



World Class

American Le Mans Series 2010 - 12 Hours of Sebring

Race Report Compilation

Source: Team Reports And ALMS

Photos courtesy of the teams and ALMS

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Porsche Motorsports Race Report

Source: Porsche NA

Muscle Milk Porsche RS Spyder Regains Sebring Glory; Alex Job Racing Porsche GT3 Cup Cars Sweep GT Challenge Class; Lizard Porsches Salvage Important Fourth and Fifth Points

#44 Flying Lizard Porsche 911 GT3 RSR captures Michelin Green X Challenge for the GT2 Class by utilizing E-85 fuel, efficient Porsche six-cylinder engine, and smooth crew operation

The Porsche RS Spyder, which scored Porsche's most recent overall win at Sebring International Raceway (2008) and an LMP2 class win in 2007, returned to the top step of the podium for the 58th running of the Mobil 1 Twelve Hours of Sebring as Greg Pickett (USA), Klaus Graf and Sascha Maassen (both Germany) drove the Muscle Milk Porsche RS Spyder to class win and fourth overall finish.

Pickett, who has been sports car racing for more than 30 years, including a Sebring IMSA GT0 win (Camaro with Tommy Riggins in 1987) and several SCCA Trans-Am championships, was thrilled with the effort of his drivers in their fifth-straight podium finish.

"We have been running the Porsche RS Spyder since last July, and the car has performed flawlessly, always predictable and always reliable. Today, we were behind early, but we pushed ahead, with Klaus and Sascha pushing the Muscle Milk car to the top when the opportunity presented itself," said Pickett, whose car outdistanced the Honda Performance Development ARX-01c.

Sascha Maassen, who had four GT2 wins in the early part of the decade in Alex Job Racing Porsches, pointed out the significance of the win for this remarkable race car.

"This is the first customer team win for the Porsche RS Spyder in North America, and the car was absolutely perfect all week. I really look forward to running with the Muscle Milk team again in May at Laguna Seca Raceway.

In GT2, the #45 Flying Lizard Motorsports Porsche 911 GT3 RSR finished fourth in the GT2 class after leading early, only to be booted back to fifth place by an accident and a subsequent pace car snafu which caused the defending champions to lose three laps half-way through the event. While lapping the #17 Team Falken Tire Porsche 911 GT3 RSR, the Lizards' Joerg Bergmeister was in the wrong place when the Falken car lost a wheel and it bounced off to the Lizard Porsche and caused it to bend a wheel and lose a tire. Making matters worse, the team lost three laps with their subsequent pit stop as the series pace car was slow to pick up the leaders during the yellow flag, and the pits remained close, so the team could not get to work changing the wheel.

The Melo/Bruni/Kaffer Ferrari won the GT2 class, and the factory BMWs were second and third. "I should have played the lottery today, because the chance of winning the big money is greater than the chance I would be hit by a wheel from (fellow Porsche factory driver) Wolf Henzler," said Bergmeister.

"Perhaps fourth place is a good omen as last year, we finished fourth as well, and Patrick Long and I went on to win five races in a row and the GT2 championship for Porsche and Flying Lizard," said Bergmeister.

The #44 team Porsche, driven by team owner Seth Neiman, Darren Law, and Porsche factory driver Richard Lietz, who finished fifth in GT2, and also won the Michelin Green X Challenge GT contest, the best Green Achievement score from a formula which measures performance efficiency, greenhouse gas emissions, and petroleum displacement. The #45 Lizard Porsche was second in the Michelin Green X Challenge.

"The Porsche 911 GT3 RSR continues to show our sports car customers around the world that Porsche makes the most efficient GT2 race car," said Lietz.

The #17 Team Falken Tire Porsche 911 GT3 RSR, which was running sixth in the GT2 class for the first seven hours of the Mobil 1 Twelve Hours of Sebring, lost a right rear wheel on the course, came in for a replacement and fender repair, and then lost the same wheel again, bringing out the full course yellow flag that involved the Flying Lizards car. The car started on the front row, and Wolf Henzler led the first ten laps in GT2 before several competitors got by him. Henzler, along with Bryan Sellers and Patrick Pilet, ended up 12th after their multiple wheel problems.

In the GT Challenge class, the Alex Job Racing Porsche 911 GT3 Cup cars, led by the #81 Mission Foods Porsche piloted by Leh Keen/Butch Leitzinger/Juan Gonzales, finished first, second and third. Second place

went to the Bill Sweedler/Romeo Kapudija/Jan-Dirk Lueders Battery Tender Porsche, while the Car Amigo Porsche of Ricardo Gonzales, Luiz Diaz, and Patrick Kelly was third.

Alex Job, who now has his seventh Sebring win, told the emotional crowd in victory circle that this is special for him because of the location of his shop (Tavaras, near Orlando), and the hard-working crew which prepared the cars.

"The sponsors of these cars, my skilled and loyal crew, and this great group of drivers made our day just perfect. I am happy to be back in the American Le Mans Series, and hope for a championship season," said Job.

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BMW Rahal Letterman Racing Report

Source: BMW North America Motorsports

The BMW Rahal Letterman Racing Team proved JOY IS BMW with a double-podium class finish for the BMW M3 GT Coupes in yesterday's 58th annual American Le Mans Series 12 Hours of Sebring.

Bill Auberlen, Tommy Milner and Dirk Werner co-drove the No. 92 BMW M3 GT to a second place finish (seventh overall), finishing 330 laps of the 3.7-mile, 17-turn Sebring International Raceway.

The No. 90 M3 GT co-driven by Joey Hand, Dirk Müller and Andy Priaulx completed the same number of laps to finish third (eighth overall). Hand set a new GT class race record with a 2:00.985 minute lap (lap 185) during his final stint.

Both M3s ran flawlessly for the entire race, turning some of the fastest laps in the closing hours of the race as they chased the class leader which had gained a substantial lead during the race's second full-course caution period.

Team member comments can be heard in YouTube videos at these locations:

Bobby Rahal: <http://www.youtube.com/watch?v=MO9AYqMom00>

Dirk Muller, No. 90: http://www.youtube.com/watch?v=tF92_JNCKxQ

Joey Hand, No. 90: <http://www.youtube.com/watch?v=im1n2bWIWJw>

Andy Priaulx, No. 90: <http://www.youtube.com/watch?v=u1RUmQer9D8>

Bill Auberlen, No. 92: http://www.youtube.com/watch?v=omva-FcwX_E

Tommy Milner, No. 92: <http://www.youtube.com/watch?v=8hxGbvdDn9g>

Dirk Werner, No. 92: http://www.youtube.com/watch?v=omva-FcwX_E

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RISI Racing Report

Source: Fiona Miller

RISI COMPETIZIONE CONTINUE WINNING ENDURANCE STREAK WITH GT2 VICTORY AT TWELVE HOURS OF SEBRING

Houston-based Risi Competizione gave a dominant display of endurance racing today at the Mobil 1 Twelve Hours of Sebring, with its #62 Ferrari F430 GTC winning the GT2 class for the third time in four years and placing an impressive 6th place overall.

The race win, in the hands of Gianmaria Bruni, Jaime Melo and Pierre Kaffer, extended a winning streak of endurance classic victories encompassing Sebring, Le Mans and Petit Le Mans which began in France in 2008.

The team's #61 car, piloted by Tracy Krohn, Nic Jönsson and Eric van de Poele, overcame an intermittent misfire, which had plagued them for much of the race and caused a loss of power, to finish 7th in class and 14th overall.

Team Principal Giuseppe Risi was both proud and emotional at the end of the long, hot race and said: "This is a very special moment, once again. There are always special moments when you race hard and have success, but even more so to win at Sebring and to do so for the third time in four years with the Ferrari 430. I hope that this goes a long way towards letting every 430 owner in the whole world know what a great car this is."

While the GT race offered much potential excitement for race fans at the green flag, with extremely strong entries from BMWs, Corvettes, Ferraris and Porsches, various track and pit incidents befell many of Risi's competitors. After leading for over ten of the 12 hour race, the #62 car took the checkered flag one lap ahead of the BMWs of Dirk Werner and Dirk Müller.

Jaime Melo (#62-GT2 Ferrari 430) paid tribute to the Ferrari 430 GTC and to his team: "I am really happy – we couldn't ask for more than this at the start of the season. The Risi team is very, very good and, with three drivers who are very consistent like me, Gimmi and Pierre were today, it's the way to win this kind of race. The Michelin tires work well for us and we can always rely on them completely. Having said that, the only problem we had was in my first stint when the tires went off a bit in the second half of the stint – because we'd done a few more laps in qualifying than our competitors. I know the 430 from when we first started developing the car in 2006 and we want to put it in the history books in the best way possible so we want to win this year so bad. By doing that, we can send it off in a good way."

