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World Class

**2011 AMERICAN LE MANS SERIES, ROUND 6
TIME WARNER CABLE ROAD RACE SHOWCASE
AT ROAD AMERICA, WI**

August 20, 2011

Race Report Compilation

Reports provided by the teams

Photos courtesy of ALMS and the teams



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Risi Competizione Report Provided by Fiona Miller

RISI SECURE FIRST GT VICTORY FOR THE FERRARI 458 ITALIA IN THE ALMS

Risi Competizione, the privately-owned Ferrari team from Houston, Texas, today secured the first GT victory in the American Le Mans Series for the Ferrari 458 Italia, the new-for-2011 GT challenger from Maranello. There were four hours and 101 laps of scintillating racing at the scenic 4-mile Road America track in Wisconsin, the sixth round of the American Le Mans Series, and it was the Rosso Red Ferrari which took the checkered flag ahead of the two BMWs of Bill Auberlen/Dirk Werner and Dirk Muller/Joey Hand.

The victory was witnessed by a delighted Ing. Amedeo Felisa, the CEO of Ferrari SpA and Mr Marco Mattiacci, President and CEO of Ferrari North America as well as two of their fellow directors who had all travelled to Road America for the day to view the race.

The all-new-for-2011 challenger from Maranello has been up against some fierce competition in the intensely close ALMS production-led class, and the win – the team's 21st in the series – is a great affirmation of the hard work put in by the entire Risi team. Team Principal Giuseppe Risi was thrilled with the team's first win since Mid Ohio last year for a number of reasons:

*“Today is probably one of the crowning moments of Risi Competizione. For us to be able to give the F458 its first victory in the US is wonderful. We’ve been close but this was really exceptional. The team did a **fantastic** job; the drivers were both outstanding and Jaime Melo demonstrated clearly just what an incredible driver he is, while Toni was superb during his stint. At the last pit stop, the crew were unbelievable. All our calculations turned out perfectly and the tire change was amazing. It was a great day for us.”*

Commenting on the fact that the victory took place in front of some honored guests, a very happy Mr Risi continued: *“The other crowning moment is that the Ferrari 458 is Ing. Felisa’s ‘baby’, so to speak, as he has taken a special interest in its development. For he and Marco to witness this car win for the first time in the US, which also happens to be the biggest market for Ferrari, is very special. Ing. Felisa came here specially from California, disturbing his holiday to do so, so this is all one very happy Ferrari family.”*

As mentioned, Risi's drivers Jaime Melo and Toni Vilander performed flawlessly throughout the four hour race under high pressure conditions, surviving some heart-stopping moments in the heat of track battle. The race win was, however, effectively secured in the pits at the last round of stops and under the fourth of the caution periods when the Risi crew carried out such a slick turn-around that Melo not only exited the pits ahead of his

closest BMW rival, but was also able to pull out a small margin of comfort to see him through to the close of the event.

Recording his 18th career ALMS victory, as well as fastest GT race lap, Jaime Melo said afterwards: *“It’s been a tough year for us as we have had many problems with the car at the beginning of the season, but we finally got the win which is really important for us and for Ferrari. It’s also important for this new model and it won’t be the last one. It just proves we must focus and never give up.”*

“We were using Michelin’s new mid-season development tires throughout the race and they were very consistent. It was quite hard to keep the pace, with the different temperatures during the race, and at the beginning it was pretty hard; we had a big battle between us and Corvette and BMW. I knew I had to put in everything I had because they always have something more. Luckily we were able to keep a good pace, Toni did a good job and the strategy was just great. Once again Risi showed we are here to win and we never give up. Now we’re looking forward to the next one.”

For Finland’s Toni Vilander, it was his first ALMS victory – and he was duly drenched in podium champagne for that honor. “First of all I want to thank Jaime for really great work – the speed he had at the end was incredible – and the Risi team’s pit strategy was awesome. The speed the guys refuelled and changed tires was something special and it meant we could overtake many cars, especially with the last yellow.”

One of Vilander’s heart-stopping moments involved having to re-shut his car’s door after exiting the pits. “I had the engineer yelling ‘shut the door’ but I needed to release the pit speed limiter and change gear so I was running out of hands! I was alongside the Corvette by then and we barely touched but it was enough to upset both cars into a slide. It was good to show our potential and it will give us a boost for the remaining races.”

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BMW Team RLL Report

Provided by Thomas Plucinsky, Eric Mauk and Bill Cobb of BMW and Team RLL

Double Podium Finish for BMW Team RLL at Road America

Although a third consecutive GT victory at Road America was not to be, BMW Team RLL ended today's American Le Mans Series Road Race Showcase with a double podium finish.

In what was a very exciting race both M3 GTs took their turn leading the four hour contest. At the end, the No. 55 of Bill Auberlen and Dirk Werner finished second for the duos third consecutive podium finish. The No. 56 of Joey Hand and Dirk Muller came home third to extend their lead at the top of the GT driver points. BMW Team RLL maintains its lead in the team points and BMW stays at the front of the Manufacturers standings.

The race was slowed and ultimately determined by four caution periods that brought both good luck and a bit of bad luck to all four BMW team RLL drivers. At the green flag Hand, from the pole, led the 15-car GT field into turn one, holding the lead until lap 23 when he fell to third after being held up by a slower class car. Auberlen pitted during the first yellow on lap seven to begin a different fuel strategy for the No. 55 M3 GT. Hand pitted under green on lap 28 and a fast pit stop gained him one position. Auberlen handed off to Werner on lap 36 during the second caution period dropping the car to the rear of the field.

As the race reached the half-way point the battle at the front of the GT field intensified with Hand holding second place. All the lead pack of cars, including the No. 56 machine pitted on lap 58. As the cars exited the pit lane, Muller had regained the lead of the pack thanks to excellent work by the BMW Team RLL pit crew. After being slowed by another caution period, the third hour of the race saw the No. 55 M3 GT dive for the pits for its final pit stop and the No. 56 M3 GT circulating in second.

Five minutes later the races final yellow flag slowed the field and put the No. 55 machine in the cat bird seat. As the balance of the field pitted Werner stayed out and went to the front. Muller pitted on lap 81 and returned to the race in fifth. Werner was passed for the lead with 30 minutes remaining, ultimately finishing second. With two strong passes in the final laps of the race Muller moved up two spots to finish third and return the No. 56 M3 GT to the podium.

"We come to win every race," said Bobby Rahal, Team Principal. "We tried hard and looked really good, but got unlucky in traffic a few times. Just in the wrong place at the wrong time. We had excellent pit stops- best all year I believe. We beat everyone in the pits. The 55 car gambled and it went their way. Bill and Dirk did a great job. The 56 car got caught up in some traffic with the Lizards and Corvette, but we kept hunting. We like to win, but we will take a second and third finish. We beat our chief competitors and added to the gap with Corvette in Team, Driver and Manufacturer points. Our BMWs are fast and reliable. We have a street fight on our hands next in Baltimore. Let's see what happens."

