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**Grand-Am Rolex Series Bosch Engineering 250
At Barber Motorsports Park
Race Report Compilation**

Source: Team Race Reports and Grand-Am



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Grand-Am Report

Source: Grand-Am

PRUETT, ROJAS WIN PORSCHE 250 BEFORE LARGE CROWD AT BARBER, EXTEND LEAD IN DAYTONA PROTOTYPE STANDINGS

Assentato, Segal Take Second Consecutive GT Victory

Memo Rojas and Scott Pruett rolled to a dominating victory in Saturday's Porsche 250 before an estimated crowd of 25,000 at Barber Motorsports Park, while problems hit two of their traditional rivals in the battle for the GRAND-AM Rolex Sports Car Series presented by Crown Royal Cask No. 16 Daytona Prototype championship.

Pruett took the checkered flag 6.870 seconds ahead of Ozz Negri, giving the No. 01 TELMEX Chip Ganassi Racing with Felix Sabates BMW Riley its second consecutive victory.

In GT competition, Jeff Segal and Emil Assentato scored their second consecutive victory in the No. 69 SpeedSource FXDD Mazda RX-8, with Mazdas sweeping the podium.

The Ganassi team lost its regular tire changer when Trevor Montgomery twisted his knee prior to the race. Blair Julian - who changes tires for Scott Dixon on Ganassi's IndyCar Series team - stepped in for the race.

"We were really fortunate to be running the same weekend as the IndyCar Series, because our IRL team was able to jump in and help us out," Pruett said. "It also meant a lot of great racing for the fans."

Negri finished second in the No. 60 Michael Shank Racing Crown Royal XR Ford Riley started by John Pew. Ryan Dalziel - part of the winning lineup in the season-opening Rolex 24 At Daytona - finished third with Mike Forest in the No. 8 Starworks Motorsport BMW Riley. Forest led six laps early in the race.

After three of the 12 races, Pruett and Rojas lead Dalziel by 11 points (102-91).

A major development occurred at the 30-minute mark when the No. 99 GAINSCO/Bob Stallings Racing Chevrolet Riley went up in smoke. Starting driver Jon Fogarty was running third prior to the opening caution period, with the car going out moments after the restart. The team that won both the Porsche 250 and Daytona Prototype championship in 2007 and 2009 retired from the race before Alex Gurney even got behind the wheel. It marked the first retirement at a sprint race for the team since Barber in 2008, when the team lost the clutch while leading.

Also experiencing problems was the No. 10 SunTrust Racing Ford Dallara that started on the pole with Ricky Taylor at the wheel. Taylor led the opening 15 laps before turning the car over to Max Angelelli, who had contact with another car, leading to an extended pit stop.

Memo Gidley and Dion von Moltke finished fourth in the No. 77 Doran Racing McDonald's Ford Dallara, followed by David Donohue and Darren Law in the No. 59 Brumos Racing Porsche Riley.

Ricky Taylor led the opening 15 laps after scoring his first career pole in the No. 10 SunTrust Racing Ford Dallara. Co-driver Max Dalziel went to the garage in the final 30 minutes after contact with Dalziel, resulting in a 12th-place finish in the Daytona Prototype class, one position ahead of Fogarty.

The No. 90 Spirit of Daytona Porsche Coyote ran in the top five throughout the early portion of the race before Antonio Garcia cut a tire and spun. Buddy Rice took over and went on to finish sixth.

Mark Wilkins led 16 laps in the No. 61 AIM Autosport Ford Riley also driven by Burt Frisselle, going on to finish eighth.

Pruett and Rojas competed 108 laps on the 2.3-mile, 17-turn circuit in the two-hour, 45-minute event. The race was slowed three times for 12 laps under caution, with no major incidents.

SpeedSource recorded its third consecutive victory in the Rolex Series GT class. Segal and Assentato have now won four of the last seven races dating back to last season.

"The racing was pretty intense among the GT cars when I got in, so I kind of bowed out of that - I wasn't interested in rubbing fenders that early in the race," said Segal, who led 35 laps, including the final 32. "We had a fantastic pit stop near the end that got us the lead. It wasn't easy, because I knew Jordan and Sylvain were coming, so I pushed all the way to the end."

Jordan Taylor and Todd Lamb took second in the No. 30 Racers Edge Motorsports Mazda RX-8, followed by Rolex 24 At Daytona class winners Sylvain Tremblay and pole winner Jonathan Bomarito in the No. 70 SpeedSource Castrol Syntec Mazda.

Robin Liddell and Andrew Davis placed fourth in the No. 57 Stevenson Motorsports Camaro, followed by Adam Christodoulou and John Edwards in the No. 68 SpeedSource Mazda.

The car in the best position to break the Mazda domination was the No. 07 Banner Racing Corvette. Scott Russell started and led four laps before turning the car over to Scott Russell, who led 10 laps before on-course contact with a Daytona Prototype led to a long pit stop and a 14th-place finish.

Racer/actor Patrick Dempsey did a double-stint at the start before turning the No. 40 Dempsey Racing Mazda RX-8 over to Joe Foster, who finished 10th.

"We got caught when the yellow came out right after our pit stop, that put us a lap down," Dempsey said. "I felt good out there and I was able to keep up, time-wise, with the leaders. It was great to see so many people turn out for a GRAND-AM event here this weekend. Everybody at Barber did a great job putting on the event and they had a great crowd."