Gianmaria Bruni (#62-GT2 Ferrari 430 GT) "It's a fantastic feeling to win, after being 2nd last year. It was special because it was kind of a dream race and I enjoyed it a lot. We were fighting at the beginning, then overtook the leader and pulled away. We were only not in the lead twice and both times we overtook the leader which was fun. We showed that the three of us drivers, Risi, and Michelin worked really well together and this really helps with momentum going into the rest of the season. I think it will be a great season!"

Pierre Kaffer (#62-GT2 Ferrari 430 GT): "It's a wonderful feeling to win another endurance race and it's awesome to drive the for best GT2 team with a Ferrari. From my part I am pleased to have been able to help the team start the season so well and give them a good way forward for Long Beach and the rest of the season. Thanks especially to all the mechanics who did a brilliant job after my little mistake earlier in the week – you really get to enjoy driving this car and to do it here with Jaime and Gimmi was really great."

Tracy W. Krohn (# 61 Risi-Krohn Ferrari 430): "Overall it was a fairly good result. The problem was the car was misfiring and at the end we broke something in the right rear suspension. Nic was driving the car. I was going to get in the car for the final stint but with the motor misfiring and a broken rear shock it probably didn't make sense to feel something you hadn't gotten used to so we just kept Nic in and kept hold of seventh place. I think under the circumstances, with the car underpowered and crippled, that was a pretty good finish. Both Nic and Eric did an outstanding job. Otherwise the car was pretty good. Brakes were good, balance was good, tires were good. It's just one of those things that happens in racing once in awhile."

Nic Jönsson (# 61 Risi-Krohn Ferrari 430): "It's always fun to drive the Ferrari, of course. It's kind of an honor to be driving a Ferrari in any type of race series. Unfortunately, today we had some electrical issues that caused the engine to cut out on us and lose power randomly. Then in the last hour and a half we also had a right rear shock go out on me, so it was a pretty rough last stint in the car. We brought it home in seventh place, which was mid-pack. We beat both the GM factory cars, the Corvettes, so we're pleased with that. Everything worked in the middle of the day for some laps in a row without any interruption and we were able to run basically in the top 3-4 pace, which I'm very happy with. The sister car (No. 62 Risi Competizione Ferrari) won. They were definitely the class of the field and we couldn't stay with them by any means. They were about a second quicker than we were. Otherwise I'm very pleased.

"Eric did a fantastic job. Tracy also did a good job staying out of trouble. The car was good, except the interruptions we had electronically, which the team didn't have anything to do with. The preparation of the car was as good as always. I'm looking forward to going to Laguna for another 6-hour race and getting even more prepared for the big race in Le Mans in June."

Eric van de Poele (#61-GT2 Ferrari 430 GT): "I'm always very happy to finish a race at Sebring because it is always so hard. Again, we had a little problem but generally we did very good pit stops; I don't think any of us made a mistake on the track, so that's important; and the car was nearly perfect from a chassis point-of-view, except for the misfire from the engine. I had a problem with the brakes but except otherwise everything was fine and consistent. I'm happy always to finish this race. It's a pleasure to drive for Giuseppe and Tracy. I also want to say congratulations to Jaime, Gimmi and Pierre and the whole Risi team. Everyone did a great job."

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RISI – KROHN Racing Report

Source: Barbara Burns

The Risi Competizione team continued its endurance race streak and took Saturday's GT2 victory in the 58th Annual 12 Hours of Sebring race with the No. 62 Ferrari 430 GT with drivers Jaime Melo, Gianmaria Bruni and Pierre Kaffer. The No. 61 Risi-Krohn Ferrari team of Tracy W. Krohn, Nic Jönsson and Eric van de Poele finished in seventh place in the GT2 class.

After suffering an intermittent misfire throughout much of the race, causing them to be down on power, the Risi-Krohn team was ultimately happy with their finish position, which was 14th overall and ten laps down from the GT2 winners. There were no unscheduled pit stops for the No. 61 Risi-Krohn team and just a brief penalty for a pit lane speed violation for van de Poele just two and one-half hours from the 10:30 p.m. ET finish.

DRIVER QUOTES:

TRACY W. KROHN, Team Owner/Driver, No. 61 Risi-Krohn Ferrari 430:

"Overall it was a fairly good result. The problem was the car was misfiring and at the end we broke something in the right rear suspension. Nic was driving the car. I was going to get in the car for the final stint but with the motor misfiring and a broken rear shock it probably didn't make sense to feel something you hadn't gotten used to so we just kept Nic in and kept hold of seventh place. I think under the circumstances, with the car underpowered and crippled, that was a pretty good finish."

Both Nic and Eric did an outstanding job. Otherwise the car was pretty good. Brakes were good, balance was good, and tires were good. It's just one of those things that happen in racing once in awhile.

NIC JONSSON, Driver, No. 61 Risi-Krohn Ferrari 430:

"It's always fun to drive the Ferrari, of course. It's kind of an honor to be driving a Ferrari in any type of race series. Unfortunately, today we had some electrical issues that caused the engine to cut out on us and lose power randomly. Then in the last hour and a half we also had a right rear shock go out on me, so it was a pretty rough last stint in the car. We brought it home in seventh place, which was mid-pack. We beat both the GM factory cars, the Corvettes, so we're pleased with that. Everything worked in the middle of the day for some laps in a row without any interruption and we were able to run basically in the top 3-4 pace, which I'm very happy with. The sister car (No. 62 Risi Competizione Ferrari) won. They were definitely the class of the field and we couldn't stay with them by any means. They were about a second quicker than we were. Otherwise I'm very pleased."

"Eric did a fantastic job. Tracy also did a good job staying out of trouble. The car was good, except the interruptions we had electronically, which the team didn't have anything to do with. The preparation of the car was as good as always. I'm looking forward to going to Laguna for another 6-hour race and getting even more prepared for the big race in Le Mans in June."

ERIC VAN DE POELE, Driver, No. 61 Risi-Krohn Ferrari 430:

"I'm always very happy to finish a race at Sebring because it is always so hard. Again, we had a little problem but generally we did very good pit stops; I don't think any of us made a mistake on the track, so that's important; and the car was nearly perfect from a chassis point-of-view, except for the misfire from the engine. I had a problem with the brakes but except otherwise everything was fine and consistent. I'm happy always to finish this race. It's a pleasure to drive for Giuseppe and Tracy. I also want to say congratulations to Jaime, Gimmi and Pierre and the whole Risi team. Everyone did a great job."

The Risi-Krohn team competes in selected races in the American Le Mans Series and the 12 Hours of Sebring is always a team favorite. Their best Sebring result to date was a third-place podium finish in 2008. Krohn and Jönsson will return to ALMS competition at Long Beach California on April 17, 2010. Additionally, the Risi-Krohn Ferrari trio of Krohn, Jönsson and van de Poele will race together in the 24 Hours of Le Mans on June 12-13, 2010.

The next event for Krohn Racing will be the Porsche 250 Grand-Am Rolex Sports Car Series race at Barber Motorsports Park on April 8-10, 2010.

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Drayson Racing Team Report

Source: Drayson Racing

Drayson Racing has been riding a wave of momentum entering today's 58th Running of the 12 Hours of Sebring presented by Fresh from Florida which dated to 2009. The wave hit its crescendo this week at Sebring International Raceway when driver Emanuele Pirro (Rome) attacked from fourth on the starting grid to bring the No. 8 Drayson Racing Lola Coupé with Judd Power into second overall early in the American Le Mans Series (ALMS) season-opener. However, the electrifying run by the two-time Sebring winner came to an end when the alternator failed three hours and 34-minutes into the 12 hour race. Pirro shared the car with regular team drivers Paul Drayson (London/Gloucestershire, UK) and Jonny Cocker (Guisborough, Yorks, UK). Other issues with a water leak dropped the programme further back, eventually closing the day with the United Kingdom-based team fourth in Le Mans Prototype One (LMP1) class, 12th overall.

In the critical Michelin® Green X® Challenge, the team finished as the highest non-diesel powered entry. Taking third in this important environmental award was the result of the team's use of second generation, cellulosic E85 ethanol and its efficient combination of Judd V10 engine and Lola's closed cockpit chassis. This success was yet another example of the team's ability to maintain momentum event-to-event. Drayson Racing won the Michelin Green X Challenge in the Asian Le Mans Series in 2009 at the Okayama Circuit in Japan.

Like qualifying before it, the race proved the strength of the first-year LMP1 operation. Not only was the Drayson Lola fast in the hands of its drivers, the team proved its competitive drive and professionalism in pit lane and preparation. By overcoming two alternator issues - which were discovered via onboard telemetry before the two separate incidents could drain the lithium battery - and the water leak caused when a competitor struck the Drayson machine, the Dale White (Bozeman, MT, USA)-managed organization was able to reach the total race distance allowing the drivers to score vital points in the combined LMP class championship.

The stop to replace the alternator, whilst only 18 minutes in total, dropped the car from the top-three to fourth in class. This would be the case for most of the remainder of the day despite impressive lap times put in by Drayson, Cocker and Pirro. The team proved very efficient and professional in dealing with the issues. The loss of a second alternator at the end of the day dropped Drayson Racing out of a solid top-10 to its final position but it did take the chequered flag.

