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2010 Grand-Am Homestead–Miami Speedway Race Report Compilation

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

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Grand-Am Race Report

Source: J.J. O'Malley, Grand-Am

PRUETT HOLDS OFF DONOHUE IN SPRINT TO CHECKERED FLAG TO SCORE SECOND VICTORY IN GRAND PRIX OF MIAMI

Segal, Assentato Take GT Victory in SpeedSource Mazda RX-8

Scott Pruett held off a late charge by David Donohue to win Saturday's Grand Prix of Miami, Round 2 of the GRAND-AM Rolex Sports Car Series presented by Crown Royal Cask No. 16.

Pruett and Memo Rojas scored their second victory in three years at Homestead-Miami Speedway in the No. 01 TELMEX Chip Ganassi Racing with Felix Sabates BMW Riley, holding off the No. 59 Brumos Porsche Riley of Donohue and pole winner Darren Law by .255 seconds.

In GT, Jeff Segal passed SpeedSource teammate Sylvain Tremblay on the race's lone restart with 13 minutes remaining and went on to win in the No. 69 FXDD Mazda RX-8. It was the third triumph in the last six races for Segal and Emil Assentato.

"I sure didn't want to see that last caution, but I was happy for the fans," Pruett said after scoring his 23rd Rolex Series overall victory. "This is tough competition. You never know what's going to happen until the checkered flag falls. It was pretty exciting in my seat, that's for sure."

Donohue was able to pull up to the back of Pruett several times in the closing laps, but was unable to get by. Pruett managed to weave through GT traffic in the infield on the final lap, and maintained the lead through the superspeedway banking.

Alex Gurney finished third in the No. 99 GAINSCO/Bob Stallings Racing Chevrolet Riley started by Jon Fogarty. Burt Frisselle finished fourth in AIM Autosport's No. 61 Pacific Mobile Ford Riley, followed by Ryan Dalziel in the debut of the No. 8 Starworks BMW Riley started by Mike Forest, the leading Daytona Prototype Pro-Am driver in the event.

A turning point came on Lap 81 of the two-hour, 45-minute race. The cockpit of the No. 30 Racers Edge Motorsports Mazda RX-8 exploded into flames, and Jordan Taylor came to a stop in the middle of pit road. The blaze was quickly extinguished and the race remained under green, but Taylor's car was stopped at the center of the pit lane when Law pitted in the race-leading No. 59 Brumos Racing Porsche Riley.

"There was a car on fire, there were people on pit lane, and I almost came to a stop," Law explained. "I didn't want to hit anybody. It's unfortunate, because I lost all of the gap I had gained. Up until then, I was feeling really, really good."

Taylor was uninjured in the incident, but the Mazda started by Todd Lamb was eliminated after having a strong run.

"It wasn't as big a fire as it looked," Taylor said. "It ended up being some of the insulation in the exhaust catching fire."

Donohue replaced Law on the ensuing pit stop. Pruett took the lead in the exchange and led the rest of the way.

Pruett and Rojas averaged 107.196 mph, completing 129 laps on the 2.3-mile circuit, and took the points lead by six (67-61) over Ryan Dalziel. The race remained caution-free until Lap 115, for debris in Turns 4 and 8. Law led a race-high 71 laps, followed by Pruett with 48. Other race leaders included Fogarty, who led the opening six laps, and Ryan Hunter-Reay, who led two laps in the No. 95 Level 5 Motorsports BMW Riley.

Rolex 24 At Daytona winners Terry Borcheller and Dalziel each led one lap in different cars. Borcheller was running in contention in the Daytona-winning No. 9 Action Express Racing Porsche Riley. Joao Barbosa, the 2009 Homestead winner seeking his third consecutive Rolex Series victory, went behind the wall early in his shift to replace the heat exchanger.

Tremblay and new regular SpeedSource co-driver Jonathan Bomarito led a GT class leading 44 laps in the Rolex 24 winning No. 70 Castrol Syntec Mazda RX-8.

Tremblay, who led 27 laps, fell back to fourth in the closing laps, but he and Bomarito maintained the points lead by three (63-60) over Robin Liddell and Andrew Davis, who finished second in the No. 57 Stevenson Automotive Group/Vin Solutions Camaro. Finishing third were Leh Keen and James Gue in the No. 41 Dempsey Racing Mazda RX-8.

Bill Auberlen and Joey Hand finished a solid fifth in the No. 94 Turner Motorsport BMW M6. The car ran only three laps in practice prior to the race and did not qualify due to problems with the power steering. Team owner Will Turner installed a power steering unit from a Daytona Prototype prior to the race, and Auberlen and Hand ran in contention throughout the event, with Hand leading four laps.

Paul Edwards started from the GT pole in the Banner Racing No. 07 Mobil 1 Corvette and led the opening 31 laps before turning the car over to motorcycle legend Scott Russell. Edwards returned to the car for the closing shift, finishing sixth - one position ahead of Patrick Dempsey and Joe Foster in the No. 40 Dempsey Racing Mazda RX-8.

Ted Ballou and Andy Lally had the highest-finishing Porsche, placing eighth in the No. 66 AXA Porsche GT3.

The next race for the GRAND-AM Rolex Series will be the April 10 Porsche 250 at Barber Motorsports Park in Birmingham, Ala. [Back to top](#)



KROHN Racing Report

Source: Barbara Burns

Round 2 of the Grand-Am Rolex Sports Car Series at Homestead-Miami Speedway didn't produce the strong results for which the Krohn Racing team had hoped. The No. 75 Krohn Racing Ford Proto-Auto Lola finished 13th overall on the 2.3-mile South Florida superspeedway. Tracy W. Krohn, car owner/driver, qualified the car 15th and drove 99 laps before turning over the 530-horsepower Prototype car to teammate Nic Jönsson. Nic took it to the checkered flag, where the Krohn team finished 13th, seven laps down from the winners.

The Grand Prix of Miami race saw Scott Pruett and Memo Rojas take the victory in their No. 01 TELMEX BMW Riley. Six drivers led the race, which only saw a single caution.

Tracy led the "Jim Trueman Award" point standings coming into the Homestead race after being honored as the top Grand-Am Pro-Am driver of the season-opening Rolex 24 At Daytona race. He narrowly missed winning today's award, which went to Mike Forest.

