



ALMS Northeast Grand Prix at Lime Rock Park July 9, 2011 Team and Series Race Report Compilation

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ALMS Series Race Report

Dyson Mazda-Lola wins on home turf; BMW Team RLL earns GT hat trick

LAKEVILLE, Conn. (July 9, 2011) - The hunt for the LMP1 championship in the American Le Mans Series presented by Tequila Patrón lost none of its intensity over the Series' two-month break. Dyson Racing maintained its title lead with a victory in the American Le Mans Northeast Grand Prix. The duo of Chris Dyson and Guy Smith exchanged the lead six times with Muscle Milk Aston Martin Racing on Saturday and took the overall victory. BMW Team RLL also picked up where it left off, scoring its third consecutive GT victory.

Dyson Racing won by 19.969 seconds over the Muscle Milk squad. It was the first ALMS win for Chris Dyson at his home track. Dyson's second Lola-Mazda, driven by Humaid Al Masood and Steven Kane, finished third.

Starting from the pole, Dyson Racing's Chris Dyson had his work cut out for him in the No. 16 Lola-Mazda, holding off Lucas Luhr's No. 6 Aston Martin-powered Lola in the opening laps through a swarm of traffic on the 1.474-mile road course. Luhr dispatched Dyson on lap 16, but was then forced to pit early to replace a flat tire.

"It was great fun," Dyson said. "Lucas and I were going back and forth from the get-go. It was all about where you positioned yourself. It felt a bit like a video game. Our Mazda was fantastic from the start. I think the car really came into its own at the end of the race. We were lucky to catch the yellow when we did. They fought us hard all the way like they always do."

Both cars hit pit lane on lap 56 during the race's first full-course caution. Having taken on fuel during its earlier stop, Muscle Milk's stop was slightly shorter than Dyson's, allowing Klaus Graf to exit sooner and take the lead.

After leading the race for six laps, traffic again came into play as Graf made contact with a GTC car in the Esses, enabling Smith to retake the lead. Another round of pit stops shuffled the Lola-Aston Martin back into the lead briefly, but Smith grabbed the lead for good on lap 74 of the 187-lap, two-hour and 45-minute race.

"My strategy was to push hard every lap," Smith said. "Push, push, push, but in traffic be patient. Like Chris said, it was a bit like a video game. This is a great win for Dyson racing. Everyone worked extremely hard over rest period."

"It was a great weekend," Dyson Racing owner Rob Dyson said. "It's been a more successful day than we've had. Last year we were in the lead for seven glorious laps, and then done. Then we had a fuel injector stick open. This win ranks really high with all of them.

"Another thing I'd like to do is welcome Humaid and Steve (Kane) to the family. They did a phenomenal job. Both cars did great and ran great. The Muscle Milk guys are terrific guys to compete against; they're straight up, fair and competitive. They offer tight, hard racing. Not a lot of dirty stuff. This year they got a win and now we have a win."



GT

BMW Team RLL extended its GT winning streak to three as the No. 56 BMW M3 GT of Joey Hand and Dirk Mueller topped Flying Lizard Motorsports' Patrick Long and Jörg Bergmeister in the No. 45 Porsche 911 GT3 RSR.

"Team RLL, BMW, Dunlop, have done a very nice job," Hand said. "The things we have now have made the car more comfortable and more in the zone. That's how you win races. That's a real key and real testament to BMW Team RLL and BMW Motorsport. Dunlop is really stepping up. They have a very consistent tire now."

A smart opening-lap pass by Long on the No. 55 BMW M3 driven by Dirk Werner enabled the Porsche driver to move into second and chase after Hand. Behind them, havoc in West Bend damaged both of the Corvettes, Werner's BMW and the No. 02 Extreme Speed Motorsports Ferrari F458 Italia.

Long and Bergmeister kept their Porsche within striking distance of the leading BMW throughout the race. Though constant traffic provided some hair-raising moments, a true opportunity for a lead change never materialized.

"Winning is always very sweet and very important and it's good to collect the points," Mueller said. "Like Joey said, we're in year three. Everything is now coming together like it is supposed to. I think we turned three screws on the car before we started the race. The break (between Long Beach and Lime Rock) was massive but we tested in between. At the level we are racing, it has changed so dramatically. Now we have a car that you need to push from the first second. Winning three times in a row looks so easy now."