The team's performance and the car's speed will help it maintain the momentum it has built. The second round of the ALMS season will be held at Long Beach, Calif. on 17 April.

Quotes

Elspeth, Lady Drayson, Owner/CEO: "I am very pleased we finished the race. Sebring is known as the toughest race of the championship and a huge test for cars and drivers alike. The team showed great spirit in dealing with the various issues as the race progressed - but it was the amazing turn of speed early on that gives me such optimism for this year."

Paul Drayson, Owner/Driver: "After an absolutely storming first hour where we really showed the speed potential that we have. It was dogged determination that got us to the finish of the 12 Hours of Sebring tonight. We earned vital points towards the ALMS championship and learnt a huge amount to prepare for Le Mans 24 Hours. A great start to 2010."

Jonny Cocker, Driver: "We really showed that we have absolutely huge potential this year. We are going to have a strong year. We aren't going to struggle for pace which is fantastic to have on our side. We have gathered a very strong team that has a lot of positive experience with P cars and I think it is going to be a very good year."

Emanuele Pirro, Driver: "There are positive things and a list of things to address. One positive is that the car is very, very strong. Personally, the positive thing is that I found the speed and the racecraft as I left it two years ago. All the things are still there and this is great for me. We lost time with mechanical issues and we had an accident when we were hit by a Peugeot. Really, the most positive thing is to bring the car home to the finish because we collected a lot of data that we can take to Le Mans. Thanks to the team and congratulations to my teammates. I am looking forward to Laguna."

Dale White, Team Manager: "We obviously hoped for a better result. However, looking at it from the positive side, we again showed that, without a doubt, we can run with anyone. That opening stint was great racing to watch and I think it should let everyone know we are here to race and to win."

To visit the official web site of Drayson Racing, please go to www.draysonracing.com

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Team Chevy Racing Report

Source: Team Chevy

For many years, Sebring International Raceway was Corvette Racing's Bermuda Triangle, a place where strange things happened routinely. After seven victories at the classic circuit, Sebring was once again the team's nemesis in the 58th running of the Mobil 1 Twelve Hours of Sebring. An improbable collision in the pit lane ultimately consigned the No. 3 Compuware Corvette C6.R to an eighth-place finish and the No. 4 Compuware Corvette C6.R to ninth place at the checkered flag.

The race started well for the twin Corvettes, with Jan Magnussen running fourth and Oliver Gavin fifth. At the 39-minute mark, the Corvettes were second and third before the first full-course caution period began. But Murphy's Law – "Anything that can go wrong, will go wrong" – was about to be invoked as the No. 3 Corvette went behind the wall to repair a power steering hose at 1:55 into the race, rejoining the fray with an eight-lap deficit to the leader.

The decisive moment occurred at 3:09 when the No. 3 Corvette pitted, with Magnussen replacing Johnny O'Connell. Magnussen was released from his pit box just as Emmanuel Collard was entering the adjacent stall in the No. 4 Corvette. The resulting contact damaged both cars. The No. 4 went immediately to the transporters where the Corvette crew replaced its front stabilizer bar and bodywork. The No. 3 suffered a punctured front tire and returned to the pits for repairs after completing a lap at reduced speed.

"I can't tell you all the things that had to line up for that to happen right there, but it was super unfortunate and everyone is feeling bad about it," Magnussen said. "I feel so sorry for the No. 4 Corvette – we were out of contention because we had a long pit stop, but the No. 4 car was in with a good shot, it was fast. I can guarantee that things will be done so that never happens again."

"It was a misunderstanding because normally I should pit one lap later, but I had a low fuel alarm on the back straight," Collard explained. "I put the reserve on and they asked me come to the pits."

"An incident like this has never happened before at Corvette Racing," said program manager Doug Fehan. "A perfect storm of events that certainly we can't attribute to any one thing caused the two cars to come together in pit lane. We'll go back and look at what took place, establish procedures to ensure that it never happens again, and come back stronger for the next event. Even when our guys were laps down to the leaders, they ran just as hard after that incident as they did before. That tells you what Corvette Racing is about."

The misfortune continued in the eighth hour as the No. 4 Corvette C6.R with Oliver Gavin at the wheel was hit by an errant tire on the course. It was a glancing blow; a few microseconds later, it might have been much worse. As darkness settled on Sebring, Gavin found that the headlights were not working. He returned to the pits, where the Corvette crew replaced the nose, headlight, and harness assembly.

"I don't know which of the racing gods I've offended, but I'd certainly like to apologize," Gavin quipped. "It's been an extraordinary day, the most eventful ever for this team. We had a car capable of challenging anyone, but somehow it all went wrong. So now it's on to Long Beach."

In the closing hours, the race settled into a steady routine as the miles went by. The drivers completed their stints without incident, punctuated by pit stops for four Michelin tires and a tank of E85 ethanol fuel. O'Connell took the No. 3 Corvette C6.R across the finish line, and Olivier Beretta piloted the No. 4 to the finish.

"Racing is hard stuff, and no matter how hard you try and how hard you prepare, sometimes things go wrong," O'Connell said. "You can either beat yourself up or be encouraged by how well the crew performed to get both cars back in the race. The guys were awesome. We got a lot of positives out of this event: We made good progress on our engine development and we got a gauge to measure where we stand versus the competition. The mark of a champion is overcoming adversity and finding ways to win, and I know this team can do that."

Corvette Racing's next event is the American Le Mans Series at Long Beach on Saturday, April 17. The one-hour, 40-minute race will start at 4:15 p.m. PT and will be televised at 8 p.m. ET on SPEED.

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Aston Martin – Lowes Fernandez Racing Team Report

Source: Tamy Valkosky

The Aston Martin 007 was the fastest petrol car across the line, finishing third overall in the opening round of the American Le Mans Series: the 12 Hours of Sebring.

Drivers Adrian Fernández (MX), Stefan Mücke (DE) and Harold Primat (CH) were consistent throughout as was the production-based Aston Martin V12-powered LMP1 car, which once again proved its reliability and durability. In a largely uneventful race dominated by the diesel powered cars, Aston Martin finished the race in the same position as it started 12 hours earlier.

The Lowe's sponsored Aston Martin faultlessly completed 364 laps of the 3.7 mile Sebring International Raceway covering a total of 1,347 miles.

The Aston Martin Racing team achieved the best result possible with an immaculate performance by all involved echoing 2009's result at the Le Mans 24 hour race.

The legendary Sebring circuit has provided an invaluable test for the car and the team now turn their thoughts to the eight hour Le Mans Series race at Paul Ricard in France on 11 April 2010. The team will then return to the USA in April for the second round of the American Le Mans Series at Long Beach on 17 April 2010.

Team Quotes:

Aston Martin Chairman, David Richards: "Another immaculate performance by George and his team in finishing here as fastest petrol car and a great start to the season."

Team Principal, George Howard-Chappell: "I'm very pleased; it's the best we could have expected if all front running cars were reliable - which they were. We wanted to be the fastest petrol car at Sebring and its excellent preparation for Le Mans, having a completely clean run with no issues at all. The Michelin tires were fantastic as usual so happy all round."

Adrian Fernandez (MX): "It was a fantastic race for the team and a great start for me in my debut with Aston Martin. The team and the other drivers did a superb job in what was a very tough race. It bodes well for the car because if it can handle 12 hours of Sebring, then it will do well in the 24 hours of Le Mans."

Stefan Mücke (DE): "We had no problems although it was tough racing here during the night. We did the very best that we could and the car was reliable as expected so I'm very happy."

Harold Primat (CH): "The race has been really good. We obviously had some tough competition; we knew the diesels would be strong so I think we have achieved the best result we could. The team did a brilliant job capitalizing on the car's reliability and I am pleased with the outcome."

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Flying Lizard Team Report

Source: Flying Lizard

Flying Lizard No. 45 Fourth and No. 44 Fifth in GT2 at Sebring

After a hard-fought race in today's Mobil 1 Twelve Hours of Sebring, the Flying Lizard No. 45 and No. 44 911 Porsche GT3 RSRs finished fourth and fifth in GT2. The No. 44 Porsche won the Michelin Green X Challenge for the GT entry operating at the highest efficiency with the lowest environmental impact, with the No. 45 finishing second.



At hour seven, the No. 45 of Joerg Bergmeister, Patrick Long and Marc Lieb was in P2 when the team's hopes for a podium were dashed when a wheel came loose from the No. 17 Falken Porsche, impacting the No. 45 on the left rear, breaking the No. 45's wheel and sending Bergmeister scrambling for the pits with no left rear tire. Unfortunately, the No. 45 had to sit in pit lane under yellow until the pits were open before the crew could work on the car, sending it several laps down. More positively, the No. 44 had a nearly problem-free race, moving up the field from an 11th place start to finish fifth.