DRIVER QUOTES:

TRACY W. KROHN, Team Owner/Driver No. 75 Krohn Racing Ford Proto-Auto Lola:

"It was a really tough race for us. We never quite got the set-up right on the car so the car drove loose the entire time. You just had to back off and do the pace with it. If you tried to do anything other than drive very conservative you paid the price for it. I think every time we come to this track we have a different sort of problem, so I'm glad to have this one behind us. I'm not disappointed in the car or my performance. Nic was his usual stellar self. We just missed the setup a little, but every time you come to a track you learn something. Hopefully we would have learned something from this and next time we'll be a little better."

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

"The weekend has been a little bit up and down, I think. We struggled to get a good handling on the car. We decided for the race to trim it out as much as possible so we could at least have straight-line. Tracy got in and had a couple of unfortunate incidents in the beginning where we fell a lap or two behind. I think overall we have to look at this as a positive race. We just got back in the championship again with Tracy about a month ago with Daytona. We have to take into consideration that Tracy has actually been out of the car for almost a year with the exception of running Daytona. He took most of the year off last year and he's just getting back into the groove again. He's done a very good job over the winter to do go-kart practice with me and he got one step further than we have been before. He wasn't far off the fast professional guys and we look at that as a positive. We have to take that with us and learn from the mistakes we made here and turn it around. We go to Barber (Motorsports Park) for the next race where we know this car is very good. I think this is going to be a very good season for us."

DAVID BROWN, Krohn Racing Team Manager and Engineer:

"We had a few excursions and the balance was not what we intended. We had a little too much oversteer. We have really been playing catch up with the set-up over the course of the weekend. After a good qualifying performance by Tracy, we thought we made some headway there. And we made a bit more progress in the warm-up. The car still wasn't good enough, still wasn't perfect for the race. We lost a couple of laps during the early part of the race. We elected to keep Tracy in the car for the maximum period to allow Nic to get points at

the end. So Nic did 45 minutes and Tracy did 99 laps, in which he drove very well. Tracy's lap times, once the race had settled down, were within 1.2 or 1.3 seconds of the quickest cars, which is very good. Overall we've come out having all gained experience of the car at Homestead. Tracy's done a lot of laps in the car, driving his own car with his team and the team performed flawlessly in the pit stops. We'll go on to Barber and have a good race there."

The next race for Krohn Racing, partnered with Risi Competizione, will be the American Le Mans Series' 12 Hours of Sebring on March 20th in Sebring, Florida. Tracy Krohn, Nic Jönsson and Eric van de Poele will pilot the No. 61 Risi-Krohn Ferrari 430 GTE.

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Michael Shank Racing Team Report

Source: Matt Cleary, Sunday Group Management

After starting the race from 3rd on the grid, Michael Shank Racing's chances at victory at Homestead Miami Speedway were ruined just moments into the race when Memo Rojas crashed Brian Frisselle off the track in the second corner.

GRAND-AM series officials elected not to penalize the Ganassi machine, which went on to win the race.

The sister No. 60 Crown Royal XR Ford-Riley finished the race in 8th position as Oswaldo Negri and John Pew shared the driving duties during the 2.5-hour race, which ran under green flag conditions until just 20 minutes remained.

"I'm really disappointed in the officials for not penalizing him, if that's not a racing incident, then I guess i can do that in the next race," said Frisselle to the SPEED TV crew during the live broadcast. "It's really a shame because Michael Shank Racing once again did a great job, we had the car to win today."

"I'm hugely disappointed with the outcome of this race, and it's a shame we put on this kind of show for the fans," said team owner Mike Shank. "We will come back strong at Barber."

"We got a lap down early and when you don't have any yellows it makes it difficult to regain the positions," said Negri. "But this team never gives up and we will continue to try hard for the next win. We know we will have a good car at Barber, and we will be ready to fight again and look for more."

"I had a little bit of trouble getting the power down because the rear tires went off pretty quickly, so I was just trying to be as patient as I could be!" said Pew after his opening stint. "We had a good car, but just didn't have the pace of the other guys over the long run. I got my first Rolex podium at Barber, and hopefully I can do that again next month so I'm looking forward to getting back in the car soon!"

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Rum Bum Racing Report

Source: Matt Cleary, Sunday Group Management

Snatched from the Jaws of Victory, Rum Bum Racing's Second Consecutive Win Not to Be

The plan was working beautifully. Gianluis Bacardi started the No. 13 Rum Bum Racing BMW M3 from 23rd on the grid and dutifully managed the traffic ahead. By lap 18 of the Continental Tires Sports Car Challenge Miami 200, when it was time to turn the car over to co-driver Matt Plumb, he had climbed into fifth place. After pitting twice under caution, Plumb moved into the lead on lap 60 and was breaking away from the pack. Then, with the finish nearly in sight, it became a case of too many cars on a relatively short race track.

Starting his 80th lap of the Homestead Miami Speedway, Plumb was well in control of the race until ahead of him in turn 1, a lapped car spun and the ensuing chain reaction caught Plumb out. With no where to go, he rear ended a fellow BMW M3 ahead of him.

The impact broke the hood latch and suddenly, Plumb's view was totally blocked by the Rum Bum colors slammed up against the windshield. He faced 2.3 miles of driving blind, with only the voice of his spotter informing him of when to turn. Finally, agonizingly, he neared the pit entrance when he brushed against the protective barrier of the pit wall. It was the final straw. The team's bid for a second victory came to a helpless end.

Back in the garage, Plumb was in disbelief.

"We were in total conservation mode. The car was running great, particularly on the oval where we could stay flat while others had to lift. Then coming into turn 1, suddenly everyone ahead of me slowed to almost a complete stop. I was already running 20 mph faster than some of the slower cars. I hit the brakes as quickly and as hard as I could, but there just wasn't any room to get it slowed down in time and I hit the back of the Fall-Line Motorsports BMW. By turn 2, the hood came loose and I couldn't see a thing. I unbuckled my seat belts to try and lean out the window, but my spotter had to tell me where to go and we very nearly did it without hitting a thing until the very end coming into pit lane," said Plumb.

Bacardi showed the true potential of the Rum Bum Racing BMW M3 right from the start. It didn't take long for the hard-charging 20-year old from Miami to claw back one position after another. Only nine laps in, he was already in the Top 10. With each subsequent lap came another position gain before moving up to the top-five ahead of the driver change, just like he had done at Daytona.