The Rolex Series will next visit Virginia International Raceway in Danville for Round 4, the Bosch Engineering 250 on April 24.

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Dempsey Racing Mazda Race Report

Source: Adam Saal

Hard-Fought Top-10 Finishes for Dempsey Racing Mazda RX-8 GT Teams at Barber Motorsports Park Keen and Gué Survive Bump-And-Run for Seventh as Dempsey and Foster Take 10th

Dempsey Racing placed both of its Mazdas in the top-10 at Barber Motorsports Park Saturday after a tough and hard-fought race that saw Leh Keen and James Gué finish seventh in the No. 41 Team Seattle/Global Diving & Salvage/Dempsey Racing Mazda RX-8 GT and Patrick Dempsey and Joe Foster take 10th in the No. 40 Dempsey Racing Mazda RX-8 GT.

Both teams encountered their fair of trouble, which included a Daytona Prototype bump-and-run of the No. 41 as Keen was closing on the leaders, and a badly-timed yellow flag that forced the No. 40 one lap down. Despite the setbacks, the Alabama weekend ultimately proved promising for both Mazda squads and the opening stint by Dempsey himself in the No. 40 was among the highlights.

“Patrick drove one of his longest stints in a sprint race ever and did a great job,” Foster said. “He kept it on the lead lap and for the most part we made pit stops when we had to stop. “Unfortunately, we got a yellow right after our green-flag stop and that put us a lap down all day.”

Dempsey maintained a solid pace throughout his opening shift and was lapping as fast at the end of the double-driving stint as some of the race leaders.

“It was a very tough pace and it was nice to have a few yellows early on to sort of regroup and collect yourself, but I was just frustrated that yellow caught us out and put us a lap down,” Dempsey said. “I felt good as far as my conditioning in the car and the Mazda felt great. We were on the lead lap for a very long time and the things that we could control we did and did well with, and the stuff that is out of our control, there is nothing we can do about it.”

Keen and Gué gave Dempsey Racing its first podium finish in the Grand Prix of Miami last month and appeared set for a similar top-three finish at Barber. The No. 41 squad also overcame starting the race dead last after a ride-height infraction in Friday qualifying sent them to the back of the field. Gué drove the opening stint and immediately began to move to the front after getting the mandatory first-45-minute pit stop out of the way on the opening race lap.

“We started off with a different strategy by pitting on the first lap and that ended up putting us in a pretty good situation,” Keen said. “We got up to third after starting last and we definitely had a podium car. Everything was looking really good but outside in Turn 2 there a Daytona Prototype ran out of patience and came in on me. It slammed me pretty hard and the entire alignment of the car was trashed and it got the back right tire. We had to come in and pit and put on new tires but actually got a few positions back by the end.”

Despite the disappointment, Keen had high praise for his co-driver and team supporters.

“I have to say James did a really good job coming up through the field,” Keen said. “What we were really worried about was coming up from behind in the pack, and then in the end is when it got us when we were up there. We got something out of it, but I feel real bad for the guys who worked so hard only to have one little thing like that take us out of the hunt. I want to thank Global Diving and we still raised money for Team Seattle this weekend, and that is something to be happy about. It looks like we are generally a podium car at every race now and that is good to see.”

Next up for Dempsey Racing and the GRAND-AM Rolex Sports Car Series is the Bosch Engineering 250 at VIR, April 23 – 24. The race can be seen in same-day coverage on SPEED on Saturday, April 24, at 2 p.m. ET/11 a.m. PT.

NOTEWORTHY

- After his race-ending stint in the No. 40 Mazda, Foster dashed to the grid of the GRAND-AM Continental Tires Sports Car Challenge race that immediately followed the Rolex Series main event. Foster led every lap from the pole in the No. 15 Multimatic Motorsports Ford Mustang Boss 302R during his driving shift and he and co-driver Scott Maxwell ultimately finished in eighth place. One position ahead in seventh was Gué and his teammate Bret Seafuse in the No. 37 Trumansburg ShurSave/JBS Motorsports Mustang Boss 302R. Keen and his co-driver John Potter finished 18th in the No. 44 Magnus Racing Porsche Cayman.

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Michael Shank Racing Report

Source: Matt Cleary, Sunday Group Management

Michael Shank Racing Takes 2nd at Barber Park - Extends Podium Streak in Alabama to Three Straight

John Pew scored his third consecutive podium result at Barber Motorsports Park for Michael Shank Racing on Saturday as he and co-driver Ozz Negri finished second with the No. 60 Crown Royal XR Ford-Riley in the Porsche 250. The podium result moves the No. 60 Crown Royal Ford-Riley machine to second position in the provisional championship points standings ahead of round four of the 2010 GRAND-AM Rolex Sports Car Series championship.

The sister No. 6 The Pit Stop at Lake Norris Ford Riley fought to a seventh place finish with Brian Frisselle and Michael Valiante running at the sharp end of field for much of the race despite struggling for grip.

"I'm very pleased for John and for Ozz in the Crown Royal XR car," said team owner Mike Shank. "The guys worked really hard and called a great strategy in the race. I'm a little disappointed for the 6 car, we were faster than that but we just didn't have the grip we needed to be more of a threat late in the race today. It's great to have so many podiums here at Barber, but I'd really like to come back here and figure out what we need to do to be up on that top step!"