Fresh from a podium finish at the 24 Hours of Le Mans, Robertson Racing scored its first ALMS podium with a third-place finish Saturday for David Murry and Anthony Lazzaro. Starting seventh in class, the No. 04 Doran Ford GT first appeared in the top three following the chaos in West Bend. The Ford was eventually caught by Team Falken Tire's No. 17 Porsche 911 GT3 RSR. Lazzaro was shown in fourth at the line, but a 90-second avoidable contact penalty on Team Falken Tire elevated Murry and Lazzaro to the final podium position in GT.

LMPC

Genoa Racing earned its second LMPC victory of the season, though it was the first for the Eric Lux/Elton Julian pairing. The duo exchanged fast race laps with CORE autosport's Gunnar Jeannette and Ricardo Gonzalez throughout the race, but the Genoa's ORECA FLM09 won out by 2.246 seconds over CORE's No. 06 ORECA FLM09.

"Elton did a fantastic job putting it out front," Lux said. "Genoa gave us such a fantastic car. It's nice to have the first career win in the ALMS to go with the other ones in my career. For the most part, everyone was pretty polite driving-wise. There are a one or two cars you learn to give a little more room. But overall everyone was pretty nice around us."

The win is Julian's second in a row at Lime Rock Park, his fifth in ALMS competition.

"They are two completely different wins," he said. "Last year we were not the quickest car and had some gearbox problems in qualifying that sent us to the back. We used some smart strategy and had some very, very good stints to bring it to the end. This year we were quick out of the box... My stint was measured, and we had to do a doublestint and Gunnar had fresh rubber so I had to push on old tires. (The late caution) I didn't like it for sure. We had a 40-second lead. Fortunately there were enough cars between us that allowed me to build up another gap."

Intersport Racing's Kyle Marcelli and Tomy Drissi completed the LMPC podium in the No. 89 ORECA FLM09.

GTC

After two hours and 45 minutes of racing, the GTC battle came down to the final corner of the final lap. TRG's Dion von Moltke and Mike Piera scored the dramatic victory - their first in ALMS. Black Swan Racing maintained the class lead for the majority of the race, but a late-race pit stop to close the rear deck lid on the No. 54 Porsche 911 GT3 Cup promoted TRG's Spencer Pumpelly and Duncan Ende into the lead. On the final lap, Pumpelly was held up by Henzler's slowing GT Porsche. Von Moltke seized the opportunity to take the lead and the win.

"That was the craziest race I've ever done," von Moltke said. "With two hours left we were a lap down but kept fighting to the lead lap. The call that really won us the race was from the TRG guys to take left-side tires.

"I guess luck fell our way. The Falken car was really slow in a straight line but would get by us in the corners. He got by Spencer and then Spencer went to the outside at West Bend to overtake. They went two wide and I shoved it in there at the Downhill."

Bill Sweedler and Butch Leitzinger completed the GTC podium in the No. 23 Alex Job Racing Porsche 911 GT3 Cup.

Muscle Milk Aston Martin Racing scored a repeat MICHELIN® GREEN X Challenge prototype win with the best balance of scores in the Clean, Fast, and Efficient marks. The car consumed less fuel while nearly matching the speed of the Dyson Lola-Mazda even though it weighed 50 kilograms more. The Dyson Lola-Mazda had a better Clean score due to its use of iso-butanol, but it was not enough to eclipse their additional fuel consumption.

Robertson Racing won the MICHELIN® GREEN X Challenge in the GT category for the first time showing impressive efficiency along with excellent speed and environmental performance. Third place on the track showed competitive speed, but the team's stellar efficiency - more than 12 percent better than the cars they finished closest to - was the key to their first win in the MGXC. Their strong Clean score was the result of efficiency and the choice of E85 fuel.

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Team Chevy Race Report

Corvette Racing Encounters Traffic and Trouble in Lime Rock

Corvettes Damaged in Chain Reaction Accident, Team Battles Back to Finish Ninth and 10th



LAKEVILLE, Conn., July 9, 2011 – Corvette Racing heeded the advice of company co-founder Louis Chevrolet today at the American Le Mans Northeast Grand Prix at Lime Rock Park. "Never give up!" was Chevrolet's motto, and the team was true to that credo after a chain reaction accident damaged both Compuware Corvette C6.Rs at just 20 minutes into the two-hour, 45-minute race. After the Corvette crew repaired their battered race cars, Olivier Beretta and Tommy Milner battled back to bring the No. 3 Corvette C6.R home in ninth place while Jan Magnussen and Oliver Gavin finished 10th in the No. 4 Corvette C6.R. Joey Hand and Dirk Mueller won in the No. 55 BMW M3 GT by a 20-second margin over the Long/Bergmeister Porsche.

