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### **Grand-Am Rolex Verizon Festival of Speed at Mazda Raceway Laguna Seca**

Source: Team Race Reports  
Photos Courtesy of Grand-Am



#### **GAINSCO/Bob Stallings Race Report**

Source: Adam Saal, SAalgood PR

Racing's Alex Gurney and Jon Fogarty didn't let an unplanned second driver change and typically tough Grand-Am Rolex Sports Car Series competition stop them from scoring a record-extending 10th career victory Sunday in the Verizon Festival of Speed presented by SPEEDCOM Communications at Mazda Raceway Laguna Seca.

Fogarty passed Scott Pruett in the No. 01 Chip Ganassi Racing Lexus Riley on the uphill run to Laguna Seca's famous Corkscrew turn with just over 30 minutes remaining in the 2 <sup>3</sup>/<sub>4</sub> hour timed race and opened up to a 7.228 second margin of victory at the checkered flag. The win was GAINSCO's second of the season and allowed No. 99 GAINSCO Auto Insurance team and Gurney and Fogarty to take the lead in the Grand-Am Rolex Sports Car Series Team and Driver Championships as the 2009 season reached the one-quarter complete mark. The 10th career win for the duo came in the 42nd start together for the GAINSCO drivers. Pruett and current teammate Memo Rojas are the next highest ranked active Daytona Prototype duo with seven victories.

GAINSCO's great day could have taken an early turn for the worse, however, when a driver change miscue forced a second driver swap later in the race. The team brought starting driver Fogarty into the pits right at the race's 30-minute mark – the minimum a driver has to be in the car to score championship points – but was just short of the half-hour mark. Gurney took over but swapped spots with Fogarty a second time with a little over an hour left in the race, ensuring that both GAINSCO drivers would score valuable championship points.

"You have to be in the car at the 30-minute mark and cross the start/finish line," Fogarty said. "We were pitted before the start/finish line and I got out 47 seconds shy of what was necessary. Alex got in and had a good stint and we had a great car. It allowed Alex to basically catch up to the lead pack when he came in to do the driver change, so we were right there when I got back in."

Fogarty returned to the race in second place and went to work on chasing down Pruett. He moved to the inside and even kicked up a little bit of off-track gravel as he passed the Ganassi driver before they went through the Corkscrew nose to tail. The race's fourth and final caution period closed the field behind Fogarty with 18 minutes to go but the No. 99 GAINSCO Pontiac Riley wasn't going to be caught.

"Definitely, the car was working really well, turning beautifully and was really good on the brakes," said Gurney, who scored his first Laguna Seca win with his older brother Justin and legendary father Dan Gurney in attendance. "It was just a great car. It was too bad about that miscue, but Jon really did an incredible job as soon as he got in, just motored to the front and put that great pass on Pruett."

Fogarty's pass of Pruett was not without some of the usual fireworks that seem to take place when GAINSCO and Ganassi meet on the race track.

"I knew the car was really good and I was catching him, so I knew we had pace over them," Fogarty said. "I took advantage of traffic and we were three wide there with a GT car and there is some sort of gravelly surface off to the left that I took too, but luckily I was able to come back on the tarmac and out brake him going into the Corkscrew. I really, really, really almost didn't make the corner and it almost ended up being a Zanardi-type move. I almost came to a stop, kind of boxed him out and he bumped me. I can't really blame him, because – like I said – I was almost stopped. It worked out. It's not a place where you want to have to pass people, but when the opportunity comes to pass the 01 car, I will always take it."

The season's only repeat race winners, the No. 99 GAINSCO/Bob Stallings Racing team and Gurney and Fogarty now have 119 points to lead both the Grand-Am Rolex Sports Car Series Team and Driver Championships heading into next month's Sahlen's Six Hours of the Glen. The No. 58 Brumos Porsche Riley team of Darren Law and David Donohue is second with 111 points and the No. 10 SunTrust Ford Dallara of Max Angelelli and Brian Frisselle is third with 108 points. Angelelli and Frisselle finished third in Sunday's race behind Pruett and Rojas and the winning GAINSCO team.

## **KROHN Racing Team Report**

Source: Barbara J. Burns for Krohn Racing, Burns Group Unlimited

The Verizon Festival of Speed race at Mazda Raceway Laguna Seca in Monterey, CA did not bring the results the Krohn Racing team had desired. A victory in the Bosch Engineering 250 race at VIRginia International Raceway in Round 3 earlier this month, had brought high hopes for back-to-back victories for the popular green-and-blue liveried team. However, the No. 76 Krohn Racing Proto-Auto Ford had an off-track excursion on Lap 32 in today's Round 4 of the Grand-Am Rolex Sports Car series that ended their day.

Nic Jönsson, who started from the sixth position on the grid, was being hotly pursued by the No. 99 Gainsco Pontiac Riley, when he got a little wide passing a GT car and off in the dirt at the famous "corkscrew" section of the 2.238-mile, 11-turn Laguna Seca road course. The dip at the bottom got the best of the No.76 car's splitter and the lengthy repairs would take too much time to make staying in the race a worthy option.

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

"Unfortunately, we had way too much push in the car from the very beginning. It was a very hard battle to fight out there with the push in the car. I was trying as hard as I could and came up to the "corkscrew" and had the Porsche right behind me on my tail and I went a little deeper than the Porsche, trying to protect my position. I went wide and got inside the curb there. Unfortunately, it is so steep there that I hit the front splitter. When I came down, it broke the splitter."

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

"I got in the car after Nic went off track, left the pits and was on the long straight and right away I felt something was too much. I could tell something was broken but I didn't know if it was the front or the rear. When we stopped we saw the damage further and realized the broken splitter was upsetting the balance on the car. It was a shame because we had good strategy for scoring points. Now we must wait for the next race."

