



## **Grand-Am Rolex Series Sahlen's Six Hours of the Glen**

Source: Team Race Reports

Photos courtesy of the teams and/or Grand-Am



### **Porsche Motorsports Report**

Source: Porsche Motorsport

#### **Werner, Keen Win GT Class and Take Points Lead; Bernhard, Dumas Enjoy Podium Finish**

Dirk Werner (Germany) and Leh Keen (Charleston, SC) captured their second GT class victory of the season and took over the points lead while Porsche works drivers Timo Bernhard (Germany) and Romain Dumas (France) grabbed a podium finish in Daytona Prototype competition during the Sahlen's Six Hours at the Glen Saturday at legendary Watkins Glen International Raceway.

Werner drove the final segment in the #87 Farnbacher Loles Racing Porsche 911 GT3 Cup entry and took the checkered flag in the fifth Grand-Am Rolex Sports Car Series presented by Crown Royal Cask No. 16 event of the season. Keen had broken the track record in qualifying, but the duo did not have an easy time winning their second race of the year.

It was Porsche's 59th GT victory and 247th podium finish in Grand-Am history.

Meanwhile, Bernhard and Dumas put the #12 Verizon Wireless Penske Porsche Riley on the podium for second time this year, finishing just 1.59 seconds behind the dominate Lexus Riley of Scott Pruett (Auburn, CA) and Memo Rojas (Mexico) as the race ended under caution. Pruett started on the pole with a record qualifying race and ended a nine-race winless streak to claim his record 21st Daytona Prototype victory.

Porsche works driver Wolf Henzler (Germany) made a late pass to grab third place, giving Farnbacher Loles a one-two-three GT finish. Henzler drove the #86 Farnbacher Loles Porsche 911 GT3 Cup car with Eric Lux (Jacksonville, FL). "We didn't drive away from the other competitors, Werner said. "It was a hard battle the whole six hours. We had one lucky situation when we stayed out under a yellow and then got another yellow a little later that gave us a chance to pit when we wanted. We could do consistent lap times. It is always fun to race these guys, that's how racing should be. You know you can't make any mistakes, and that's fun.

"Right out of the box the car was excellent, Keen said. We had so much momentum from the past two races, and after Dirk won the pole we would only be going backwards if we didn't win today. We have great momentum for the championship, and are looking forward to next two races. The next race is at Mid-Ohio and we won there last year, so we are feeling good.

The GT competition was so fierce that there 19 lead changes among seven cars, but the #87 Farnbacher Loles Porsche 911 GT3 Cup led 103 total laps, three times as many as any other entry. Werner led four different times for 73 total laps and Keen led twice for 30 laps. Werner and Keen trailed Spencer Pumpelly (Mason Neck, VA) by one point in the driver's standings, but Pumpelly finished only fifth in the #66 TRG Porsche 911 GT3 Cup entry with teammates John Potter (Salt Lake City, UT) and Craig Stanton (Long Beach, CA). Now, Keen and Werner lead with 151 points with Pumpelly second with 143. Lux is fifth with 135 points.

"It was a great race today, Henzler said. I am happy to finish on podium, but I needed 10 more minutes. I think I might have gotten second if I had a few more laps. I took everything the car had and I was going faster and faster. Finally there was a yellow at the end, and we happily took third.

The DP competition wasn't as close. Pruet and Rojas led 142 of the race's 188 laps in their Lexus Riley. Dumas noted that Pruet "can pull away anytime he wants. Look at this (as Pruet went by start/finish). It is only three laps after the restart and no one else is in sight. We can not pass on the straight-aways. With the RPM limit, the 911 Porsches (GT3 Cup cars) are as fast as us. We are close, but winning is something else. We have been on the podium twice (third both times) and the whole team and Porsche want to move up. We push very hard. When we are on the track alone, we are OK but as soon as there are a lot of cars we struggle a little bit. The RPM (limit) hurts us. We can not pass on the straightaways, and the GT Porsches are as fast as fun. But we do all we can with good strategy and a great crew that gives us the best possible car and never stops working to improve it.

Dumas led once for two laps during a flurry of pit stops in his middle race two-hour stint, but during one of the race's longest green flag stints, Pruet pulled away from Dumas by 19 seconds over 26 laps. Bernhard, who started and finished, led twice for 12 laps, and took the lead for three laps when the winning car made its final pit stop to allow Pruet take over. Bernhard then pitted while in the lead for his final pit stop, allowing Pruet to re-take the lead for good.

"From the start, we raced as hard as we could, Bernhard said. .This is good, hard racing from good competitors who are very fair, and this is what I really like. We are doing the maximum we can. With the engine limit, we can not do more. I'm very excited for the team to take the podium. The crew works hard and we improve every weekend. Now we are off to Le Mans, and we come to Mid-Ohio to do our best again."

The two Brumos Porsche Riley entries had mixed results. The #58 Porsche Riley entry of Darren Law (Phoenix, AZ) and David Donohue (Malvern, PA) was much more competitive than in recent races, but wound up 15th in DP and 26th overall after suffering from drive train problems. Donohue was guilty of knocking the #99 Pontiac Riley of Alex Gurney (Irvine, CA) off the track, and into a gravel trap and out of the race. The Brumos crew made repairs to the car, allowing Donohue back into the race with an hour remaining, but he was unable to improve his position.

But since they finished ahead of previous two-race winners Gurney and Jon Fogarty (Bend, OR), Law and Darren gained on the GAINSO drivers, but fell further behind the overall point's leaders. A four-way tie – Pruet, Rojas and second place finishers Max Angelelli (Monaco) and Brian Frisselle (Aspen, CO) – for first place with 140 points now exists. Another four-way tie (Dumas, Bernhard, Fogarty and Gurney) is for second with 134 points. Law and Donohue are third with 127 points.

The #59 Brumos Porsche Riley of JC France (Ormond Beach, FL), Joao Barbosa (Portugal) and Hurley Haywood (Ponte Vedra Beach, FL) finished sixth overall, the last car on the lead lap.

The next event of the Grand-Am Rolex series is the EMCO Gears 2009 Classic at Mid-Ohio Sports Car Course in Lexington, Ohio, June 19-20.



## **KROHN Racing Report**

Source: Barbara Burns

Krohn Racing got a fast start to the Sahlen's Six Hours of the Glen weekend at Watkins Glen International, but the fifth event of the 2009 Rolex Sports Car Series season didn't deliver the results the team was hoping for after contact from a competitor derailed a likely top-five outing.

The weekend opened with promise, as the Ford-powered No. 76 Krohn Racing Proto-Auto Lola was quick on the opening practice day for round five of the season, setting the second fastest time of the day. But as the conditions changed, the perfect set-up proved to be elusive as Ricardo Zonta qualified eighth for the endurance event.

The team continued to make adjustments, and the car reacted positively through the long-distance event as the team sought a second victory of the season. The constant improvement saw the No. 76 move up to the top three with Nic Jönsson behind the wheel. However, the chance for a strong result was set back significantly when contact from another car forced Zonta into the pits to replace the rear wing.

The race became even more challenging as a second pit stop was required to clear out the remains of a bird that had been lodged in the radiator, sending the machine down to tenth before Zonta recovered one position to take ninth at the checkered flag.

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

"We had a very good car at the beginning of the weekend but for some reason we got a little bit lost and struggled in the warm up this morning as well. But we kept changing the car during the race and it kept getting better. By my second stint things were going really well and I got up to third and then Ricardo got in and kept going. Unfortunately, he got together with the 22 car and that broke the wing. We had a decent car today, at least a top five car. But with the contact we weren't able to get that finish."