Magnussen and Beretta were running fourth and fifth respectively in the GT class when the melee occurred near the exit of the West Bend turn leading to the fast downhill Diving Turn. An LMPC prototype had contact with a Ferrari, and the pursuing pack of GT cars had nowhere to go. The No. 4 Corvette collided with the third-place BMW, and was in turn collected by the No. 3 Corvette. Both Corvettes sustained damage to their left front corners and went to the pits for repairs. The No. 18 LMPC was subsequently penalized for avoidable contact, but the Corvettes had already paid a high price.

Led by crew chief Dan Binks, the No. 3 crew replaced a damaged upright and installed a new nose in the pit lane. Brian Hoyer and the No. 4 Corvette crew took their car behind the wall and installed a new nose assembly. Beretta rejoined the fray 17 laps behind the leader, and Magnussen was back in the race with a 22-lap deficit.

"That's part of racing at Lime Rock when you have cars running that close," said team manager Gary Pratt. "Somebody spins, somebody checks up, and four or five cars get into each other. We had a lot of pieces and parts to change."

"I'm not sure who hit who, but somebody got together," Magnussen said. "The BMW ran into them, I ran into the BMW, and Olivier ran into me. When I won here in May, Lime Rock was pretty good; today it was back to just being Lime Rock."

"It was like a bicycle race in a living room," Beretta said. "I could not see through all the smoke; suddenly I saw Jan's brake lights and it was too late to stop. The crew did a fantastic job to get me back in the race. I'm not worried about the car after a crash because I know these guys will make the car as good as new. I don't even think about it, I just get on with it because I trust them 100 percent."

The Corvettes racked up the laps, pitting for fuel, tires, and driver changes with 63 minutes to go. Milner replaced Beretta in the No. 3 Corvette C6.R and Gavin replaced Magnussen in the No. 4 Corvette C6.R. The

two steadily gained positions throughout the final hour as others in the GT class also encountered misfortune and mechanical problems. At the end of the race, the Corvettes had clawed their way up to points-paying positions.

"It was an uneventful stint for me, just trying to stay out of traffic and stay out of trouble," Gavin said. "Our race was really turned on its head when Jan was caught up in that accident. We tested a few things later in the race, but the car was pretty badly beaten up so it wasn't a straightforward test session. We did finish 10th and got a point, so that's better than nothing. We'll move on to Mosport and see what we can get there."

ESPN2 will televise the American Le Mans Northeast Grand Prix at 1 p.m. ET on Sunday, July 10. Corvette Racing's next event is the Mobil 1 presents the Grand Prix of Mosport in Bowmanville, Ont., on Sunday, July 24, starting at 3 p.m. ET. Live video coverage will be available on ESPN3.com in the US and americanlemans.com for international users. ESPN2 will televise the Grand Prix of Mosport at 10 p.m. ET on July 24.

American Le Mans Northeast Grand Prix GT Results (Top 10):

Pos./Car No./Drivers/Car/Laps

1. 56 Mueller/Hand, BMW M3 GT, 176
2. 45 Bergmeister/Long, Porsche 911 GT3 RSR, 176
3. 04 Murry/Lazzaro, Doran Ford GT, 174
4. 01 Sharp/van Overbeek, Ferrari F458 Italia, 174
5. 17 Henzler/Sellers, Porsche 911 GT3 RSR, 174
6. 48 Miller/Maasen, Porsche 911 GT3 RSR, 172
7. 44 Neiman/Holzer, Porsche 911 GT3 RSR, 165
8. 55 Auberlen/Werner, BMW M3 GT, 163
9. 3 Beretta/Milner, Corvette C6.R, 161
10. 4 Gavin/Magnussen, Corvette C6.R, 156

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BMW Team RLL Race Report

BMW M3 for Three – BMW Team RLL Wins at Lime Rock Park

Woodcliff Lake, N.J. – July 9, 2011... Joey Hand and Dirk Müller consolidated BMW's lead in the American Le Mans Series GT class manufacturer, team and driver championship with their third consecutive win this season in today's Northeast Grand Prix at Lime Rock Park. The No. 56 BMW Team RLL M3 GT started from the pole and led every lap in the two- hour-and-forty-five-minute race at BMW of North America's home track. The duo completed 176 laps of the 1.474-mile circuit in the run to the checkered flag, finishing 20.387 seconds ahead of the second place Porsche.