### **Tracy W. Krohn, owner/ driver, Krohn Racing:**

"It was tough luck for the team. Nic got off at the horseshoe, going a little wide and got off in the dirt. When you get to the bottom of the corkscrew, there is a real profound dip at the end. It just broke the splitter.

The team did a pit stop and Ricardo tried to get out there to see what he could do. He was having balance issues. It would have taken 10 minutes to replace and repair and by that time we are out of racing. There was no use."

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

"It was a disappointing end to a difficult weekend. We have really found it quite difficult to make the car quick here. In the race, the car still had balance issues. Unfortunately, Nic went off at the "corkscrew" and the place where he went off, basically, the car falls off the edge of a step and the car landed on the splitter, which is the primary aerodynamic device on the car, and it is broken. It is well and truly broken and it's not repairable in a sensible time scale. So we decided to pull the car unfortunately. We are going to go to Watkins Glen. We are going to do it again and we'll do it better and have a better result. That's our resolve."

Alex Gurney and Jon Fogarty, drivers of the No. 99 Gainsco Pontiac Riley, claimed their second victory of the season.

## **SunTrust Racing Team Report**

Source: Laz Denes, True Speed Communication

The SunTrust Racing duo of Max Angelelli and Brian Frisselle enjoyed their second consecutive podium finish with a solid, third-place run in Sunday's Verizon Festival of Speed at Mazda Raceway Laguna Seca which, most importantly, moved the No. 10 SunTrust Ford Dallara team of Wayne Taylor Racing from fourth to third in the Grand-Am Rolex Sports Car Series championship.

Frisselle, who put the SunTrust car second on the starting grid after his best qualifying effort of the season on Saturday, took advantage of a strong racecar during his opening stint, put the SunTrust car in the lead for the fourth time in four races this season, and clocked several of the fastest laps of the race before handing things over to Angelelli on the 26th of 106 laps run in today's 2-hour, 45-minute race around the 2.238-mile, 11-turn circuit nestled in the hills just east of Monterey, Calif. Frisselle, who led 17 of the opening 25 laps to give the SunTrust team 87 laps led through the season's opening four events, is the only driver in the series to lead laps in each race thus far.

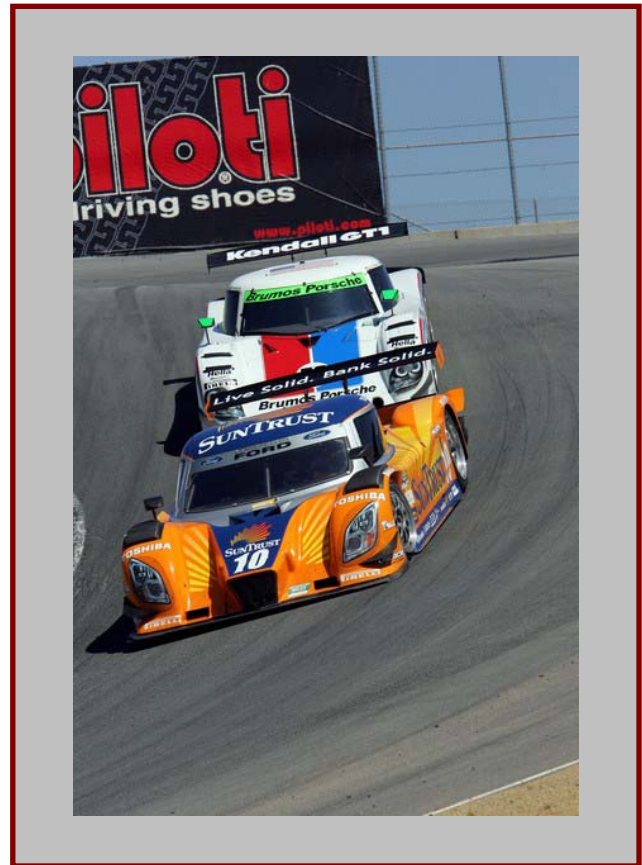
Angelelli took over the SunTrust Racing machine on lap 26 during a green-flag stop for tires and fuel and resumed in 10th place. He worked his way back up to second behind the eventual race-winning No. 99 Gainsco/Bob Stallings Racing Pontiac Riley of Jon Fogarty and Alex Gurney as the field was making another round of green-flag stops on lap 64. Angelelli lost a bit of time during that second fuel-and-tire stop after overshooting his pit box. But he was able to get back on track in the top-five, nonetheless, albeit close to a minute behind the lead pack.

In typical Angelelli fashion, "Max the Ax" put his head down and went to work over the final hour and 10 minutes of the race, picking off car after car until finding himself in fourth place on lap 82 with a nifty pass of Michael Valiante in the No. 6 Michael Shank Racing Ford Riley. Valiante tried to get the position back two laps later by taking advantage of slower, GT-car traffic, and made contact several times with Angelelli in the process before spinning off into the dirt. With Valiante well behind him, Angelelli continued in fourth and mounted another charge, this time to get by Burt Frisselle in the No. 61 AIM Autosport Ford Riley. On lap 100, with some nine minutes remaining, Angelelli passed Frisselle, the older brother of his SunTrust Racing teammate, for third place and the final podium spot with his sights still set on catching Scott Pruett in the No. 01 Chip Ganassi Racing with Felix Sabates Lexus Riley for second.

Angelelli remained in close pursuit of Pruett and was setting himself up for a last-lap pass of his longtime Rolex Series rival when, as luck would have it, the lapped car of Andy Wallace in the No. 2 Childress-Howard Motorsports Pontiac Crawford got between Angelelli and Pruett as the two were racing down the hill through the final series of turns. Angelelli crossed the finish line 1.134 seconds behind Pruett, and Pruett crossed the stripe a hefty 7.228 seconds behind Fogarty in the No. 99 car, which dominated the final stages of today's race.