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Dyson Racing Report **Provided by Brian Wagner**

It was the closest finish in the history of the American Le Mans Series. After four hours of racing today at Road America, Guy Smith finished a tenth of a second (.112) behind Klaus Graf in the Muscle Milk Aston Martin. Smith set the fastest race lap ten laps from the end in the #16 G-OIL ModSpace Construct Corps Lola Mazda after more than two hours in the car. The fastest lap of 1:52.517 was only a tenth off his qualifying time. Graf said after the race, "I can't remember pushing so hard for the last two hours of a race. The last twenty minutes were the toughest of my career."

"It was one of the best races we have ever been part of," said Smith's teammate Chris Dyson. "You cannot ask for a better race to come down to such a close fight after four hours. I have to hand it to Guy: some of the moves he pulled off at the end, especially where he overtook on the grass, were inspired and brave and this is why I so enjoy having him as my teammate. He is able to dig deep and find the speed when needed and put in exceptional performances."

"The car was awesome at the end," recounted Smith. "The last set of Dunlop tires was fantastic. A couple of times Klaus would get really good breaks in traffic and we would drop five or six seconds back but I kept charging and would catch up again, only to have to repeat it again as we went through traffic. I am disappointed because it was so close, but it shows that even after four hours of hard racing, how strong the Mazda is."

Steven Kane had an equally strong race beginning in the #20 Oryx Dyson Racing entry. He led the first nineteen laps and an additional thirteen laps five laps later. He passed the #6 car on the first lap under braking going into turn three and repeated the move two more times in his hour and a half in the car. "The stint went very well. We were able to fight back every time the Aston got close and when he passed I fought back right away and kept him at bay. It is great to be competitive and we are doing better than our expectations were to start off with."

Humaid Al Masaood took over from Kane on lap thirty-six, but nine laps later, a water leak necessitated a radiator change that put them down the order. Their race ended prematurely three hours into the event when the car ran wide and slid off the track. Humaid noted that "Steven's run shows the pace of the car. Unfortunately having the radiator fail today was totally out of any ones hands, but performance wise, it is hard to fault this weekend."

Today's event was one of motorsports' better examples of two teams putting their whole heart and soul into a race. The playing field moves to the east coast for the inaugural Baltimore Grand Prix on September 3rd. Stay tuned for more of the best that ALMS racing has to offer.

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Paul Miller Racing Report

Provided by Nate Siebens – Paul Miller Racing

No. 48 Paul Miller Racing Porsche Teammates Score Seventh at Road America *Co-Drivers Tough Out Fourth Straight Top 10 in Four-Hour Race Despite Adversity*

A lot can happen in four hours of racing, and a lot did happen for No. 48 Chopard/Marquis Jet/TOTAL/IPC Porsche 911 GT3 RSR co-drivers Bryce Miller and Sascha Maassen for Paul Miller Racing on Saturday at Road America.

At the end of the day, literally, Miller and Maassen earned the satisfaction of another solid performance in the American Le Mans Series presented by Tequila Patrón with a seventh-place result in the GT class in the Time Warner Cable Road Race Showcase. The result was the fourth straight top-10 result for the driving duo and was just one position shy of the team's best ALMS run of the season, which was a sixth-place outing at Lime Rock Park last month.

An eventful afternoon got started even before the green flag dropped on the race, as a pole fell on Bryce Miller's leg, leaving the 29-year-old American racer with a badly bruised and swollen right knee. Fortunately for Miller, Maassen took the opening driving stint behind the wheel of the No. 48 Porsche and managed to work his way from 13th on the starting grid into the top 10 within the first hour of the race. Maassen made up the positions in spite of a drive-through penalty he incurred for speeding on pit lane during his first pit stop before even 30 minutes had elapsed.

The German stayed in the cockpit through the halfway point in the race and benefited from a few well-timed full-course caution periods to get all the way to sixth in the running order. He turned the car over to Miller with roughly 90 minutes remaining.

"We decided to pit early, because we had a good experience with that in the past races, and it was a good move again," Maassen said. "We were really lucky because the yellows always came out when we were really low on fuel, so it was perfect timing. We couldn't have planned it better for the yellows. It was so good that on the last yellow before I gave the car to Bryce, we were lying sixth. That was really good."

However, a balky clutch pedal - which had begun to deteriorate during Maassen's stint - greeted Miller as soon as he sat down in the cockpit, and it would eventually stop working altogether. Nevertheless, he rejoined the fight well within the top 10 and settled into ninth place for the majority of the final hour-and-a-half of the race.

As night began to fall on the 4.048-mile circuit, however, the team determined that it would not be satisfied with a ninth-place result. The Ferrari of Scott Sharp and the Porsche of Marco Holzer were both within Miller's sights and he managed to chase down and pass both of them over the final two laps, slotting the No. 48 Chopard/Marquis Jet/TOTAL/IPC machine in the seventh position at the checkered flag.

"We were closing down on Scott Sharp over a number of laps and my team gave the call to me that we were within range to attack, so I started to work and chip away at the gap and we were able to close it down," Miller said. "The guys did a great job to give us a reliable car that went the distance for our fourth top 10 in a row. There's no damage on the car and everybody can just continue working forward. This is really good for our team and another good feather in our caps. We're just really proud of everyone.

"Sascha did a great job. We're keeping it tight and keeping it away from damage. We're working really well together. If we can keep our driving like this and the team can keep the strategy the way it's been, really superior strategy, we should be able to pull down some respectable results. We've got some key ingredients there to give us a chance."

Among those key ingredients are the team's Yokohama tires, which have improved significantly throughout the 2011 season. Team owner Paul Miller noted the performance of the tires after the race and echoed his son's sentiments on the total team effort at Road America.

"We were really happy with the step forward that we took today with our Yokohamas," he said. "The pace was excellent. We were really pleased we were able to stay on the lead lap for the whole race and finish the race on the lead lap. We really made a nice step forward. A lot of teamwork went into the effort today. We're very excited about our position in seventh place. The Chopard RSR really performed well today. We were really in a different zone than we've been in to this point. Our development efforts are really paying off."

Next up for the Paul Miller Racing team is the inaugural Baltimore Grand Prix along the Inner Harbor in downtown Baltimore, Md. That two-hour race is scheduled for Saturday, September 3.