The No. 55 M3 GT of Bill Auberlen and Dirk Werner fell victim of circumstance as Werner was hit by a competitor on lap 23, only 20 minutes into his opening stint. The duo soldiered on after extensive repairs, ultimately finishing eighth, 13 laps down to their teammates.

Bobby Rahal, Team principal, added, "It's another great day for BMW and Rahal Letterman Lanigan. It's too bad the 55 car got in the middle of that scrum. I have no doubt that they would have been right there and I'm just really pleased that we had a relatively trouble free weekend. Dunlop did a super job for us again. It's three in a row, wow, that BMW Performance Parts BMW Team RLL doesn't happen very often in racing, so I'm really thrilled for Dirk and for Joey and this helps them out even more in the drivers' championship. BMW has given us the great equipment and our guys have done a great job and the results show."

BMW Team RLL returns to action on July 24 at Mosport International Raceway for Round 4 of the American Le Mans Series.

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RISI Racing Report

ELECTRONIC WOES CURTAIL AMAZING RISI CHARGE AT LIME ROCK

Lakeville CT, July 9, 2011. Risi Competizione's incredible performance in the first hour of this afternoon's American Le Mans Northeast Grand Prix was sadly brought to a premature end because of an untraceable electronic issue on the Ferrari 458 Italia. The car came behind the wall so the team could fully investigate the issue, but was retired from the race at 4:00 pm – some 50 minutes before the checkered flag. The GT class was won by the BMW of Joey Hand and Dirk Muller.

A practice accident yesterday meant that the Houston-based Risi Competizione team was faced with a steep challenge to repair the damaged car at Lime Rock Park. Despite carrying out extensive mechanical and bodywork repairs, which would under normal circumstances only be carried out at a workshop, and the team working until 2:30 am this morning, the No. 62 car took to the 1.47 mile long track for warm up this morning with the car running just as well as it had at the start of Friday's practice. The skill of the team's engineers and mechanics and their hard work was warmly praised by both drivers and the team management.

Forced to miss qualifying yesterday because of the on-going repair work, the Ferrari took its place at the back of the 31-car grid for the start of the race under blazing sunshine and 81oF temperatures. Toni Vilander of Finland made an amazing start and was 20th overall after two laps and up to ninth in the super-competitive, 15-strong, GT class by the end of lap five. He continued to carve his way through the field, benefiting from a multi-car accident 20 minutes into the race which affected several of the Ferrari's competitors. At the handover to Jaime Melo – which took place after 56 minutes of running and under the first full course caution period – the Ferrari was in a commanding third place.

Melo resumed the on-track battle, reclaiming third place in class, until a continually worsening misfire brought him into the pits. Despite full and extensive investigations, the cause of the problem wasn't traced and the Ferrari was eventually withdrawn.

Jaime Melo said afterwards, "Of course we're hugely disappointed; that's not a surprise. We were expecting to be racing hard against two BMWs, two Corvettes and two Porsches but in the end we were only up against one BMW and one Porsche so I'm completely confident we'd have finished on the podium and maybe done even better than third. Our Michelin tire strategy was working very well and we think we would have been really strong towards the end of the race. The most important thing for me though is that I have to say a big, big thank you to Toni who drove a FANTASTIC stint to get us to the front."

Toni Vilander adopted a no-risk strategy from the start of the race: “I tried to use the experiences I had in the past, when I might have been too aggressive, and come from the back of the grid and avoid all contact. I used all the overtaking opportunities there were, but in every manoeuvre I waited for the right moment and was sure that the other guy knew I was there. We could have been even faster but the level of risk would have been raised, there would have been a chance of contact.

“Everything was pretty smooth,” he continued. “A few cars in our category, like the Ford GT, are really quick in a straight line and we lost quite some time over several laps because when they are accelerating it’s like they’re in a different class! This is part of GT racing though so I just waited for my moment. After that I was going at a steady pace and I tried to be relaxed at the wheel. I thought the race was going to be harder, because of the heat and the competition, but tried hard not to over-drive the car and I thought a third place finish was in our pocket. It’s a shame for the guys we couldn’t deliver a good result because of all the work they put in yesterday.”