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

Regarding being hit by another car during the car:

“The guy was really slow, and when I went to overtake him, he just didn’t look in the mirror and he came to the inside but I was already on the inside of the corner so I tried to back out but there was nothing I could really do and he just hit me. It was just worse and worse for us because it broke the rear wing. We had a tough weekend. We were very competitive on the first day, second overall and with a good balance on the car. Then, in Friday, the car was very different and we tried to change a lot of things for qualifying, but it was still very difficult to drive with a lot of oversteer in the corners. So for the warm-up, we tried something different but it was not good yet. So we changed everything for the race and it was a bit of a gamble and at the beginning I had a lot of push on the fast corners so the car was hard on the tires. But I think without the damage to the car, we had a car to fight for fourth or fifth but not much more than that.”

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

“It was a frustrating weekend that culminated in a frustrating race, really. I think we got to grips with the car after the warm up. The car was much improved in the race over practice and qualifying and our strategy was playing out perfectly well. We were on target to execute our strategy. We were in fifth at the time, which would have been a good position for that last stint but we were hit by the 22 car and it broke the rear wing. We could not continue like that, so we had to change it on the stop, and we lost two laps immediately, which put us completely out of contention. So we continued, but then we collected a seagull in the radiator intake! That blanked out the radiator and sent the temperatures through the roof.

“So we had to pit again to retrieve the remains of the seabird. It was a bit like that today, really. However, we are going to go to Mid-Ohio and have a good weekend and hopefully things like this will stop happening to us and we will have a good chance at a good result.”



## **SunTrust Racing Report**

Source: Laz Denes

It wasn't the ever-elusive victory in the Sahlen's Six Hours of The Glen that they've been chasing for oh-so-long. But Wayne Taylor and the No. 10 SunTrust Racing Ford Dallara team, featuring the driving duo of Max Angelelli and Brian Frisselle, are more than happy to leave Watkins Glen (N.Y.) International with first place in the Grand-Am Rolex Sports Car Series standings after Saturday's runner-up finish in the latest renewal of one of America's longest-standing endurance classics.

The SunTrust team weathered major practice-session setbacks on Thursday and Friday to qualify on the inside of the second row, led laps for the fifth time in five races, and performed almost flawlessly in today's six-hour marathon to score its third-consecutive podium finish and grab a share of the 2009 Rolex Series championship lead alongside the polesitting No. 01 Chip Ganassi Racing with Felix Sabates Lexus Riley of Scott Pruett and Memo Rojas, which scored its first victory of the season in a race that ended under caution.

As they have all season – with the exception of the final three laps of the second event at Virginia International Raceway in Alton, when they were punted off the track and out of the top-five on a late-race restart – Angelelli and Frisselle kept the No. 10 SunTrust Ford Dallara at the front of the pack from beginning to end in today's 188-lap affair around the 3.4-mile, 11-turn former home of the Formula 1 U.S. Grand Prix.

When all was said and done, only Pruett and the No. 01 Lexus Riley, which led a race-high 142 laps of the circuit, proved unbeatable by the SunTrust Racing machine. Pruett was able to maintain a three- to five-second lead over Angelelli over the final two hours of today's event before a caution two laps from the eventual finish clinched his series-high 20th career Rolex series victory.

"I was just pushing to the end," said Angelelli, who scored his 37th career Rolex Series podium finish in 71 starts since he and the SunTrust team joined the series in 2004. "Something a lot of people didn't realize about us this weekend is that we missed a lot of practice. We faced the race with a fairly minimal amount of (practice) laps. And I have to thank the SunTrust team because they had to make some guesses on the set-up and they really nailed it. They gave me an exceptional car and it was really perfect all the way for six hours. In the end, Scott was really pushing. We were so equal, but neither of us got much help from traffic. I just tried to stay really close to him and tried to win the race."

In the opening laps of practice Thursday, Frisselle was driven off the track at high speed by a slower GT-class competitor, which led to some 30 minutes of repair work during the two-hour session. Then, during Friday's hour-long final practice prior to qualifying, repair work to fix an oil line problem left Angelelli with just two laps of practice to try and improve the car.

Still, the Italian put in a stellar effort by qualifying the SunTrust Racing machine third on the grid. And he drove a solid opening stint in today's race, during which he moved into the lead by lap 47 and stayed there until turning the car over to Frisselle on lap 61.

The 25-year-old Frisselle resumed in sixth, but was back in the top-three before handing the car back to Angelelli just short of the four-hour mark for the final push to the finish.

"It was a good race. It was tough. Everybody out there was pushing really hard," said Frisselle, who scored his second career Rolex Series win in as many weeks at Watkins Glen when he drove the No. 61 AIM Autosport Ford Riley to victory in the Crown Royal 200 last August. "It was just a really strong effort from everybody's standpoint on the SunTrust team. The pace seemed like a short race from beginning to end. Max and Scott really put on a show there at the end, and I think it ended up pretty good for everybody involved."

The SunTrust and Ganassi teams' rise to the championship point lead was aided by the misfortune of the No. 99 Gainsco/Bob Stallings Racing Pontiac Riley and No. 58 Brumos Porsche teams, which started the weekend first and second in the standings but took each other out of contention today, 64 laps from the finish.

"You don't want things to go terribly for other people," Frisselle said about the incident. "You want to race people clean. But, at the same time, it's a tough championship. They did have a pretty sizeable point lead already, so to watch it all evaporate like that, it really helped everyone else's championship hopes."

The third-place-finishing No. 12 Penske Racing Porsche Riley of Timo Bernhard and Romain Dumas finished third and is now tied for third with the No. 99 team in the standings, six points behind the SunTrust and Ganassi teams. The No. 58 Brumos Porsche team is another seven points back in fifth.

"I'm very, very happy," said Taylor, who co-drove with Angelelli to victories at Watkins Glen in a pair of sprint races en route to the 2005 series championship for the SunTrust team. "To me, the year is always all about the championship. This is one long race that I still want to win. But I can truly say that if there's anybody who I don't mind getting beaten by, that's the Ganassi team. Really, they have been great rivals and friends since '04. If we can't win, then I'd want them to win. Second place today is a great result. We're now tied for the championship with them. Three podiums in a row is good, and we've had four top-fours in the first five races. That's how championships are made."



## **TRG Racing Report**

Source: Kyle Chura

TRG's John Potter, Spencer Pumpelly and Craig Stanton came home fifth in today's running of the Grand-Am Rolex Series Sahlen's Six Hours of The Glen. Teammates Josemanuel Gutierrez, Scott Schroeder and Duncan Ende finished the day in 11th with Justin Marks, RJ Valentine and Andy Lally ending in 13th.

Coming into the race Pumpelly had a slim one point lead in the GT championship standings. He leaves The Glen second in points, just eight back from the leader. The consistency of the No. 66 AXA/Wealth Management Strategies/Magnus Racing/TRG Porsche GT3 showed once again finishing in fifth with new to the car drivers John Potter and Craig Stanton. Pumpelly was able to lead 11 laps in two different segments during the race.

"It is a top five finish, our worst all year is a sixth, so the consistency is there," Pumpelly said. "We are keeping the streak alive. We just need a little more speed. The guys did a good job in the pits and with the strategy. At the end we just didn't have the pace. We will have to figure out what we can do. John had a great opening stint and Craig had a solid middle run as well. I wished we could have come away with a podium, but fifth is all we could get today."

"The 66 car is really fast," Stanton said. "TRG put together a great car for us today - it never missed a beat all week. Obviously we are with the 65 team and we combined drivers and supporters this weekend for a good finish. John opened with a great stint. Spencer jumped in and put us up front. I hopped in and kept us toward the front and Spencer brought it home for a good finish in fifth. It was a really good effort. We were out gunned a little bit by some of the other cars, but it was fun to drive with Spencer."

Josemanuel Gutierrez, Duncan Ende and Scott Schroeder finished 11th on the day in the No. 68 Cohen Financial/Intercity Lines/TRG Porsche GT3. The trio of up and coming professional drivers had a challenging day that included a flat tire for Schroeder.