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Flying Lizards Report **Provided by The Team**

No. 45 Fourth and No. 44 Ninth in Road America Four-Hour Thriller

In one of the most exciting ALMS races to date, Joerg Bergmeister and Patrick Long battled the GT BMWs, Corvettes, and Ferraris over four hours at Road America to bring the No. 45 Flying Lizard Porsche home fourth in class. In the No. 44 (Seth Neiman and Marco Holzer), with less than five minutes left in the race, Holzer was in seventh with sights on sixth when a suspension problem forced him to slow on course for the final three laps. The No. 44 finished ninth. The No. 62 Risi Competizione Ferrari won in GT: their first win of the season.

The race took a dramatic tone from the start as the 36-car, 5-class field jockeyed for position, running three-wide in a densely packed group. Joerg Bergmeister started fifth on the grid in the No. 45 and Marco Holzer ninth in the No. 44. The No. 56 BMW was on the pole, the No. 62 Ferrari P2 and the No. 4 Corvette P3.

Both Lizard Porsches held their positions at the start, and by the one-hour mark, Bergmeister had moved to P4, when he turned the wheel over to Patrick Long. The No. 4 Corvette was in the lead, the No. 62 Ferrari in P2 and the No. 56 BMW in P3. In the No. 44, Holzer was P10. 90 minutes in, following the second caution of the race, the GT field had completed their first round of pit stops and the No. 56 BMW was back in the lead, the No. 62 P2 and the No. 4 P3. Long held P4 and Holzer P10.

Over the next hour, the GT leaders continued to shuffle. By the three-hour mark, Long, who double-stinted, had moved up to P3, and the GT leaders re-sorted again after yet another full course caution and pit stop round. The No. 62 Ferrari was now in the lead, the No. 56 BMW in P2 and the No. 4 Corvette in P4. After a 20-minute battle for position, the No. 4 Corvette overtook Long to take P3. Holzer had turned the No. 44 over to Neiman, who kept the Porsche on the lead lap and finished his stint in P8.

With about 40 minutes to go, both Lizard Porsches pitted together for final driver changes back to Bergmeister and Holzer. 20 minutes later, the No. 62 Ferrari was P1, the No. 55 BMW P2 and the No. 45 P3. The No. 56 BMW was P4 and the No. 4 Corvette P5. Holzer had moved to P7.

Over the next 10 minutes, Joerg fought to hold off the No. 56, but finally the BMW overtook to take P3, edging the Lizards out of a podium spot. Joerg said, "The guys did an awesome job today: great teamwork on pit stops and strategy. My second stint was really fun: I pushed every lap like it was a qualifying run. Unfortunately at the end the BMW passed me on the straightaway. I fought hard but there just wasn't anything that I could do."

Meanwhile, in the No. 44, nearing race end, Holzer was in P7 and closing in on the No. 17 Falken for position. With just five minutes to go, a suspension problem forced him to slow on course and cost him two positions. The No. 44 finished ninth. Holzer explained, "At race start I was really fighting with the car. Then we made a setup change at my first pit stop and after that things were much better. I pushed so hard in my first stint and made some progress; we had a fast car on pace with the GT leaders. Seth did a great job: he was quick and we stayed on the lead lap. In my second stint, at the green restart, I knew the GT cars in front of me were for position. I caught two of them and was aiming for the No. 17 when, suddenly in Turn 6, I had a problem in the front right. It was a struggle to bring the car to the checkered and we lost two positions at the end."

Long added, "The team executed perfectly today. We've run a lot of races performing just like we did over the last four hours. We didn't have what we needed for a podium, but we beat a lot of cars that had faster lap times and we delivered 100 percent--I'm very proud of our result."

Up next for the Lizards is the second street course of the season at Baltimore, September 3.

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Porsche Napleton Racing Provided by Adam Saal

Seventh-Place Finish for Porsche Napleton Racing (PNR), David Heinemeier Hansson and Dominik Farnbacher in Team's ALMS Debut at Road America

Debuting No. 97 PNR/37signals Porsche GT3 Team Runs Second and On The Pace

Porsche Napleton Racing (PNR), and drivers David Heinemeier Hansson and Dominik Farnbacher, rallied for a seventh-place Grand Touring Challenge (GTC) class finish in the team's debut race in the American Le Mans Series (ALMS) by Tequila Patron Saturday in the No. 97 PNR/37signals Porsche GT3 at the Time Warner Cable Road Race Showcase event at Road America.

Farnbacher moved the No. 97 PNR/37signals Porsche to as high as second-place in the middle part of the race before Hansson returned to the car for a solid stint in the final run to the checkered flag. It was the first ever ALMS race for both PNR and Hansson and all on the team improved steadily over the course of the weekend.

"We had quite the roller-coaster ride," Hansson said. "It was definitely fun being out there and a great experience. Given the amount of trouble we've had, it's hard to wish for anything better than getting the car all the way up to second."

Hansson started the No. 97 and recovered from a trip off course in the Turn 6 Carousel early in the four-hour race. He was able to get back on track and to the pits where the PNR crew quickly attended to front-end repairs before Farnbacher later took over just under 90 minutes into the race.

Farnbacher, a top sports car talent from Germany, made his charge up to second only to have to pit for repairs and to replace the front and rear sway bars. Hansson assumed control of the car for the final stint and crossed the finish line for a solid result in his debut performance.

"Overall, the car, actually, was pretty good," Farnbacher said. "If the suspension problems wouldn't have occurred, we would have been in a good spot. When David did the last stint, he did a really good job. He was one second behind the pros, and he did a phenomenal job."

Hansson earned the No. 97 Porsche's best lap time of the race with a time of 2:15.406 on lap 68.

“Dominik did an absolute phenomenal job driving the car,” Hansson said. “I picked up a ton just knowing his markers and knowing how deep you could go into the corners. We never have driven the car as hard as it was driven today.”

Both Hansson and Farnbacher went out of their way to commend PNR team personnel for the extra hours and effort before and during the race.

“Everything today with the team and crew was on the money,” Hansson said. “We won positions during pit stops and the car got out again even though the control arm broke. The adjustments that got made to the stock setup in the middle of things really improved it. It’s reassuring to know that we could get the car that fast, and that I could get that close to what the pace needs to be.”

Farnbacher believes Saturday’s finish puts the No. 97 Porsche in an ideal position for ALMS GTC races going forward.

“I think we found a good package, and when we come back next year at this race track, we have something to work with,” Farnbacher said. “When David goes to the next race, he will have a good base for the setup. There was good communication. Nobody was running away because things didn’t work well. We stuck together, we talked, tried to sort out the problems, figured it out, changed it, and it worked.”

Visit <http://37racing.com/> for race information, highlights and updates on the No. 97 PNR/37signals Porsche GT3 team.