"We had the best car on the track," said Angelelli, who has been a part of all 36 podium finishes SunTrust has recorded in 70 Rolex Series starts since joining the series in 2004. "I set my fastest lap when I overtook (Burt) Frisselle. It's a shame the No. 2 car got between me and Pruett on the last lap because I was sure I was going to get around him. That is what took the second-place finish away from us. This was good for the championship today, but we need to win. Third is good. Second is good. But, we definitely need to win. We're strong. We're fast. We're capable. And we're definitely going to do it, I believe."

"Overall, it was a good effort by the team," added Frisselle, who co-drove to second place with Angelelli at New Jersey Motorsports Park in Millville two weekends ago. "The SunTrust car was, arguably, the best car on the track. Both Max and I set some of the fastest laps of the race during our stints. So, it's a little



disappointing when you have a car that's that good and come away with third. But, in the big picture of things, it's a good points day and we've just got to take it from here and keep on digging and working toward making the car this good at every track."

With third-place finish, the SunTrust team now has 108 championship points and is 13 behind the series-leading No. 99 team at 119. The No. 58 Brumos Porsche, which struggled for the second weekend in a row, stands second with 111 points. The No. 01 Ganassi team is fourth at 105, while the No. 12 Penske Racing Porsche Riley is fifth with 104 points.

"It was definitely another good finish," said team owner Wayne Taylor. "It's not often you go to a racetrack and have a car that's really good. When you have a car that's really good, those are the times you have to win because it doesn't happen that often. So, from that standpoint, it was a little disappointing. But the team, as usual, did an outstanding job. It's really nice to be up in the top-three in the championship, where we need to be. We're just going to have to work even harder. Those (No.) 99 guys had a great day. We got a little unlucky with the yellows. But you've got to compare where we were at this time last year. We've now had a fourth, a second and a third and just one bad result (13th at VIR), and we're third in the championship. The racing is so, so competitive, that makes me happy. Now, we're going to Watkins Glen, where our car has been absolutely spectacular. I really think Brian made a huge stride forward this weekend. He did what we expected him to do when we hired him. It was just a solid weekend all around, and I believe we have some great days ahead of us."

Next up for the Rolex Series competitors is the Sahlen's Six Hours of The Glen on Saturday, June 6, at Watkins Glen (N.Y.) International. Round Five of the 2009 season will be carried live on SPEED-TV in two segments, with the race start at 2 p.m. EDT, followed by coverage of the final two hours of the six-hour event beginning at 6 p.m.

## **Michael Shank Racing Team Report**

Source: Matt Cleary, Sunday Group Management

On the same track where the team made its first two-car Daytona Prototype race outing in 2005, Michael Shank Racing returned to Mazda Raceway Laguna Seca to once again post strong results on Sunday as Mark Patterson and Oswaldo Negri finished the Verizon Festival of Speed 5th and the sister Ford-Riley of John Pew and Michael Valiante came home in 7th.

The team was right on the pace throughout the race weekend, once again topping the time sheets through most of the sessions leading up to the 2 hour, 45-minute event for round four of the 2009 Rolex Sports Car Series season.

With contact in the last two race outings, the opening laps have not been kind to Michael Shank Racing of late. But on Sunday, both cars got off to a flying start. Starting from 7th (Patterson) and 9th (Pew) on the grid, two were soon running 5th and 6th, and as other teams took to the pits for early fuel stops, saw Pew and Patterson running in 2nd and 3rd.

But that early advantage was lost when a yellow flag came out at a crucial junction of the race. Grand Am rules require that both drivers run for at least 30 minutes in order to earn championship points. With the timing of the yellow, Patterson and Pew had to wait until just before the track went back to green before heading to the pits for service and a driver change. That gave Negri and Valiante a to-do list that was quite extensive as they rejoined the action 25th and 26th on the order after the field had retaken the green flag.

But with cars that were the class of the field all weekend long, the duo ran nose to tail to move up the order and finish 5th and 7th.

"It's a disappointing result considering our performance all weekend long, but on the other hand, there just wasn't anything we could do with the way the yellow timed out and that really bit us today," said team owner Mike Shank. "But we will take this and build on it at Watkins Glen. We've always been fast there and the long races suit us as well, so we will try to pick up some momentum in the points there."

The race had half as many yellow flag periods as it did last year, and that didn't always play into the hands of the No. 60.

"I kept getting traffic at the worst times and the tires just weren't there after the second restart, so even though we made up so much ground early in the race, we weren't able to fight for a podium today," said Negri, who set the very first pole position in Grand-Am's inaugural visit to the track in 2005. "But the strategy

was perfect and our pit stops were great, so this was a really good weekend for us. We were fast and really executed all weekend long, so now we will try to get back on the podium at Watkins Glen."

Patterson matched the benchmark that Pew set at VIR by qualifying 7th on the grid with a time just over one second off the pole. And he kept that pace going to open the race with another run at the sharp end of the field before handing off to Negri.

"There was some real fighting going on out there and it was just fantastic to watch," said Patterson, who was also fetted in the post-race ceremonies with the Trueman Award medal. "It was a shame with the timing on the yellow, but both Ozz and Michael drove a fantastic race today. Now it's on to the Glen--we've had great cars on that track and this team is really good in the endurance races, so hopefully we can do well there."

The most hair-raising moment of the day came in the downhill section as Valiante fought to make another podium appearance. But contact with the #10 as the two encountered GT traffic sent Valiante spinning and damaged the car enough to slow the pace for the rest of the race. While the contact hampered the race pace in the closing stages for the machine, there was no second-guessing his ambitions.

"You have to go for it in this series, and if that move had worked out, we'd probably be on the podium right now," said Pew. "So it was a shame that it didn't work out, but Michael did a great job to still bring that car home 7th even with the damage. We had a great car and great pit stops today so we were well on our way to a podium but the racing luck just didn't go our way today. We'll get them at the Glen."