"The car was good, but I had some tire rub in the esses," Schroeder said. "About 20-minutes into my session I had the tire let go through there and I had to nurse the car around for three-quarters of a lap. It hurt us. We lost a couple of laps because of the flat. We were doing a good job trying to gain those laps back. I am looking forward to Mid-Ohio in two weeks."

"It was OK, I didn't make any mistakes and ran a consistent stint," Gutierrez said. "It was a long stint. I was in the car for almost two hours with only one yellow. We had a tough start to the weekend, we had a few

issues in practice, but the TRG guys were able to give us a great car for the race. Duncan and Scott did a very good job, but unfortunately Scott had that flat tire. I think we would have had a top 10 finish."

Justin Marks, RJ Valentine and Andy Lally had a tough race to follow-up their tough start to the weekend in the No. 67 Construct Corps/CRG/No Fear Energy Drinks/Voodoo Ride/K1 Speed/Gemstone Winery/TRG Porsche GT3. In practice on Friday Valentine was put off the track by an aggressive DP car causing what was thought to be fatal damage to the green and black Porsche. But, the tenacity of the TRG crew with the help of a local frame shop got the car on the track in time for the warm-up at 8:30 a.m. this morning. The tired crew would be called upon once again to perform when Marks experienced transmission problems and had to be towed into the paddock. Again the crew did the job and returned the car to the race for an eventual 13th place finish.

"We were able to come back from going down a lap early in an unfixable car to run as high as eighth starting from the back," Lally said. "We were making our way back up the grid and the car was really good after all of the repairs that went on late yesterday and last night. Justin was doing great and we were full of confidence when the transmission let go. Again, the crew guys went to work with that never quit attitude and we were able to make up a few places at the end of the day."

Team owner Kevin Buckler is likes the way his team performed this weekend.

"The crew did an outstanding job getting the 67 car back from the dead the day before, working hard all last night," Buckler said. "I talk about our secret sauce here at TRG and that is a healthy helping right there. It is too bad we had to call on those guys again with the transmission fix. Justin has an incredible first stint and it was good to have RJ back. Spencer, John and Craig were thrown together this weekend as a new driver combination in the No. 66 and had a great run, all three drivers performed flawlessly. The car spent some time in the lead, but we just couldn't get them on the podium. Duncan, Scott and Josemanuel did two hours each in the car and all three did a great job. If it wasn't for the flat, we would have had them in the top ten easy."





## **Grand-Am Race Report**

Source: JJ O'Malley, Grand-Am Communications

Defending Daytona Prototype champions Scott Pruett and Memo Rojas were still vying for their first victory of 2009 entering Saturday's Sahlen's Six Hours of The Glen, running fourth, 14 points behind in the standings.

But that changed in the second-longest race on the Grand-Am Rolex Sports Car Series presented by Crown Royal Cask No. 16 schedule, with the duo cruising to victory and taking a share of the championship lead at Watkins Glen International in the No. 01 TELMEX Lexus Riley fielded by Chip Ganassi Racing with Felix Sabates.

It was the team's third victory in the event - and both prior times Pruett went on to capture the Daytona Prototype title, in 2004 (with Max Papis) and 2008. They dominated the event, leading 142 of the 188 laps on the 3.4-mile circuit - including the final 35 laps.

The point lead also changed in the Acxiom GT class, with Dirk Werner and Leh Keen winning their second race of the 2009 campaign in the No. 87 Farnbacher Loles Racing Porsche GT3.

"The championship is back to being a nail-biter," said Pruett, who scored his series-extending 20th Daytona Prototype victory. "It's going to be a fight with the SunTrust, GAINSCO and Penske teams. There are a lot of guys in the mix and a lot of exciting racing going on. It's going to go down to the wire at Homestead-Miami Speedway."

Alex Gurney and Jon Fogarty entered the event with an eight-point lead, but had a frustrating day. Gurney needed four pit stops early in the race while the team worked on handling problems on the No. 99 GAINSCO Pontiac Riley, which dropped them to 16th - four laps down. The pair battled to get back on the lead lap. Fogarty was running sixth with two hours remaining when he tangled with Rolex 24 winner David Donohue in Turn 8, spinning into a gravel trap and retiring with floorboard damage resulting from the car being towed from the trap.

"It was just an all-around forgettable day," Gurney said. "We were reasonably competitive and thinking about the championship we just had a lot of things go wrong today. We were running fifth and we were in good shape - it was just unfortunate."

Max Angelelli and Brian Frisselle finished second in the No. 10 SunTrust Ford Dallara, moving into a tie for the title with the Ganassi duo; all four drivers have 140 points. Timo Bernard and Romain Dumas finished third in the No. 12 Verizon Wireless Porsche Riley, tying Gurney and Fogarty for third in the standings - six points behind the leaders with 134.

Rounding out the top five at The Glen were the two Michael Shank Racing Ford Rileys. Ozz Negri and Mark Patterson finished fourth in the No. 60, followed by Michael Valiante and John Pew in the No. 6.

Sixth place went to JC France, Joao Barbosa and Hurley Haywood, who advanced a race-high 11 positions in the No. 59 Brumos Porsche Riley. Haywood celebrated the 40th anniversary of his first of six class victories in the Six Hours of The Glen.

"I would say that this is probably my last race at The Glen," said Haywood, the circuit's all-time leading winner with nine victories. "I had a great time. But when you don't do this every week - my last race was the Rolex 24 At Daytona - you're rusty, you're not confident in traffic. I was concerned I didn't hurt the car or do something stupid. I just wanted to bring the car back in one piece."

The race was slowed by seven cautions for 28 laps. Pruett and Rojas averaged 105.201 mph.

### **Werner, Keen Take Second Victory for Farnbacher Loles Racing**

Dirk Werner and Leh Keen led 103 of 178 laps in winning the Acxiom GT class in the No. 87 Farnbacher Loles Porsche GT3, collecting the championship lead after scoring their second victory of the season.

"We didn't drive away," said Werner, the 2007 GT champion. "We had to drive hard the whole way. I think our key was good strategy, and a little luck with a caution flag."

Keen and Werner entered the race with a one-point deficit to Spencer Pumpelly, but now have an eight-point lead after the driver of the No. 66 AXA/Mitchell Rubber Porsche GT3 finished fifth (151-143). Pumpelly co-drove with John Potter and Craig Stanton.

Paul Edwards and Kelly Collins finished second in the No. 07 Pontiac/LRPG Pontiac GXP.R, while Wolf Henzler and Eric Lux took third in the No. 86 Farnbacher Loles Porsche GT3.

Robin Liddell led 31 laps in the No. 57 BryanMark Financial/Stevenson Automotive Pontiac GXP.R co-driven by Andrew Davis, and was running in the top five when he spun into a gravel trap in the closing laps - causing the race to end under caution.

Sylvain Tremblay and Nick Ham both led in the No. 70 SpeedSource Castrol Syntec Mazda RX-8, but a pit road speeding penalty dropped the team out of contention. They finished fourth. Defending Sahlen's Six Hour winners Emil Assentato, Jeff Segal and Nick Longhi finished sixth in the No. 69 SpeedSource FXDD Mazda RX-8.



## **Farnbacher Loles Racing Report**

Source: Roger Garbow, Farnbacher Loles Racing

By all measures it was a near perfect day for the Farnbacher Loles Racing team. In Saturday's Sahlen's Six Hours of The Glen, the #87 of Leh Keen and Dirk Werner and the #86 of Eric Lux and Wolf Henzler started 1-2 and finished 1-3. It was the team's second double podium in the last three races and moved Keen and Werner into the points lead. The #88 of Steve Johnson, Dave Lacey and Jack Baldwin picked up two spots to finish in ninth.