ABOUT 37signals: 37signals specializes in web-based collaboration apps and millions of entrepreneurs, freelancers, small businesses and departments inside big organizations rely on their products Basecamp, Highrise, Backpack and Campfire to increase productivity. 37signals is also behind the popular web-development framework Ruby on Rails – used by Twitter, Groupon and more – and the New York Times best-selling business book “*REWORK*.”

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Porsche Motorsports Report

Provided by Andy Schupack and Dave Engleman, Porsche Motorsports Communications

Porsche, BMW, Ferrari and Corvette Stage Epic ALMS GT Battle at Road America; Flying Lizards Top Porsche with Fourth Place Finish with Pappas/Bleekemolen Porsche 911 GT3 Cup Winning GTC

Elkhart Lake, Wisconsin ? August 20 ? Although they never led the American Le Mans Series four-hour event at Road America's four-mile sports car course, the #45 Flying Lizard Motorsports Porsche 911 GT3 RSR ran with all the leaders all day, and their fourth place finish was certainly not due to lack of performance from the team or the drivers.

Defending class champions Patrick Long (USA) and Joerg Bergmeister (Germany) got all they could out of their Porsche race car, but it wasn't enough to catch the winning Ferrari or the second and third place BMWs.

"We had a good day, and took the #45 Flying Lizard Porsche to the best result we could, with good performances from both the crew and the drivers, but fourth place was our best today. When the BMW can pass us on the outside in a place on the track that is not in a braking zone, it shows the situation the Porsche is in with the regulations." said Bergmeister.

"Our strategy put us in a position for a top finish, and our pit stops were perfect and both Joerg and I had good driving stints, so we would have hoped for a better finish, but, at the end of the day, the Flying Lizards were happy with our day. The difference between fourth and first lies in an area that is outside of our control," said Long.

The Wolf Henzler/Bryan Sellers Falken Tire Porsche finished in sixth place, and Henzler was pleased with the team's performance as a follow-up to their Mid-Ohio win.

"As I drove the first and last stint, there was more pressure for the final hour of the race as we were fighting for finishing positions. This was Team Falken Tire's best performance in the dry, our Porsche was able to keep up with the top Ferraris, Corvettes, and BMWs for long periods during the race very satisfying for us. The tires are much improved, and our team worked very hard to keep us in the top six for the whole race. For those who saw my ?pass? on TV, I remember going by the BMW, but I never even saw the GTC car on the other side!" said Henzler.

Porsche 911 GT3 RSRs occupied the next two positions as well, with the Paul Miller Racing Bryce Miller/Sascha Maassen GT Porsche in seventh place, while Marco Holzer/Seth Neiman were eight in the other Lizard Porsche after an extended run in the top six.

In American Le Mans Series GT Challenge, Tim Pappas/Jeroen Bleekemolen took the win in their Black Swan Racing Porsche 911 GT3 Cup after surviving a last lap shunt and a last-turn flat tire to take the checkered flag, passing the TRG Porsche of Spencer Pumpelly/Duncan Ende. Bleekemolen's Porsche Supercup teammate Sean Edwards ran out of gas on the last lap, and coasted to a third place finish, but was then given an 150-

second penalty for blocking the field and the James Sofronas/Alex Welch GMG Porsche was elevated to third place in the final standings.

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Team Chevy Report

Provided by Rick Voegelin, Chevy Racing Communications

Corvette Racing Takes Fifth at Road America

Gavin and Magnussen Run at the Front in GT, Beretta and Milner Retire after Accident

The fans wanted a four-hour race at Road America, and the American Le Mans Series teams delivered four hours of nonstop action in the Time Warner Cable Road Race Showcase. The No. 4 Compuware Corvette C6.R driven by Oliver Gavin and Jan Magnussen finished fifth in the GT class after running in the lead pack throughout the race. The No. 3 Compuware Corvette C6.R of Tommy Milner and Olivier Beretta retired with suspension damage after an accident at the three-hour mark. The No. 62 Risi Competizione Ferrari 458 Italia driven by Jaime Melo and Toni Vilander won the hard-fought GT category, and the No. 4 Corvette won the Michelin Green X Challenge competition.

After qualifying second and sixth, the yellow Corvettes were third and fourth when the first lap was completed. An early full-course caution opened the opportunity to split the race strategies, and Milner pitted the No.3 for fuel only at 20 minutes. After a spirited fight with the No. 56 BMW and the No. 62 Ferrari, Gavin took the lead at 54 minutes into the race. He held the point through the No. 4 Corvette's first pit stop, then had contact with the Ferrari as the two cars exited the pit lane simultaneously. After dropping to fifth, Gavin worked his way back to the front, passing the BMW again for the lead at 1:52. The Briton then handed off to Magnussen when the No. 4 pitted at 2:16.

"It was an action-packed stint," Gavin said. "I was tapped at the start, got sideways, and several cars screamed by on the inside. Then there was a big scrap as we went into Turn 5, with cars everywhere. Finally things settled down a little.

"On the first pass for the lead, the BMW was pushed wide by the Ferrari and they got bottled up in Carousel," he recalled. "I got around the BMW, and then passed the Ferrari as we came into Turn 14. After the pit stop, the Ferrari's door was open as we went down the pit lane, Vilander was trying to get himself secured, and he spun me around. On the next restart, I passed the Ferrari and was having a good battle with the leading BMW. When we came up behind a slower GTC car, he went left, I went right, and I managed to outdrag him on the front straight. It was great fun and great racing!"

Milner agreed. "The start was unbelievable," he said. "They've been trying to pack everybody up at the green flag, and they got that here at Road America. There was definitely some good action where I was sitting. After everything settled down, the No 3 Corvette was quick. The guys made the right call to switch strategy and pit us out of sequence."

That gamble nearly paid off as Beretta was running third in the No. 3 Corvette C6.R after taking over from Milner at 1:28 into the race. Milner was back in at 2:36, and stopped for fuel and two tires at 3:02. On the out-lap, he spun off in Turn 13 and damaged the right-side suspension.

"If I hadn't wrecked, that would have been the right call," Milner said. "It's frustrating because we had such a really good car today. We ran quick laps when I was by myself, but in traffic it's hard to run to the capabilities of the car. We put on two tires to go to the end, and the car was tough to drive with two sticker tires. I turned in for Turn 13, the rear was loose and I had to catch it. I was off the line, and there's a big bump at the exit. I tried to avoid it, but got the car sideways and into the wall."

"We got off sequence early and hoped that it would pay off," explained crew chief Dan Binks. "After that last pit stop, I think we had 'em smoked. The engineers made a great call, but with cold tires, Tommy just spun off. The rear suspension was too badly damaged to fix safely in 30 minutes, so we called it."