The team now moves on from Lime Rock to Mosport in Canada. Today’s race is the start of a 7-race schedule within a 13-week calendar, and many competitors including Risi Ferrari will today be looking forward to putting the disappointments of New England behind them and looking ahead to the challenges of the fast Ontario track.

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Flying Lizards Race Report

First Podium of the Year for the Lizards at Lime Rock: No. 45 2nd, No. 44 7th in GT

July 9, 2011 – It was a bittersweet finish for the Lizards: Joerg Bergmeister and Patrick Long secured the team's first podium of the year with a second place finish at today's Northeast Grand Prix, but only after seeing the chance to battle the No. 56 BMW to the finish evaporate after a late race tire puncture. Seth Neiman and Marco Holzer brought the No. 44 Flying Lizard Porsche into seventh, after an ignition coil failure required a pit lane repair and pushed them far down in the field early in the race. The No. 56 BMW won in GT after leading the entire race.

Patrick Long started third on the GT grid in the No. 45; Seth Neiman started sixth in the No. 44. After a clean race start, Long quickly took P2, with the No. 56 BMW in the lead and the No. 55 BMW (which had started second) now in P3, followed closely by both Corvettes. Fifteen minutes into the race, Neiman radioed in that he had a misfire and immediately pitted for replacement of an ignition coil. The repair sent him back to P15. Just a few minutes later, a major incident collected the No. 55 BMW and both Corvettes- which were running P3, P4 and P5, respectively-- and the No. 02 ESM Ferrari. All four cars sustained heavy damage and pitted.

Near the one-hour mark, still in P2, Long pitted for driver change to Bergmeister, who was back on track still in P2. The No. 56 BMW was in the lead. The No. 62 Risi Ferrari, which had started from the back of the pack, had moved to P3 and the No. 17 Falken Porsche was P4. The four cars were running close together, dealing with the intense traffic of the large field on this short circuit.

Joerg continued to push the No. 56: keeping with him through the heavy traffic. With just one hour left to go, he had closed the gap to the No. 56 to three seconds. The No. 44 had moved up to P7, with Marco Holzer now behind the wheel.

Near the two-hour mark, Bergmeister, still in second, pitted for tires and fuel. The No. 56 also pitted. Fifteen minutes later, held up by traffic, Bergmeister was 17 seconds back from the BMW. Over the next 15 minutes and a full course caution, Joerg closed the gap once again to five seconds. With 10 minutes left to go, a tire puncture sent Joerg diving into the pits. He was back out on track quickly, but was now 34 seconds back from the No. 56 -- too wide of a gap to close in the final 10 minutes.

Bergmeister commented, "It was a frustrating stint to make so much progress and then lose ground with the tire puncture. But I felt good with the car; it was hooked up and the more rubber that accumulated on the track, the better the car got. We had some bad luck here, but we need to keep our heads down and keep pushing. I'm happy to see us back on the podium. Thanks to the 45 crew who did another great job in giving us a great car for today."

Holzer added, "I was flat out in the Porsche for most of my stint: it was handling well and I had fun navigating for position with all of the other classes. If we hadn't had the problem early in the race, I think we had a shot at a top five finish. The 44 crew also did a fantastic job. I'm looking forward to being back with the team at Mosport."

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Porsche Motorsports Race Report

Bergmeister/Long Miss Top Step, But Earn Important Podium Finish for Flying Lizard Porsche At Lime Rock; TRG Gains One-Two Finish in GTC as von Moltke/Piera Score Last-Lap Win in 911 GT3 Cup

Lakeville, Conn. – July 9 – After missing the podium at the first two American Le Mans Series races in 2011, defending GT champions Joerg Bergmeister (Germany) and Patrick Long (USA) realized that the Northeast Grand Prix at Lime Rock was the place where their season needed to turn around.

After qualifying their Flying Lizard Motorsports Porsche 911 GT3 RSR third on the grid, Patrick Long jumped into second place right away at the start, and he and Joerg ran a solid race to contend for the victory before a late-lap puncture took them out of the hunt for the win. Still, second-place points were just what the doctor ordered, according to Long. “This is an important finish for us – the best one of the year. Except for the winning

BMW, we made up points on everyone in the standings in front of us. We had a great set-up and a winning strategy, but the puncture left us out of the running for a victory in the end,” said Long, who moves into third place in the points, and, along with Bergmeister, only three points out of second.