The Farnbacher Loles Racing team showed good pace from the first practice with Wolf Henzler leading the time sheets up until qualifying, where he was edged out by his teammate Werner. The front row starting position proved to be an advantage for the drivers as they were able to utilize the clean air and lack of traffic early on to set a good pace. Both cars ran at the front with the #86 and 87 combining to lead 116 of the total 178 GT Class laps. In an amazing show of consistency and preparation, during the opening stint, Werner and Henzler turned nearly identical fast laps, with Werner turning a 1:52.290 to Henzler's 1:52.292.

The race ran fairly drama free until the final 20 minutes when Henzler, running in fourth, set his sights on Robin Liddell in third. Henzler caught up with the Pontiac and pulled off a stellar pass heading into the chicane to take the spot. Unfortunately, a late yellow flag kept him from catching the second place car, but during his pursuit, Henzler set the race's fastest lap with a blistering 1:50.897. With the win, Keen and Werner now hold an eight-point lead in the championship while Eric Lux moves up to fourth overall, only five points out of third.

Leh Keen watched his co-driver take the checker from the pits. <sup>3</sup>This is what we've been waiting for. Coming into this race, we wanted to take over the points lead. Winning the race was a real bonus. Out of the box, the car was awesome. The team and the race were flawless. We have as much momentum as you could want after three straight podiums. I'm really looking forward to Mid-Ohio where I won last year.<sup>2</sup>

Dirk Werner savored the victory as well. <sup>3</sup>The race went perfect for us. We had great pit stops and no mistakes while driving. The key was to get to the last hour with no problems and then bring it to the finish. Leh did a fantastic job, too. We really deserved this win.<sup>2</sup>

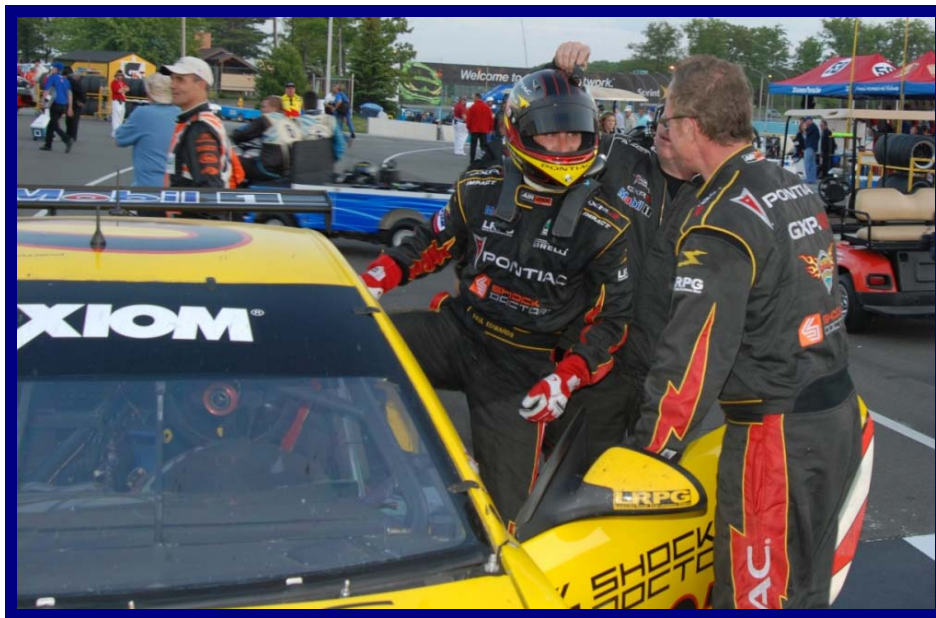
Eric Lux enjoyed his second podium of the season. <sup>3</sup>The car was great right off the trailer. Wolf did an awesome job with the pass on Liddell. I've got to thank Farnbacher Loles for giving us such a great car and to Wheel enhancement for coming onboard as a sponsor. I can't wait for Mid-Ohio.<sup>2</sup>

Wolf Henzler was glad for the podium finish but also considered what might have been. <sup>3</sup>When I was behind Robin at the end, I was obviously catching him. He had been in the car for two hours while I was fresh. I was able to out-brake him into the bus-stop. Once I got by, I thought I could catch the second place Pontiac as

well. But the yellow flag came out and ended the race. I really gave it everything I had, everything the car had and everything the track had. The cooler temperatures helped us with tire wear. I'm sure we'll have harder races this year, but for now we'll enjoy this.<sup>2</sup>

Steve Johnson was pleased with his second straight top ten finish at the Six Hours of The Glen. <sup>3</sup>The car was really great. For us to run in the top ten, says a lot. Dave and Jack were great while the Farnbacher Loles team did an amazing job. This is a fantastic organization. Every team has great drivers. It is the team around them that creates champions.<sup>2</sup>

Team principal Gregory Loles looked on as his driver's sprayed champagne from the podium. <sup>3</sup>This was an excellent team effort. The Porsches ran flawlessly today. Even more significant, the win puts us into the championship lead. The cooler temperatures allowed us to keep the tires under the car and run consistent lap times. We're going to enjoy this victory.<sup>2</sup>



## **Banner Racing Team Report**

Source: Jim Bourn

Paul Edwards and Kelly Collins continued their defense of their GT title by driving their #07 Pontiac GXP.R in second position in the Sahlen's 6-Hours at The Glen, Round 5 of the Grand-Am Rolex Sports Car Series presented by Crown Royal Cask No. 16.

This was the 3rd runner up finish of the 5 races thus far in the Grand-Am Rolex Championships for the duo of Collins and Edwards and their bright yellow Pontiac GXP.R. The race was won by the #87 Porsche of Dirk Werner and Leh Keen.

"It was actually a very, very good race for us," said Kelly Collins. "We started out struggling with the car this weekend. We were a little indecisive with the engineers but we feel that we ended up with a really good race car. We charged hard but these guys [race winning Farnbacher Loles Porsches] were strong."

"It was a tough race," said Paul Edwards. "Everyone was going a lot faster this year than last year; I think our race lap was 1.6 seconds faster than we qualified with here last year so we are working the Pirelli tires a lot harder and we had to be a little bit careful with the rear tires. We had to work really hard through practice and qualifying to get the car to work over a longer period without thrashing the rear tires."

"I think we have three seconds this year but no one says that you can't win a championship without winning a race and scoring a bunch of seconds so we'll just keep going and hopefully get to move up a spot on the podium."

"If you look at those cars the only marks you will see on the cars are rubber and dirt," said Collins. "There are no dings and that is the way you have to finish the Six-Hour. Run that hard like a sprint race, have good luck and stay out of trouble and we are just happy to be here and collect the points. Paul did a great job and we are just happy to have finished in 2nd place."

Paul Edwards started the race and stayed in the car for about an hour and 20 minutes using an early race strategy to let the pace and race come to him.

"Our Pontiac came to us through the first stint," said Edwards after his first turn in the LRPG Pontiac GXP.R. "We had to be careful during the first run with a full load of fuel to make sure that we didn't burn off the rear tires. Also in the beginning we had the worst of two worlds with a full fuel tank the car was getting loose coming into the turns and we then we had trouble getting on the power coming out of the turns. We had to soften up the suspension quite a bit because with all of the rubber out there so there is a lot of grip and the track is just eating up the rear tires."

When Kelly Collins took over the wheel of the Banner Racing Pontiac the strategy was for him to pull an iron-man stint in the middle of the race so that Edwards could get in and finish up the 6-hour ordeal fresh and rested. Collins did his part keeping the leaders in sight while maintaining a comfortable pace that wouldn't wear out the tires or the car.

"I owed this to Paul [co-driver Edwards] because in the last race he ended up doing about 2 hours and 10 minutes of the race," joked Collins after finishing his stint. "I figured if I am going to do the longest stint in this race, I think it was 2 hours and 40 minutes, it had better be good. It was actually really good."