Pew opened the race from ninth on the grid, having a battle with eventual third-place finisher Mike Forest as the two led the field from first and second place after a restart some 25 minutes into the event. A well-timed yellow provided the chance for Negri to jump in the car and still stay in the top ten before he methodically fought his way forward to second at the checkered flag.

"This is a team sport, and thanks to Crown Royal XR, Ford, Mike Shank, and all the guys for everything they did to get us here today," said Negri. "It was a challenge because the track was very slippery, and you had to be on edge every corner. Me and John work so hard every week, karting, talking every day about set-up, data, and just keeping our focus on the next races so it is fantastic to be back up on the podium again. We've had good cars, but not great luck and we had

to fight for everything we got today. Working with John-he puts his heart into it, and I'm just over the moon."

"I was just trying to keep the car in one place and keep our track position to give the car to Ozz in good condition so he could do what he does," said Pew, who also picked up the Trueman Award honors for his efforts on the day. "And he certainly did it again--that was a great drive from him, and Dave Kanning called a perfect strategy. I'm not sure exactly what it is about this place, but I love this track. its a challenge with the two classes and all the traffic, but I really enjoy it. The area is beautiful, and the track is amazing. So this is fantastic to be able to come back here and get back on the podium again, and to move to second in the points, hopefully we can keep building on that at VIR!"

The sister No. 6 Ford-Riley was hoping that an alternate fuel stop strategy would help make the most of track position and create some clear running, but the pace wasn't what the team needed to move back to the podium. Frisselle ran a strong opening stint before turning the machine over to Valiante to bring home for a seventh place finish.

"It was a frustrating weekend--this team normally rolls off the truck with a fast car, but we just missed our set up this weekend so it was not what we were looking for," said Valiante. "Brian did a great job running up front at the start, but we just couldn't keep the pace of the leaders today. We've had two races where we had cars that we could be on the podium with, so it's disappointing to have this kind of weekend but we know we'll come back again at VIR."

The team will return to race action in two weeks time at Virginia International Raceway.

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KROHN Racing Report

Source: Barbara Burns

The No. 75 Krohn Racing Ford Proto-Auto Lola of car owner/ qualifying driver Tracy W. Krohn and teammate Nic Jönsson finished 11th in the GRAND-AM Rolex Sports Car Series' Porsche 250 race at Barber Motorsports Park on April 10. Krohn started from the 13th position on the grid and pitted on Lap 12 after an off-road excursion. Fresh tires, fuel and a new nose carried him until lap 58, when Jönsson took the wheel of the Roush Engines supplied Ford V-8-powered Prototype car and drove it to the checkered flag on Lap 108.

QUOTES:

TRACY W. KROHN, Team Owner/Driver, Krohn Racing:

"I made a couple of mistakes out there that were self-induced. I got a little bit impatient at the start of the race as I started up through Turn 13. Then there was so much pick-up on the tires that the car was vibrating so bad it was just really hard to control. We did a spin going through Turns 9-10 and put it into the wall there, but not hard. It seemed like it took forever to hit that wall. But other than that, the car was good.

Once I got back out of the track I was driving just fine. The car was good. You had to be very careful out there with going offline because when you do that you get so much crap on the tires it really makes a difference in how the car performs. Nic did a great job getting us back up into 11th place, which is where we finished. It could have been worse and it could have been better. We finished higher than we started so that was okay."

NIC JONSSON, Driver, No. 75 Krohn Racing Ford Proto-Auto Lola:

"We were struggling a little bit on Thursday with the set-up on the car. So the engineers, myself and Tracy sat down and talked it through. I think we actually found a very good set-up on the car. The car was definitely a Top 3 car today. At the restart, I was lined up second in line and I was pulling away together with Pruett. Third, fourth, fifth place couldn't stay with me but Race Control told me I had to back off and let them by but I don't know why I had to back off until they caught up with me but that's the game.

Unfortunately Tracy had a little bit of a mishap there at the beginning of the race and put us a couple of laps back. But Tracy did a very good job today as well. As soon as he got that behind us he started working hard and kept a very good pace out there. He was within a second and a half or two seconds off the leaders. That's all we needed to do. If we have a car like this more this year, I think we can run for the podium a few races this year. So I'm very pleased with the Proto-Auto Lola and the Krohn Racing team has done a fantastic job."

DAVID BROWN, Krohn Racing Team Manager and Engineer:

"We had a good car in the race. Undoubtedly we had a car that could run right at the front of the race. Unfortunately an incident fairly early in the race put us three laps down. But the team recovered well and so did Tracy to continue running and then do very competitive lap times until we pulled him out of the car at the last pit stop and put Nic in. Tracy did 58 laps (out of 108) in the race. Again, the car is very fast around Barber Motorsports Park. We look forward very much to the opportunity to demonstrate the pace of the car at VIR in two weeks time."

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SunTrust Racing Report

Source: Laz Denes

Late-Race Mishap Spoils SunTrust's Podium Bid - Angelelli Spun While Completing Pass for Third, Has To Settle for 12th After Polesitting Taylor Takes Early Command of Porsche 250 at Barber

On a day that saw 20-year-old Ricky Taylor start from the pole for the first time and take total command of the opening green-flag run during Saturday's GRAND-AM Rolex Sports Car Series Porsche 250 at Barber Motorsports Park in Birmingham, Ala., the No. 10 SunTrust Ford Dallara team of Wayne Taylor Racing leaves with the disappointment of a 12th-place finish after late-race contact ultimately sent the car to the garage for good some 25 minutes before the checkered flag.