In the No. 45, Joerg Bergmeister started on the pole, moving to P2 on the first lap as Wolf Henzler in the Falken No. 17 Porsche edged into the lead at the start. Joerg retook the lead 30 minutes later, with the No. 62 in P2, the No. 3 Corvette in P3 and the No. 4 Corvette in P4. An early pit stop under green by the No. 62 Ferrari and No. 92 BMW left the No. 45 and the two Corvettes jockeying for the lead.

The early pit stop worked in Risi and Rahal's favor — when the rest of the GT2 field, including the No. 45, pitted under the first yellow shortly after the No. 92 and the No. 62 had pitted, both of those cars stayed out, securing their one/two positions with the No. 92 in the lead. Just after the yellow, the No. 62, in second, passed the No. 92 to take the lead. Coming off the first Lizard pit stop Patrick Long had to settle for fourth, then he passed the No. 3 Corvette to take third. An unscheduled pit stop by the No. 3 Corvette for a pit lane repair took some of the pressure off, but after the second round of GT2 pit stops Marc Lieb was now in P4, the No. 4 Corvette in P3, the No. 92 in P2 and the No. 62 in the lead — all four on the same lap. By this time, the No. 44 had moved to P10.

Now in fourth in the No. 45, Marc Lieb continued to put pressure on the No. 4 Corvette, but was unable to pass. He stayed close until the No. 4 pitted, a lap or so before Marc was scheduled to pit. At hour 3, an accident in pit lane between the No. 3 Corvette, which was just finishing his pit stop, and the No. 4 Corvette, which was coming in, resulted in damage to both cars, pushing the No. 4 back in the field and the No. 45 back into a solid third.

From hour three to six, the No. 62, No. 92 and No. 45 ran in the lead pack, with the No. 62 and No. 92 jockeying for the lead. Just past hour six, an early pit stop under green for the No. 92 put them a lap down when the rest of the GT2 field pitted immediately after under yellow. On its pit stop during the yellow, the No. 45 beat the No. 62 out to take the lead. The No. 62 was able to overtake in traffic back to the lead. Nearing hour seven, the No. 62 was in the lead, with the No. 45 in second, when the accident with the wheel sent the No. 45 back to fifth.

By hour eight, the No. 45 was in fifth and the No. 44 Porsche of Seth Neiman, Darren Law and Richard Leitz was running a clean race and had moved up to sixth. The GT2 lead pack had settled in with the No. 62 in the lead, and the No. 92 and No. 90 BMWs in P2 and P3. Over the next four hours, the two Lizard Porsches were able to gain back some laps under yellow, and move up one position, but were too far back to make any inroads on the lead trio. The No. 62 took the win, the No. 92 finished second and the No. 90 third.

Bergmeister commented on the race, "I should have played the lottery today: the chances of having a flying wheel hit me are probably less than winning the jackpot. It was very unfortunate, we were running a solid second, within a few seconds of the Ferrari, when it happened. But we finished the race with both cars in the top 5, and we have good points for the championship. We didn't have quite the pace of the Ferrari and BMW but made up for it in pit stops — thanks to the crew and entire team." Patrick Long added, "We finished fourth here last year and it didn't end up so bad for us. I would have liked to think we had a car that could have raced to the end for the podium, but there were certainly some guys who had an even rougher day than us. It's about putting points on the board early in the season and getting into the swing — overall we're happy with the result."

Team principal and driver of the No. 44 Porsche Seth Neiman added "As always, Sebring was a grueling race. Thanks to the crew and drivers for putting it all on the line — we have to be satisfied with good points to start the season and we are now turning our attention to Long Beach."

Genoa Racing Team Report

Source: Linda Mansfield

Genoa Racing Finishes Second in LMPC Class In Saturday's Twelve Hours of Sebring

Saturday's Mobil 1 Twelve Hours of Sebring was a rollercoaster ride for Genoa Racing, but the Zionsville, Ind.-based team ended the American Le Mans Series' season opener at Sebring International Raceway on a high with a second-place finish in the LMPC class.

The team was originally scored in third place in class, but early Sunday morning when the final revised rundown was posted Genoa Racing rose to second in class. One of the drivers of the car that originally was thought to have finished second did not have the minimum amount of time required behind the wheel during the event, and that entry was excluded.

Genoa Racing had clawed its way up from a sixth-place starting position in class on Saturday morning to lead the class standings at the halfway point on Saturday afternoon, but a few minutes later J.R. Hildebrand of Sausalito, Calif. whipped backwards into a tire wall off Turn 15 and the car suffered extensive damage to its rear and left side. Luckily Hildebrand wasn't hurt.

The reigning Firestone Indy Lights champion made it back to the pits and then drove the car to the paddock for repairs with its bodywork flapping. The team worked heroically, and about an hour later Hildebrand was back in action, although now instead of leading the class the entry was third in class.

"I was following a pair of GT cars and I don't know if I had pick-up on the tires or what, but as soon as I went on the gas pedal to get around them I instantly lost it," Hildebrand said.

The build-up of rubber debris played a major factor in the team's run. Hildebrand's co-drivers, veteran Andy Wallace of Oxford, England and the youngest driver in the race, 20-year-old Tom Sutherland of Los Gatos, Calif., both made unscheduled pit stops prior to Hildebrand's crash because of the way the car was reacting to rubber buildup. Salad-plate size globs of rubber were banging around in the car's wheels and the louvers on the car's front fenders until the car's speed increased enough for the rubber to fall away. The vibrations and the way the debris affected the car's balance were one thing, but the unscheduled pit stops occurred when Wallace was sure he had a flat Michelin tire and Sutherland was convinced a suspension piece had snapped. In both cases the car was fine and the culprit was rubber buildup.

Near the end the team had to deal with electrical problems too. As the live SPEED cameras were capturing Scott Sharp's Ferrari erupting into flames, Wallace lost power, rolled to a stop and had to wait to be towed back to the pits. The pit crew members diagnosed the problem and solved it on pit road. They also changed the bulbs in the car's headlights, which had burned out and were making it extremely hard for Wallace to see.

"If you slowed down because you couldn't see very well, you got more pick-up on the tires, so it was a double-whammy," Wallace explained.

Sutherland was in the car for the final leg of the journey and he took the checkered after the entry turned its 281st lap of the day, finishing 26th overall at first but then 25th in the final rundown. Sutherland, a junior psychology major at Texas Christian University in Fort Worth, Texas, is sponsored by ClickAway.

As far as the hourly class race reports went, the bright-red Genoa No. 36 was third at the end of the first and second hour, second for hours three, four and five, and first for hour six. It ran in third place in class the rest of the way until the other team's rules violation vaulted it to second. The Level 5 Motorsports team of Scott Tucker, Christophe Bouchut and Mark Wilkins won the class by finishing tenth overall with 327 laps complete.

Trailing the Genoa entry was the Primetime-Braille Battery Race Group of Joel Feinberg, Kyle Marcelli and Tom Weickardt in third place with 234 laps complete. Intersport Racing and its drivers, Mitch Pagerey, Brian Wong and David Ducote, were fourth in class with 232 laps complete.

Excluded in the final rundown was the Green Earth Team Gunnar team of Christian Zugel, Gunnar Jeannette

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and Elton Julian, which was the class's fastest qualifier and the car that originally was thought to have finished second in class and 17th overall with 311 laps completed.

Also excluded for the same type of infraction was a Level 5 Motorsports car driven by Ryan Hunter-Reay, James Gue and Scott Tucker, which completed 224 laps but got no credit for them.

The event was a rollercoaster ride for Genoa Racing during the race and even after the checkered flew, and the same could be said for the preliminary action too. Sutherland had a crash in practice on Monday and the car missed Tuesday's sessions, but the team proved it was one of the ones to beat when it topped the charts in the important Thursday night practice session.

Hildebrand qualified third in class and 11th overall on Friday, but then the car didn't make the minimum weight requirements during the post-qualifying tech inspection so its time was thrown out, and Wallace had to start 33rd in the 34-car field on Saturday morning. He carefully worked his way through the field at the start, however, and had the car in fourth place in class and 11th overall in just 15 minutes.

The next event is April 16-17 on the streets of Long Beach, Calif. It will be televised at 8 p.m. Eastern time April 17 on SPEED.

Additional information can be found on americanlemans.com and imsaracing.net.

Post-race quotes follow:

Andy Wallace: "We had lots of problems along the way but the 12 Hours of Sebring is a hard race, and I'm happy we're on the podium in our first effort.

"The team is not new to racing but it's new to endurance racing, and I think it put in a really good effort. Everybody worked really hard since we got here, and we're on the podium because of those guys."

J.R. Hildebrand: "It's bittersweet. It's great that we ended up on the podium. It was a really valuable experience for me as a driver. It's unfortunate that I got caught up by the GT cars and the problem with the rubber and had the crash, or I think we could have been going for the class lead at the end.

"The team did an awesome job, and I think they deserved to be on the podium. We were able to bounce back from all sorts of problems.

"Even after the crash, I could deal with the car when it was on new tires. It was a handful when the tires started to go away. But I was still able to run in the 57s in traffic, so all things considered I think it was a pretty strong run. I want to thank Genoa for giving me a chance to do it."

