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**GRAND-AM Continental Tire Sports Car Festival  
Mazda Raceway Laguna Seca, July 9, 2011  
Team Race Report Compilation  
*Photos courtesy GRAND-AM***

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**GAINSCO/Bob Stallings Racing**

Provided by Adam Saal

**Gurney and Fogarty repeat at Mazda Raceway Laguna Seca for first 2011 win**

MONTEREY, Calif. (July 9, 2011) — GAINSCO/Bob Stallings Racing, and champion drivers Alex Gurney and Jon Fogarty, scored a repeat win at Mazda Raceway Laguna Seca Saturday in the Continental Tire Festival of Speed Powered by Mazda for the team's 14th career Daytona Prototype victory, first of the 2011 season and first since nearly a year ago at New Jersey Motorsports Park (NJMP).

Fogarty started the No. 99 GAINSCO Auto Insurance Chevrolet Riley on the outside front row for the second consecutive race and never fell out of the top three in his opening stint. Gurney took the

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wheel of the No. 99 just 35 minutes into the 2-3/4-hour timed race and then took the lead for good with a little over 45 minutes remaining after a quick final pit stop by the GAINSCO/Bob Stallings Racing crew.

“We have been pushing really hard all year, and it hasn’t gone our way, but we finally got something good with the car,” Gurney said. “The speed was close and by the end of the race the car was really, really good. Luckily, we had the track position, we just fought hard, and it couldn’t be better. This is the one we wanted to win.”

Gurney kept the lead through a pair of late restarts and set the team’s fastest race lap of 1:21.408 (98.968 mph) two laps from the finish. The No. 99 GAINSCO “Red Dragon” crossed the finish line .431 of a second ahead of Scott Pruett in the No. 01 TELMEX/Chip Ganassi Racing BMW Riley while Max Angelelli finished third in the No. 10 SunTrust Ford Dallara. GAINSCO also beat the Pruett/Ganassi team the last time the GRAND-AM Rolex Sports Car Series raced in Laguna Seca in 2009.

“The team did a fantastic job,” Fogarty said. “As a whole, as a collective, the GAINSCO guys were on top today. We executed really all around, that’s what you have to do in GRAND-AM to win, and we did. We didn’t make any mistakes. We had a fast car too, that’s always helpful, and a lot of good calls, smart calls. We pitted early to avoid some GT traffic and we gained a couple of seconds there. After the last round of pit stops, we were in the front and Alex did a stellar job, wrung everything out of the car, set the fastest race lap and won us the race. It was just awesome.”

GAINSCO also took advantage of some rare pit stop mistakes by its Ganassi and SunTrust rivals, although the team was already in front at that point.

“For sure you have to be mistake free to win any race in this series,” Gurney said. “We really did it all today, it all came through.”

GAINSCO also came through with a major jump in the GRAND-AM Rolex Sports Car Series Daytona Prototype Team Championship standings. After coming into the race fifth in the championship, the No. 99 GAINSCO Auto Insurance Chevrolet Riley is now third with 220 points. The No. 99 trails the No. 10 SunTrust team by just 14 points while the No. 01 Ganassi squad has maintained its comfortable lead with 260 points.

Gurney is from Southern California while Fogarty grew up not far from Laguna Seca in Portola Valley.

“We were struggling earlier this season and this is a great culmination of our work,” Gurney said. “Our car came in really good at the end of the race. I spent most of my race trying to chase down Scott. Then we had our stop and they had their problem. I was really hooked up at the end of the race, and I had clear sailing at the end. This is a great place for us to win. Both being California boys, this is as good as it gets.”

Gurney and Fogarty snapped a 10-race and nearly year-old win drought dating back to the NJMP race on July 18, 2010. GAINSCO, Gurney and Fogarty have now won at least one race a season dating back to 2007, the year they scored their first of two GRAND-AM Rolex Sports Car Series championships. The other title came in 2009.

“It feels real good to be here in first place and now we’re going to do everything we can to stay here,” Fogarty said.

Next up for GAINSCO/Bob Stallings Racing is the return to NJMP, July 22 – 24, for the American Red Cross 250. The race can be seen live on SPEED at 1 p.m. ET/10 a.m. PT on Sunday, July 24.