"The car was awesome and I kept getting faster and faster, having a blast out there," said Bacardi. "So we were in perfect shape, but this is a really disappointing way to finish. I'm glad Matt is ok, and I know its just racing, so we will just regroup and look to come back stronger at Barber."

"Gianluis drove a marvelous opening stint. He drove aggressively, but sensibly, just as we wanted him to. It was going so well," added Plumb.

Plumb rejoined the race in 27th place, but the combination of other cars pitting later and his ability to drive the oval portion of the track quickly allowed him to swiftly regain position.

When he pitted again under the next full course caution on lap 33, the No.13 was up to 12th place. A quick stop meant Plumb would only drop three positions and within two laps of the green flag he was back within the Top-10.

The next yellow flew only seven laps later. Once more, Plumb dove into the pits to get fuel and tires that would see him through to the finish. He'd dropped ten places, but no matter. The Rum Bum Racing Squad knew he was fast enough to make it up.

Once more, from the 20th position, Plumb made his way through the traffic, practically gaining a place every lap. On lap 64, the Rum Bum Racing machine took over the lead and immediately begin to open a margin. Fifteen laps later, Plumb had the full length of front straight with daylight behind him. Unfortunately, the lead, and nearly two hours worth of work was shattered in an instant.

Next up for Rum Bum Racing will be the third round of the Continental Sports Car Challenge at Barber Motorsports Park in Birmingham, Alabama on April 8-10. Speed will air round 2 from Homestead Miami Speedway on March 13 at 1:00 PM eastern.

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SunTrust Racing Report

Source: Laz Denes

Yellow flags and GRAND-AM Rolex Sports Car Series races at Homestead-Miami Speedway have come to be synonymous over the years. So much so that the No. 10 SunTrust Ford Dallara team of Wayne Taylor Racing, featuring drivers Max Angelelli and Ricky Taylor, felt they had the perfect strategy to pull off the victory in Saturday night's Grand Prix of Miami despite struggling with tire wear issues in practice and qualifying for the second consecutive year on the 2.3-mile, 11-turn speedway road circuit.

But there was one – just one – caution period in 129 laps over 2 hours and 45 minutes of racing here tonight. And that lone yellow flag didn't appear until just 23 minutes remained, long after the SunTrust team and its fellow competitors had made their final pit stops for fuel and tires. And by then, it was far too late for Angelelli and Taylor to salvage anything better than a sixth-place finish.

The SunTrust team opted to save three of its weekend allotment of five Pirelli radials for the latter stages of today's race and took the green flag with a set of significantly worn tires that had 28 practice and qualifying laps on them already. So, the marching orders for the 20-year-old Taylor, who was making his first race start behind the wheel of the SunTrust Racing Ford, were to play it safe in the early going, then hand the car over to Angelelli for the late-race charge to the finish.

That strategy, however, was based on the relatively high number of yellow-flag incidents in the typical Rolex Series race at Homestead and the opportunities they offer for making those tire changes under caution. Last October's Rolex Series season finale here saw six caution periods for a total of 25 laps. The previous year's event saw nine cautions for 40 laps. And so it has gone since the series began racing here.

"We gambled on the yellows because we always have yellows here," said Angelelli, who has seen better days at Homestead but had to fight hard in the closing laps to move from ninth place to finish sixth, a lap down to the top-five. "This is the first time in six years since we started racing here that I've seen just one yellow. And, sure enough, this is the only time we gambled like we did and lost. It's just incredible. You can't write your story with 'ifs' and 'buts,' but I'm not sure if we could've finished much better than we did if we didn't take the gamble, considering our tire situation. We did fight our way back to sixth, which doesn't sound very good right now. Maybe I'll see the good that came out of all of this tomorrow. Right now, I'm disappointed. I feel happy for Ricky, but I also feel very bad for him because he had to drive on such bad, old tires. But he did a good job. I'm very happy about how he did. We definitely have a lot of good things to look forward to with Ricky."

Taylor, the son of three-time sports car racing champion and team owner Wayne Taylor, qualified the SunTrust Racing machine fifth on the grid on Friday afternoon, and was ready for the task at hand at the outset of today's event. But racing with the 28-lap tires proved to be a handful not long after the green flag flew. He fell back to seventh by the end of the opening lap and was back to 10th by the time he was called into the pits for fuel, tires and a driver change on lap 28.

Angelelli resumed in 14th place and, as the rest of the leaders made their way in and out of the pits over the next 10 laps, he worked his way back into the top-10 by lap 43, but could make no more headway until much later in the race.

"The SunTrust team had a great strategy but it just didn't quite work out," Taylor said. "For our strategy to work, we needed yellows, which just never came. We got unlucky as far as that goes. The 28-lap tires were really tough. I would've been able to stay in touch with the lead group had I not flat-spotted the left-front tire. That was just me making a mistake going into the corner, and our front brake bias was a little more toward the front than the last time I had driven the car. Other than that, it was just my mistake. I knew I would have a tough stint ahead of me. I knew how much our tires drop off after 10 or 15 laps here, compared to the other cars, but I was just going to have to deal with it. I knew that, if the yellows came as we needed them, the track position was

going to come. But they never came, and that was all she wrote. Max, when the tires were new, was one of the fastest guys on the track every lap. So that's good news. This is probably the hardest track we go to on tires, so that bodes well for the rest of the year."

Angelelli was in ninth place when he pitted for tires and fuel on lap 74, and soon after worked his way back onto the lead lap after falling off of it shortly into his opening fuel-and-tire run. By lap 85, he was up to sixth, and then was in the top-five by lap 103 with some 34 minutes of racing remaining.

But the fuel light came on in the SunTrust car five laps later, and Angelelli had to dive into the pits for a final fuel-and-tire stop on lap 108 for the final sprint to the finish. That stop dropped him back to ninth once again, one lap down.

Finally, on lap 114, the yellow flag appeared for the first time to enable officials to retrieve multiple pieces of debris on the racetrack, but it was too little and far too late to help the SunTrust team's cause.

Angelelli still managed to salvage three valuable positions in the final 11 laps, passing Memo Gidley in the No. 77 Doran Racing Ford on the lap-118 restart, Oswaldo Negri in the No. 60 Michael Shank Racing Ford on lap 121, and Antonio Garcia in the No. 90 Spirit of Daytona Porsche on lap 123 for his final finishing position of sixth.

