was a big, big step forward and we made lots of progress. I think there's a lot to be proud of to take into next season." [top](#)



## Grand Prix of Miami Results

October 8 - 10, 2009 Grand Prix of Miami Homestead Miami Speedway Homestead, FL

Pos	No.	Class	Pic	Drivers	Team/Car	Laps	Sponsors
1	59	DP	1	Barbosa / Haywood	<a href="#">Brumos Racing</a> / Porsche Riley	100	Brumos Porsche, Kendall
2	01	DP	2	Pruett / Rojas	<a href="#">Chip Ganassi Racing with Felix Sabates</a> / Lexus Riley	100	TELMEX
3	60	DP	3	Negri / Patterson	<a href="#">Michael Shank Racing</a> / Ford Riley	100	
4	99	DP	4	Fogarty / Gurney	<a href="#">GAINSCO/ Bob Stallings Racing</a> / Pontiac Riley	100	GAINSCO Auto Insurance
5	58	DP	5	Donohue / Law	<a href="#">Brumos Racing</a> / Porsche Riley	100	Brumos Porsche, Kendall
6	55	DP	6	Bouchut / Hunter-Reay / Tucker	<a href="#">Supercar Life Racing/ Level 5</a> / BMW Riley	100	Supercar Life, Edata Solutions, Ecomm Link
7	10	DP	7	Angelelli / Frisselle	<a href="#">SunTrust Racing</a> / Ford Dallara	100	Suntrust
8	61	DP	8	Frisselle / Wilkins	<a href="#">AIM Autosport</a> / Ford Riley	100	
9	13	DP	9	Taylor / Taylor	<a href="#">Beyer Racing</a> / Chevrolet Riley	100	Brach's
10	95	DP	10	Bouchut / Hunter-Reay / Tucker	<a href="#">Supercar Life Racing/ Level 5</a> / BMW Riley	100	Supercar Life, Edata Solutions, Ecomm Link
11	12	DP	11	Bernhard / Dumas	<a href="#">Penske Racing</a> / Porsche Riley	100	Verizon Wireless
12	22	DP	12	Borcheller / Enge / de Quesada	<a href="#">Alegra Motorsports</a> / BMW Riley	100	Gatorade, Vitalz, TodayMD
13	45	DP	13	Dalziel / von Moltke	<a href="#">Orbit Racing</a> / BMW Riley	100	South African Airways
14	90	DP	14	Garcia / Rice	<a href="#">Spirit of Daytona Racing</a> / Porsche Coyote	99	Boy Scouts, AMA
15	6	DP	15	Pew / Valiante	<a href="#">Michael Shank Racing</a> / Ford Riley	98	
16	07	GT	1	Collins / Edwards / Reese	<a href="#">Team Drinkin' Mate</a> / Pontiac GXP.R	97	Drinkin' Mate Tabs
17	57	GT	2	Davis / Liddell	<a href="#">Stevenson Motorsports</a> / Pontiac GXP.R	97	Stevenson Automotive Group, Bryan Mark Financial, Vin Solutions
18	87	GT	3	Keen / Werner	<a href="#">Farnbacher Loles Racing</a> / Porsche GT3	97	Farnbacher Loles Racing
19	65	GT	4	Potter / Pumpelly	<a href="#">TRG</a> / Porsche GT3	97	Magnus Racing
20	70	GT	5	Ham / Tremblay	<a href="#">SpeedSource</a> / Mazda RX-8	97	Castrol, Syntec Mazda
21	2	DP	16	Finlay / Wallace	<a href="#">Childress-Howard Motorsports</a> / Chevrolet Crawford	96	Gentleman Jack
22	30	GT	6	Cameron / DiLeo	<a href="#">Racers Edge Motorsports</a> / Mazda RX-8	96	Maxwell Paper Co., 3Dimensional.com, IDEMITSU
23	69	GT	7	Assentato / Segal	<a href="#">SpeedSource</a> / Mazda RX-8	95	FXDD
24	71	GT	8	Grant / Grant / Grant	<a href="#">Synergy Racing</a> / Porsche GT3	94	Courtyard by Marriott Dietz & Watson Quality Meats, Freescale Semi Conductors, Future Electronique, Team Polizei
25	63	GT	9	Ludwig / Richard / Villeneuve	<a href="#">TRG</a> / Porsche GT3	94	Marquis Jet, IPC, Total
26	48	GT	10	Miller / Roush	<a href="#">Miller Barrett Racing</a> / Porsche GT3	93	Lennox, Brach's
27	5	DP	17	Beyer / Forest	<a href="#">Beyer Racing</a> / Chevrolet Crawford	91	Mazda, El Grado Tequila
28	40	GT	11	Dempsey / Foster	<a href="#">Dempsey Racing</a> / Mazda RX-8	90	AXA
29	66	GT	12	Lally / Pumpelly	<a href="#">TRG</a> / Porsche GT3	74	
30	21	GT	13	Ortiz / Sweeney	<a href="#">Battery Tender/ MCM Racing</a> / Pontiac GTO.R	66	Battery Tender
31	32	GT	14	Hyatt / Piquet	<a href="#">Miracle Sealants Team PR1</a> / BMW M6	62	St. Tropez Condominiums Miami, Piquet Realty
32	86	GT	15	Lacey / Lux	<a href="#">Farnbacher Loles Racing</a> / Porsche GT3	40	Farnbacher Loles, Wheelenhancement.com

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