"The GT car was a little unpredictable and I'm not sure he saw us coming, but I tried to go outside but it didn't work out and I got spun," said Valiante. "I could have laid back, but we're trying to win when we have a car this good so I just went for it. Otherwise this weekend was nearly perfect, from the car to the strategy. It's disappointing to not come out of this weekend with more, but we will just come back and try to do better at the Glen."

## **Porsche Motorsports Race Report**

Source: Dave Engelman, Product Communications Manager & Andy Schupack, PCNA Motorsport PR

A stop-and-go penalty for jumping a restart was very costly to Porsche works driver Timo Bernhard (Germany) and his Penske Porsche Riley teammate Romain Dumas (France) Sunday during the Verizon Wireless Festival of Speed, the fourth race of the 2009 Rolex Grand-Am Sports Car Series presented by Crown Royal Cask No. 16.

Running a strong third, Bernhard was penalized for jumping the restart on lap 77. He was just 0.819 seconds behind leader Scott Pruett at the time, and after making his penalty pit stop, he fell to seventh place, 14 seconds behind with just 33 minutes left in the 2 hour, 45 minute race at Mazda Raceway Laguna Seca.

The Penske team wound up finishing sixth, 13.3 seconds behind the winning Pontiac Riley of Jon Fogarty (Bend, OR) and Alex Gurney (Irvine, CA). The #58 Brumos Porsche Riley entry of Darren Law (Phoenix, AZ) and David Donohue (Malvern, PA) finished eighth, the last car on the lead lap, and lost their Daytona Prototype driver's championship points lead. The #59 Brumos Porsche Riley of JC France (Ormond Beach, FL) and Joao Barbosa (Portugal) lost 10 laps making repairs to a broken suspension and finished 25th overall and 14th in DP.

While the Daytona Prototype teams were disappointed, the Rolex GT entry of Leh Keen (Charleston, SC) and Dirk Werner (Germany) recorded the 245th podium finish for Porsche in Rolex Grand-Am GT competition. They drove their #87 Farnbacher Loles Racing Porsche 911 GT3 Cup entry to a third-place GT finish. Porsche has earned nearly three times as many GT podium finishes of any other manufacturer.

Spencer Pumpelly/Ted Ballou finished fourth in their TRG Porsche 911 GT3 Cup, enabling Pumpelly to retain the GT championship lead by a single point over Keen/Werner. But the tale of the day was in Daytona Prototype competition.

"We definitely had the car to win today," Bernhard said. "On the restart I accelerated with everybody else, and then the guy ahead of me braked again. When I saw the green flag, I went to the left and everybody was braking. I was afraid to hit my brakes because everybody went with me and they would have hit me. In the end it was a problem (penalty) so I came in for the stop-and-go. Afterwards, I made up two positions, but the 60 car blocked me big time, which is not nice when you are racing so hard to win."

## **Grand-Am Race Report**

Source: JJ O'Malley, Grand-Am Communications

Jon Fogarty passed Scott Pruett at the entrance to the Corkscrew with 22 laps remaining in Sunday's 106-lap Verizon Festival of Speed and held on to give the No. 99 GAINSCO Pontiac Riley its second Grand-Am Rolex Sports Car Series presented by Crown Royal Cask No. 16 victory of the season at Mazda Raceway Laguna Seca.

In GT, Nick Ham and Sylvain Tremblay teamed to score their first victory of the season in the SpeedSource No. 70 Castrol Syntec/Mazdaspeed Mazda RX-8.

Fogarty started and finished the race, run under sunny skies and 91-degree temperatures. Alex Gurney drove the middle shift to give the team its 10th Rolex Series victory, beating the No. 01 TELMEX Lexus Riley started by pole sitter Memo Rojas by 7.228 seconds.

While it was the 10th time Fogarty and Gurney co-drove to win - following up their seven-victory championship season in 2007 - it marked the first time Fogarty actually took the checkered flag at the finish.

"We weren't sure if I had been in the car the required 30 minutes to score points," Fogarty said. "We considered leaving Alex in, but we figured since it's early in the season it was important for both of us to score points. On the winning pass, Scott got caught up in traffic in Turn 6 - and your momentum gets killed at that part of the track - so I had a good run and made it three-wide at that point. I got off into the gravel, but I was able to get back on the tarmac and outbraked him. I really almost didn't make it."

The victory allowed Fogarty and Gurney to take the Daytona Prototype point lead. Rolex 24 At Daytona winners Darren Law and David Donohue finished eighth in the Brumos Porsche Riley, and fell to second in the standings, eight points behind (119-111).

Rojas led the an event-high 44 laps in the race, with Pruett pacing 20 circuits in a bid to give them their first victory of the season.

The final 18 minutes were run under the green flag. Fogarty made his pass for the lead moments before the fourth and final caution, and then slowly pulled away after the final restart.

"We got caught up behind a GT car and had our momentum broke," Pruett said. "It was good, hard racing. He got his nose in there and I couldn't do anything about it."

Max Angelelli finished third in the No. 10 SunTrust Ford Dallara started by Brian Frisselle, followed by Burt Frisselle in the No. 61 AIM Autosport Ford Riley started by Mark Wilkins. For Wilkins and Burt Frisselle, it was their best finish of 2009.

Michael Shank Racing took fifth and seventh positions, with Ozz Negri and Mark Patterson fifth in the No. 60 Ford Riley, and Michael Valiante and John Pew taking seventh in the team's No. 6. In between was the Penske Racing No. 12 Verizon Wireless Porsche Riley of Romain Dumas and Timo Bernhard.

Much of the race was run under the green flag, with two cautions early in the event and a pair during the closing half-hour. The first incident occurred when Rolex 24 winner Justin Marks had a water leak in the TRG No. 67 Construct Corps Porsche GT3 and spun directly in front of the leaders on lap 10. Marks stopped on course to bring out the caution. The car co-driven by Andy Lally was able to continue after losing 30 laps in the pits.