Tom Sutherland: "I can't believe it; even with all these people here, an opossum crossed the track in front of me tonight. Luckily I didn't hit it. I must have a thing with animals; in 2005 or 2006 I almost hit a beaver during a race in Montreal.

"Anyway, I think it was a great first start for the team. The team is new to the series and the car is new, so to be running at the end and to be as competitive as we were was an accomplishment. All together, I think this was a big success.

"Every Sebring has its problems, but the guys turned the car around in an hour after the crash, and that's not easy for any team, let alone a privateer team.

"I got used to the tire build-up problem and the lack of lights. I had one spin during my first stint but I didn't hit anything, so that's good.

"Sebring is about doing laps. All I wanted was to stay out of trouble and do laps with a nice rhythm. It's a team effort, and that's how it works."

Thomas Knapp (team manager): "I thought it was an awesome display of teamwork. I'm very proud of the job that everyone on the crew did.

"This was my first time as a team manager for an endurance race. Everyone worked hard and everyone worked as a team and tried their best. You can't ask for anything more than that.

"We had all sorts of challenges but we persevered. We were running at the finish and we got on the podium. It was an excellent first effort."

Steve Ragan (crew chief): "It was a brand-new car that hadn't run a 12-hour race before so I didn't really know what to expect, so I think finishing the race was pretty big. It's a small, private team, but to fix the car in an hour after the crash and get it to the finish was an accomplishment.

"Last year was my first time here. I was a member of the de Ferran team and we didn't finish, so I have to feel proud that we persevered and finished this event despite the challenges we faced."

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Extreme Speed Motorsports Report

Source: Extreme Speed

For 10 of the 12 hours in today's 58th Mobil 1 Twelve Hours of Sebring presented by Fresh from Florida, the day was progressing favorably for Extreme Speed Motorsports' debut race in the American Le Mans Series presented by Tequila Patrón.

Then coming into Turn 17, just after the competition's 10-hour mark this evening, a major rear fire ended the race for the team's No. 01 Ferrari F430 GTC, driven by Scott Sharp, Johannes van Overbeek, and Dominik Farnbacher. Extreme Speed Motorsports' No. 02 car, driven by Ed Brown, Guy Cosmo, and Joao Barbosa, went on to complete the race in sixth place in the highly competitive GT2 Class.

The problem in the No. 01 car began shortly after the team made a change to the front brakes. With Sharp behind the wheel coming out of the pit, he heard a thumping noise coming from the car, which accelerated as it gained speed. Sharp pitted again, the problem was inspected, and determined to be ok. The noise continued though as Sharp got back on the track, and then on the back straightaway during lap 271 the car started "glowing," Sharp said.

Sharp was able to quickly exit the car, unhurt, and the IMSA safety team swiftly extinguished the fire.

"It was a sad ending to our first race, but it was a very good day until then and I'm incredibly proud of the hard work and professionalism of this team," Sharp said after the race. "Everybody did their job and gave it everything they had – we came a long way and it's a shame we couldn't finish both cars, but I'm very pleased with our overall performance out there today."

The team's No. 02 Ferrari started in ninth position on the grid this morning, advancing into the seventh place spot mid-race, and finished the 12 hours on the track in sixth place.

"This is undisputedly one of the toughest competitions in motorsports, and to finish in sixth place, for a new team like our's, I'm extraordinarily proud of our team and the effort everyone put in," said Brown. "It's unfortunate what happened with our No. 01 car, especially for as hard as we worked out there, but we're pleased that our No. 2 car finished, and we'll build from what we learned today."

Extreme Speed Motorsports is sponsored by Tequila Patrón, along with support from Ferrari Corse Clienti and the team's official tire technical partner Michelin. Patrón, a longtime supporter of motorsports racing, also recently signed on as a sponsor of the full American Le Mans Series.

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ALMS Race Report

Source: ALMS

Alexander Wurz's outlap after his final stop was quick enough for an overall victory for himself and Team Peugeot Total teammates Marc Gene and Anthony Davidson. Wurz drove his diesel-powered Peugeot 908 HDi FAP to a 13.817-second win at the 58th Mobil 1 Twelve Hours of Sebring presented by Fresh from Florida, a first in the event for the famed French marque.

Sebastien Bourdais, Nic Minassian and Pedro Lamy were second, putting an exclamation point on the weekend for the French Lions. The Peugeots were 1-2 in every official session this week.

Gene and Wurz were teammates for Peugeot's historic victory at the Le Mans 24 Hours in June 2009. The 908 HDi now holds trophies from all of the major endurance races with a win at Petit Le Mans in September.

"We pushed, everyone was 100 percent," said Wurz, who won at Le Mans last year with Gene. The strategy people had smoke coming out of their ears. It was down to three seconds (the margin) for the last stop. It came down to Sebastian and myself."

The factory Peugeot team used the race as a warmup for Le Mans. Aston Martin Racing with its Lola B09/60-Aston Martin and Drayson Racing's Lola B09/60-Judd provided the biggest challenges early. The Drayson Lola proved tough early on with Emanuele Pirro running second between the two Peugeots in the early going before it fell back with cooling and radiator issues.

"With Peugeot we came here as a team and wanted to accomplish a goal and we did," said Davidson, who finished second in GTS during the 2003 race. "This was a big challenge to get through the traffic efficiently. That was where we excelled today. It's a big challenge for the cars. We know the circuit will throw up all kinds of issues for reliability. It's important to win the race, but also for preparations for Le Mans later in the year."

Adrian Fernandez, Harold Primat and Stefan Mücke placed third in the Lola-Aston Martin, making its first start in the 12 Hours. It will go up against Peugeot at Le Mans, as will Audi. Gene is convinced the trip to Sebring will be worth it come the 24 Hours.

"We really think and after driving, this is the best prep for Le Mans," he said. "In those corners especially the last one, you find the right places to over take, in Turn 17 you can overtake in the outside but a few times I picked up a lot of rubber. It's a tough track but perfect practice for overtaking. The bumps are more perfect for Le Mans than maybe Paul Ricard, where it is more smooth. There isn't any other corner in the world like that."

Greg Pickett, Klaus Graf and Sascha Maassen won in LMP2 for Muscle Milk Team CytoSport. Their Porsche RS Spyder won by three laps over the Patrón Highcroft Racing HPD ARX-01c, which led until an electrical problem inside four hours to go set them back.

It marked Porsche's second Sebring class victory for the RS Spyder, which made its first 12 Hours start in 2006. Penske Racing won overall in 2008, and Saturday's win by CytoSport was the first time an independent team won in North America with the prototype.

"I really like this magnificent machine," said an enthused Pickett. "You expect that from Porsche. We were glad to run with the Michelin tires this year, and I'm tickled we could double and triple stint them. I'm 63 now; to do this at this level of competition... my teammates did the heavy lifting. They let me get in a little bit. It was a wonderful adventure. We do this for fun, the better we do it, the more fun we have."

The Patrón Highcroft car of David Brabham, Simon Pagenaud and Marino Franchitti had dominated the opening two-thirds of the race and led by five laps when the electrical malady reared its head. Graf kept ticking off lap after lap while the helpless Highcroft car sat still in pitlane.

"I have to say that I have tried to win here with the Spyder quite a few times, but this time I was successful," said Maassen, who won in class at Sebring for the fifth time but first in a prototype. "We had luck, that's for sure. We had our plan, we did exactly what we wanted to do. We drive safe and steady and stay out of the pits. That is the key to an endurance race."

"It was quiet on the radio. Bringing it home was special for me," Graf said. "You had to keep your concentration up to not make a mistake especially in the dark."

I can't thank Greg enough to put this team together. He has a great appreciation for this sport, and everyone one in this room knows what it takes to put something like this together."

Chris Dyson, Guy Smith and Andy Meyrick placed third in class with their isobutanol-powered Lola B09/86-Mazda. The car experienced electrical sensor issues early.

Risi Competizione won in GT2, the team's sixth straight victory in a major endurance race. Jaime Melo, Gimmi Bruni and Pierre Kaffer took a one-lap victory in their Ferrari F430 GT over BMW Rahal Letterman Racing's two BMW M3s, which swapped positions on the last turn of the last lap.

Risi now has won consecutively at Sebring, Le Mans and Petit Le Mans, etching even more history in the F430 GT.

"I think it's everything together," said Melo, who won for the third time at the 12 Hours. "The team is a very, very good team. With three drivers who are very consistent like Gimmi and Pierre... that's the way to win this kind of race. The Michelin tires are very consistent and work well for us. The preparation of the car is the key to this race. I know the F430 from when we started developing the car. We want to put it in the history books, so we want to win this year so bad. We can send it off in a good way."

The fight in GT2 was a fantastic scrap before attrition started to take its toll. Team Falken Tire led early on in its Porsche and had two wheels come off on consecutive laps. The second hit the then-second-place Flying Lizard Motorsports Porsche, which lost three laps in the pits. Corvette Racing's two Corvettes collided in pit lane when one Corvette C6.R tried to leave its pit box and another came in simultaneously.