"The cooling system was fantastic, the car was good, the tires were good – everything was good. Nothing went wrong with the car, maybe failing a little bit at the end. Not that I was overheated, it was just the g-loads out there. The carousel is tough because it is so long and turn two is just brutal. It wasn't too bad until the last four or five laps."

Like a strong relief pitcher coming in to a game in the third inning Collins kept the team in contention while on the track while the LRPG crew kept the pit stops fast and trouble free.

"At first when the sun was out I was pacing myself to conserve the tires and just trying to keep the cars in sight that I needed to keep in sight," said Collins. "I knew that I couldn't chase them down trying to make the tires last for a full hour. I did that in the first stint but in the second stint I pushed a little bit harder. Actually it was a full stint and four gallons so we made it over a full stint and the Pirelli tires were still under me."

Paul Edwards got back into the Banner Racing Pontiac with about 2 hours left with the car in 3rd place and went to work to see what he could do with the leader. Paul passed Robin Liddell's Pontiac and moved into 2nd but unfortunately the lead Porsche of Werner was just strong enough and the traffic just uncooperative enough to keep the #07 Pontiac right there for the remainder of the race. No matter how hard Paul Edwards tried.

"We could maintain a pretty fast pace but not quite quick enough," said Edwards. "There were some traffic issues and this and that so I think we might have been nose to tail at the end and put on a good show for TV but it didn't work out."

"I had a lot of close calls out there, that was a really tough stint," Paul Edwards said of his last 50 minutes in the #07 Pontiac GXP.R. "We had a good start but then we had a really tough 10 laps in traffic. Sometimes you can go through a stint and you catch the traffic in all the right places but today I was catching traffic in all the wrong places."

"I would pull 2 or 3 seconds away from Liddell and then I would lose it all getting backed up in traffic. In the mean time Werner was getting away a little bit and Henzler was catching us. Luckily with Kelly doing that big

long stint in the middle it allowed me to be nice and fresh for the end and I could push really hard and maintain 2nd place.”

“I’m really happy for how the race turned out and how well the car worked for us and for all the effort the Leighton Reese Performance Group team puts in to always keep moving forward. It is a real fight right now with teams like Farnbacher Loles and the rest of the GT teams. You can’t slack off, you have to keep progressing and keep improving. It really shows the effort everyone is putting in and I couldn’t be happier right now with our Pontiac GXP.R and the LRPG team.”

The race ended under caution and some confusion when Robin Liddell spun his #57 Stevenson Pontiac GXP.R into a gravel trap bringing out a full course caution with less than 4 minutes left in the time certain race. Due to some confusion the white flag signifying the final lap of the race came out one lap late so the race ran over time but behind the pace car.

The good news for Collins and Edwards and the Banner Racing team was that they were locked into second position. The bad news was that they had to make it to the finish line as the #07 Pontiac was running dangerously low on fuel. Fortunately it was a non issue as Edwards followed Werner and the pace car across the finish line for a well earned 2nd place finish.

“I think we used 20.5 gallons of fuel and I think that the most we can get in there is 21 gallons so yes it was very close,” concluded Paul Edwards with a wry smile.

The 2nd place finish moved Collins and Edwards up to 3rd in the GT Driver’s Championship chase with 140 points and Banner Racing into 3rd position in the Team Points race. Werner and Keen, winners of 2 of the last three races, lead with 151 points.



## **Michael Shank Racing Team Report**

Source: Matt Cleary, Sunday Group Management

Michael Shank Racing had another strong team outing on Saturday at Watkins Glen International as the No. 6 Michael Shank Racing Ford-Riley of John Pew and Michael Valiante finished 4th, with the No. 60 NYU/Stern School of Business-liveried Ford-Riley of Mark Patterson and Oswaldo Negri coming home in 5th in the Sahlen's Six Hours of the Glen.

Valiante and Negri started the race from 4th and 5th respectively, with Valiante moving up to the lead before heading to the pits on lap 24 to turn the car over to Pew as Negri simultaneously turned the car over to Patterson.

As a variety of pit strategies played out, the Shank approach was spot-on as a restart saw Pew leading not just Patterson, but also the rest of the field as he commanded the point for six laps. The run up front was a highlight on the day, as Patterson pursued Pew closely and tried to score the lead for himself as the two moved clear of the pack while still battling for the lead.

"That was great fun to be up front and comfortably hold on to the lead," said Pew, who was at the point for five laps before taking to the pits. "The car was very good, but we had a bit of a push. But it was a great feeling to run up front. Running in the clean air up at the front was definitely an advantage. The team called a great strategy with the stops, but I'll admit that when they called me into the pits, I didn't really want to give up the lead and come in!"

"The tires are so much better with this set-up, and they came up to temperature right away," said Patterson. "That was great fun to be running 1-2 for Michael Shank Racing. I had a good run going to pass John (Pew) for the lead, but then the GT car just didn't cooperate! We had some very strong cars today."

The race continued to go well for the team, although the event had half as many safety periods as had happened in the race last year. While this made for a long flat-out race pace and favored the speed that the team cars had, the rotation of drivers would have benefited from more yellow flag periods.

"First off, I am so proud to have had John and Mark lead this field the way they did today," said team owner Mike Shank. "I've been working on developing this Daytona Prototype program for five years now, and to see those guys not only running up front, but also growing that lead and being really strong up there, it was just fantastic. We were hoping for more out of the race, though. I'm happy to be in a situation where we are disappointed with the results even though we have both cars in the top-five. It's a great result for the team, but it still isn't really indicative of the results we're capable of. Hopefully we can do that at Mid-Ohio."

The flat out race pace saw the drivers fight for everything possible, but at the checkered flag, the team wasn't able to return to the Watkins Glen podium.

"I was driving every lap like it was in qualifying," said Negri. "We had the perfect strategy today and very good cars once again. I'm so proud of how Mark raced today. It was fantastic. I've never seen this team working better together and all the communication between the drivers and engineers is just excellent so I am really enjoying every day of this opportunity. We were hoping to get up on the podium of course but now we'll just focus on doing that at Mid-Ohio."

The 4th place finish boosted the No. 6 to sixth in the championship standings, something that the team will look to continue to improve on through the heat of the summer season.

"The team worked very well together this entire weekend, and we've had very fast cars all season long," said Valiante. "Our race pace was excellent, but we just didn't have the perfect day that you have to have to get on the podium in these races. John did an awesome job, and this is really good for the points so we'll just try to keep this kind of result coming because if you have the speed that we have had this year, the results will eventually come your way."





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

Source: Adam Saal

A seldom seen DNF (Did Not Finish) and an even rarer reason for it capped a frustrating day for GAINSCO/Bob Stallings Racing and drivers Alex Gurney and Jon Fogarty in Saturday's Sahlen's Six Hours of The Glen where the team was classified 16th after retiring just past the four hour mark.

After great team strategy and hard-charging stints by both drivers saw the No. 99 GAINSCO Auto Insurance Pontiac Riley climb back into the top five after an early setback, disaster struck just minutes after Gurney took the wheel for the final time. What was supposed to be a two-hour battle to the finish instead turned into a race-ending trip into the Glen's Turn 13 gravel trap. Gurney was just settling in for his stint when David Donohue tried to squeeze his No. 58 Brumos Porsche Riley past Gurney. Donohue instead hit the No. 99, which sent the GAINSCO car spinning off course.

The contact was relatively light but the race-ending damage was ironically sustained after the incident. In an apparent miscue, safety crews tending to the stuck No. 99 pulled the GAINSCO machine backwards out of the gravel trap. The bottom of the No. 99 hooked on the outer edge of the Turn 13 curbing, which rolled the floor pan back to the point that it resembled an open sardine can. GAINSCO's race was over and the stricken No. 99 was taken back to the paddock on a flat-bed tow truck.