"I saw the car spinning, but I was able to get our car in a direction where I would not hurt anything," said Rojas, who was pressured by Fogarty and Brian Frisselle at the time.

The second caution waved 30 minutes into the race when Scott Tucker went off and was stuck in a gravel trap. He was able to continue, with Christophe Bouchut taking over the No. 55 Supercar Life Racing BMW Riley to finish ninth in class.

After a long green-flag stretch, Wayne Nonnamaker was stranded in the gravel in the No. 43 Sahlen's Corvette with less than an hour remaining - erasing a seven-second lead for Pruett.

The fourth caution waved with 30 minutes remaining, when Mike Forest lost power in the Beyer Racing No. 13 Honda Riley and stopped on the track.

The Comptech Honda engine made its Daytona Prototype debut in the No. Beyer Racing No. 5 Lennox Riley Comptech Honda Riley. Jordan Taylor went out eight laps into the race with an electrical systems problem.

Also experiencing problems was the No. 76 Krohn Racing Ford Lola. Nic Jonsson - winner with Ricardo

Zonta in the most recent race at New Jersey Motorsports Park - spun in the Corkscrew while trying to hold off Alex Gurney. A broken splitter resulted in the team's third DNF in four races.

Fogarty and Gurney completed 106 laps on the 2.238-mile circuit, averaging 85.807 mph.

### ***Tremblay, Ham Win First GT Race of Season for Mazda***

Nick Ham and Sylvain Tremblay teamed to lead 84 laps to give the SpeedSource No. 70 Castrol Syntec Mazda RX-8 its first Grand-Am Rolex Series Acxiom GT victory of the campaign.

Ham started on the pole and led four times for 50 laps. Tremblay took over and led the final 34 circuits after taking the lead from Paul Edwards.

"Last year I made a small mistake here and went from first to third," Tremblay said. "This year I wasn't going to make that mistake. Our car did a great job preparing our Mazda RX-8, and how can you not capitalize on that, our car was that good."

Ham, who won his series-leading second pole on Saturday, agreed with his co-driver.

"Our car was that good; it was just a matter of grinding out the laps," Ham said. "It was my job just to get the car to halfway."

Edwards and Kelly Collins teamed to lead for nine laps in the No. 07 Banner Racing Pontiac GXP.R. They held on to finish second, 8.23 seconds behind.

Leh Keen and Dirk Werner, winner of the most recent event at New Jersey Motorsports Park, finished third in the No. 87 Farnbacher Loles Racing Porsche GT3.

Fourth went to Ted Ballou and Spencer Pumpelly in the TRG No. 66 AXA/Mitchell Rubber Porsche GT3, followed by Emil Assentato and Jeff Segal in the SpeedSource No. 69 FXDD Mazda RX-8.

Pumpelly retains the Acxiom GT point lead, one ahead of Keen and Werner (117-116).

The next action for the Grand-Am Rolex Series will be the Sahlen's Six Hours of The Glen on June 6 at Watkins Glen International. The Grand-Am KONI Sports Car Challenge will race May 23-25 in the traditional Memorial Day weekend event at Lime Rock Park in Lakeville, Ct.

### **News and Notes (Daytona Prototype):**

- This is the second win of the season for Jon Fogarty and Alex Gurney in the Daytona Prototypes. They won together two races ago at Mazda Raceway Laguna Seca. Both victories came from the third starting position.
- This is the 10th Daytona Prototype victory for Fogarty and Gurney, all of which have come together. The two have the most victories for a duo in Daytona Prototype history. The victory keeps the two third in all-time Daytona Prototype victories, two behind Max Angelelli.
- Fogarty and Gurney are the only two drivers with multiple victories this season in Daytona Prototype competition.
- GAINSCO/Bob Stallings Racing remains third in all-time Daytona Prototype team victories with 10, two behind SunTrust Racing.
- Gurney moved into a tie with Wayne Taylor for third in Daytona Prototype podium finishes with 21, while Fogarty moved to fourth in GT podiums with 20.
- Fogarty turned the race's fastest lap, 1:20.533, on Lap 97. This is also the first time Fogarty has finished a race in which he and Gurney have won in Rolex Series competition.
- This is the 33rd victory for a Pontiac engine in Daytona Prototype competition. Pontiac has two victories this season to lead all manufacturers - Ford and Porsche have one each.
- All three podium positions were represented by different manufacturers - Pontiac, Ford and Lexus. Ford put three cars in the top five.
- Pontiac tied Porsche with most Rolex Series overall victories at Mazda Raceway Laguna Seca with two.
- Riley earned its 57th victory in the Daytona Prototypes and third in four races on the 2009 season. Rileys have three victories this season, while Lola is the only other chassis constructor with a victory. Rileys took four of the top five finishes and nine of the top-10 Daytona Prototype results.
- Riley has won four of five Rolex Series races at Mazda Raceway Laguna Seca.
- Max Angelelli and Brian Frisselle earned their second straight runner-up finish in the No. 10 SunTrust Ford Dallara. Angelelli increased his all-time Daytona Prototype career podium mark to 37, which remains second.



The duo also made Dallara the only constructor other than Riley with a top-10 result. Frisselle is the only driver this season who has led all four Daytona Prototype races.

- Scott Pruett and Memo Rojas earned their second podium finish of the season in the No. 01 TELMEX Lexus Riley. Pruett earned his series-leading 42nd career Daytona Prototype podium finish in the process, and the pair broke a two-race streak of finishing outside the top five. Rojas led a race-high 44 laps, nearly doubling his previous count of 45 to 89 total for the season.

- Burt Frisselle and Mark Wilkins started and finished fourth in the No. 61 AIM Autosport Ford Riley, both season bests.