That left the Risi Ferrari and two BMWs to duke it out. All totaled, the winning Risi Ferrari led for approximately 10 hours. It led from nearly the 90-minute mark until a caution period just past the halfway point when the Lizard Porsche beat the Ferrari out of the pits. It took Bruni all of a half lap to retake the lead.

"We showed the three of us, Risi, and Michelin worked really well together," said Bruni, who won for the first time in the Series. "This really helps. (with momentum). We've known each other a while. Jaime has been with this car for a good long time."

In the new LMPC class, Level 5 Motorsports' trio of Scott Tucker, Christophe Bouchut and Mark Wilkins won handily with their ORECA FLM09 prototype. They won by 16 laps over the Green Earth Team Gunnar trio of Gunnar Jeannette, Christian Zugel and Elton Julian.

"I took the start and the car was working really well, even if we had a small problem in warmup, a problem with the engine," Bouchut said. "We thought maybe it wouldn't work like we expected, but not at all. The mechanics really did a great job putting it together."

This was the first race for the ORECA-built machines, which are helping develop future prototype drivers and teams for the American Le Mans Series competition. Tucker and Wilkins made their first start in the Series, and Bouchut made just his 13th start.

"We haven't had a lot of time in the car but it's a really nice package," Tucker said. "It's sophisticated but simple. It was no problem running a triple stint in it. I really like the car."

Genoa Racing's Andy Wallace, JR Hildebrand and Tom Sutherland placed second in class.

Alex Job Racing made a triumphant return to the Series with a sweep of the GT Challenge podium. Butch Leitzinger, Juan Gonzalez and Leh Keen won by three laps over the sister car of Bill Sweedler, Romeo Kapudija and Jan-Dirk Lueders.

Keen put the car on the class pole position Friday, and the No. 81 entry ran a clean race on a day when that wasn't too easy. The only blemish was a speeding violation in pit lane but the winning AJR car held up well over the course of the 12 hours.

"By the time I got in it, these two had done such a good job," said Leitzinger, who won in GTU at Sebring in 1990. "The prep was really showing through; people were having problems and we weren't. It was about as easy as a Sebring gets. We didn't have to pull out these huge laps to catch anyone."

AJR, based in nearly Tavares, Fla., won at Sebring for the sixth time. All of Alex Job's victories in the famed race have come with Porsches. Ricardo Gonzalez, Luis Diaz and Patrick Kelly drove the third AJR car.

"The last 12 hours have been really intense," Keen said. "I have to give it to Alex. He really knows what he's doing. He put together some great GTC cars for us. There was not a mark on the car. All the guys did an awesome job."

The Peugeot prototype of Bourdais, Minassian and Lamy were prototype winners in the MICHELIN® GREEN X® Challenge, with the Flying Lizard Motorsports' trio of Seth Neiman, Darren Law and Richard Lietz the GT winners. The award goes to the prototype and GT entry in each class that goes the farthest, the fastest and with the smallest amount of environmental impact.

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Oliver Gavin Report

Source: Fiona Miller

A RACE AGAINST ADVERSITY FOR GAVIN AT SEBRING

For many years, Sebring International Raceway was Corvette Racing's Bermuda Triangle, a place where strange things happened routinely. And, after numerous victories at the classic circuit, Sebring was once again to be the team's nemesis in the 58th running of the Mobil 1 Twelve Hours of Sebring today. An improbable collision in the pit lane between the two Corvette C6.Rs saw Olly and his team mates, Oliver Beretta and Emmanuel Collard drop out of contention for a GT race victory and struggle through to a ninth place finish at the chequered flag.

"The race didn't turn out anything like we wanted it to. It started off well with both Jan [Magnussen] and I competing well at the front of the pack, racing with the Risi Ferrari, the Porsches of Falken and Flying Lizard and the BMWs. That first stint for me was a huge amount of fun and it was really developing into a great race. It continued with Olivier in the car and then Manu and it was looking like it was going to be great, but then unfortunately there was this huge misunderstanding in the pit lane and the two cars collided.

"It was one of those perfect storms where you couldn't have scripted it any worse. Both cars were damaged in the incident – ours quite badly – and that put us out of contention. The rest of the race was all about reeling the laps off to see if we could pick up any points but, as the class is so deep with talent (cars and drivers), there was no chance.

"At night it wasn't so bad and the car felt quite good but it wasn't 100% right. It was a frustrating way to start the season and hopes were so high and we thought we'd got ourselves really set up and we ended up getting in a bit of a mess."

The misfortune continued in the eighth hour when Oliver was hit by an errant tire on the course. It was a glancing blow; a few microseconds later, it might have been much worse. As darkness settled on Sebring, Olly found that the headlights on his Corvette were not working. He returned to the pits, where the Corvette crew replaced the nose, headlight, and harness assembly.

"I don't know which of the racing gods I've offended, but I'd certainly like to apologize," he quipped. "It's been an extraordinary day, the most eventful ever for this team. We had a car capable of challenging anyone, but somehow it all went wrong. So now it's on to Long Beach."

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Andy Meyrick / Team AMR Report

Source: Fiona Miller

SEBRING - A MASSIVE, BUT ENJOYABLE, LEARNING EXPERIENCE FOR MEYRICK

Britain's Andy Meyrick, driving a Dyson Racing Mazda-powered Lola B09/86 coupe with team mates Chris Dyson and Guy Smith, today finished the Mobil 1 Twelve Hours of Sebring 3rd in the LMP2 class and 21st overall. The team and its drivers overcame a long delay caused by technical issues to secure the points-scoring finish, and Meyrick – who was making his debut in the American Le Mans Series – had a day to remember.

"I've never learned so much from one race in my entire life!" enthused Andy. "It was incredible. I felt that I learnt more about sports car racing in that one race than I probably did in the whole of last season; it was fantastic. All kinds of things, from how to approach the race to strategy to race craft.

"I got a lesson from Brabs [ALMS LMP champion and Meyrick's former MSA Race Elite National Racing Coach, David Brabham] at one corner which was very nice! I'd kind of switched off, having done what I thought was a pretty good stint, and was thinking that it was nice to have the Acura behind me. I was on my in lap and had started unplugging my drinks bottle, with about 5 GT cars behind me, and Brabs pounced straight away.

"It's little things like that, and those type of mistakes I need to make and learn from so I won't make them again. Technically, it was really interesting and instructive to see how the cars changed throughout the race and how the circuit itself changed. I've never experienced circuit change like that from start to finish.

"It was also my first time racing in the dark, going from daylight into darkness and that was a good experience, as well as having to nurse the car and push at different periods during the race. I had two stints in the full heat of the day which, in a closed cockpit car, really puts your fitness to the test. I was glad I'd done all the work over the winter as those were the hardest conditions I've had to race in yet.

"As far as the team's result was concerned, it was great to get a result and some championship points. I'm really looking forward to Laguna Seca in May and driving this car again. I'm sure the weeks will go by really quickly!"

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Dyson Racing Report

Source: Brian Wagner, Dyson Racing

Over two million competition miles and thirty-four hundred drivers in fifty-eight years: there is a reason the 12 Hours of Sebring is America's greatest sports car race. Dyson Racing added to the Florida track's history book Saturday with a third place finish in LMP2 with its BP Castrol Mazda Lola coupe driven by Chris Dyson, Guy Smith and Andy Meyrick. Going back to their first race here in 1987, Dyson Racing has eight podiums in seventeen races at the 12 Hours.



And no race on America's oldest road racing circuit would be complete without overcoming the unexpected. Chris Dyson started the Dunlop-shod entry, passing the second place qualifier at the start. Twenty minutes into the race, sensor related electrical problems sidelined the car, requiring a time-consuming trip to the transporter. Dyson commented that he was "very pleased with today. Unfortunately, we lost some time early on so we did not figure for the win, but after it got back on track, the car ran like a train. I am proud of the team for fighting back today – we really needed to come out of this with points to figure in the championship. The Dunlop tires were exceptional and I am very pleased with the gains made with the engine over the off-season."

Guy Smith set the #16 car's fastest lap in the race. Smith noted that "this just underlines the hard work that AER put into the Mazda engine over the winter. The engine ran flawlessly on the isobutanol fuel, and there are a lot of good things from this race for us to build on for the rest of this year."

Driving two double stints, Andy Meyrick takes home a podium finish from his first race in America. "It was a tough start to the race, but it showed the spirit of the team. I think it does show what we will be bringing to the table for the rest of the season."

Meyrick will next be partnering in the BP sponsored entry at the third race of the American Le Mans season at Mazda Raceway at Laguna Seca.

Perhaps the best summary of this first race of the year came seven hours into the race when Chris Dyson got on the radio and said, "The car is really good. I have to hand it to you guys; you have given me a heck of a race car. It is a pleasure to drive."