## **Noteworthy**

Veteran GAINSCO/Bob Stallings Racing crew member Ted Schlote pulled his first over-the-wall duties for the team this weekend as a tire changer and played as key a role in the victory as anybody on the team... GAINSCO/Bob Stallings Racing is doing its part this summer to promote the Jimmie Johnson Foundation (JJF) Choose Your Own Chevy Raffle. Johnson, the five-time reigning NASCAR Sprint Cup Series Champion, also frequently teams with Gurney and Fogarty in the No. 99 Chevy Riley in endurance races, including the last four runnings of the Rolex 24 At Daytona. The current raffle gives supporters a chance to win a 2012 Camaro, 2012 Silverado or 2012 Tahoe for only \$100. The winner will have the chance to customize their vehicle of choice and meet Johnson at Foundation Fest in Charlotte this October. Only 4,000 tickets will be sold for the fundraiser that will help the overall mission of the JJF that is dedicated to assisting children, families and communities in need. Visit [www.chooseyourownchevy.com](http://www.chooseyourownchevy.com) for complete details and to purchase tickets.

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## **SunTrust Racing Report**

**Provided by Laz Denes, True Speed Communication**

“Max Angelelli and Ricky Taylor picked up right where the No. 10 SunTrust Chevrolet Dallara of Wayne Taylor Racing left off – both in their last outing of 2011 and in the series’ last visit to historic Mazda Raceway Laguna Seca in Monterey, Calif., two years ago – during Saturday’s GRAND-AM Rolex Sports Car Series Continental Tires Sports Car Festival.

Two weekends ago, at Road America in Elkhart Lake, Wis., the 21-year-old Taylor qualified on the pole for the third race in a row and held his position at or near the front of the field before handing the SunTrust Racing machine over to the veteran Angelelli, who lost track position late in the race as the result of various strategy decisions and had to rely on a last-lap pass of Ryan Dalziel to nail down a solid podium finish.

Saturday, it was déjà vu all over again as Taylor qualified the SunTrust Racing machine on the pole for the fourth race in a row and thoroughly dominated the event during his opening stint, leading all 25 laps he drove before handing the car over to Angelelli. The Italian went on to dominate the first part of his closing stint, keeping the SunTrust car in the lead for another 32 laps before losing several

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positions as the result of a problem with the left-front tire change on the team's next-to-last fuel-and-tire stop of the day on lap 60 of 107 laps that were contested today. That forced Angelelli to wage a furious fight back to the front in the closing hour of the two-hour, 45-minute race.

And it was during the closing laps that things got a little bizarre as Angelelli appeared to have a shot at eventual race-winner Alex Gurney in the No. 99 Gainsco/Bob Stallings Racing Chevrolet Riley, had that chance taken away, then made a stellar pass of Dalziel for third place three laps from the finish, but still had to await an official decision about that pass before the SunTrust team was granted the final podium spot several minutes after the checkered flag flew.

The first incident occurred on a lap-95 restart, during which Angelelli took the green flag behind race-leader Gurney and second-place Scott Pruett in the No. 01 Chip Ganassi Racing with Felix Sabates BMW Riley. When the green flag flew, Pruett left enough of an opening to the inside that allowed Angelelli to sneak inside across the start-finish line and ultimately complete the pass for second place in left-hand turns one and two with Dalziel in tow. At the outset of Angelelli's passing move, Pruett drifted left and forced Angelelli onto the pit exit road – something that was deemed a no-no in the pre-race drivers meeting. That led officials to move Angelelli from second to fourth, behind Gurney, Dalziel and Pruett during a subsequent yellow.

In the lap-104 pass of Dalziel for today's final podium spot, Angelelli slipped past the No. 8 Starworks Motorsport Ford Riley in the famed "Corkscrew" sequence of turns. There appeared to be side-by-side contact from in-car camera shots, and race officials reviewed that pass during the final two laps, determining whether a drive-through penalty would be levied for unnecessary contact. But it was decided no penalty was necessary.

"I don't know what to say about that first incident with Pruett," said Angelelli, who finished third at Laguna Seca in 2009 with then-SunTrust co-driver Brian Frisselle. "I was second and I lost two positions during the yellow. That was kind of weird. I'm not very happy. I thought I could have a nice fight with the 99 at the end, but it was just stolen from me. That's it."