- Mark Patterson and Ozz Negri earned their best finish of the season - fifth - in the No. 60 Michael Shank Racing Ford Riley. The two have three top-10 finishes together at Mazda Raceway Laguna Seca.

- The highest running Porsche-powered car was sixth, with Romain Dumas and Timo Bernhard in the No. 12 Verizon Wireless Porsche Riley for Penske Racing. The team incurred a stop-and-go penalty for jumping a late restart. Though he did not lead a lap, Bernhard remains the season's lap leader with 117 in front. (over)

- The average speed of 85.807 mph was a track record, besting the previous mark of 80.606 mph.

- Sunday's race tied a track record for fewest caution periods (four) and caution laps (15) in a Rolex Series race. In 2007, the GT race had only four caution periods.

- The 106 laps, and 237-plus miles, completed were race records.

- Eight cars finished on the lead lap (106).

- Six drivers in four cars led laps: Memo Rojas (44), Jon Fogarty (23), Scott Pruett (20), Brian Frisselle (17), Romain Dumas (1), Alex Gurney (1).

- Climbing the most sports in the race was the No. 55 SuperCar Life Racing BMW Riley with Christophe Bouchut and Scott Tucker behind the wheel.

- A total of 1,009 laps have been completed in Daytona Prototype competition this season.

### **News and Notes (GT):**

- This is the first victory of the season for Sylvain Tremblay, Nick Ham and their No. 70 Castrol Syntec/Mazdaspeed Mazda RX-8. The two won from the pole position, their third for four races.

Tremblay and Ham each earned their seventh victories - all coming together. Their last victory came in 2008 at Barber Motorsports Park. The pair finished second at Mazda Raceway Laguna Seca in 2008.

- Ham led a race-high 50 of 101 laps, or just under 50 percent. Total, Ham and Tremblay led 84 laps.

- This is the first time this season a polesitter has won a race in GT competition.

- Ham and Tremblay are the 10th and 11th drivers to win in GT competition in 2009.

- Tremblay turned the race's fastest lap, 1:27.157, on Lap 91.

- Mazda earned its eighth GT manufacturer victory, tying the marquee with Ferrari for sixth on the list. Mazda also earned its 15th podium finish.

- There were three different manufacturers represented on the podium - Mazda, Pontiac and Porsche. It marked the first time this season that this has occurred.

Reigning race winners Kelly Collins and Paul Edwards finished second in the No. 07 Banner Racing Pontiac GXP.R. The two have finished first or second in each of the last three races at Mazda Raceway Laguna Seca. Collins, who led five laps, is the only driver this season to have led all four GT races.

- Finishing third in the No. 87 Farnbacher Loles Racing Porsche GT3 were Dirk Werner and Leh Keen. It marked the pair's second straight podium finish, as they won the most previous race at New Jersey Motorsports Park. Their result gave Porsche earned its 245th GT podium finish.

- TRG, based in Petaluma, Calif., earned a race-best fourth with Spencer Pumpelly and Ted Ballou driving the No. 66 AXA/Mitchell Rubber Porsche GT3. The two also made up a race-high six positions from start (10th) to finish.

SpeedSource put two cars in the top five, as the No. 69 FXDD Mazda RX-8 finished fifth with Jeff Segal and Emil Assentato behind the wheel. It was the pair's best finish of 2009 in GT competition.

- Six cars finished on the GT lead lap (101).

- Seven drivers in five GT cars led laps: Nick Ham (50), Sylvain Tremblay (34), Robin Liddell (5), Kelly Collins (5), Paul Edwards (4), Leh Keen (2), Ted Ballou (1).
- A total of 960 laps have been completed in Rolex Series GT competition this season.

**Quotes:**

**Jon Fogarty (No. 99 GAINSCO Auto Insurance Pontiac Riley; first, Daytona Prototype):** "Fantastic day for the GAINSCO Auto Insurance car. We did not have me in the car long enough early on and the team decided to put me back in. The first time I've gotten to finish a race and take the checker. Really, really stoked.

"Scott got held up in Turn 6 and I had a good run. He left me -- some room, but we got by and I stayed on the track. Fantastic. Alex had an awesome deal. He definitely took his pride to ask him to get out of the car. Not our usual driver change, but we recouped thing and it's worked out.

"He (Scott Pruett) said great job. It's clean. He left me just enough room down the front straight away and he knew he got boxed going through Turn 6. Not much he could do. I think we had the pace on the (No.) 01 guys today. Bodes well for the future, I think."

**Alex Gurney (No. 99 GAINSCO Auto Insurance Pontiac Riley; first, Daytona Prototype):** "I think so. I mean Jon made a great pass into the Corkscrew. Looked like Scott tried to immediately try to hit him and you know, a little unsportsmanlike there but they don't like it when we beat them. We'll see. We have a great car. I think we're good to the end, so we'll see how it goes.

"It's really important. We've never won with this car. It will be really special. We both have our families here and a bunch of GAINSCO people. We'd love to pull it off.

"The way it worked out a bunch of the other drivers had to do their driver change when we did our stop. There wasn't that much of a penalty. We had a lot of speed and Jon drove an amazing stint at the end. We couldn't be happier. We finally won here at (Mazda Raceway) Laguna Seca."

**Scott Pruett (No. 01 TELMEX Lexus Riley, second, Daytona Prototype):** "It is and you know, the (No.) 99 guys ran strong. Traffic didn't work our way today. The Ganassi guys we needed to get the momentum going, get back on the podium. Memo did a great job, so did the crew. We're real happy. My family is here. Hi to my family at home that is not here. We're real happy. Everybody did what we should be doing now we're back at the front and we can stay at the front and fight for a championship. Not an easy fight. The cars got some nicks, missing a couple of dive planes out front.

"That is part of (Mazda Raceway) Laguna Seca. It's touch and go all the time literally. It's real close, real tight, even when you are not trying to get into guys, they may be checking for a guy in front of them. It's part of the track."