Shortly after the 2-hour mark of today's 2-hour, 45-minute race around the scenic 2.3-mile, 17-turn road circuit, Taylor's SunTrust Racing co-driver Max Angelelli was moving past Ryan Dalziel in the No. 8 Starworks Motorsport BMW Riley for third place entering the sweeping, left-hand turn five. Dalziel made contact with the right-rear of the SunTrust Racing Ford and spun Angelelli around. Dalziel continued, but the contact damaged the rear suspension of the SunTrust Racing machine, bringing Angelelli to the pits for initial repairs that dropped him eight laps off the pace before he resumed in 12th place.

After resuming, Angelelli reported that the car was still acting in a peculiar way, prompting the team to direct him to the garage, where the SunTrust car was retired. It finished 28 laps behind the race-winning No. 01 Chip Ganassi Racing with Felix Sabates BMW Riley of Scott Pruett and Memo Rojas, which scored its second-consecutive victory and opened a huge lead in the championship standings.

"Obviously, the SunTrust car was very good today," said Angelelli, who with Taylor came to Birmingham having scored back-to-back sixth-place finishes to open the season. "I just feel so bad for the team. There's not much else to say when you have a car this good and you can't take advantage of it. It's just like at Daytona, the same situation. It's bad. I made my pass on the (No.) 8 and I believe he wanted to make a crossover move and, for whatever reason, he hit me in the rear and spun me around. The move I made on the (No.) 8 was safe. I made my pass. The pass was made. The rest, I just don't understand."

The 12th-place finish dropped the SunTrust team from fifth to seventh in the championship, a whopping 33 points behind the No. 01 Ganassi team but only 12 points behind the second-place No. 60 Michael Shank Racing Ford Riley team of Oswaldo Negri and John Pew, which finished in the runner-up position today, 6.87 seconds behind Pruett and Rojas.

At the outset, Taylor, starting from the pole for the first time in his 23-race Rolex Series career, got a tremendous start, opening a 3.5-second lead by the end of the second green-flag lap. He stayed well out in front of the field over the first 13 laps before the day's first caution flag flew just less than 20 minutes into the race. He gave up the lead when he pitted for tires and fuel on lap 16 and resumed in seventh place behind three cars that did not pit and three that took on fuel only. He worked his way up to second behind Rojas in the No. 01 car by lap 47, and held that spot until he pitted for tires, fuel and the driver change to Angelelli on lap 62, shortly after the 1-hour, 45-minute mark. Angelelli had the SunTrust car back in the top-five just four laps later.

"I've never been racing with those guys before up at the front, and now, I can see why they're racing up there in the front every weekend," said Taylor, who became the second-youngest pole-winner in Rolex Series history when he shattered the Barber track record in qualifying on Friday. "They're really good and I learned a lot from all of them. I'm talking about the (Nos.) 01, the 90, the 60, the 6, the 99. All those guys running up there are really good guys. There was a lot of good, hard fighting and it was a lot of fun. I might have gotten a little impatient, at times, and made some moves that ended up costing me a position or two. But I really learned a lot.

"As for the incident late in the race, that's racing, I guess. In racing, you leave upset 90 percent of the time and 10 percent of the time you're really happy. It looked like a racing incident. Max was just making a move on Dalziel. I don't know if Dalziel didn't see him or didn't anticipate correctly on the switchback move but, for us it turned into a missed opportunity to make up points on the (Nos.) 99 and the 01, and we just couldn't take advantage of how good the SunTrust car was this weekend. I'm looking forward to VIR (Virginia International Raceway in Alton). I think the car should translate well for the rest of the season."

Behind the race-winning No. 01 BMW and the No. 60 Ford was the No. 8 of Dalziel and his co-driver, Mike Forest, on the final podium spot. The defending series-champion No. 99 Gainsco/Bob Stallings Racing Chevrolet Riley of Jon Fogarty and Alex Gurney lost its motor at the 30-minute mark and retired in 13th place.

As was the case at the season-opening Rolex 24 At Daytona, where Angelelli qualified the SunTrust car on the pole and clocked the fastest lap of the race only to see it all go for naught with problems that prompted numerous trips to the garage, the polesitting SunTrust Racing machine was fastest again today. Shortly after taking over for Taylor on the lap-62 pit stop, Angelelli clocked the fastest lap of the race (1 minute, 20.483 seconds at 102.878 mph). The previous fast lap to the point was turned by Taylor on the fifth tour of the circuit.

"You can't win championships when you don't finish races, and I don't really know or understand what happened, yet," said team owner Wayne Taylor, who won this race with Angelelli in the SunTrust Racing machine en route to the 2005 Rolex Series championship. "Whatever it was, it broke the rear suspension and made it a terribly disappointing day. It was a great weekend for Ricky, qualifying on the pole, leading the way he did at the start, commanding the race. All of that was great. I'm just disappointed. It's so odd, this business, and to leave a race this way – we got the pole, we had the fastest lap, but right now, the only thing that counts is where you finish. Thank goodness we've got a race in two week's time."

The next race on the Rolex Series slate is the Bosch Engineering 250 at Virginia International Raceway in Alton on Saturday, April 24. Race time is noon EDT while SPEED's delayed television

broadcast is set for 2 p.m. The Motor Racing Network will carry all the action live beginning at 11:45 a.m., while Sirius NASCAR Radio Channel 128 will broadcast the race that evening beginning at 7:45.