Scott Pruett, in the No. 01 Chip Ganassi Racing with Felix Sabates BMW, outdueled David Donohue in the No. 59 Brumos Porsche for the victory. Alex Gurney crossed the finish line third in the No. 99 Gainsco/Bob Stallings Racing Chevrolet, followed by Burt Frisselle in the No. 61 AIM Autosport Ford, and Ryan Dalziel in the No. 8 Starworks Motorsport BMW to round out the top-five.

"Well, we had to roll the dice because we had a problem with rear tires and, obviously, we based it on all our experience in the series and at this track with yellows, and there were no yellows," said Wayne Taylor, who co-drove to victory with Angelelli in the 2005 Grand Prix of Miami at Homestead en route to that year's Rolex Series championship. "Basically, that just killed us. We fell a lap down after losing ground on the old tires, and then we had a bad pit stop on our driver change and we lost more time. Then, when we thought we had a chance to get our lap back with a yellow, it didn't come out until the very end, after we're a lap down again. Max did manage to salvage sixth place, but I'm not happy with that at all. This is not what we do. We finish on the podium and we win races. We've got to work on a few things and come back strong for the next one.

"At the start today, we put Ricky in a really difficult position. I wouldn't have changed that strategy but, in the end, I'm not sure it's a great way to start the season for a new driver. All drivers need confidence. But he did exactly what we needed him to do. Max did comparable lap times when his tires were in the same condition as Ricky's, so we're looking good as far as our driver lineup is concerned. Finishing sixth for the second consecutive race is certainly not devastating, but it's not acceptable, either. We'll be back."

The SunTrust team's second consecutive sixth-place finish to start the season bumped it up to fifth in the Rolex Series championship, 17 points behind the first-place No. 01 Ganassi team but only three points behind the second-place No. 99 Gainsco team. Just 10 points separate the second through 10th positions with 10 events remaining.

Round three of the 2010 Rolex Series will be the Porsche 250 at Barber Motorsports Park in Birmingham, Ala., on Saturday, April 10. The race, run in conjunction with the IRL IndyCar Series for the first time ever at Barber, will be broadcast live by SPEED-TV and on the radio by the Motor Racing Network. Additional coverage will be provided by Sirius NASCAR Radio Channel 128.

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Miller-Barrett Racing Report

Source: Sylvia Proudfoot

Miller Barrett Racing didn't get to see the checkered flag at Homestead-Miami Speedway on Saturday night. The team was running 10th in the GT class when a gearbox failure zapped its No. 48 Porsche 911 GT3 Cup out of the GRAND-AM Rolex Sports Car Series race presented by Crown Royal Cask No. 16.

Luke Hines of Essex, England, drove the first 42 minutes of the two-hour 45-minute race on the 2.3-mile infield road course in Homestead, Fla. He started eighth in class, but lost two positions to the more powerful Mazda cars. Bryce Miller of Summit, N.J., took the wheel for the second stint, holding 10th in class until he stopped for tires and fuel at 1h24. He reported problems with the gearbox and differential 11 minutes later, then lost all but sixth gear. The car was retired from the race.

Miller Barrett Racing was the lead Porsche team for most of the first hour of the race, but struggled to hold a top-10 position behind the Mazdas. Team owner Paul Miller was disappointed the top Porsche finished only eighth in GT, three laps behind the class leader.

"We are obviously very disappointed at the pace of the Porsches. For the fastest Porsche to finish three laps down from the front is slightly absurd," he said. "However, we feel confident that GRAND-AM will make the necessary adjustments to equalize the field."

"At least we didn't get DP'd this time!" Bryce Miller said, referring to the team's bad luck in being knocked out of three races by cars in the Daytona Prototype class, including last year's Rolex Series race in Homestead.

"This is disappointing because the team put together a good effort and we were running competitively all weekend. I think we had a really good car to take to the front and stir things up a little bit. It's a true accomplishment for such a young team to lead the charge for Porsche.

"We had a situation with our gearbox that retired the car. I think as the problem was progressing throughout the race, it was affecting the differential of the car and exacerbating tire wear and hurting us for the duration of the stint. We couldn't maintain consistency. But we take some good lessons with us to the next race. Luke and I are getting on really well and he's done a great job coming up to speed and learning the car and track. I think we have some good races ahead of us."

Hines was happy with his performance – the first time he's driven the opening stint in a Rolex Series race.

"It's the first time I've started a race in GRAND-AM, so that's a good experience, a monkey off my back," he said. "Not knowing anyone or the characteristic of the other competitors, that felt pretty good [to do so well]. I thought we did the best we could as a team. We worked really hard, but we just couldn't hold onto the lead in pack."

Miller Barrett Racing will carry the colors of team sponsors Marquis Jet, Grand Prix Racewear, IPC Systems and TOTAL Lubricants to the next Rolex Series race, scheduled for April 10 at Barber Motorsports Park in Birmingham, Ala.

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GAINSCO / Bob Stallings Racing Report

Source: Adam Saal

GAINSCO/Bob Stallings Racing and drivers Alex Gurney and Jon Fogarty held on for a third-place finish in Saturday's Grand Prix of Miami to move into contention in both the GRAND-AM Rolex Sports Car Series Daytona Prototype Team and Driver Championship standings after their best career-finish at Homestead-Miami Speedway.

Fogarty jumped to the lead from the outside of the front row at the race start but soon realized the No. 99 GAINSCO Auto Insurance Chevrolet Riley lacked the pace of the other front runners. Pole-sitter Darren Law moved the No. 59 Brumos Porsche Riley into the lead on Lap 6 and the No. 99 went from early race leader to fighting for a top-three podium spot for the remainder of the race.

"To finish third and come away second in the team points is a testament to how good the team is," Fogarty said. "For our relative pace in the race, we only had the 10th fastest race lap overall, but strategy wise we did everything right. We didn't make any mistakes and we stayed up toward the front and maintained our track position."

Gurney took over from Fogarty just before the race's 45 minutes mark but was out horsepowered by the No. 01 TELMEX/Chip Ganassi Racing BMW Riley of Scott Pruett for second place just over an hour into the race. The No. 99 was never able to mount a challenge on the leaders after that and the focus shifted to just maintaining third to the finish.

"It was definitely a good day points wise but we had the usual struggle here at Homestead," Gurney said. "I feel like we have never really got the races right here. We were really light on downforce today and just struggled for grip. It was a tough day but we held on for third and I think that is as good as we were going to do today."