**Memo Rojas (No. 01 TELMEX Lexus Riley; second, Daytona Prototype):** "Luckily we were able to take a direction, pass him on the left. The car kept spinning in that direction; it didn't hurt anything. We really struggled Friday and we took a good direction on Saturday and made the car right. We struggled the last two races and hopefully we'll keep the ball rolling and keep on the podium the rest of the season."

**Max Angelelli (No. 10 SunTrust Ford Dallara; third, Daytona Prototype):** "We had the best car on the track. I set my fastest lap when I overtook (Burt) Frisselle. It's a shame the No. 2 car got between me and Pruett on the last lap because I was sure I was going to get around him. That is what took the second-place finish away from us. This was good for the championship today, but we need to win. Third is good. Second is good. But, we definitely need to win. We're strong. We're fast. We're capable. And we're definitely going to do it, I believe."

**Brian Frisselle (No. 10 SunTrust Ford Dallara; third, Daytona Prototype):** "Overall, it was a good effort by the team. The SunTrust car was, arguably, the best car on the track. Both Max and I set some of the fastest laps of the race during our stints. So, it's a little disappointing when you have a car that's that good and come away with third. But, in the big picture of things, it's a good points day and we've just got to take it from here and keep on digging and working toward making the car this good at every track."

**Sylvan Tremblay (No. 70 Castrol Syntec/Mazdaspeed Mazda RX-8; first, GT):** "This is our home track, man. I mean just all the credit to the crew. The car was so -- I've never driven car as good as this Mazda RX8 was here at Mazda raceway. Nick did the perfect stint. David Haskell, Matt, Marc, everybody the strategy was spot on. We were hooked up and gone." (I know you really wanted the championship last year. things got out of hand. how big is this win this early on?) "It's huge. we needed this. the team needed this. we're back now. ready to just start grinding out results, and trying to win it for Mazda."

**Nick Ham (No. 70 Castrol Syntec/Mazdaspeed Mazda RX-8; first, GT):** "We just had a good car. I had so much confidence starting this race. We changed some sway bars yesterday and I had just so much confidence in our game plan. It was just a delight to drive; credit to the team. I'm really happy for my buddy Sylvain. I'd have to say it's a huge win for him. He's had a tough year so far."

**Paul Edwards (No. 07 Pontiac/Las Vegas Bike Fest Pontiac GXP.R; second, GT):** "How we started the weekend we were behind the eight ball. The Mazdas and Porsches were on top of their game. Shows the effort the banner team has. We had five more setup changes before the race. The longevity of the car came to me. We're really happy for the whole team. It was a tough weekend and coming out of here second after 15th at jersey is a good result."

**Kelly Collins (No. 07 Pontiac/Las Vegas Bike Fest Pontiac GXP.R; second, GT):** "My stint was really short. We had a game plan that I was going to drive to 30 or 40 minutes, Paul was going to get in. Basically, my stint went pretty good. When everybody else pitted, I tried my best to hold them off. We'd been having problems with my car all weekend. The greasiness of the track allowed our performance to get better matched to the traffic. The track wasn't as bad as we thought it would be. All in all a second place is a really good finish."

**Leh Keen (No. 87 Farnbacher Loles Racing Porsche GT3; third, GT):** "The best thing for us was to stay out and we had better tires than the rest of the guys."

**Dirk Werner (No. 87 Farnbacher Loles Racing Porsche GT3; third, GT):** "I'm really happy to be in the series. My goal is to be successful and we're successful like we are now in the series especially with the competition. The Grand-Am Series was very close today to race against. I didn't have any more at the end of the race. I just didn't want to make a mistake. The problem right now is we can't really push too hard. We always have to try to be conservative but not to be too slow. This race really was a good race for us I think because we're close to the championship lead now and I think that's what matters."

#### Farnbacher-Loles Race Report

Leh Keen and Eric Lux used their strong qualifying positions to good advantage as they ran in the in the top four throughout the opening 45 minutes of the Verizon Festival of Speed at Mazda Raceway Laguna Seca. Keen had a fantastic battle with pole sitter Nick Ham as Keen's Porsche 911 GT3 Cup traded the lead with Ham's Mazda. Meanwhile Lux was putting the pressure on in his fight with Bryce Miller's Mazda for third. The two Farnbacher Loles cars were the only Porsches in the top eight at that point.

As the race neared the 90-minute mark, and the Porsche's rear tires started to show the effects of the warm temperatures, Keen's 87 was overtaken by Robin Liddell's Pontiac and soon came under by Paul Edwards in another Pontiac.

With about an hour left in the race, both Lux and Keen made their pit stops for driver changes and much-needed tires. Dirk Werner took over for Leh in the #87 and rejoined the race in sixth place. Eric handed the #86 over to Kevin Roush, who was filling in for Wolf Henzler. Roush came out in the eighth spot.

A prolonged caution period bunched up the field and Werner took full advantage of the restart by passing Spencer Pumpelly to move into the third spot while Roush picked up a spot to take seventh.

Another yellow again bunched the field and the green flag fell with only 18 minutes to go. The top four cars in the GT Class were running nose to tail and began an exciting battle to the finish. Sylvain Tremblay led the class in the #70 Mazda, Paul Edwards ran second in the #07 Pontiac, followed by Werner in third and Pumpelly in fourth. Werner was heavily pressuring Edwards in the Pontiac and looking to take the second spot. Both drivers were driving at the limit, turning some of the fastest laps of the race.

They would fight right to the end, with Dirk and Leh getting a well-earned podium spot. Eric Lux and Kevin Roush took eighth place to keep Eric right in the thick of the points race.

After the race, Werner was exhausted, but glad for their second straight podium.

The strong finish seriously tightens the point race. After four rounds, Keen and Werner now sit only one point out of first place.