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Pacific Mobile Race Report

Source:AIM Motorsports

Strong race and early lead for Pacific Mobile No 61 Ford Riley Late race tire failure dashes hopes for a podium result

The Pacific Mobile No 61 Ford Riley finished eighth in the Porsche 250 at Barber Motorsports Park and while that might not have been the result the team had hoped for, they are not disappointed with the performance of the car, In Fact, everyone on the team is very happy with the way the car performed considering that once again, the track at Barber required some last minute magic to get the setup that works on this challenging race course. At the end of the day, the Pacific Mobile No 61 Ford Riley recorded sixteen laps in the lead and was among the fastest cars on the circuit especially in the closing laps.

Starting from seventh on the grid, Mark was up one position by the end of the first lap and less than half a second back of the fifth-place car. A caution on lap thirteen saw the leaders come in to the pits and the No 61 followed suit only taking on fuel and gaining track position. Sitting fifth at the green flag and just two-tenths back, Mark was on a charge and gained another spot when another car spun up front.

Another yellow four laps later and the team elected to leave Mark on track and the No 61 was now in first place. Mark held the lead for sixteen laps holding off the competition and working his way through traffic. With 38 laps on the tires, Mark finally pulled in for a green-flag pit stop that would now put the team on an alternate strategy to the rest of the field.

A full tank of Sunoco fuel, new set of Pirelli P-Zero tires and with Burt behind the wheel, the No 61 returned to the track in tenth spot. Over the next twenty laps, Burt kept pace with the leaders and worked his way forward eventually going to fifth and then third as once again, the leaders came to pit lane. Burt also brought the Pacific Mobile No 61 Ford Riley to pit lane for fuel and tires which would be enough to take the team to the end of the race. Burt was now fifth and within striking distance of the leader. He would set successive fastest laps for the car (75-78) recording a 1:21.486 at 101.600 mph fifth fastest in the race. He continued to close on the car ahead and that's when disaster struck.

In a battle for fourth spot, Burt flat-spotted the left front tire under heavy braking. The tire damage was severe and over a few laps it delaminated and blew forcing Burt to the pits on lap eighty-five. A quick change of the left front wheel and Burt was on his way, but the Pacific Mobile No 61 Ford Riley was back to eighth and well back of the seventh-place car. But this did not deter Burt who would close that gap by nearly twenty seconds over the final fifteen laps as he continually outpaced the leaders. Unfortunately, there was just not enough time left to close up and gain position and Burt brought the car home in eighth place.

The team did a fantastic job and delivered a great car for the race Burt said after the race. We struggled through the practice sessions searching for the right setup and once again, Ian (Willis) , Jim (Malicki) and the entire crew performed their magic overnight and we had an awesome race car today.

Burt continued, The car was quick and we had pace. Mark had a very good stint and it was incredible to see him put the Pacific Mobile No 61 Ford Riley in the lead and keep it there even when he was on tires that had reached their limit. We are disappointed that we did not finish better but we are certainly not disappointed with what we had to race today. That should carry us into the next race with quite a bit of confidence.

Mark Wilkins commented, The car was amazing and it was very quick today thanks to the AIM crew and the folks at Roush-Yates. Even when I was on old tires at the end of my stint, the car was just great to drive. I certainly had a lot of fun out there and Im really looking forward to VIR in two weeks.

The team and the drivers really showed their stuff today said team principal Ian Willis. Even after the blown tire which put us back, Burt kept plugging away and was turning faster laps than the leaders at the end. These guys just dont give up. It was great for all of us on the team to see Mark put the car in the lead and we can all head to VIR with the knowledge that we can run up front once again. We now feel that first podium of 2010 is within our grasp.

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GAINSCO / Bob Stallings Racing Report

Source: Adam Saal

Engine failure ends day early for GAINSCO/Bob Stallings Racing in Porsche 250 at Barber Motorsports Park Fogarty running third when team suffers second Barber DNF in last three years

A blown engine just over 30 minutes into the Porsche 250 ended the day early for GAINSCO/Bob Stallings Racing and struck an even bigger blow to the bid team drivers Alex Gurney and Jon Fogarty were mounting for a record third GRAND-AM Rolex Sports Car Series Driver Championship Saturday at Barber Motorsports Park.

“I came out of the hairpin and was going up through the gears and had a big bang, a lot of vibration and a lot of smoke,” said Fogarty, who was running third at the time. “It must have looked awfully spectacular. We were really struggling before that episode and there was just nothing to the motor. It just wasn’t getting up and getting it on. Whether that was a precursor to the motor letting go, I don’t know. The motor guys are going to have to take it apart and hopefully there is something left of it to look at. Tough day and certainly not good points wise.”

While the No. 99 GAINSCO Auto Insurance Chevrolet Riley team and Fogarty were classified 13th in the Daytona Prototype class and each earned 18 points, a double blow was dealt to their teammate Gurney who never had the chance to drive. Gurney didn’t earn any championship points and it will be nearly impossible for him to join Fogarty for a second consecutive GRAND-AM Rolex Series Championship and unprecedented third Daytona Prototype driving title for the duo.