Magnussen was consistently in the top five in the No. 4 Corvette in the second half, and was attacking the No. 45 Porsche for third with 30 minutes remaining. In the closing minutes, however, he was passed by the No. 56 BMW, and then had to defend his position against the No. 17 Porsche.

"My first stint in the car was quite good," Magnussen said. "Then as the temperature cooled down, the balance of the car changed and I backed off to bring the car home. Fifth place is absolutely not satisfying in any way; it's not where I thought we were going to finish."

The No. 4 Corvette C6.R won the Michelin Green X Challenge competition as the fastest, cleanest, and most efficient entry in the GT class for the third consecutive race.

"Corvette Racing won the inaugural Michelin Green X Challenge in 2009, and to win for the ninth time in the milestone 25th competition shows Chevrolet's enduring commitment to efficiency, performance, and alternative fuels," said Corvette Racing program manager Doug Fehan. "The team did a masterful job of executing a two-car strategy, but unfortunately circumstances prevented us from reaching our goal."

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JaguarRSR Report **Provided by Heather Haupt**

MAJOR PERFORMANCE GAIN FOR JaguarRSR STYMIED BY FUEL PUMP FAILURES

JaguarRSR came to Road America for Round Six of the 2011 American Le Mans Series presented by Tequila Patron with great expectations. From the very first time on the track the JaguarRSR XKR GT showed top-six performance, top speed and top mile per hour in every session. Coming into the Time Warner Road Race Showcase today the team anticipated a top five finish.

Leading up to the race, the #99 JaguarRSR XKR GT was showing great times and looked to be very competitive for the race. Ken Wilden was the starting driver after his teammate Bruno Junqueira qualified the car eighth on the GT grid. The #99 crew knew there was an issue on the pace lap just before the start of the race when they had a major fuel pressure malfunction.

JaguarRSR uses a five-liter direct injected engine that relies on two high pressure mechanical fuel pumps to supply the direct injected system. The car had inconsistent pressures that resulted eventually in a complete pump failure.

Driving the #98 JaguarRSR XKR GT, PJ Jones took the green flag this afternoon 15th on the GT grid. Just about thirty minutes into the race, he had made his way into the top ten. After an hour of clean, smart racing and avoiding a few close calls, the American came into pit lane for a routine pit stop and went back out to finish his two-hour stint. Rocky Moran, Jr. then took over. After 336 miles on the challenging Elkhart Lake circuit, the #98 JaguarRSR falls short with another fuel pump failure. The JaguarRSR crew was able to change the pump in pit lane and get back out there to take the checkered flag to finish 13th in class.

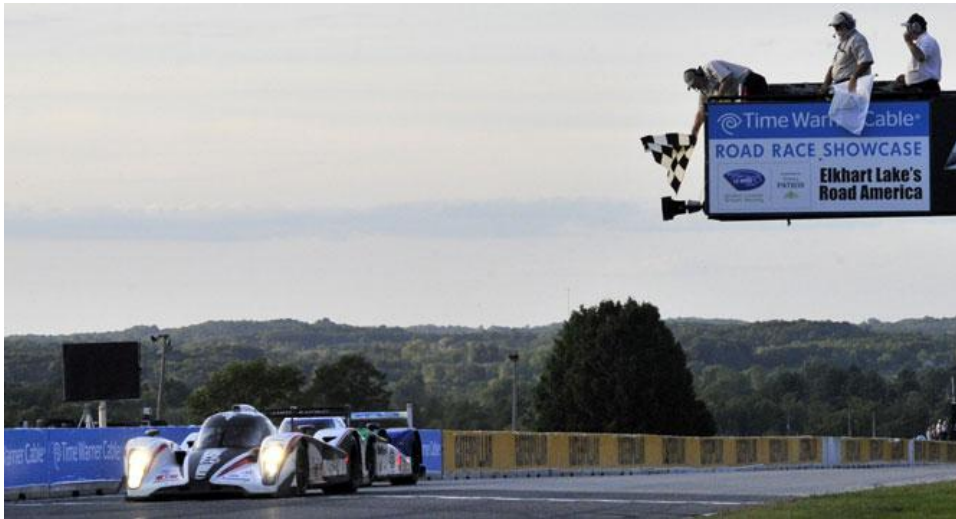
"This was so bitter, sweet of a weekend because we came here knowing that we would have fast race cars and Dunlop would have fast tires," said Paul Gentilozzi, JaguarRSR Principal Partner. "We were pleased with every practice session, the JaguarRSR XKR GTs have shown great reliability and ever increasing performance. The unfortunate mechanical failure of an outside supplier fuel pump is obviously very frustrating. As you get close to the front, all you want to do is race for the lead. We are frustrated, on the other side, we are certainly reinforced by the performance gain. JaguarRSR went four seconds faster in 2011 than it did in 2010 at Road America and we attribute that so much to the work we have done on the race car, on aerodynamics, and our engine program."

Round Seven of the American Le Mans Series, the Baltimore Grand Prix, will be held on the streets of downtown Baltimore, Maryland on Saturday, September 3.

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ALMS Report

Provided by Ryan Smith, Erin Cechal and Taylor Carson, ALMS Communications



ROAD AMERICA FOUR-HOURS ENDS IN PHOTO FINISH

Muscle Milk wins in ALMS' closest overall finish

It took four hours of racing at Road America to produce the closest overall finish in American Le Mans Series presented by Tequila Patrón history. Muscle Milk Aston Martin Racing's Klaus Graf crossed the finish line 0.112 seconds ahead of Dyson Racing's Guy Smith. A back-and-forth Risi Competizione and BMW Team RLL battle in GT ended with the first win of 2011 for Risi.

As the green flag waved on the Time Warner Cable Road Race Showcase, it was Oryx Dyson Racing's Steven Kane in the No. 20 Oryx Dyson Racing Lola-Mazda that stormed into the lead on the opening lap, passing Muscle Milk's Lucas Luhr in Turn 3. After two rounds of pits stops and driver changes, the No. 6 Lola-Aston Martin retook the lead in the hands of Graf.

Taking over for Chris Dyson, Smith gave chase to Graf and ticked off several fast race laps before closing the gap to less than two seconds with 15 minutes remaining. Smith caught the tail of Graf's Lola as the pair weaved their way through battles for the GT and GTC lead. The LMP1 rivals spent all four miles of the final lap glued together and as the two crested the hill and screamed underneath the checkered flag, the timing screens displayed Graf the winner by the slimmest overall margin recorded in ALMS.

"The last 20 minutes, it was probably the toughest of my career," Graf said. "I can't remember pushing so hard for the last two hours. We were completely lucky the way the yellow came out (with 50 minutes left). The guys just drove an awesome race. We made for a great show. We showed ALMS has some of the best sports car drivers in the world."