Bergmeister, who had a Lime Rock winning streak on the line, was pleased with the way the car performed, but the puncture took the wind out of their sails. “This was a very busy race, and we were able to compete for the lead almost until the end, when we had bad luck with the late-race puncture. I tried everything to score my sixth straight win, but it didn’t work out today. I think we scored the best result under the circumstances.

The Falken Tire Porsche 911 GT3 RSR was also headed for a podium finish, but was slowed near the end of the race by fuel pressure ills, which led a 90-second penalty for contact on the course when the car was trying to limp to the finish. The penalty pushed the Wolf Henzler (Germany)/Bryan Sellers (USA) race car to fifth place. Still, Henzler noted the team competed with the winning BMW and the Flying Lizard Porsche for most of the race.

“We are pleased for the Falken Tire Porsche team to be competitive with the GT leaders, and only a late fuel pressure problem prevented us from finishing on the podium. We had a good strategy, and felt we could run with the leaders before our problem,” said Henzler.

Marco Holzer (Germany), the other Porsche factory driver at the event, was sharing the other Flying Lizard Porsche with team owner Seth Neiman, and experienced his first event at Lime Rock. “I jumped in the car far down in the class, and was able to finish seventh and turn competitive lap times at a new track for me. I thank the Flying Lizards for giving me this opportunity,” said Holzer.

Finishing just in front of Holzer/Neiman in sixth place was the Paul Miller Racing Marquis Jet Porsche 911 GT3 RSR driven by Bryce Miller (USA) and Sascha Maassen (Germany). Maassen/Miller were advancing through the field before being slowed by an exhaust issue.

In the GT manufacturers points race, Porsche is now in second place, passing Corvette with today's results, with its sights on first place BMW. In the American Le Mans GT Challenge class for matched Porsche 911 GT3 Cup cars, Dion von Moltke/Mike Piera took their TRG Porsche 911 GT3 Cup to victory with a last-lap pass of TRG Porsche teammates Spencer Pumpelly/Duncan Ende to score their first ALMS win. The Battery Tender Bill Sweedler/Butch Leitzinger Porsche and the Black Swan Tim Pappas Damien Swan Porsche rounded out the top four – with all the teams having a shot at the win near the end.

“We had a winning strategy which gave us fresher tires in the end, and I was able to get by my teammate Spencer Pumpelly on the last lap when he was stuck in traffic behind a slowing GT car. It was bad luck for Spencer, but we were able to bring the TRG Porsche to victory. With Spencer and Duncan Ende finishing second, it was a one-two TRG finish, the team's best ever in ALMS,” said von Moltke.

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Jaguar RSR Race Report

A DOUBLE TOP-TEN EFFORT FOR JaguarRSR AT LIME ROCK

Lakeville, Connecticut (July 9, 2011) - Within the first hour of the American Le Mans Northeast Grand Prix at Lime Rock Park, JaguarRSR had both XKR GTs running in the top ten, but only one would take the checkered flag after the #98 was hit by another car ending its day prematurely.

After Bruno Junqueira qualified 11th in the GT field, Cristiano Da Matta took the green flag behind the wheel of the #99 JaguarRSR XKR GT. He drove a short stint and Junqueira jumped in for a long run moving up the field to seventh. Da Matta returned to the cockpit to run another energized stint before returning the car to Junqueira for the sprint to the finish. Unfortunately a failed electronics sensor required another stop for repair leading to a 12th place result.

"I think that we had a lot of good changes on the #99 JaguarRSR XKR GT; it was much faster," said Junqueira. "I am quite happy about that. Unfortunately we had some electrical problems in the car that lost a lot of time fixing those because we could have had a good result and get some points. It was good to finish though and at times during the stint we were able run times very close to the leaders. I had a great opportunity to run behind one of the BMW's, and was able to keep the same pace. So we are getting there, we are very close."

Da Matta was also happy about the car's performance on track. "Considering that Bruno and I had to learn the track and we had such a short time of on-track running before the race, I think we were able to get a good race car for today," said Da Matta. "It was unfortunate that we had some electrical issues that set us back, but I think the balance was good and all the work the team did during the break definitely is showed in our effort today. We look forward to our next race to continue moving forward and I know we have what it takes."

PJ Jones qualified the #98 car, which started 14th on the grid, and drove it to take the green flag this afternoon. Early on he made his way up to eighth and was having a good race until he was involved in an on-track incident.