"We are very happy with the performance of drivers," said team principal Gregory Loles, "as they really pushed in pretty hot conditions. But the Mazda was able to pull away at will, so winning here wasn't possible. We'll be patient to hear what will be done before the next race in terms of adjustments."

## **Bryce Miller's Race Report**

Source: Sylvia Proudfoot, Spur Communications

Bryce Miller had a strong start to the Grand-Am Rolex Sports Car Series race at Mazda Raceway Laguna Seca in Monterey, Calif., on Sunday. The Summit, N.J., driver started from third on the GT class grid and was pressing for second place when a miscue took him out of contention after 58 minutes of the two-hour 45-minute race.

Miller was turning consistently fast laps in the No. 30 Mazda RX-8 prepared by Racers Edge Motorsports, despite high ambient temperatures and slippery conditions on the 2.238-mile road course. A pit stop for fuel and tires during an early caution period dropped him back to 10th in class, but he quickly regained the positions. He was poised to take second place before handing off to Dane Cameron of Sonoma, Calif., who was set to drive the second half of the race.

"The crew gave us a car that surely was a podium car. I was really biding my time in third position; we had second place in our sights and the positions were just coming back to us," Miller explained. "I kept adapting to some understeer we had in the car and I was moving my turning points back further and further. Eventually, it caught me out and I caught one of the peaks on the inside of the curbs. That caused a tire puncture and some other damage to the left-front suspension."

Miller was able to get the car back to pit lane, but the broken suspension could not be repaired and the car was retired from the race.

After thanking his crew for an excellent car, Miller visited the IPC Systems pit suite, anticipating the difficult task of explaining why his sponsor's car was out of the race. Instead, he was greeted by applause for his fast run with the GT leaders.

"It's been a real joy to have everyone from IPC here and to have their support. Especially at a time like this, it's nice to have some people cheering for us because it's a pretty low point," Miller said. "But I'm happy we could put on a show for them and challenge for some top spots. We know what we can do now, so we just have to keep our heads down and focused on the next event."

## **Stevenson Motorsports Team Report**

Source: ashautomobilia.com

### **Stevenson Team Suffers Broken Heart And A Broken Part at Laguna Seca**

#### ***No. 57 Pontiac GXP.R soldiers on to 6th place despite passing of family patriarch***

While practicing for the Laguna Seca round of the 2009 Grand-Am Rolex Sports Car Series presented by Crown Royal Cask No.16, the Stevenson Motorsports Team received some very sad news. Leonard O'Rion "L.O." Stevenson, the father of team owner John Stevenson, passed away that weekend. In his honor and his memory, the No. 57 Stevenson Motorsports / BryanMark Financial Pontiac GXP.R carried on the fight for the championship. It would have been his wish for them to do so. Had it not been for a bout with misfortune they likely would have finished on the podium.

Team Manager Mike Johnson: "I think more than anything right now, our hearts go out to not only John, Susan, Booth and Shelley, but the entire Stevenson Auto organization. While I never met L.O., I understand he was a great man that served his country in WWII as a B-29 pilot and loved the car business more than anything. They tell me he was still conducting business via phone until a few days before he died and I think his dedication to doing the job right the first time has been very influential to the way Johnny wants this race team to perform."

Drivers Andrew Davis and Robin Liddell pushed their Pontiac as hard as possible in pursuit of the Porsche and Mazda racers that took an early lead at the start. At one point, the Stevenson car was up to second place only to suffer a part failure that put them in the pits for repairs, ultimately costing them a podium placing.

Johnson: "Unfortunately today, we had a podium car that should have easily finished second, but our front sway bar broke which made the car very difficult to handle."

Liddell: "The Pontiac had been a really good car all weekend until the problem so the fact that we could not capitalize and get a (podium) result is frustrating. We did not have the outright pace of the Mazda, which ultimately won, but were on top of the rest of the Porsche and Pontiac competition in the first hour. However, if our worst result this year turns out to be a sixth then I would say that is not too bad."

Davis: "It was unfortunate that we had the mechanical failure, but we feel a bit lucky to leave the event with some points. It certainly could have been much worse in terms of the effect on the championship. We will be working extra hard for the remainder of the season to maximize points and get Stevenson Motorsports back on the podium where we belong."

Johnson feels the heart of the team exuded strength despite the sad news that could have turned them away from a run to the front.

"At the end of the day, we had nothing on the 70 car, but I think the hard work that the team and our new engine partners CRD have done have given us the ability to fight for wins every weekend." Johnson continued: "When you have a failure like we had today, there is no reason to blame the rules makers or anyone else since we didn't perform to our maximum ability. With the recent rules changes, the Mazda should have the ability to dominate the Glen like they did last year, but hopefully our race execution will get us back to victory lane very soon."

Liddell too feels the team needs to continue moving forward and seize every opportunity to strengthen their position in the championship chase.

"We need to look forward to the next race and really try to maximize our points at the Glen. We are one-third of the way through the season and are still close to the top of the points but we need a couple of strong finishes to really put pressure on our competition by the midway point."

An interesting, poignant and ironic coincidence regarding L.O. Stevenson and the No. 57 on the Stevenson Motorsports Pontiac is that MR. Stevenson was in the automobile business (Lincoln-Mercury and Honda) for 57 years.

Top six results in the GT class for The Verizon Festival of Speed at Mazda Raceway – Laguna Seca:

1. #70 Ham / Tremblay SpeedSource / Mazda RX-8
2. #07 Collins / Edwards Banner Racing / Pontiac GXP.R
- 3 #87 Keen / Werner Farnbacher Loles Racing / Porsche GT3
4. #66 Ballou / Pumpelly TRG / Porsche GT3
5. #69 Assentato / Segal SpeedSource / Mazda RX-8
6. #57 GT 6 Davis / Liddell Stevenson Motorsports / Pontiac GXP.R