The win was sweet redemption for the Muscle Milk team, which lost the lead in two corners from the finish in last year's Road America race.

"It's much easier when you're driving and not having to watch your teammate get squeezed and handled," Luhr said. "I prefer the driving much more than watching. Klaus is a little bit older than me, maybe after what he did we are the same age now! He drove extremely well. He put all the tricks in to defend the lead. It was close and everything. It was a very emotional day, especially losing the race last year with two corners to the end."

Autocon's Tony Burgess and Chris McMurry finished third in the No. 12 Lola-AER.

Muscle Milk Aston Martin Racing won its fifth-straight MICHELIN® GREEN X® Challenge (MGXC) trophy. The team topped all three scoring factors - Clean, Fast and Efficient. Muscle Milk led the most laps and had the fastest average speed. The team excelled in Efficiency with its lower overall energy consumption despite weighing 50 kilograms more than the Lola-Mazda.

"It's tough to win the MICHELIN® GREEN X® Challenge; we have a V12 engine, but we've switched to the E85 fuel a few races ago, and with direct injection, we can be efficient and make horsepower at the same time," explained Graf. "I know we're a bit behind in points there, but we have time to make up ground. It's a special championship. I know ALMS was the first to look into the green initiatives in racing, I think it leaves a lot of opportunities for a lot of manufacturers to prove lots of technologies and a lot of green ideas. This will certainly be a great achievement."



The GT contest at Road America came down to a battle of pit stops and strategy that ended with Risi Competizione's Jaime Melo and Toni Vilander driving their Ferrari F458 Italia to its first win in ALMS. Class pole-sitter and defending race winner BMW Team RLL started strong with Joey Hand maintaining the lead through three rounds of pit stops - a tall order considering the grappling for position amongst the GT teams. One such trip saw the No. 4 Corvette C6.R of Oliver Gavin and Vilander exit the pits side-by-side, leading to a synchronized spin for the pair in Turn 1.

"I had an engineer yelling on the radio to shut the door," recalled Vilander. "I needed to stay on the pit-speed limiter and change gears, so I was running out of hands. I know we were on cold tires, and the touch was not that violent, but it was enough to affect both hands. When I knew I was going to lose it, I hammered down the power and almost saved it. During the stint, I had some issues with the car. We were talking a lot with the pit wall. We weren't sure what was going to happen. The guys on the wall kept telling me we were doing fine, keep it up, we're doing fine."

Gavin recovered from the incident unscathed and on the move. He passed Hand in the No. 56 BMW M3 GT in Turn 14 for the lead just before the halfway mark. On the ensuing pit stops, however, the No. 56 BMW and Dirk Mueller regained the lead with a quicker pit stop than the Corvette, now in the hands of Jan Magnussen.

Pit stops shuffled the GT order once again when Risi's Melo beat both Mueller and Magnussen out of pit lane. Working a different fuel strategy, the No. 3 Corvette C6.R driven by Tommy Milner chose to pit with one hour remaining, gambling that at least one more full-course caution would give them the fuel mileage to make it to the end. Unfortunately, Milner caused his own full-course caution, losing control of the car over the Turn 13 rumble strips and coming to a rest against the wall.

In the ensuing pit stops under yellow, BMW Team RLL elected to put only left-side tires on the No. 55 BMW M3 GT piloted by Dirk Werner, enabling him to exit pit lane ahead of Melo and take the lead. It was short-lived as Melo retook the lead shortly after the restart and held on for the win.

"It's been a tough year for us," Melo said. "We've had some problems at the beginning of the year. This win is

really important for us, really important for the Ferrari and especially for this new model. We can never give up. I took the 55 with about 30 minutes to go in the race. I can say it was not easy. It was really hard to keep the pace. I couldn't make a mistake because I knew they had enough to get around. We had to work the tires early in the stint, so I had to manage those for a long time. The first half of the race we felt we could just stay and let everyone else battle. The strategy was just great; Risi showed again we're here to win. We never give up and looking forward to the next race."

It was the first victory of 2011 for the Houston-based team and the first ALMS win for co-driver Toni Vilander.

BMW Team RLL completed the GT podium with the Auberlen/Werner duo in second followed by Mueller and Hand.

Corvette Racing's No. 4 Corvette C6.R won its third-straight MGXC GT award this year, a scant 0.4 points ahead of BMW Team RLL (No. 56) and 1.4 points ahead of Risi Competizione. In the GT category, all but one of the cars that finished the race used E85, giving them all strong Clean scores. The key to winning this category was race speed (Fast) and energy consumption (Efficiency).



Level 5 Motorsports won the LMP2 category in its return to ALMS competition at Road America. Sharing driving duties with Luis Diaz and Christophe Bouchut, team owner Scott Tucker's stint in the No. 055 Lola-Honda was only a small slice of a busy weekend at Road America. Tucker was also entered in the IMSA GT3 Cup Challenge by Yokohama, the Cooper Tires Prototype Lites Championship and the SCCA Pro Racing Trans Am Series.

"It was a great weekend and a great opportunity to get extra seat time racing in four different races this week," Tucker said. "The Cup car is a legal car in the Trans Am class, plus our Prototype Lites car. It was an experience and we learned a lot from the laps in the car. We had a great race today and worked really hard."

Though the team represented the only LMP2 entry on the weekend, Diaz and Bouchut noted other goals and challenges Level 5 set for themselves during the race.

"I'm very happy for this drive," Diaz said. "My last race was Long Beach, and coming back with all the development of the car and the chassis, it was impressive to see all the advancement in just a short while. Scott did a great job keeping the pace and Christophe was amazing through traffic. I know this team is committed to win. The goal was for overall podium, but we had a trouble with the pit-speed limiter, which put us back a bit. But I'm sure by the end we will be fighting right there for the overall win."

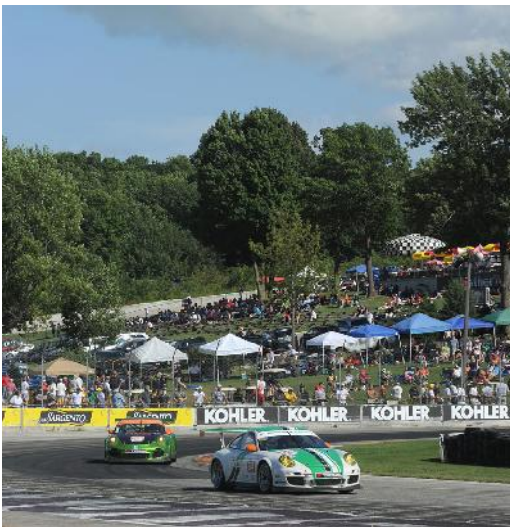
"The car was working so well all weekend," Bouchut said. "It was an LMP2 and there is not a lot of difference between that and the LMPC, so we're close on the power on the straights, but we have to brake hard on the brakes in order to get around them. It was a fun race though. We had to work really hard for our place."