"It was just an all around forgettable day," said Gurney. "We were reasonably competitive and thinking about the championship, but we just had a lot of things go wrong today. We were running fifth and we were in good shape – it was just unfortunate."

The end result was particularly frustrating considering GAINSCO overcame a three-lap deficit after making four pit stops in the race's first hour. Gurney reported a bad vibration after his first pit stop at the 40 minute mark and pitted three more times in quick succession as the GAINSCO crew zeroed in on the problem. A couple of bolts had worked loose in the right front suspension upright but the problem was quickly corrected and the team spent the remainder of the race's first half getting back on the lead lap.

"We had our own issues at the very beginning of the race," said Fogarty, who passed six cars within 30 minutes to move to fifth place late in the race's fourth hour. "When you go down some laps and it's your own fault, you beat yourself up, but the team did a really good job, strategy wise, of making those positions back. We were just happy coming towards the end of the race, we really overcame a lot and rectified our own

mistakes. Then somebody else makes a mistake and it kind of ruins your day and it kind of stings a little bit more because there is really nothing you can do about it. It's just unfortunate, but I think we did a good job working our way back up into a good points position before things really turned south."

Despite one of GAINSCO's worst days since entering the Grand-Am Rolex Series, they are still in the thick of the 2009 championship chase. They had come to The Glen with an eight-point lead in the standings but now trail Sahlen's Six Hours top finishers Scott Pruett and Memo Rojas (No. 01 Chip Ganassi Racing Lexus Riley) and Max Angelelli and Brian Frisselle (No. 10 SunTrust Ford Dallara), who are tied with 140 points apiece. Pruett and Rojas won Saturday's Sahlen's Six Hours and Angelelli and Frisselle finished second. GAINSCO, Gurney and Fogarty now have 134 points.

"The points situation coming out of here is not too bleak so we will head to the next round and give it our all," Fogarty said. "Mid-Ohio is a cool place, and one of our favorites. Points at Mid-Ohio are the same as points here, so we are looking forward to getting there, and it is coming right up."

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

Source: Sylvia Proudfoot

Bryce Miller of Summit, N.J., and his Racers Edge Motorsports teammates had a strong start to the Six Hours of The Glen, fifth race in the 2009 Grand-Am Rolex Sports Car Series. The annual event continues a long tradition of endurance racing on the 3.4-mile Watkins Glen International road course in Watkins Glen, N.Y.

Dane Cameron of Sonoma, Calif., started the No. 30 Marquis Jet Mazda RX-8 sixth on the GT class grid. He moved up to fourth before handing off to Peter Ludwig of New Paltz, N.Y. Ludwig held fourth through his stint, as did Miller, who drove third in the rotation.

Just before the two-hour mark, Miller lost power and was towed back to pit lane, where the crew quickly replaced a broken alternator wire. The three drivers each drove a second stint, but were slowed by trouble with a drop-link pin on the front sway bar. The team persevered, though, and finished with Miller recording the sixth-fastest GT lap of the race.

"I think we were all pretty satisfied with the qualifying position that Dane secured for the race, starting from the third row. That's certainly a good position for a six-hour race," Miller said. "The car was able to show some good pace, but unfortunately, it wasn't able to go for the entire distance. Those things happen during a six-hour race.

"The crew worked very hard to get the car back on the track. We were able to do that and score fast times after the fact. I'm just glad we were able to log as many laps as we were, given some of the gremlins we were battling. That's a credit to the crew."

## **Spirit of Daytona Racing Team Report**

Source: Matt Cleary, Sunday Group Management

The Sahlen's Six Hours of the Glen is one of the cornerstone events on the Rolex Sports Car Series schedule, with over 40 years of racing at the fabled upstate New York facility. Campaigning the AMA-liveried No. 09 Porsche V8-Coyote combination with Guy Cosmo, Antonio Garcia, and Scott Russell entered as drivers, Spirit of Daytona Racing was looking to be a part of that rich history with a strong finish in the 2009 running of the event, but the team's day was cut short after transmission issues sidelined the effort.

Cosmo, who qualified the black and gold Daytona Prototype on the 7th row, had moved up into the top ten before the race had even reached the one hour mark. But unfortunately, the campaign was halted as Cosmo rolled the car back behind the wall after losing drive.

"I was glad that this happened in a place where I was able to get back to the pits at least and not have to be stranded out there on course," said Cosmo. "I just lost drive and I'm sure the team will sort out what exactly when wrong, but I think it was transmission-related. This is really disappointing because we were all set to

just establish a good pace, keep putting the laps in, and putting ourselves in a position for a strong finish at the end. But at least we are not done for the weekend!"

Indeed, the weekend is not over for the team, as the newest member of the racing family, an all-new built Coyote chassis mated to the Porsche-based V8 powerplant, will hit the track in testing on Sunday. The test is the first full day of testing for the newly completed machine, which the team is looking forward to developing in advance of deploying it into Rolex Sports Car Series race action.

"Today didn't go at all as we were hoping it would," said team owner Troy Flis. "This car has been bullet proof through the years, so this was obviously a surprise for us to have this failure. While we would have liked to get back out there, now we'll just make the most of this extra time to prepare the (new chassis) number 90 for tomorrow. It's early days with that car, but we're really looking forward to learning as much as we can with it. This race result is really tough to take, but at least we can come back to the track tomorrow and get to work on the new car so that's the positive we can take out of today."

Spirit of Daytona Racing will test the all-new No. 90 on Sunday, and will race again in two weeks at Mid-Ohio Sports Car Course.



## **Penske Racing Team Report**

Source: Penske Racing

Timo Bernhard and co-driver Romain Dumas produced a solid podium finish in Penske Racing's No. 12 Verizon Wireless Porsche Riley Saturday, taking the checkered flag in the third position at Watkins Glen International Raceway.

Bernhard, who qualified the car in the sixth starting spot on Friday, drove the first stint of the Sahlen's Six-Hours of the Glen endurance race. Strategy and great pit stops helped move the Penske Racing-prepared machine into podium contention for the second time in the 2009 Grand-Am Rolex Sports Car Series Presented by Crown Royal Cask No. 16 season.

"It was for sure good for the [Verizon Wireless crew]," Bernhard said. "To finish third is almost like a win for us. We managed our fuel and Roger [Penske] had us set on a good strategy."

On lap 7 of the 188-lap event, Penske called Bernhard to the pits for fuel under green flag conditions. Bernhard returned to the track in 16th place but the tactic put the red and black Porsche on target for a

potential win. Bernhard drove a smart race and 19 laps later the No. 12 was posted first overall while other teams serviced their race cars with fuel.

For the remainder of the event held at the 3.4 mile, 11-turn circuit, the Verizon Wireless car remained in the top-10. Bernhard and Dumas both led during their stints for a combined total of 14 laps.

Dumas drove just two hours of the race but . In the end, Dumas was pleased with the finish and eager to hear the championship points spread.

"It was a tough stint," Dumas said. "Timo had a lot of understeer so the team changed the wicker to help him. When I took over, the car was a handful so they changed it again to help me out. The car was better but still a handful.

"It was a good race with a good result. The points look good, we were on podium. We did what we could with what we had. Timo and I couldn't possibly ask the crew for anything more."

On lap 125, Bernhard got back in the car and with 37 laps to go he was in the lead. After two competitors got by him, Bernhard raced patiently and, with the help of the Verizon Wireless crew, he stayed in the hunt until the end. "If it hadn't been for a late-race caution, we could have maybe been higher on the podium," Dumas said. "Timo was right there. We had the fuel and could make it. That caution was not in good timing."

The eventual winner and second place car pitted in sequence. Without the last caution, both teams would have been forced to bring their car down pit road for fuel and the lead would have been relinquished.