The race's only caution period came for debris on the track with just 22 minutes remaining. That moved some decidedly faster Daytona Prototypes within striking distance of the No. 99 but Gurney was able to hold off the competition for the final podium spot.

"Alex did a terrific job holding on for a long time with pressure from behind," Fogarty said. "It is really tough when you just don't have the same pace as the competition but we have left here with worse results."

Pruett later passed the No. 59 Brumos Porsche for the lead and went on to win the race with teammate Memo Rojas. The victory and a second-place finish in January's season-opening Rolex 24 At Daytona moved the No. 01 and its drivers into second place in the GRAND-AM Rolex Sports Car Series Team and Driver Championship standings with 67 points. The No. 99 GAINSCO "Red Dragon" is second in the Rolex Series Team standings with 53 points. Gurney and Fogarty also have 53 points in the Rolex Series Driver Championship and rank fourth behind leaders Pruett and Rojas, Ryan Dalziel (61 points) and the duo of Burt Frisselle and Mark Wilkins (54 points).

Despite the solid championship standings, it will likely be a challenging season for the No. 99 GAINSCO "Red Dragon" team. Fogarty put it all in perspective.

"You know, you don't get something for nothing in racing," Fogarty said. "We have come to Homestead and tried to run a high downforce setup, figuring we would try to maximize the handling of the car in the infield because we knew we didn't have anything for them on the straights. That netted us a fourth-place finish last year, but that's not terrific.

"Now we came here and trimmed it out and took every bit of drag and corresponding downforce off of it and, yeah, we could get down the straightaways but we were so light on aero compared to everybody else that the infield was a total disaster," Fogarty said. "You definitely can't have your cake and eat it too when it comes to car setup. We need the entire package and we don't have it right now."

Next up for GAINSCO/Bob Stallings Racing is the Porsche 250 at Barber Motorsports Park, April 8 – 10. The race can be seen live on SPEED on Sunday, April 10, at 1:30 p.m. ET. [Back to top](#)

Team Seattle/Dempsey Racing Report

Source: Adam Saal

No. 41 Team Seattle/Dempsey Racing Mazda RX-8 GT drivers James Gué and Leh Keen gave Dempsey Racing its first top-three podium finish in team history Saturday at the Grand Prix of Miami in the same race where Patrick Dempsey and Joe Foster co-drove to a solid seventh-place showing in the No. 40 "Share a Little Sunshine"/Dempsey Racing Mazda RX-8 GT.

With backing from Global Diving and Salvage and JG Sport, the No. 41 Team Seattle/Dempsey Racing Mazda only needed two races to score its first podium finish after the new team debuted at the Rolex 24 At Daytona in January. Gué ran as high as sixth in the No. 41's opening stint before handing the car over to Keen who moved to third just two laps from the finish.

"I knew the time was counting down pretty fast," said Keen, who is the reigning Rolex Series GT Champion. "We really caught a break with a late caution, that really jumbled things up and we were able to run down the front guys up there. We got through traffic pretty good, and it was a little hectic, but I was able to pass the No. 70 Mazda with two laps to go. I actually wanted the race to keep going because I wanted to try to catch second-place too. It was a great result for Team Seattle."

Dempsey and Foster earned their second top-10 finish in a row after placing sixth at the Rolex 24. Foster was also running sixth in the No. 40 late in the Miami race but was hit by Paul Edwards in the No. 07 Corvette as the clock was winding down.

"It was obviously exciting at the end," Foster said. "A lot of little car-to-car contact which happens with Paul and I was off the road and that was it. He helped me off but it's just racing in the last couple of laps and it's all good. Patrick did a great opening stint and kept us in our starting position and preserved the car well."

Dempsey was delighted with his team's overall performance this weekend.

"I am thrilled for the team," said Dempsey. "It was great. This is our first podium and to have our two car team just coming out of the box and to get that result in just our second race was really wonderful. The morale and everybody's confidence just lifted and it is great for Mazda as well and it is really great for the overall championship for them. It was also good for us today, Joe and I finished seventh and that's something to build on. We are finishing consistently in the top 10 and getting points."

Gué drove a double stint in the No. 41 to start the race in entirely green-flag conditions.

"I am absolutely thrilled with the podium," Gué said. "We fully expected that the first third of the year would be sort of working out problems and we thought we would be in this sort of position a little bit later in the year. So it is a little bit of surprise to be on the podium but we know all of the ingredients are here. Everything just came together a little sooner than we anticipated and I am just thrilled for John and Jeri Graham of JG Sport and Team Seattle. It is great to do this with Dempsey Racing and with such a good teammate like Leh."

NOTEWORTHY

- All four Dempsey Racing drivers met with more than 150 race fans at Homestead-Miami Speedway Saturday who supported a special ticket package and fund-raising effort for the Patrick Dempsey Center for Cancer, Hope & Healing, and the Team Seattle guild of the Seattle Children's Hospital. A portion of each ticket sold was donated to the worthy charities. "It was very cool," Keen said. "Even on your worst day here at the track with a bad result or finish, you still have the opportunity to do some good and raise some money for charity. It was cool being up on the podium today but it was just as special to raise some money for Team Seattle and the Dempsey Center."
- The No. 40 Mazda RX-8 GT couldn't be missed at Homestead-Miami in its bright yellow "Share a Little Sunshine" paint scheme. The initiative by VISIT FLORIDA®, the Official Florida Tourism Industry Marketing Corporation, hopes to boost Florida's economy by encouraging tourism, which is an industry responsible for a million Florida jobs and about a fifth of the state's economy. "Everybody really loved

the car and I think it popped on TV,” Dempsey said. “It was a lot of attention for them and hopefully it makes a difference and people will come to Florida and enjoy this wonderful State.”

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Action Express Racing Report

Source: Patti Tantillo

After kicking off 2010 with an exciting Rolex 24 win, Action Express Racing traveled to Homestead-Miami Speedway for Round 2 of the GRAND-AM Rolex Sports Car Series presented by Crown Royal Cask No. 16 season ready to defend their championship lead. Despite weeks of careful preparation and planning, a repeat victory was not in the cards, as an overheating problem took the #9 Porsche Riley back to the garage for repairs and eventually retired it from the race.