The ALMS next travels cross-country to the streets of southern California for the Long Beach Grand Prix April 16 – 1

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Muscle Milk Team CytoSport Report

Source: Jeff Brucker / Karina Redmond, Muscle Milk Team CytoSport PR

VICTORY for Muscle Milk Team CytoSport at 12 Hours of Sebring Greg Pickett returns to victory lane at Sebring 23 years later

They say good things come to those who wait, and it was true for Muscle Milk Team CytoSport on Saturday as the team went on to take the LMP2 class victory in the prestigious Mobil 1 Twelve Hours of Sebring presented by Fresh from Florida.

While the Muscle Milk squad may not have had long to wait to score its first American Le Mans Series presented by Tequila Patrón victory, winning in its first race of the season, it was thanks to their patient approach at the 12 Hours of Sebring that they came out as the LMP2 class winners.

The victory is a special one for the entire Muscle Milk Team CytoSport, not only because it's the team's first but because it was scored in its first race of its first full season of American Le Mans Series competition and, it was achieved at one of the most difficult races known to man and machine.

Additionally, if scoring its first win wasn't enough, the victory also made them the first privateer team to win a race in the US in the fan-favorite Porsche RS Spyder. And the firsts don't end there. The win was Klaus Graf's first Sebring victory and Sascha Maassen's first in the Porsche RS Spyder at Sebring.

It was also Maassen's fifth victory at the 12-hour race and his 30th career win in the ALMS. As for Greg Pickett, it was a return to the winner's circle as the Trans-Am legend, who won the GTO class at Sebring in 1987.

The race started out with the same approach the team had all week, with patience and cautiousness. Starting second, the Porsche RS Spyder, driven by Pickett, fell to third in the opening laps but quickly returned to its second place in class when the Dyson Racing Mazda encountered difficulties and entered pit lane.

Pickett who was putting in consistent lap times completed his double stint handing the driving duties to Klaus Graf about two hours in to the 12-hour event. Already one lap behind the LMP2 class leaders, Graf was quickly catching up to the Highcroft Acura but had to make a pit stop for fuel only, thanks to the superb performance of the Michelin tires.

While coming in to the pits, Graf went over the pit lane speed limit and had to serve a stop and go penalty, costing him some precious time on the leader.

With Graf completing his double stint he handed the reins to Porsche ace Sascha Maassen. Once again, Muscle Milk Team CytoSport settled into the race with no issues whatsoever arising.

By the halfway point, the team was sitting second in class, and fifth overall but was two laps down to the LMP2 leaders.

With about three hours and 30 minutes to go in the race, the team had fallen five laps to the leaders, but remained patient knowing that there was still a lot of racing to be done.

As it is in racing, reversal of fortunes happen quickly. Within about 10 minutes the team had made up their laps on the leaders and then some after the Highcroft Acura remained in pit lane with electrical problems.

Muscle Milk Team CytoSport took the LMP2 class lead with about three hours and 20 minutes to go in the race and never looked back. At one point the Muscle Milk squad had built a six-lap lead on the second place Highcroft car.

With its first ALMS win now in the books, Muscle Milk Team CytoSport return to their home base in Benicia, California as they prepare for round two of the American Le Mans Series presented by Tequila Patrón, the 36th annual Long Beach Grand Prix, which takes place April 17, 2010.

What they had to say:

Greg Pickett, Owner/Driver #6 Muscle Milk Porsche RS Spyder

Following First stint:

"I'm real happy. We're in a good position. What we wanted to do was keep the Highcroft car in sight in my first stint and we certainly were able to do that which I was very pleased about. We even led for about half a lap right before I pitted. It was kind of fun for me. The car is very consistent. We double stinted the tires and Michelin I can't say enough about them. The tires didn't deteriorate almost at all. I was just as fast at the end of two hours as at the beginning. My compliments are with the drivers, they are watching their mirrors and everybody is being pretty cool. It's fun."

End of race:

"This is a very, very special win. Sebring is even more difficult than most longer races. I've run the 24 Hours of Daytona many times and this race is more difficult than that. It's tougher on the cars, the surface is just unbelievable, it's hard to pass here, you have to be careful. Bringing your team together and growing it together it's almost like a family, everybody here gets along so well and they're doing it for the right reason. You can't pay guys really enough money to do this with the kind of energy that they do it, they have to love it and they have to bring a lot of passion and that is something that we work hard at trying to create in our business at Muscle Milk. It's the same philosophy that we put in place here and it's been pretty good for our fifth time out in this car. We've only had podiums before but to now win this contest against the competition that we had is very special indeed. No question about it."

Klaus Graf, Driver #6 Muscle Milk Porsche RS Spyder

Following first stint

"I think all in all it's pretty good. Right now we're trying to catch the Highcroft car. We got close at one point but then with the traffic it was tough to get by him to get back on the lead lap and eventually he went into the pits. I think it was a good two stints. The Muscle Milk Porsche RS Spyder was very solid and the Michelin tires were great. So far things are good. (About pit lane speed penalty) I was certain I had turned on the pit lane speed limiter but by the time I realized it wasn't, it was too late."

End of race:

"I don't know whether I feel what I should feel at the moment because it's still so hard to believe. It's a very special day for Muscle Milk Team CytoSport. It was a great team effort, and I think that really stands out. Thank you to Porsche and Michelin. You need reliable equipment to win these kinds of races. 12 hours is long and this is one of the hardest races in the world. To win it is very special and honestly, let's face it, we're going in to our first full season of competition and coming out with a win at Sebring doesn't get much better than that! Thanks to the whole team and thanks to Greg for making this possible. I can't wait to get to Long Beach."

Sascha Maassen, Driver #6 Muscle Milk Porsche RS Spyder

Following first stint

"I had a feeling, in the first hour of my double stint, that I was constantly having to lap people. It felt like there were about 30 of the GTC cars in the field because they were everywhere! I was not really happy because I wasn't doing good lap times because I was overtaking all the time. But the car was running great and so I had to learn to be patient. Then in the second stint somehow it all went well and I had some clear laps and I enjoyed it a lot. The car is running great and I am looking forward to some more laps in the car later on."

End of race:

"The Porsche RS Spyder is the car that I developed so I feel like this is my little baby. I'm really happy that it's still running well and I'm really happy to be part of this victory because when you develop a car you see it start walking and then running and now it's running really well, for quite a while now. What makes this special as well is that this car had never won in America in the hands of a privateer team until today and I think that is a great achievement. I have to thank the team and my teammates, Klaus and Greg. I'm just very happy, especially to have won it with such a great team like Muscle Milk Team CytoSport."

Geoffrey Carter, Team Manager #6 Muscle Milk Porsche RS Spyder

"What a great win for the whole Muscle Milk Team CytoSport, for me personally, this is the biggest race I've ever won. We stuck to our plan all week long, all race long. We thought that if any of the other guys in our class had any trouble at all that we'd be there to take advantage of it and we were. There wasn't one mark on the Porsche RS Spyder, there wasn't one mechanical problem. The guys in the pits, Mike Seymour and the crew did a wonderful job with the tire changes, the driver changes, filling the car full of fuel. We just went out and basically

ran around all day and in a 12-hour race that's what you have to do. I couldn't be more proud. It doesn't exactly seem real at the moment."



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TRG Race Report

Source: TRG

TRG FIGHTS HARD FOR SEBRING FINISH

Following a solid week of practice and preparation, TRG was struck by a tiny mechanical gremlin that nearly sidelined the team for this epic race. TRG managed to keep the fight going through the 58th Annual Mobil 1 12 Hours of Sebring to bring home a solid sixth place finish, after having a shock absorber break only 45 minutes into the race. Driving in the No 63 Future Electronics/Freescale Semiconductor/TRG Porsche 911 GT3 Cup car, pilots Henri Richard, Duncan Ende, and Andy Lally exercised patience and heads-up driving to bring the car home in one solid piece.

Qualifying in seventh place, driver Henri Richard kept the car on its paces throughout the first hour of the race, however by 30 minutes in he radioed in with a notable problem on the rear end of the car.

"The back end of the car started to feel very unstable through the middle of my stint," stated Richard. "At first I thought we had a flat tire, but after a few turns I realized it was something else in the back of the car, and just had to drive through it. To drive at a track this fast and bumpy with a problem like that took a lot of patience and precision."

Not wanting to lose valuable track positioning by taking an extended pit stop to diagnose the problem, the team soldiered on through much of the first half of the race, fighting hard with the eventual GTC class-winning car no. 81.

However, just short of halfway in to the race, driver Andy Lally radioed in that something was further amiss in the back-end. It was discovered that the left-rear sub frame had broken. Pulling the car back in to the garage, the team discovered that the broken and frozen shock absorber likely led to the whole situation.

For Andy Lally, it was an odd problem that is typical of Sebring.

"The moment I got in the car I thought we had a problem with the left rear shock," stated Lally. "You had to be very careful turning in to the bumpier corners, the left rear just never quite settled. When we took the shock out of the car, it seemed like it was almost frozen, which led to the left rear getting beaten to the point that the sub-frame broke."