"We had a great start," said Jones. "We were running eighth in class and just cruising, trying to stay out of trouble. In regards to the incident, I am not really sure what happened. We were going into a corner and I was trying to get by a GTC car that was on the inside of me, I guess there was a car on the inside of him and maybe they made contact. I don't really know. I just know all of a sudden I am getting hit and I was turned around. I do know that I held my line so I don't feel it was anything I did. Unfortunately we weren't able to make repairs in time to get back into the fight."

After the incident, Jones was able to drive the car back to the pits but upon further inspection a broken steering component would lead to its early retirement.

"Today we got a glimpse of what we can achieve with the combination of our hard work over the break and our excellent Dunlop tires," said Paul Gentilozzi, JaguarRSR Principal Partner. "Unfortunately things did not go our way and the results didn't demonstrate our genuine potential, but we look forward to Mosport and giving our loyal Canadian fans a great show."

The team will have a short break before heading north of the border for the Mobil 1 presents the Grand Prix of Mosport, July 24.

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ALEX JOB Racing Report

ALEX JOB RACING FINISHES AN EXCITING THIRD AT LIME ROCK IN ALMS GTC

Alex Job Racing's (AJR) Bill Sweedler and Butch Leitzinger finished an exciting third place in today's running of the American Le Mans Series (ALMS) presented by Tequila Patron Northeast Grand Prix run at Lime Rock Park.

Sweedler took the start of the two-hour-and-forty-five-minute race and quickly improved from his fifth place grid position to third. On lap 25 Sweedler was hit by an LMPC car knocking off the front splitter, severely affecting the handling of the No. 23 Battery Tender/Robert Graham/William Rast/AJR/Porsche. The Westport, Connecticut resident recovered and handed the 23 over to Leitzinger on lap 63 in fifth place.

After the pit stops played out Leitzinger found himself in a constant battle for the final podium position with two different cars. The first was with the No. 68 who was running on fresher rubber. Finally with just one lap to go the Rebersburg, Pennsylvania resident passed the 54 for the last podium step to give the team their second consecutive podium finish.

"It was all about Butch, he did a hero job today," Sweedler said. "He drove a stint with tires that were gone 30 laps previously and passed the points leader for the podium. I am sorry that I got in an incident. If it wasn't for that little happening we would have probably been on the top of the podium - but that is racing. My hat is off to Butch, he did all of the work today."

"From the beginning we wanted a long run set-up on the car," Leitzinger said. "I couldn't imagine that there would be that many long runs at this track, but that is the way it worked out. The set-up paid off. Greg (Fordahl, team engineer) and everyone on the AJR team did a great job with the car. Towards the end we made the right call going with no tires and a splash of gas. I couldn't hold off Dion (von Maltke, the eventual winner), but we made up ground and finished third. It is a pleasure to be back with Alex and the team. It was a great reunion. I am so pleased they allowed me to come and play with them again."

Team owner, Alex Job, had his strategy and car ready for a great race today. "We went with a long stint set-up on the car which proved to be the right way to go," Job said. "Bill had a tough start when an impatient LMPC driver got into him and knocked the splitter off of the front. Butch did a real professional job today. The way he handles the traffic and keeps his times consistent is just amazing. You can tell he has a lot of laps around this track and knows how to pace the car in heavy traffic to lose as little time as possible. His last lap pass on the 54 was great to get the final podium position. A good day!" [Back to top](#)



Dyson Racing Team Report

Win One

LAKEVILLE, CT – July 9, 2011 – The #16 G-OIL ModSpace/Construct Corps Lola Mazda with Chris Dyson and Guy Smith started first and finished first and the #20 Oryx Dyson Racing Lola Mazda with Humaid Al Masaoood and Steven Kane started second and finished third in today's American Le Mans Series race at Lime Rock Park. The #16 Dyson entry was the car to beat all day, leading 165 laps of the 187 lap race. Smith set fastest race lap and Kane pulled down the second fastest of the race.

This was the first time Al Masaoood and Kane have raced here in America. The #20 car started the race with a deficit after battery problems necessitated starting the car from pit lane. Al Masaoood took the car from thirty-first to seventh. Kane got in the car on lap fifty-nine and did the podium run, taking the car to its third place finish.

Dyson started his pole-setting Mazda and traded the lead with the Muscle Milk car four times, leading forty of his sixty-lap run. Smith drove the final stint and took the lead for good on lap seventy-eight, setting fastest race lap forty-one laps latter.