The team made the most of limited practice time to fine tune the car's performance, working from the successful set up of 2009 when Joao Barbosa drove the Brumos #59 Porsche Riley to a Homestead season finale victory. Terry Borcheller qualified Action Express in 9th position and was the starting driver for the race. Keeping a steady pace, Borcheller steadily worked to gain ground in a race that ran completely under green other than one full course caution in the closing minutes. He drove a strong first stint, leading the race briefly before coming in for a driver change and handing the car over to Barbosa for the finish.

Barbosa delivered his usual fine performance, setting the fastest lap of the race just before the overheating problem brought him back in for an unscheduled pit stop. A failure of the heat exchanger took the car back to the garage for replacement of the part. Although the crew worked diligently to make the repair and got the #9 back on track, damage had already been done and the car was later forced to retire from the race. Completing just 61 of 129 laps, the #9 ended the day with a 15th place finish.

Joao Barbosa had praise for his team despite the obvious disappointment, saying, “It is just such a shame – Action Express started this race so well. We rolled off the truck with a really strong car, and the team did a great job getting it set up for us. It was really fast and we were gaining ground steadily. I had the fastest lap in the race and we had a very good shot at getting on the podium, if not winning this race. I was feeling good and was really comfortable in the car and ready to take it to the finish – it is just too bad that the engine didn't cooperate with us this time. All I can say is that I am glad this one is out of the way and I am looking ahead to the next race at Barber. I know we are going to be really competitive for that race as well as the rest of the year. We will have some points to make up but hopefully, we have already had all the bad luck we will see and will be due for some good luck again.”

Following the Homestead race, Action Express is in 4th place in Rolex Series Team Point Standings with only two points separating them and the 2nd place team. They remain in first place in the Team Performance Index and Team Laps led for the season, and Joao Barbosa tops the standings for the Driver Performance Index.

Action Express will be back in action as they travel to Birmingham, AL and scenic Barber Motorsports Park for Round 3 of the Rolex Series season. That 2.75 hour race will be held on April 10, 2010 beginning at 12:30 PM.

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SpeedSource Mazda Team Report

Source: Wayne Nonnamaker

The SpeedSource team rolled into Homestead-Miami Speedway for Round 2 of the GRAND-AM Rolex Sports Car Series presented by Crown Royal Cask No. 16 carrying all the momentum gained from their recent Rolex 24 win. While most teams simply cleaned and prepared for the race, SpeedSource added a third car to their stable of Mazda RX-8s, yet again strengthening their position in the Rolex GT Class. The added pressure was business as usual and, without skipping a beat, the team cars qualified 2nd through 4th (70, 68, 69).

Emil Assentato qualified the #69 FXDD SpeedSource Mazda RX-8 in the 4th position. Assentato maintained a competitive position within the Top 5 in GT for the opening half of the race before handing over driving duties to Jeff Segal. On the race's lone restart with 15 minutes remaining, Segal made a charge for the lead passing the #70 Castrol Syntec SpeedSource Mazda RX-8. The #69 RX-8 beat all other GT cars to the finish line to take the second consecutive SpeedSource win of the season.

Jonathan Bomarito made his qualifying debut in the #70 Castrol Syntec SpeedSource Mazda RX-8 placing the car P2 to start the race. Jonathan quickly challenged for the GT Class lead and led a total of 44 laps, a race high. Sylvain Tremblay took over driving duties in the final hour of the race and continued to maintain the GT lead before an electrical issue hampered the car during the closing laps. The GT Class point's leader left Homestead-Miami with a successful 4th place finish; maintaining his point's advantage to the rest of the GT entrants.

Making their race debut in the #68 SpeedSource/NWR Mazda RX-8 were Mazdaspeed Motorsports Development ladder drivers John Edwards and Adam Christodoulou. The two will co-drive the #68 Mazda RX-8 for the remainder of the season, gaining valuable endurance sports car racing experience. Edwards started the race 3rd on the grid after a qualifying run just 0.005 seconds behind #70 RX-8 driver Jonathan Bomarito. The duo would keep the car running with the leading pack in GT before a tire puncture sent them into the pits for an unscheduled stop. The drivers took home a 9th place finish in their Rolex Series debut.

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Darren Law Race Report

Source: Sylvia Proudfoot

Darren Law set a record pace during the GRAND-AM Rolex Sports Car Series presented by Crown Royal Cask No. 16 race at Homestead-Miami Speedway on March 6. The Phoenix driver set a record pole position time in the No. 59 Brumos Racing Porsche-powered Daytona Prototype, led much of the race and finished a close second.

Law qualified with a fast lap of one minute 11.806 seconds, at an average speed of 115.310 mph on the 2.3-mile infield road course in Homestead, Fla. His time was more than a second faster than the previous record set in October, 2009. Law drove the first two stints of the two-hour 45-minute race, opening up a 14-second lead over the rest of the field. He stopped for a driver change at 1h35, but was slowed by a fire in pit lane. David Donohue of Malvern, Pa., took over for the final stint, returning to the track second behind the No. 01 Chip Ganassi Racing car. Donohue closed the gap and held second position to the checkered flag.

Law recounted the race weekend:

"We had a great weekend, qualified on pole, broke the track record. Qualifying went very well. The team came over the radio to me on my fourth lap and told me I was one-tenth of a second from the pole position, so I took one lap to cool the tires and went for it on the next lap. I only got one more tenth of a second out of the car but it was just enough.

"We had a great race. At the drop of the green flag, I got a lot of wheel spin and the 99 car got the jump on me. After a few laps when we caught traffic, the 99 car got held up and gave me a chance to get alongside him. I made the pass and from that point on, I led the race and pulled out to as much as a 14-second gap. We came in for our first stop, did tires and fuel and I stayed in the car, maintaining the lead.

"On the second stop, I came into the pits with an eight-second lead on the 01 Ganassi car. Unfortunately, there was a car on fire and GRAND-AM officials in pit lane, and I had to slow to avoid everyone. This allowed the 01 to make up the gap that I had built. We then switched drivers and David finished out the race. A late caution allowed us to close up on the Ganassi car, but we couldn't get by and came home second.

"We led a race high of 71 laps. We really wanted the win and came within 0.2 seconds, but second is a great finish and we got a big jump in the points. The Brumos team gave us a great car this weekend and we are looking forward to carrying the momentum on to Barber next month."