"Just a little higher on the podium," reiterated Bernhard said. "We were so close."



## **Lexus Racing Team Report**

Source: Lexus Motorsports

Scott Pruett and Memo Rojas combined to lead 142 of 188 laps on the way to giving Lexus its first victory of the season in today's Rolex Sports Car Series' Sahlen's Six Hours of The Glen at Watkins Glen International. Starting from the pole position, Pruett took the lead with the green flag and led the first 21 circuits. The #01 Telmex Lexus fell back in the field after a problem refueling on the first pit stop, but Rojas regained the top spot on Lap 62 and led the next 30 laps before handing the car back off to Pruett.

At that point, the winningest-driver in Rolex Series history went on to lead 91 of the final 96 laps to earn a second consecutive Sahlen's Six Hours win -- and the third for the team and Lexus since 2004. The dominating performance included winning the pole position on Friday and then registering the fastest lap of the race and the victory on Saturday. With today's triumph, Pruett and Rojas move into a tie for the Rolex Sports Car Series points lead. The win also extends Lexus' dominant streak in endurance racing with its sixth victory in the last 11 Grand-Am endurance races of six hours or greater.

The Rolex Sports Car Series returns Saturday, June 20 for the EMCO Gears Classic at the Mid-Ohio Sports Car Course in Lexington, Ohio. The rare two-night event will be televised live on SPEED beginning at 5 p.m. EDT.

### **Notes:**

- Today's victory is the 24th for Lexus in Rolex Sports Car competition and the first of the 2009 campaign. The manufacturer has now won at least one race each season since entering the series in 2004. In addition, Lexus also earned its 27th Daytona Prototype pole on Friday.

- The win is a record 21st for Scott Pruett and the eighth for teammate Memo Rojas. It is also the 22nd for Chip Ganassi Racing -- also a Rolex Series record.

- In leading 142 laps in today's race, the #01 Lexus has now led each of the five races this season -- one of only three teams to accomplish that feat and has now led more laps than any other team in the series.

- Lexus has now won three of the six Watkins Glen six-hour events since entering the series in 2004. Overall, Lexus powered cars now have registered three wins, a second, a third and a fourth place result in those races. In addition to victories the past two years by by Scott Pruett and Memo Rojas, the Ganassi team also won the Six Hours in 2004 with Pruett and Max Papis.

- With the victory today, Lexus has now won six of the last 11 Grand-Am endurance races, in addition to three seconds and a pair of fourth-place finishes. The current stretch includes each of the last two Sahlen's Six Hours of Glen races, three Rolex 24 victories and a nine-hour triumph at Miller Motorsports Park in Utah.

**Memo Rojas, #01 Telmex Lexus:** "The car was really good today and was just really strong all weekend. This is one of the most important sports car events in North America and anytime you win here, it's a big accomplishment. It's even more special to win here with Carlos Slim (owner of Telmex, the team's sponsor) here. He came to the race here last year and we won that as well. He must be our good luck charm."

**Scott Pruett, #01 Telmex Lexus:** "To win a six-hour race like this is a true team effort. The Lexus was great today and the whole Telmex Ganassi team did a terrific job. It's amazing how quickly things can change in this series. We came into the weekend hoping to build off our success at Laguna Seca and try to get back into the points race, then we win here and all of a sudden we're back on top of the championship. It's great to be back in the Winner's Circle."

## **Stevenson Motorsports Race Report**

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

Snapped Belt Breaks Championship Momentum For Stevenson Motorsports  
Fluid leak puts No. 57 Pontiac GXP.R into gravel with minutes to go

The fight for the season championship went off track for the No. 57 Stevenson Motorsports / BryanMark Financial Pontiac GXP.R at the Sahlen's Six Hours of the Glen, the fifth race of the 2009 Grand-Am Rolex Sports Car Series presented by Crown Royal Cask No.16. After starting third on the grid in the GT class, drivers Andrew Davis and Robin Liddell were charging hard when, late in the race, a belt snapped taking the power steering line with it. Fluids leaking onto the tires led to a spin into the gravel traps with just a few laps remaining in the race.

Coming into this weekend, the No. 57 Stevenson Motorsports / BryanMark Financial Pontiac GXP.R had been struggling to finish in the top five. In the first four races they took one win (at VIR) and had to settle for two 6th and one 5th place finish in the other three races. At The Glen, the team once again found they had to deal with several niggling issues just to finish in the top ten.

Team Manager Mike Johnson reflects on the difficulties the Stevenson Motorsports team encountered this weekend. "Last year it seemed like we could do no wrong, and this year we can't do anything right. Right off the bat, we had a master cylinder lock up on us which caused us to miss a majority of the first practice and then we had to play catch up from there. We were able to give Robin a very fast car for qualifying and we felt pretty confident for the race, but we learned after about seven laps into the first stint that we were too stiff in the rear and blistered our first set of tires. From there the team worked extremely well together to get the tires to last."

Davis: "We certainly made it quite difficult on ourselves by starting out the weekend with mechanical problems. However, we were able to fight back and develop a strong car for qualifying. The team was optimistic heading into the race, and the initial laps only fueled our excitement as Robin took the lead and pulled away."

Liddell: ""We missed a chunk of practice time due to a mechanical issue so we were making changes to the car during the first few pit-stops. After the first few stops, and with a few tweaks to the set-up, we had a car which was working quite well over a stint, although we just didn't seem to have the pace of the Porsches. Andrew and I split the first half of the race and I got back in at the three hour mark to do the last three hours."

Davis: "Probably the biggest disadvantage to losing the time in the first practice session was our inability to put together any long runs to evaluate tire wear. Early into the first stint, we realized that our BryanMark Financial Pontiac GXP.R was seriously blistering both rear tires. The middle stints of the race were spent managing the rear tire wear, and continuing to make changes to the car at each pit stop."

Johnson "After making continuous tire changes during pit stops, and with a few hours remaining in the race, we worked our way back into the lead. Unfortunately, we dialed a bit too much push into the car to save tires, and fell back to fourth with just a few laps remaining, and then we received the final blow when we lost the belt that runs the power steering and water pump. Robin lost control of the car when the belt tore the power steering lines and oiled up the tires and we finished in the gravel."

Liddell: "I was in a comfortable fourth position but with two laps to go, the power steering/water pump belt broke. This resulted in power steering fluid spraying on to my tires and I spun off into the gravel trap. Unfortunately I couldn't drive out of the gravel, although to be honest we couldn't have finished anyway as the water temperature had rocketed up due to the water pump belt having come off. The engine was cooking."

The team's eighth place finish pushed them downwards in the point's race for the Team and Driver's Championships. After finishing second overall in 2008 – with just 9 points keeping them from winning both championship titles – this team knows they need to concentrate on collecting every possible point for the balance of the season. There are seven races remaining and Johnson sees each race to come as a new opportunity to begin again the process of garnering enough points to put the team back on course for the top spot.

Johnson: "Right now, all we can do is look forward and figure out how we are going to get ourselves out of this rut. We have had podium cars for every race this year, but have only been able to close the one race at VIR. It's going to be very important that we roll off the truck at Mid-Ohio fast and reliable and get back to our winning ways."

Liddell and Davis both agree with Johnson that a turn of fortunes is needed to invigorate the team's championship aspirations.

Liddell: "We actually led the race for 31 laps, the second highest number of any car. But we're not out of the title race by any stretch and we will keep on fighting! Thanks again to the guys for their hard work and to John and Susan Stevenson as well as our sponsor, Bryan Mark Financial."

Davis: "We have been going a bit backwards in the points standings since our win at VIR, and we realize that we have to return to proper form in order to stay in contention for this championship. Our focus for the remainder of the season is to minimize mistakes, and focus on getting Stevenson Motorsports back into victory lane."