"This win ranks right up there," stated Rob Dyson. "But it is made even more special by being able to welcome Humaid Al Masasood and Steven Kane to the family. They did an absolutely phenomenal job and both cars ran well for the whole race. I think it is going be great for the remainder of the season. I do want to say that the Muscle Milk guys are terrific guys to race against – they are straight up, fair and very competitive. It is tight and hard racing and that is what you really want to see."

Both Humaid and Steven enjoyed their inauguration into American racing and the bullring competition of Lime Rock. "This feels really good, and I am very happy to have finished well here," said Al Masaoood. "That was our goal to come here and do a good job and we are looking forward to the next round." Kane echoed those sentiments: "This is probably some of the most fun I have had in racing. Working the traffic is quite the challenge. The fact we were a tenth off fastest lap is a great achievement for the whole team."

"Maintaining the championship lead is a good feeling," said Smith. "Chris and I were talking about that before the weekend: we have to treat every race as necessary to win. You cannot get conservative because you are leading the championship. You have to keep on pushing to maintain that lead. This weekend our game plan was to get up front and lead the race and Chris did an awesome job in qualifying. Steven is going to have a bright future in the ALMS and Humaid as well. They are a great fit for our team. A one-two qualifying was great and to top it off with a win was the icing on the cake."

Chris Dyson noted that today was his first pro win at Lime Rock. "One of the first races I can remember as a youth was watching dad and Drake Olson win her in 1985. It has always been a goal of mine to come here and

do the same thing. It was a dream weekend to be on pole and to win the race with Guy a person who I really respect - he is really like my brother. To be honest, it is better than I imagined it would be. When you are seven years old you imagine in your minds eye what it would be like and the reality is much better than you ever thought it was going to be.”

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Falken Tire Race Report **Provided by Falken Tire**

FALKEN TIRE ALMS TEAM TAKES FIFTH IN CLASS FOLLOWING DRAMATIC FINISH AT LIME ROCK

LAKEVILLE, CT – Earning the final podium spot in the hotly contested GT Class of the American LeMans Series race at Lime Rock Park seemed easily within grasp, but an unfortunate 90-second penalty assessed by ALMS IMSA officials on the last lap caused Team Falken’s Porsche 911 GT3 RSR, piloted by Porsche Works and team driver Wolf HENZLER, and his partner, team driver Bryan Sellers, to wind up 5th out of 15 GT entrants. The car had run strong all afternoon on the historic road course.

“While Indy Cars don’t race at Lime Rock, I’m certainly familiar with this prestigious race track, and combined with our experienced drivers and crew, we were well-prepared,” declared Falken Team Manager Derrick Walker. “This is a very disappointing finish, but I know we are definitely moving in the right direction.”

Running on specially prepared Falken AZENIS RT Slicks, Sellers qualified the Falken factory Porsche 9th in GT with just two hours of practice owing to the considerable rainfall the area endured, and the team was unhappy with the position. However, once the race started, Sellers immediately advanced over several class entrants, moving the Porsche up the leader board. His strong performance, combined with competitor mistakes, moved Team Falken to P5 before the first pit stop. Both drivers spent a good portion of their stints negotiating traffic on the short, 1.5-mile track, whose narrow width created heavy congestion throughout the two-hour and 45-minute event.

Nevertheless, “lightning fast pit work got Wolf out and into fourth,” stated Kevin Jones, supervisor of Team Falken’s ALMS effort. “HENZLER and Seller’s performance and great race strategy by Derrick put Team Falken as high as second behind the race-winning BMW.”

Unfortunately, P2 was not to be, as a fuel pressure problem plagued the team during the final 45 minutes. “Wolf managed to keep the Team Falken Porsche in third until the final lap of the race when the team was assessed a 90-second penalty for ‘avoidable contact’ during a position battle, causing the Porsche to finish in 5th,” Jones added.

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“Clearly, this was an important finish for us,” said Nick Fousekis, Falken’s Director of Motorsports Marketing and Events. “During the 11 weeks we were off due to the 24 Hours of LeMans break, Falken Tire engineers and Walker Racing worked diligently, conducted private tests and on Saturday, we demonstrated at Lime Rock that both our team and tires are on the right path. Receiving the events "Hardest Charger Award" is an honor and thank the series for the recognition. It’s just unfortunate that the penalty sets us back, but we’ll learn from it and move across the border and on to Mosport.”

To learn more about the American Le Mans Team, Visit www.wegetyougoing.com

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