As dramatic as the final laps of the race were for the SunTrust team today, the first half was thoroughly uneventful as Taylor, and then Angelelli, combined to lead a race-high 57 of the opening 59 laps and never really saw their lead threatened. The only two laps they didn't lead during that time was when Taylor pitted on lap 26 to hand the SunTrust car over to Angelelli, who then found himself back in front when the rest of the field cycled through the opening round of stops.

"It was nice to be here for SunTrust's 100th race (since joining the Rolex Series in 2004)," Taylor said afterward. "We really pushed hard and we really wanted to win for them this weekend. The car was very fast. It was a great qualifying car and we started on the pole, again. Then, we were really just trying to control the race from the front and had a minor issue with a wheel gun, and that cost us a bit of track position that led to some drama later on."

Gurney and co-driver Jon Fogarty's victory for the Gainsco team was the first since last July's stop at New Jersey Motorsports Park for the two-time series champions. Pruett and Memo Rojas held onto second place for the Ganassi team, while Angelelli and Taylor's third-place finish was their fifth podium in eight races this season. The SunTrust team now trails the championship-leading Ganassi team by 26 points (260-234) in the standings with four events remaining.

"We started from the pole, Ricky controlled the race from the front, and Max stayed in the lead after the driver change," team owner Wayne Taylor said. "On our second pit stop, we had a problem with the wheel gun on the left-front and we basically lost our lead and that put us behind the 99 and the 01 a fair distance behind, and it's very difficult to pass here. When Max passed Pruett on the restart with 10-12 laps to go, he was forced down into the exit to pit lane. I'm not exactly sure if that would've happened if there would've been a wall there because I don't think Pruett would've put Max into the

wall. But Max saw an opening, and I believe Pruett pushed him down into the pit lane exit, so I think Max was forced into that situation. And then there was the Ryan Dalziel incident, where Max made a brilliant pass in the Corkscrew and then we heard we were going to get a drive-through via the TV broadcasters. Then we found out that a corner worker called in to GRAND-AM that it was a clean pass. So, I commend GRAND-AM for looking into the incident properly, but I'm concerned that they were prepared to make a call without all the information and basing it only on one side of the story. In the end, it's another podium, which is a good thing, but we're not very happy."

After taking next weekend off, the Rolex Series resumes on Sunday, July 24, with the American Red Cross 250 at New Jersey Motorsports Park in Millville at 1 p.m. EDT. Live television coverage will be provided by SPEED while the Motor Racing Network and Sirius Channel 94 will provide a live radio broadcast beginning with pre-race activities at 12:15 p.m.

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## **Team Chevy Race Report**

**Provided by Nancy Wager and Judy Kouba Dominick at Team Chevy**

### **Team Chevy Wins Two at Laguna Seca; Bowtie Wins DP and GS at California Track**

MONTEREY, Calif. (July 9, 2011) – Jon Fogarty and Alex Gurney drove the No. 99 GAINSCO/Bob Stallings Racing Chevrolet/Riley Daytona Prototype to their first victory of the GRAND-AM Rolex Road Racing Series season in the Continental Tire Sports Car Festival at Laguna Seca Raceway.

Starting in the second position on the grid, the team used superb pit strategy and excellent work on pit road to put themselves in front of the field. Gurney drove the last stint of the race and used his skill behind the wheel to take the GAINSCO Chevy to victory lane. The Fogarty/Gurney pair led 28 of the 107 lap race.

"I'm really happy right now," said Fogarty. "Alex did an awesome job. The whole team did a phenomenal job. We did everything right today. We capitalized on all the mistakes that the No. 10 (SunTrust Chevrolet/Dallara) and the No. 01 (TELMEX BMW/Riley) had in the pits. Our guys executed their pit stops just flawlessly. We made good calls on when to pit. We just kept coming out ahead of those guys out of the pit box and then Alex drove his butt off and we won."

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“Our pits stops seemed like what kept us with a big gap back to our competitors,” said Gurney. “We had a pretty big gap and I was surprised because we came in behind the No. 01 and came out ahead. That was a great job by the guys for sure. We have momentum on our side and I would say, yes, we are back for sure. We finished second last week and now a win, so we’re on it.”