“We feel like we have had years of good reliability so this was just a really tough day,” said Gurney, who failed to drive in a race for the first time since Infineon Raceway late in the 2006 season. “I think we were good for a top-three finish, which would have been good for the championship, but now I think I am out of the championship and Jon is still in it, the way the points work. So that’s deadily disappointing. We just have to go out and try to win races from now on because I feel bad about the points from here on out.”

The disappointment of not being able to realistically challenge for another co-championship with Gurney hit Fogarty as hard as the actual DNF (Did Not Finish), the second for GAINSCO at Barber in the last three years. In 2008, Gurney was leading the race in the late going only the have the No. 99 retire with clutch failure.

“That is something they ought to consider revisiting in the rules,” Fogarty said. “Alex is part of the team and he was a big part of getting the car on to the starting grid. It’s not like he didn’t contribute anything in this race up until this point. He is definitely getting the short end of it there but it’s not like that was the first time that has happened. Obviously, we still want to win the championship but now we will have to do it by a larger margin now that Alex didn’t get any of those points.”

A larger concern is if the No. 99 GAINSCO Auto Insurance Chevrolet Riley is the best package to challenge for a championship within the present rules structure of the GRAND-AM Rolex Series Daytona Prototype division.

“We are so constricted with the parts that we can put in this motor that it is pushed to the limit,” Fogarty said. “And it seems like the limit of the other motors in the series seems to be going up, not just every year but almost every race. There is only so much you can do with the rules package that they have given to us. We are balancing a fine line between blowing the thing up and making power. It has happened twice now this year and we just essentially are not there.”

GAINSCO also retired from the season-opening Rolex 24 At Daytona in the race’s 21st hour when the No. 99 Riley Chevy lost oil pressure while running fifth. The team recovered to finish third at last month’s Grand Prix of Miami and is hoping that the next round on the 2010 calendar at Virginia International Raceway (VIR) in two weeks will also be a good event for GAINSCO after a victory there last year.

“I am happy we get to go to VIR but I wish we could do it on equal footing with everyone else,” Fogarty said. “It is still a horsepower track and you have a massively long straightaway from the Oak Tree down the back section. We will get around the rest of the track just fine. We won there last year but everybody else’s motor program is moving forward and ours, unfortunately, is a little stagnant.”

The Porsche 250 has been feast or famine for GAINSCO the last four years. Gurney and Fogarty co-drove the No. 99 GAINSCO Daytona Prototype to victory at Barber from the pole in 2007 and 2009 but in the coinciding even years failed to finish after qualifying fourth both this weekend and in 2008. Team owner Bob Stallings summed up a tough Alabama weekend and the team’s outlook on the rest of the season.

“I am disappointed because we had a pretty big road to hoe to stay up with the 01 BMW anyway,” said Stallings in reference to the race and championship winning No. 01 TELMEX/Chip Ganassi Racing BMW Riley of Scott Pruett and Memo Rojas. “Losing this race is a lot of points and the other complication is the disparity in points between our drivers, which is kind of a bummer for Alex. Beyond that, there is no question that we have been pushing the outside boundaries of the motor and we have to figure that out. We are not going anywhere unless we get this engine thing figured out.”

Next up for GAINSCO and the GRAND-AM Rolex Sports Car Series is the Bosch Engineering 250 at VIR, April 23 – 24. The race can be seen in same-day coverage on SPEED on Saturday, April 24, at 2 p.m. ET/11 a.m. PT.

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Starworks Motorsports Report

Source: Starworks Motorsports

FANTASTIC PODIUM FINISH FOR DALZIEL AND FOREST AT BARBER!

The other Starworks machine scored its first top ten of the season.

The #8 Corsa Car Care / Xtreme Indoor Karting / Jetset Magazine Starworks Motorsport Dinan-BMW Riley co-driven by 2010 Rolex 24 At Daytona champ, Scottish Ryan Dalziel, and Canadian Mike Forest scored a first season podium finish in Saturday's Porsche 250, Round 3 of the GRAND-AM Rolex Sports Car Series presented by Crown Royal Cask No. 16.

The #7 Flex-Box / Xtreme Indoor Karting / Jetset Magazine Starworks Motorsport Dinan-BMW Riley co-driven by Danish Kasper Andersen and American Bill Lester finished 9th, a great result for the Starworks duo.

Having two cars in the top ten was a true accomplishment for Peter Baron, Starworks Motorsport's team principal. "I am so pleased with this result," Baron said. "The Starworks Motorsport crew did an excellent job and our drivers were able to deliver. Mike did an excellent job and I am happy that he scored his first Rolex Series DP podium."

"Ryan had a great stint but an unfortunate racing accident with the #10 car, that was definitely not intended by Ryan, almost took him out of the race. As observed and described by the TV commentators and Rolex Series followers when the collision occurred, Ryan was already well engaged in the turn when he was hit in the back by the #10 car. Regrettably for the #10 car, that ended their day, but Ryan was very lucky since his left rear rim was quite damaged and we still don't know how the tire remained on the wheel until the end of the race!"

"I am proud of our #7 car drivers. They finished 9th despite their fuel pressure problem. Bill did a great job and I am blown away by Kasper Andersen since he really delivered for his first race in a prototype and in the Rolex Series and I feel that he will be fast at VIR," Baron continued.

After three of the 12 races, thanks to another great result, Ryan Dalziel reinforced his third place in the 2010 Rolex Series driver point standings. "I am really happy with this podium finish. What a great result for Starworks," Ryan Dalziel said after the race. "Our car was really fast all weekend and after our disappointment at Homestead when we missed the podium in the last laps, we deserved this podium. All credit to Peter Baron and Starworks crew for their hard work and amazing efforts," added Dalziel.