In LMP Challenge, PR1/Mathiasen Motorsports scored its first ALMS victory with the duo of Butch Leitzinger and Rudy Junco. Troubles early for class championship leader CORE autosport enabled title rivals Genoa Racing to take an early lead with driver Eric Lux, who co-drove the No. 63 ORECA FLM09 with Christian Zügel and Elton Julian. The final full-course caution period put Leitzinger within striking distance of Lux. With little more than 30 minutes remaining in the race, Leitzinger moved his No. 52 ORECA FLM09 around Lux and crossed the finish line with a 19.515-second margin of victory. It was Leitzinger's 10th career victory, but the first for both PR1 and Junco.

"The PR1 team is excellent, and very inviting," Leitzinger said. "They are an efficient team, no bells and whistles and they just get things done."

"It was a great race to push the entire time and the car held up," beamed Leitzinger, who has now raced in eight ALMS classes. "At any one point in a restart, we were all together. There is never a car you can think, 'Oh well I'll be able to get him around.' You have to be careful around every driver because they are so competitive. This is a very proper racecar, but because you can't change a lot on the cars, it really comes down to how well the team works together, your strategy and how well the drivers can race and get the car set up."



Black Swan Racing successfully defended its 2010 GT Challenge Road America race win but not without a fight. Though team owner Tim Pappas held a firm lead in the early stages, TRG's Spencer Pumpelly, hot off two consecutive GTC victories, took the lead shortly before the halfway mark. Pappas' co-driver Jeroen Bleekemolen retook the class lead when Pumpelly hit pit lane, a dance the two teams continued at the next round of pit stops. Starting from the back and operating on a different pit strategy, NGT Motorsports' Sean Edwards emerged as the GTC leader in the closing laps.

Running second, Pumpelly eradicated Edwards' nearly 10-second lead in the final green flag stint, but Bleekemolen came through on top. With four minutes remaining, the Dutchman was around Pumpelly and into

second in Turn 6. On the final lap, Edwards suffered a punctured left rear promoting Bleekmolen and Black Swan to the lead in the No. 54 Porsche 911 GT3 Cup, which coincidentally was having its own tire trouble.

"I got Spencer on the outside of Turn 6 and got up to the 30," Bleekemolen said. "He hit me with an `all-or-nothing` move which caused one of his tires to puncture, but he got a penalty [for avoidable contact]. Then on the last few corners I had the tire go down and had to limp it across the line for the victory. It was a really exciting last few laps."

Pappas, who leads the GTC drivers' championship, credited the team's shrewd fuel strategy for the win, its first since Long Beach of this year.

"Throughout the day we had really good pit stops and our strategy was sound," Pappas said. "We knew it'd come down to fuel and that's what Jeroen was really good at, plus driving fast. I was really set on just the third place. I knew Jeroen was pushing it to the maximum. But in the back of our mind we thought, `There is no way the 30 car could go this long on fuel.` So it would come down to the 54 and the 66. We had to wait and see if either would make a mistake. We had to come in and take five seconds of gas and it turned out to be the right choice."



Pumpelly, who drives the No. 66 Porsche 911 GT3 Cup with Duncan Ende, finished 2.497 seconds back in second. Even with the time penalty for contact with the No. 54 car, the trio of Edwards, Kaufmann and Cisneros, finished third.

The Time Warner Cable Road Race Showcase will air on ABC, Sunday, Aug. 21, at 4:30 p.m. (ET) or 2 p.m. (PT). The race will then be available for on-demand viewing at americanlemans.com.

Round Seven takes the American Le Mans Series presented by Tequila Patrón to the inaugural Baltimore Grand Prix on Sept. 3 for a 4:30 p.m. ET start. The race will air on ABC, Sunday, Sept. 4 at 4 p.m. (ET) and be shown live in the U.S. on ESPN3.com or americanlemans.com outside the U.S. Ticket and schedule information is available on the [ALMS schedule page](#).

Time Warner Cable Road Race Showcase Road America, Elkhart Lake, Wis. Saturday's race results

1. (1) Lucas Luhr, Monte Carlo, Monaco; Klaus Graf, Dornham, Germany; AMR/ Lola Coupe B08 62 (1, LMP1), 107.
2. (3) Chris Dyson, Pleasant Valley, New York; Guy Smith, Bracken, Yorkshire, UK; Lola B09 86/Mazda (2, LMP1), 107.
3. (6) Rudy Junco Jr., Monterrey, Mexico; Butch Leitzinger, Rebersburg, Pa.; Oreca FLM09 (1, LMPC), 104.
4. (9) Eric Lux, Jacksonville, Fla.; Christian Zugel, Holmdel, New Jersey; Elton Julian, Santa Monica, Calif.; Oreca FLM09 (2, LMPC), 104.
5. (5) Scott Tucker, Leawood, Ks.; Christophe Bouchut, Paris, France; Luis Diaz, Mexico City, Mexico; Lola Honda (3, LMP2), 103.
6. (11) Frankie Montecalvo, Highlands, New Jersey; Jon Bennett, Fort Mill, South Carolina; Oreca FLM09 (4,

LMPC), 103.