Law's next race will be the 12 Hours of Sebring at Sebring (Fla.) International Raceway on March 20. He will return to Rolex Series action on April 10, at Barber Motorsports Park in Birmingham, Ala.

20+ in 2010

Darren Law will compete in more than 20 sports-car races this year. The versatile Phoenix driver will race the No. 59 Brumos Racing Porsche-powered Daytona Prototype in the GRAND-AM Rolex Sports Car Series. He will also race in the American Le Mans Series GT2 class, driving the No. 44 Flying Lizard Motorsports Porsche 911 GT3 RSR.

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TRG Race Reports (Rolex and Continental Races)

Source: TRG

TRG MAINTAINS TOP-FIVE IN POINTS AFTER GRAND PRIX OF MIAMI

After a tough weekend for the team, TRG held their ground to survive both the GRAND-AM Rolex Sports Car Series presented by Crown Royal Cask No. 16 as well as the Continental Tire Sports Car Challenge with top-10 finishes, keeping the team in the top-five points positions in both series.

Homestead-Miami speedway, featuring both a tight infield configuration in combination with a banked oval designed for NASCAR, was expected to be a difficult track for TRG's Porsches and Porsches in general. In the Rolex Series, the series-spec Pirelli tire really rewards the tube-framed chassis such as the Mazdas, Camaros, and Corvettes. Driving in the No. 66 AXA Porsche 911 GT3 Cup car, drivers Ted Ballou and Andy Lally fought tire wear all race to bring the car home in a steady eighth place, finishing as the top Porsche and keeping the duo fifth in driver points, as well as placing TRG third in team points.

Although the race was incident free for the AXA Porsche, driver Andy Lally was disappointed with the challenge to keep the car competitive.

"We just couldn't run the pace that the tube-frame cars could this weekend, it's extremely frustrating to race like this," stated Lally, a three-time series champion. "When I got in the car I did everything I could to keep us on the lead lap, but after only a few laps the rear tires just burned off, and we were just doing what we could to hold on."

In the No. 67 VisitGuatemala.com Porsche, driver Enrique Saravia had his first taste of GRAND-AM competition, eventually finishing 11th with co-driver Spencer Pumpelly. As a multi-time GT1 series champion in Central America and the Caribbean, the Guatemalan showed steady improvement throughout the weekend, eventually bringing his lap times close to the front runners.

"It was a great first weekend in the GRAND-AM series," stated Saravia. "The level of competition is so high in this series and I'm happy we had a clean race without any incidents. TRG did a great job preparing everything this weekend, and I hope we can put together a program for the season."

In the Continental Tire Sports Car Challenge, Ted Ballou returned to the series to run with series regular Spencer Pumpelly, where the duo drove an aggressive strategy to finish sixth. As a race featuring a variety of yellow flags and caution periods, it was anyone's guess as to what the right strategy would be to finish the race on top. Running a fuel strategy towards the end that would have put the team on top had their been no caution periods at the end, a late-race yellow allowed several cars to avoid last-minute refueling stops, putting the No. 41 AXA machine in sixth, the top finishing Porsche.

For Ballou, the return to the Continental Tire Sports Car Challenge was a fun return back to the series where he earned his first professional win.

"It's a really, really competitive series out there. There's so many cars on the track that you really have to drive smart and aggressive at the same time," stated Ballou. "I was really happy to see the AXA Porsche take sixth, it's too bad the strategy didn't put us on top."

For Team Owner Kevin Buckler, all eyes are forward on the next steps for the team.

"We really wanted to show well for AXA this weekend, they've been such a big supporter and their commitment to our team and GRAND-AM couldn't have been more evident than with their sponsoring of both programs," stated Buckler. "It's a shame we have a set of rules and tires that won't let a Porsche compete. Porsche and TRG have been part of GRAND-AM since the beginning, but right now there's just no way for these cars to compete. When you have two great drivers and a great team, execute flawlessly and get lapped by lesser drivers and finish eighth—something is horribly wrong with the rules. We have been saying it for a long long time but we are now at a crossroads and the other Porsche teams are looking to exit the series. We will run our brand where we can be competitive. I was, however, VERY happy to welcome Enrique to our team. He did a fantastic job and was a real pro. He will have a great future here at TRG."

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Starworks Motorsports Report

Source: Starworks Motorsports

STARWORKS MOTORSPORT SCORES FIFTH PLACE FINISH IN HOME GRAND PRIX!

The #8 Corsa Car Care / Xtreme Indoor Karting Starworks Motorsport Dinan-BMW Riley driven by 2010 Rolex 24 At Daytona champ, Ryan Dalziel, and Mike Forest finished 5th in Saturday's Grand Prix of Miami, Round 2 of the GRAND-AM Rolex Sports Car Series presented by Crown Royal Cask No. 16. Dalziel also led 1 lap like Starworks did at the Rolex 24. The #8 IPO Solutions / Xtreme Indoor Karting Starworks Motorsport Dinan-BMW Riley driven by Ian James and Bill Lester finished 12th despite great drives by both drivers.

Mike Forest qualified 10th in the #7 Starworks DP and drove a fantastic problem free first stint confirming his true talent. Ryan Dalziel took over after 45 minutes and had a very competitive run. In the last laps of the race Dalziel was in contention for a podium finish but the last yellow came and at the re-start it was not possible for Ryan to catch back up to the lead group so he and Mike Forest had to settle with a 5th place finish.

It was the first time Starworks new engineering team, led by Bill Riley, had a chance to work with Starworks drivers to match a set-up to their styles on the new Pirelli tires.

Peter Baron, Starworks Motorsport principal was delighted by this result. "Our debut race at Homestead was a tremendous success" declared Baron after the race. "We completely rebuilt 2 Riley chassis from the tub up, in less than two weeks with many new team members. To come out of Homestead with 2nd fastest race lap, and a top five finish with both cars running flawlessly the entire weekend is a fantastic achievement. Also coming back with two unscathed cars gives our team the first time this year that we get to work on improving the base chassis. We are going to push hard to get both cars in the top five for the next event. Until then, we are quite thrilled for our new team's front running performance on a considerably smaller budget than most other teams" added Baron.

With this result, Ryan Dalziel is now ranked third, only six points behind the leaders, Pruett and Rojas, in the 2010 Rolex Series driver point standings. "What a debut for the #8 car" announced Dalziel "We had amazing pace throughout the race and we were unlucky not to come away with a podium. Fifth place is a great start to our 2010 campaign and I am proud of the job my Starworks crew performed" said Ryan Dalziel.