During their brilliant drive to third place finish, Mike Forest was able to lead 6 laps. This is the third race in a row that Starworks Motorsport led the race. "I knew after Homestead that Starworks was a good team," Mike Forest announced after receiving his third place finish trophy. "I'm really happy to follow up our Homestead result with a podium! It was great to lead the race, I know I inherited the lead with the cycle of the pit stops but I wanted to make a point of holding it for at least a few laps. Ryan followed it up with a great drive, it was a great team result," Forest said.

The #7 Starworks Motorsport co-driven by Bill Lester and Kasper Andersen finished 9th, a well deserved top ten finish for the Flex-Box Dinan-BMW Riley. "The #7 car didn't have quite what it took today to be as fast as the #8 car," Lester said after the race. "We experienced fuel pressure problems almost from the start of the race which limited our power delivery. Combined with being slightly too loose in handling made for a hard day. However, I'm glad we achieved a top ten finish and I would also like to congratulate the #8 team on their podium," Bill Lester continued.

Kasper Andersen was racing in first ever Rolex Series event at Barber and did very well considering his car technical problem. "My first race in Grand-Am was a big challenge since the engine was low on power with an oil pressure problem. I am happy with this result for my first race with Starworks but I think we could have done a better job than 9th without this problem," announced Kasper Andersen after the race. "I managed to turn some quick laps considering our lack of horsepower and I think Bill and I did pretty well. The Starworks Motorsport crew worked really hard all weekend and I like the atmosphere of the Rolex Series. I look forward to racing in two weeks in Virginia since I know we will have a great car to compete with the best cars," Andersen added.

The next race for the GRAND-AM Rolex Series will be the April 24 Bosch Engineering 250 at Virginia International Raceway, Virginia.

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Riley Technologies Report

Source: Matt Cleary, Sunday Group Management

Riley Technologies (a division of SEA STAR GROUP, INC. Stock Symbol SGQZ) has had countless good days at the race track, but this Saturday's GRAND-AM Rolex Sports Car Series event will long be counted as one not to forget, as the firm dominated the podium in both the Daytona Prototype and GT Classes at Barber Motorsports Park.

Chip Ganassi Racing's Scott Pruett and Memo Rojas took a 6.8-second victory over Michael Shank Racing's Ozz Negri and John Pew in the Porsche 250 to grow their Rolex Team Championship points lead to 21 points over the Michael Shank Racing No. 60 Crown Royal XR entry.

Series newcomers Starworks Motorsport demonstrated how competitive a Riley-equipped firm can be straight out of the box after the team rounded out the podium with drivers Mike Forest and Ryan Dalziel bringing the No. 8 BMW-powered Riley across the line in third place to make it an all-Riley podium celebration.

But the champagne spraying was far from over for Riley Tech following the Daytona Prototype victory lane celebrations, as the GT Class also saw all three positions on the podium occupied by Riley Technologies GT Class machines after the Mazda RX-8 scored a dramatic 1-2-3 finish for the first time in Series history.

Emil Assentato and Jeff Segal emerged as race winners to make it two wins in a row after taking the Homestead Miami race victory in March. The No. 30 3-Dimensional.com Mazda of Todd Lamb and Jordan Taylor finished in second place as pole-winner Jonathan Bomarito and Sylvan Tremblay rounded out the podium with their run to third at the finish.

Riley Tech is pursuing an unprecedented seventh consecutive GRAND-AM Rolex Sports Car Series Manufacturers Championship, and the strong performance in Alabama helped that effort move forward as the firm grew its lead in the championship to 27 points after three rounds of Rolex competition.

While it might not be evident by the results sheet, the many fans on hand and those watching at home on SPEED can attest to the tough competition that the Rolex Series once again staged during the 2.75-hour race. Even though the settings at the Barber facility are spectacular, the Riley dominance was far from a walk in the park, as multiple manufacturer machines in both classes staged excellent campaigns in round three of the 2010 championship. But it was the Riley machines that closed the day out on top once again.

"I can not remember having a day like we did today, so I am really excited about the results," said Riley Tech VP Bill Riley. "This is all down to the hard work our guys do back in the shop, and the effort that all our teams do to be ready for these races. This win is great for the manufacturer points, and hopefully we can keep growing our lead at VIR."

One telling moment came just past the middle stages of the race when a competitor's car made hard contact with the No. 8 machine, forcing the other entry out of the race while the No. 8 continued on and raced to a podium finish.

"That was a pretty hard hit between those two guys, but I was proud of how our car stayed in one piece and Ryan (Dalziel) kept putting down fast laps right to the end of the race," continued Riley. "You have to be there at the finish to get the points you need to be competitive in the

championship. And as you could see once again today, the racing is very tough here in the Rolex series so I'm really happy for our guys and even more for our teams."

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Speed Source Race Report

Source: Wayne Nonnamaker

The SpeedSource team maintained their recent success by winning the third race of the GRAND-AM Rolex Sports Car Series presented by Crown Royal Cask No. 16 schedule at Barber Motorsports Park. The pair of Emil Assentato and Jeff Segal earned their second win of the season in the #69 FXDD Mazda RX-8; now having won four of the last seven races. Grabbing the third podium spot, further adding to the team's success, were Sylvain Tremblay and Jonathan Bomarito in the #70 Castrol Syntec Mazda RX-8. Finishing out the Top 5 in GT was the third SpeedSource team car with Mazda ladder drivers Adam Christodoulou and John Edwards in the #68 MAZDASPEED Motorsports Development Mazda RX-8.