With the car repaired in under an hour, the team brought the car back out on track for a trouble-free second half of the race. Out of contention for the win, the team simply kept to a solid game plan, gaining positions by attrition and smart driving.

For Sebring debutante Duncan Ende, being able to drive a solid number of stints throughout the day was victory in itself.

"This was definitely a race I'll remember," stated Ende. "On my first stint we were trying an out-of-the-box tire strategy that made the car really tricky to drive. By time we'd fixed the car and I got back out again, it was already night time. Doing a double-stint at night was one of the coolest experiences I've had in a while!"

For Henri Richard, fighting hard and solid teamwork was an accomplishment he is proud of.

"The teamwork and effort from this team was first class all week," stated the Frenchman, also making his debut. "We had a good car and a trouble free week up until the race started. To fix the car so quickly was a great testament to the team's desire to get us out as quickly as possible, as everyone wanted a strong finish. This is a great group."

For Team Owner Kevin Buckler, yet another Sebring heartbreak shouldn't overshadow a strong message from the team.

"Being back at Sebring and running the 12 hours with my friends was great but we sure didn't deserve this little gremlin," stated Buckler. "To have a problem like we had was extremely frustrating for everyone as the guys

were stellar all week, and they were as meticulous as ever to get the car ready for action. Henri had a great opening stint, and to have felt the shock fail like that, and had the mindset to adjust and drive through it is a credit to his ability and heads-up driving. Duncan did a fantastic job all week and then persevered with a difficult car during the race. It was great to have him back with TRG. Andy did his solid job as always, and it would have been awesome to see how the race would have unfolded with the 81. To have a shock freeze up like that was something none of us had seen before, and it's too bad it had to ruin our day. The good thing from this weekend, however, was that we realized we're here, and we can win. We had one of the fastest cars all week and the program was sound. Our team has a ton of experience at these types of difficult events and we were the only team in our class not to have an incident or a penalty. Just the shock....These things happen and now we know just how good our GTC program can be."

TRG will return to the American Le Mans Series on April 17 at the historic Grand Prix of Long Beach.



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Sebring International Raceway / 3.7 miles
March 17-20, 2010 / Sebring, Florida



ALMS Final Revised Race Report

	Class	Car				No		Total	Best	In		
Pos	Pos	No	Class	Drivers		Laps	Diff	Time	Time	Lap	Make	Status
1	1	07	P1	Gene*/(Wurz)/Davidson		367	----	12:00:54.362	1:45.704	20	Peugeot 908 HDI FAP	Running
2	2	08	P1	Lamy/(Bourdais)/Minassian*		367	13.817	12:01:08.179	1:44.972	211	Peugeot 908 HDI FAP	Running
3	3	007	P1	Mucke*/Primat/(Fernandez)		364	3 Laps	12:01:58.644	1:46.234	249	Lola B09 60 Aston Marti	Running
4	1	6	P2	(Pickett)/Gra*/Maassen		353	14 Laps	12:02:30.742	1:49.043	228	Porsche RS Spyder	Running
5	2	1	P2	Brabham/(Pagenaud)/Franchitti*		349	18 Laps	12:02:01.423	1:47.699	214	HPD ARX-01c	Running
6	1	62	GT2	(Melo*)/Bruni/Kaffer		331	36 Laps	12:01:58.947	2:01.518	251	Ferrari 430 GT	Running
7	2	92	GT2	Auberlen*/Milner/(Werner)		330	37 Laps	12:01:01.228	2:01.523	243	BMW E92 M3	Running
8	3	90	GT2	(Mueller*)/Hand/Priaux		330	37 Laps	12:01:37.842	2:00.985 ‡	185	BMW E92 M3	Running
9	4	45	GT2	(Bergmeister*)/Long/Lieb		329	38 Laps	12:01:55.437	2:01.678	191	Porsche 911 RSR	Running
10	1	55	PC	Tucker/(Bouchut*)/Wilkins		327	40 Laps	12:02:04.293	1:56.977 ‡	4	Oreca FLM09	Running
11	5	44	GT2	Law/(Neiman*)/Lietz		325	42 Laps	12:01:31.872	2:02.129	185	Porsche 911 RSR	Running
12	4	8	P1	Drayson/Cocker/(Pirro*)		324	43 Laps	12:01:26.878	1:45.550	21	Lola B09 60	Running
13	6	02	GT2	Brown/(Cosmo*)/Barbosa		323	44 Laps	12:01:36.214	2:01.936	189	Ferrari 430 GT	Running
14	7	61	GT2	Krohn*/(Jonsson)/van de Poele		321	46 Laps	12:02:18.870	2:02.670	42	Ferrari 430 GT	Running
15	8	3	GT2	(Magnussen*)/O'Connell/Garcia		320	47 Laps	12:01:38.769	2:02.268	214	Chevrolet Corvette C6.R	Running
16	9	4	GT2	Beretta/(Gavin*)/Collard		320	47 Laps	12:02:06.315	2:01.836	44	Chevrolet Corvette C6.R	Running
17	1	81	GTC	Gonzalez/Leitzinger/(Keen*)		308	59 Laps	12:01:45.889	2:07.355 ‡	36	Porsche 911 GT3 Cup	Running
18	2	23	GTC	Sweedler/(Kapudija*)/Lueders		305	62 Laps	12:01:08.609	2:08.812	17	Porsche 911 GT3 Cup	Running
19	3	80	GTC	Gonzalez/(Diaz)/Kelly*		304	63 Laps	12:03:09.196	2:08.579	105	Porsche 911 GT3 Cup	Running
20	3	16	P2	(Dyson)/Smith*/Meyrick		303	64 Laps	12:02:38.933	1:49.827	274	Lola B09 86 Mazda	Running
21	4	69	GTC	(Rodriguez)/Bieker*/Friedman		302	65 Laps	12:01:25.658	2:09.358	53	Porsche 911 GT3 Cup	Running
22	10	40	GT2	D.Robertson/A.Robertson/(Murry*)		300	67 Laps	12:02:29.959	2:04.291	230	Doran Ford GT-R	Running
23	5	88	GTC	(Lewis*)/Vento/Aschenbach		299	68 Laps	12:01:35.178	2:08.409	57	Porsche 911 GT3 Cup	Running
24	6	63	GTC	(Richard*)/Ende/Lally		282	85 Laps	12:01:25.284	2:09.001	40	Porsche 911 GT3 Cup	Running
25	3	36	PC	(Wallace)/Sutherland/Hildebrand*		281	86 Laps	12:01:00.816	1:57.503	210	Oreca FLM09	Running
26	7	32	GTC	Curtis/Sofronas*/(Pilgrim)		280	87 Laps	12:00:57.839	2:08.689	117	Porsche 911 GT3 Cup	Running
27	11	01	GT2	(Sharp)/van Overbeek*/Farnbacher		271	96 Laps	10:01:10.751	2:01.872	239	Ferrari 430 GT	Mech
28	12	17	GT2	Sellers/(Henzler*)/Pilet		255	112 Laps	12:01:55.849	2:02.479	6	Porsche 911 RSR	Running
29	4	11	PC	(Feinberg)/Marcelli/Weickardt		234	133 Laps	12:01:11.136	1:58.360	48	Oreca FLM09	Running
30	5	89	PC	(Pagerey*)/Wong/Ducote		232	135 Laps	11:06:17.197	2:00.137	9	Oreca FLM09	Mech
31	13	75	GT2	(Gentilozzi)/Goossens*/Dalziel		11	356 Laps	42:19.773	2:08.379	4	Jaguar XKRS	Cooling
32	5	12	P1	(Willman*)/Burgess/Ehret		0	367 Laps	----	----	0	Lola B06 10	DNS
* 33	2	99	PC	Zugel/(Jeannette*)/Julian				----	----		Oreca FLM09	Excl
* 34	6	95	PC	Tucker/(Hunter-Reay*)/Gue				----	----		Oreca FLM09	Excl

*Qualifying Driver (Starting Driver)

Margin of victory: 13.817 / Time of race: 12:00:54.362

‡ New race lap record

*Cars 95 & 99 excluded - Art. 21 of event SR (min. drive time)

Fastest Drivers:

GTC	Leh Keen
GT2	Joey Hand
P1	Sebastien Bourdais
P2	Simon Pagenaud
PC	Ryan Hunter-Reay

Cautions

Laps	Reason
197 - 201	Cars 11, 89 off course
227 - 233	Car 36 off course
290 - 293	Car 89 off course
309 - 313	Car 01 fire

Green Challenge

Prototype	Team Peugeot
GT	Flying Lizard Motorsports

Lap Leaders

Laps	Car
1-26	07
27-121	08
122-122	07
123-151	08
152-153	07
154-181	08
182-183	07
184-214	08
215-230	07
231-239	08
240-240	07
241-261	08
262-341	07
342-345	08
346-367	07

Beaux Barfield
Race Director

Lynda Polk
Chief of IMSA Timing