Mike Forest was really happy with his performance and even won the Jim Trueman award. The Jim Trueman Award, for Daytona Prototype drivers, is awarded at each race to drivers based upon the performance of their team and their own individual driving contribution. The driver's primary source of income cannot be from driving racecars in any series at any time in the past five years.

"I think it was a solid weekend for Starworks Motorsport, we improved the car through the weekend, came together as a team as it was our first two car effort and posted a top five finish. I believe there will be good things to come this year" added Mike Forest.

The #7 Starworks Motorsport co-driven by Lester and James was not so lucky. Bill Lester qualified the #7 Starworks machine in 13th place on Friday but was not able to drive a lot in practice and his teammate Ian James got to perfect the setup to make sure the car was competitive for the race.

After a very good start Bill Lester was racing in the top ten and handed the car to Ian James after his stint. "When you think about where this team was last week, there is a lot to be proud of" stated Lester after the race. "We stumbled a bit out of the gate on the #7 car, but we learned a lot. We'll weed out the good from the bad and be ready for our next race at Barber" announced Lester.

Ian James had a very competitive ride but was frustrated by two problems that hurt his progression and prevented him finishing high like the #8 car; two penalties during the final pit stop and a component failure at the end of the race. Ian James was a little disappointed but he knows that he will back in one month with a vengeance. "The race was a testimony to the crew at Starworks" announced James after the race. "Our cars ran faultlessly all weekend but we had a steering component failure and a slight pit stop miscue that prevented us finishing in the top six but with some extra time to refine things we will definitely be stronger at the next race at Barber. Exciting times!" added Ian James. [Back to top](#)

Stevenson Motorsports Report

Source: Andrew S. Hartwell / ashautomobilia.com

The No. 57 Stevenson Motorsports / VinSolutions / BryanMark Financial Chevrolet Camaro GT.R, driven by Andrew Davis and Robin Liddell, came home in second place in the second race of the 2010 GRAND-AM Rolex Sports Car Series presented by Crown Royal Cask No.16, held at Homestead-Miami Speedway in Miami, Florida. Moving up from fourth to third as the race was nearing the end Liddell then passed the No. 70 SpeedSource Mazda with less than seven minutes left to move up into the second spot. This marked the first podium finish for the team in 2010 and the first for the new Chevrolet Camaro in a professional racing series.

Team Manager Mike Johnson: "We feel great about being the first team to give the new Camaro a podium finish. The No. 57 car ran great all weekend but we knew we'd have issues with tire wear in the race. Andrew got off to great start but it soon became apparent we would have to stay on top of the tires."

Davis: "The car felt pretty good for qualifying, and I was able to run a lap that was more than a second faster than last year's time. Unfortunately, we had nothing for the top speed of the Mazda contingent, and I found myself surrounded by them on the starting grid. During my race, I was able to apply big pressure through the challenging infield section only to watch the lightweight Mazdas simply drive away on the straights. About half way through my stint, I realized that tire management was going to be of utmost importance. So, my focus changed to conserving the rear tires to ensure that I brought the car back to the pits in good form."

Liddell: "Tire wear was a big problem for us. We ran a conservative setup and although we didn't run the tires off the car the wear was very high and I am certainly worried about that going to Barber. When you are generating that amount of load on the tire for that long you are bound to wear the tires pretty quickly."

Johnson: "As Andrew said, once the tires go off we lose our infield advantage to the Mazda's, BMW and the Vette. With good rubber we can somewhat offset the high speeds they can reach on the straights. That was pretty much what happened for the entire race.

"We were content to know we would probably finish around fourth or fifth but at our second green flag pit stop the guys did a flawless job while our competitors struggled. That was just enough to give us a run for the podium. We came out in third place and decided to just stay in position because we knew if there was going to be a yellow that we'd be sitting ducks for the cars behind us.

"When we got the full course yellow with about 15 minutes left in the race, Robin found he had just enough tire left to catch and pass the No. 70 Mazda and move into the second spot. I chalk up our success this weekend to Robin's conserving the tires at the end, and to the two flawless pit stops we had."

Liddell: "We were really at a disadvantage to the quickest Mazdas and the BMW. On new tires I could just about stay with the 69 winning Mazda and the BMW, but after a few laps they were gone. Overall though the car performed very well throughout the weekend; we had no problems to speak of so congratulations to the guys again for preparing an excellent car for us to drive. Again, thanks to Johnny and Susan for putting together a fine team. It was a difficult day for them so being able to get 2nd in GT hopefully helped to make amends!"

Davis: "I am very pleased that we were able to get Stevenson Motorsports back onto the podium, and collect some very valuable points for the 2010 season. This season is shaping up to be the most competitive yet, so we realize that we will need to continue to improve the car to reach our goal of winning the championship."

However, there was not much to celebrate about with the second team entry. The No. 97 Stevenson Motorsports / Lala Motorsports / BryanMark Financial / VinSolutions 2010 Chevrolet Camaro GT.R with Gunter Schaldach and Jan Magnussen aboard started the weekend on a sour note and never had the chance to compete at full strength. A broken suspension kept them off the pace with only a 15th place finish to show for a weekend spent looking for answers.

Johnson: "For some reason, the No. 97 car rolled off the truck with a problem and we just couldn't isolate it. We ripped the car apart but could not find the problem. In the race, a bearing in the upper control arm failed and we finally learned why the car just wasn't right. When the car was on track the part was flexing and bending but it

took the weight of the car to induce the flexing. It wasn't anything we could find just using hand pressure. We just couldn't get the car to go fast or handle properly up to the time it broke."

Schaldach: "I was looking forward to my first experience with my new co-driver, Jan Magnussen, but we really didn't get off to a great start. Our car had some bugs that we couldn't shake off. We did not have enough time to diagnose the root cause of the problem and of course, it only showed up after Jan got in the car and the bearing got hot under load. This was a hard problem to diagnose until it ultimately failed during the race."

Johnson: "We are disappointed because we know the No. 97 car is just as capable of winning as is the No. 57 car. We have work to do as we are still experiencing some growing pains with bringing on a second car and that dynamic. But the part that failed was a new part. In hindsight having a good race might have hidden a problem like this so having a bad run probably showed us the kinds of things we need to address going forward."

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