After the GT qualifying session was cut short to just a 3-lap run, Emil Assentato put the #69 FXDD Mazda RX-8 in the 6th position for the starting grid. Excellent early driving from Assentato kept the #69 running in the lead GT pack setting up an ideal pit stop to put co-driver Jeff Segal in for the race's conclusion. Outstanding tire management from Segal allowed him to maintain the necessary pace needed to make the final pit stop. A great call from team strategist Gerry Green brought the car into the pits right before a caution was called on-track. This late race decision proved to be the advantage as Segal was able to hold on for the GT Class win.

"I'm really proud of all of my guys and their hard work," recalled #69 crew chief Marty Kintzi. "Both drivers drove great stints and that really set us up for the win."

Jonathan Bomarito captured his first Rolex Sports Car Series pole position in the #70 Castrol Syntec Mazda RX-8. By starting from the front row, Bomarito quickly put a gap on the rest of the GT field before settling into a race rhythm. The benefit of the lead showed when it was time for Sylvain Tremblay to get in for his stint. Because of tire wear concerns, it was clear to the team that they would have to run a three-stop strategy to maintain the race pace. The team elected to pit again during Tremblay's closing stint to put fresh tires on, allowing him to make his way back to the front of the GT class. Tremblay brought the car home in third position, trailing the P2 Mazda by just one second.

Further strengthening the SpeedSource presence at Barber Motorsports Park was the #68 MAZDASPEED Motorsports Development Mazda RX-8. Adam Christodoulou made his first Rolex Series qualifying run and was able to start the car from the 5th grid position for the race. This momentum carried into the first 1.5 hours of the race as Christodoulou maintained a strong pace to challenge for the top spot in GT. Co-driver John Edwards got into the car for his closing stint on lap 52 of the race's 103. Edwards quickly climbed his way up the GT standings, leading for five laps as the class leaders cycled through their pit stops. The crew pitted Edwards with 30 minutes remaining for fresh tires and the added pace allowed him to overtake for a 5th place finish in the duos second race together.

Team owner and driver Sylvain Tremblay: "This is a great showing by the entire SpeedSource crew. To put our three cars in the Top 5 and having all the SpeedSource built Mazda's doing this well is truly exciting."

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Magnus Racing Report

Source: Efrain Olivares

It was a challenging weekend for Magnus Racing, as the team traveled from cold Salt Lake City to rainy – then sunny – Birmingham, Alabama to contest the GRAND-Am Rolex Sports Car Series presented by Crown Royal Cask No.16's Porsche 250, as well as the weekend's Continental Tire Sports Car Challenge race.

Magnus Racing is a team that loves sportscar racing and loves having a great time at the track, but it is fair to say that the track at Birmingham is one on the schedule that the team was least looking forward to. Barber Motorsports Park is a beautiful facility with an exciting configuration, but the layout promotes extensive tire degradation throughout an endurance race. Coupled with the fact that tire wear is already an issue for the GT-class Porsche, and the team was looking forward to an uphill battle. That hill was apparently too large a hill for the other Porsche teams, as Magnus Racing was the only one who showed up in Birmingham.

The battle began in qualifying, when the GT field was only given five minutes to qualify due to track delays. Unable to put heat in the tires before the checkered fell, John Potter qualified the No.44 Magnus Racing Porsche GT3 Cup in eleventh place.

Once the green fell, Potter was able to maintain his position and stayed with the lead group of GT cars, fighting for position while being careful not to overwork the rear tires of his Porsche. Unfortunately, it would be for naught as he was turned around in turn 14 – which SPEED viewers had several opportunities to view throughout the race broadcast – and fell down the order. After a pitstop for fuel, tires, and a driver change, Craig Stanton took over the wheel and battled throughout the final hour with several tube-chassis cars to finish the race in eleventh place.

In the Continental Tire Sports Car Challenge race, Leh Keen started the No.44 Magnus Racing Porsche Cayman in 14th position and made a rocket of a start, passing five cars on the opening lap. He held station in the top-10 until he pitted and Potter took over the car. Potter hovered around the top-10 of the field, not able to make an impression on the Mustangs and Camaros but able to run a solid race pace until he spun in traffic in turn five. Because of the large number of cars behind him, Potter was unable to rejoin the race quickly and fell down the order. Once he got the Cayman moving in the right direction again he would bring the car home on the lead lap in 18th position.

“I think I spent more time going backwards today than I spent going forwards,” stated Potter at the end of the race day. “Maybe to other drivers, the No.44 looks like a bulls eye. But anyways, despite the spins it was a good day for us in the sense that we learned more about what's going to make the Porsches work. Grand-Am made some changes to the GT car, and we thought it would be more beneficial to come and race the car instead of staying home and complaining.

“We still have a ways to go on the Cayman, but we moved in the right direction and even between qualifying and the race we made a big improvement. Leh did a great job and the car was in perfect shape when I got in it during our pitstop. I was hoping for a result in the top-10, but we got the car to finish its first race and that is a victory in itself. Another weekend where the crew did a great job, and we all left upbeat and looking forward to VIR.”

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