Team owner John Stevenson has not lost faith in his team to overcome the deficit of good fortune they have experienced thus far this season. He is convinced his team will be spraying champagne from the podium once again.

Stevenson: "Robin Liddell and Andrew Davis both drove a flawless race. Mike Johnson's race strategy was dead on the money but multiple mechanical failures throughout the weekend lead us to a dismal eighth place finish. We have lost our luster due to these mechanical failures. However, I, as well as the entire team, are determined and committed to address our mechanical issues and return to Mid-Ohio in our traditional full force position. We will back on the podium."

The next race on the 2009 Grand-Am Rolex Sports Car Series presented by Crown Royal Cask No.16 will be at the Mid-Ohio Sports Car Course on June 21st.

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



## **AIM Autosport Race Report**

Source: Chris Jameson, Level Ten Communications

AIM Autosport arrived at Watkins Glen full of energy, enthusiasm and high hopes for their run at the Sahlen's Six Hours of The Glen this past weekend. The No. 61 Ford Riley qualified on the front row for last year's race plus the team won the sprint race from the pole at Watkins Glen last August leading all but three laps. Who would not be confident with that history. Add into the equation AIM had just come off its best race in 2009 finishing fourth at Laguna Seca and they had a third driver with a very strong pedigree for the six hour race. In the end however, it was a couple of mechanical problems that put the car out of contention for the win and the team had to settle for eleventh.

The six hour race at Watkins Glen means a tight schedule and not a lot of practice time. While this did not affect drivers Mark Wilkins and Burt Frisselle who have logged many laps at the circuit, it did mean there would be little time for former open wheel star Bruno Junqueira to get up to speed in the car. This would be Bruno's debut in the Rolex Sports Car Series and only his second time competing in a car with fenders so track time would be very important. The upside is that Bruno is a quick study and in addition to providing a new level of feedback for the team, adapted very quickly to the car. The limited track time combined with giving all three drivers sufficient laps added to the challenge that AIM's engineers have been facing this season in adapting their setups to the 2009 specification Pirelli tire. This meant that Mark had to be on his game going into qualifying with less than the normal number of practice laps.

Qualifying was close, except for one car that had the measure of the field, and the No. 61 Ford Riley was within four-tenths of the front row. Unfortunately, that difference would have Mark starting from seventh on the grid. Not great but not so bad either in a race scheduled to run six hours. There was still a lot of promise when the race began.

Mark was running a strong seventh place in sight of the leaders with a car that was not handling as expected when the team noticed a slow drop in right rear tire pressure on the telemetry. Then, less than thirty minutes into the race he brought the car to pit lane with the right rear tire losing air. Mark was also complaining of poor vision as one car ahead was spraying oil on the windshield over the first few laps. New tires, a fuel top up and one windshield tear-off later and Mark was back on track and the mandatory pit stop was out of the way. The early stop did not fit with the planned strategy and the No. 61 Ford Riley re-entered the race in seventeenth place but as the majority of the other cars would still need to pit, it was looking good for a move up the field. By the end of the first hour with all the teams completing their stops, Mark would be eighth and being able to stay out during the race's first caution, was now up to fourth place. His lap times dropping, Mark was catching the leaders by almost two seconds a lap. An hour and twenty minutes in and Mark had just passed for second when the second full course caution came out. After a quick stop for fuel, tires and wing adjustment, Mark was only seven seconds behind the leader when the race went green. The team is feeling good.

Thirty minutes later, that good feeling is gone as Mark brings the No 61 Ford Riley to pit lane with what he thinks is another tire going down. It turns out to be a mechanical failure with a rear suspension part and in a



flurry of activity the AIM Autosport crew changes the part and completes a full service including a driver change. Unfortunately though, the repair has been costly in terms of time and the car is now three laps down from the leaders. With four hours to go and Bruno Junqueira now in the car, the hope is for some more caution periods which might allow the team to use pit strategy to work back to the lead lap. Junqueira certainly does prove to be a quick study and is soon running the same pace as the leaders. A potential break in the teams favour happened when the next caution came out. The strategy would be to have Bruno stay out behind the pace car when the leader pitted to get a wave by and therefore a lap back. However as luck would have it the team is now experiencing a radio problem and while they can hear Bruno, he cannot hear them. Bruno followed the instructions of the pre race strategy meeting and brought the car in when the pits opened and the crew completes a full service and fixes the radio problem.

Over the next hour stint Bruno's times continually improve and he goes on to set the No. 61's fastest lap of the race so far at 1:42.874. His overall times are on pace with the leaders but it is very difficult to get back on the lead lap without more cautions. There is a yellow at the four hour mark but the leader had pitted so we would not get a wave by to regain a lap. Bruno brings the No 61 Ford Riley in for a full load of Sunoco fuel, a fresh set of Pirelli tires and to hand the car over to Burt for the final two hours. Burt is back on track in twelfth place with the race still under a fairly long caution that should help with fuel consumption. With an hour to go, Burt brings the car in for its final stop when another problem comes up. The engine is revving very high as the throttle pedal is not returning properly. By the time this issue is sorted, the No. 61 Ford Riley has gone down another two laps to the leaders. It is now about survival to the end of the race and holding track position. AIM Autosport is sitting eleventh with just less than an hour to go.

Over the final hour, Burt gets to show what could have been as he sets the fastest lap of the race for the No. 61 – a 1:42.284 on lap 173. His overall times were also on pace with the leaders. Encouraging, but not enough to overcome the five lap deficit. The AIM Autosport No. 61 Ford Riley would cross the checkers in eleventh position.

Following the race, the drivers and team management offered these comments:

Mark Wilkins: "We were confident coming in but had some of that confidence shaken when we were not as quick as hoped through the early practice sessions. By race time though, we knew we had a good setup and the speed to get the job done. Burt and I have both had some success at this track and Bruno proved to have the speed we would need to win. But there are some things you just can't control or foresee and that is what caught us out today. Now it's on to Mid Ohio in two week. We had a good run there last year and the whole team will be focusing on bettering that result this year."

Burt Frisselle: "At the end of the day it is disappointing to know we had a car capable of competing with the leaders but were unable to fend off the those mechanical gremlins that decide to show up from time to time. Mark did a great job under difficult circumstances to keep us up front and Bruno put in a terrific effort to keep us in the game despite being three laps down. He is definitely a race who knows it isn't over until it's over. We'll now take this two weeks to regroup and focus on getting it done at Mid Ohio."

Bruno Junqueira: "It is too bad how we finished today but in the end, I learned a lot about the car and managed to put in a lot of laps and run at competitive speeds. The tight schedule did not give me a lot of practice time but there was lots of time in the race to get up to speed. AIM Autosport gave us a good car and we could run on pace with the leaders which is very encouraging. I am very happy to have had the opportunity to run with a team that is a proven winner and to race with Mark and Burt who were both very supportive and helped me to learn the car. It would have been great to celebrate with them on the podium. I hope there will be other opportunities."

Ian Willis (team principal): "The drivers put in a great effort and the crew met every challenge we – and the car threw at them today. The Six Hours of The Glen is what endurance racing is all about. A 'compact' version of the Rolex 24, it can still throw the same kinds of curves a team can experience at the 24 but with less time to recover. Even so, it was a long day at the track starting with an early warm up session and everyone on the crew did a great job to keep us in the race to the end. There was no giving up."

"It was great to see the interaction between Mark, Burt and Bruno as well. They did a fantastic job communicating and sharing information that had us running on pace with the leaders." Bruno was up to speed

very quickly considering the amount of practice time he had in the car and we are happy to have been part of his first experience of prototype racing.”  
Next up for the AIM Autosport No. 61 Ford Riley is the Emco Gears Classic at Mid Ohio Sports Car Course in Lexington, Ohio June 19-21.