7. (4) Tony Burgess, Toronto, Ontario, Canada; Chris McMurry, Phoenix, Ariz.; Lola B06/10 (5, LMP1), 103.
8. (12) Chapman Ducote, Miami Beach, Fla.; David Ducote, Houston, Texas; Clint Field, Dublin, Ohio; Oreca FLM09 (6, LMPC), 102.
9. (7) Ricardo Gonzalez, Monterrey, Mexico; Gunnar Jeannette, Salt Lake City, Utah; Oreca FLM09 (7, LMPC), 102.
10. (15) Jaime Melo, Cascavel, Brazil; Toni Vilander, Kankaanpaa, Finland; Ferrari F458 Italia (1, GT), 101.
11. (16) Bill Auberlen, Redondo Beach, Calif.; Dirk Werner, Kissenbruck Germany; BMW M3 GT (2, GT), 101.
12. (13) Joey Hand, Sacramento, Calif.; Dirk Mueller, Monte Carlo, Monaco; BMW M3 GT (3, GT), 101.
13. (17) Joerg Bergmeister, Langenfeld, Germany; Patrick Long, Bellaire, Fla.; Porsche 911 GT3 RSR (4, GT), 101.
14. (14) Oliver Gavin, Yardley Hastings, UK; Jan Magnussen, Roskilde, Denmark; Chevrolet Corvette C6 ZR1 (5, GT), 101.
15. (22) Wolf Henzler, Nuertingen, Germany; Bryan Sellers, Braselton, Ga.; Porsche 911 GT3 RSR (6, GT), 101.
16. (8) Anthony Nicolosi, Palm Beach, Fla.; Jarrett Boon, Phoenix, Ariz.; Kyle Marcelli, Barrie, Ontario, Canada; Oreca FLM09 (8, LMPC), 101.
17. (25) Sascha Maassen, Lontzen, Germany; Bryce Miller, Summit, New Jersey; Porsche 911 GT3 RSR (7, GT), 101.
18. (19) Johannes van Overbeek, San Francisco, Calif; Scott Sharp, Jupiter, Fla.; Ferrari F458 Italia (8, GT), 101.
19. (21) Marco Holzer, Bavaria, Germany; Seth Neiman, San Francisco, Calif.; Porsche 911 GT3 RSR (9, GT), 100.
20. (24) David Murry, Atlanta, Ga.; Anthony Lazzaro, Atlanta, Ga.; Doran Ford GT (10, GT), 100.
21. (23) Guy Cosmo, West Palm Beach, Fla.; Ed Brown, Las Vegas, Nev.; Ferrari F458 Italia (11, GT), 100.
22. (26) Andrea Robertson, Ray, Mich.; Melanie Snow, Pleasant Grove, Utah; Doran Ford GT/Elan (12, GT), 97.
23. (27) Jeroen Bleekemolen, Monte Carlo, Monaco ; Tim Pappas, Boston, Mass.; Porsche 911 GT3 Cup (1, GTC), 96.
24. (28) Duncan Ende, Los Angeles, Calif.; Spencer Pumpelly, Mason Neck, Va.; Porsche 911 GT3 Cup (2, GTC), 96.
25. (35) Carlos Kauffmann, Miami, Fla.; Henrique Cisneros, Miami, Fla.; Sean Edwards, London, England; Porsche 911 GT3 Cup (3, GTC), 96.
26. (33) James Sofronas, Newport Beach, Calif.; Alex Welch, Englewood, Colo.; Porsche 911 GT3 Cup (4, GTC), 95.
27. (29) Jaap van Lagen, Ede, Netherlands; Peter Lesaffre, Rye, New Hampshire; Porsche 911 GT3 Cup (5, GTC), 93.
28. (32) Dion von Moltke, Coral Gables, Fla.; Emilio Di Guida, Caracas, Venezuela; Porsche 911 GT3 Cup (6, GTC), 92.
29. (34) David Heinemeier Hansson, Chicago, Ill.; Dominik Farnbacher, Ansbach, Germany; Porsche 911 GT3 Cup (7, GTC), 91.
30. (10) Michael Marsal, Bedford, New York; Jon Field, Dublin, Ohio; James French, Sheboygan, Wis.; Oreca FLM09 (9, LMPC), 89.
31. (36) PJ Jones, Torrance, Calif.; Rocky Moran, Ladera Ranch, Calif; Jaguar XKR (13, GT), 83.
32. (18) Tommy Milner, Leesburg, Va.; Olivier Beretta, Monte Carlo, Monaco; Chevrolet Corvette C6 ZR1 (14, GT), 77.
33. (2) Steven Kane, Newtownards, Ireland; Humaid Al Masood, Abu Dhabi, UAE; Lola B09/86 Mazda (15, LMP1), 62.
34. (30) Nick Ham, Evergreen, Colo.; Chris Thompson, Englewood, Colo.; Porsche 911 GT3 Cup (8, GTC), 61.
35. (20) Kenny Wilden, Oakville, Ontario, Canada; Bruno Junqueira, Belo Horizonte, Brazil; Jaguar XKR (16, GT), 9.
36. (31) Bill Sweedler, Westport, Conn.; Brian Wong, Newport Beach, Calif.; Porsche 911 GT3 Cup (9, GTC), 2.

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TRG Report **Provided by the team**

TRG celebrated another solid American Le Mans Series finish in GTC class at the Time Warner Cable Road Race Showcase at Road America after a last-lap thriller ended with fuel mileage dictating the results at the historic circuit.

The team entered the weekend with its sights set on a fourth straight class victory, having won the past three ALMS outings. Duncan Ende opened the race with a spectacular double stint and handed the car off to Spencer Pumpelly who was focused on conserving fuel while staying ahead of the hard charging 2nd and 3rd place cars throughout the race and then a sprint to the end. While the impressive streak did not continue, the second place finish in the highly-competitive class kept the Pumpelly-Ende No. 66 Racer's Roast/Fox River Coffee team, in first place in GTC class by a mere point.

"We had a great run today" said Duncan Ende. "The 66 car was strong as always. The safety cars never did us any favors on our strategy, but we're happy to take home another podium."

TRG's sister car, the No. 68 PR Newswire/South African Airways Porsche 911 GT3 Cup finished the day with a hard-fought sixth place result after early on-track issues. Team newcomer Emilio Di Guida put down solid times as he became accustomed to American Le Mans, multi-class racing. Di Guida's teammate and series regular, Dion von Moltke, demonstrated lap after lap his potential to become one of the best, meticulously moving up through the pack after taking the reins from Di Guida.

"We exit this weekend a little short on points, but we showed again that we have the race-pace to backup our first win," said von Moltke. "We'll take that into our last three races and will do everything we can to get back on the podium and hopefully grab another win before the season is out."

Also taking to the 4.048 mile road course this weekend was TRG driver Dr. Jim Norman in the No. 11 Parathyroid.com/TRG Porsche 911 GT3 Cup. Competing in the IMSA GT3 Cup Challenge by Yokohama, with a two-race format, Norman finished an impressive fourth in Friday's race and was running with the leaders in Saturday's event until mid-race contact sent him in to the gravel pit. Norman made his way back through the field, and finished P20.

"Running up front all weekend shows that TRG puts great cars on the track and that I'm working with the right group of people," said Norman. "Road America is my favorite race track and it's in a beautiful part of the country. I look forward to building on the success we are having and on to Laguna, a track that is arguably as scenic not to mention challenging."

"Wow - what a race. I thought we had it in the bag twice but the cautions went against us," said team owner Kevin Buckler. "Duncan drove a perfect opening double stint and handed it over to Spencer. We had him on a really strong fuel conservation mode for the long green run, but out came the yellows and we had to re-group. We elected for track position and stayed out on the last caution and he almost had it. We'll take the solid P2 and the points and head to Baltimore. It was really nice to welcome Emilio to the team, he was a solid teammate all weekend. His first time ever at Road America and his first time with ALMS and he hung it out there - big time. Dion did a stellar job of helping get Emilio up to speed and a fantastic job in the car and with the team as always. I am looking forward to racing Baltimore with him."

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