Ricky Taylor and Max Angelelli guided the No. 10 SunTrust Racing Chevrolet/Dallara DP to a third-place finish in the Saturday afternoon race.

"It was a really good weekend for our Chevrolet teams in Grand-Am at Laguna Seca," said Mark Kent, Director, GM Racing. "In Rolex DP, the GAINSCO Chevrolet/Riley team used great pit strategy and excellent work in the pits to get themselves up front today. And, a great driving performance by Alex Gurney was able to keep them up front for the rest of the race and bring home the Bob Stallings Racing Chevy team's first win of the year. It was very close and exciting racing at the end and Max Angelelli was able to battle to another podium finish, taking the checkered flag in third place.'

The No. 90 Spirit of Daytona Chevrolet/Coyote finished 10th in class, 10 laps down to the winner after mechanical problems with the shift linkage forced the crew to make lengthy repairs before they could return to competition.

Earlier in the day, Camaro picked up its second consecutive overall and in-class Continental Tire Sports Car Challenge Series win when Matt Bell and John Edwards drove the No. 9 Stevenson Motorsports Camaro GS.R to the win after starting from the pole. It was also the second consecutive win for Bell and Edwards.

“This is the most perfect car we've ever been given,” said Bell. “It was an amazing job done by the team. They are always trying something new, and making knowledgeable decisions.

It was our first pole of the season, I got fastest lap and it's awesome to win on my home track.”

“We knew we could contend for the win,” said Edwards. “But we were really short on fuel, so those cautions helped us and I was doing a lot of fuel saving. I was saving a lot of fuel and then finally the cautions came out and we knew we were good to go. We got the result we needed as opposed to having to pit for a splash at the end. Two in a row, I can’t say enough about the Stevenson team.”

"In GS competition, while the No. 57 Camaro GS.R wasn't the fastest car in class," Kent concluded. "The Stevenson Motorsports team methodically took advantage of opportunities throughout the race as other competitors had misfortunes to capture their second consecutive victory."

Bell and Edwards combined to lead 51 of the 79 laps in today’s race.

The No. 62 Mitchum Motorsports Camaro GS.R, driven by Joey Atterbury and Lawson Aushchenbach finished fourth after qualifying third. The No. 00 CKS Autosport Camaro GS.R team was sixth in GS at the checkered while the No. 00 CKS Autosport Camaro GS.R was the eighth place finisher. The No. 6 Mitchum Motorsports Camaro GS.R crossed the finish line in 12th.

In Rolex GT, the No. 57 Stevenson Motorsports Camaro GT.R was best in-class for Team Chevy crossing the finish line in 4th position. The No. 31 Marsh Racing Corvette finished fifth followed by the No. 07 Banner Racing Camaro GT.R in the sixth finishing position. The No. 88 Autohaus Motorsports Camaro GT.R was 10th in class after extended time in the pits to repair an electrical issue.

The GRAND-AM Rolex Sports Car Series continues July 22 - 24 at New Jersey Motorsports Park, Millville, NJ

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## **Dempsey Racing Team Report** Provided by Adam Saal

### **Dempsey Racing Mazda RX-8 GT Teams Fight to the Finish in Continental Tire Festival of Speed at Mazda Raceway Laguna Seca**

#### **Gué and Cameron back on pace before 9th-Place Finish in No. 41; No. 40 Finishes 13th**

MONTEREY, Calif. (July 9 2011) – The No. 41 Team Seattle/Global Diving & Salvage Mazda RX-8 GT of James Gué and Dane Cameron returned to on-the-pace form Saturday at Mazda Raceway Laguna Seca where the sister No. 40 VISIT FLORIDA/ModSpace/Construct Corps/Trina Solar Mazda RX-8 GT team of Patrick Dempsey and Charles Espenlaub was just happy to return to the track at all for the Continental Tire Festival of Speed Powered by Mazda after a two tough weeks.

Although the No. 41 team had its most competitive car in the last three races, Gué and Cameron ended up finishing ninth after following a different pit stop strategy in the No. 41. Dempsey and Espenlaub, filling in for Dempsey's regular co-driver Joe Foster, were pleased to just make it to the finish in a No. 40 Mazda that was on loan to the team after their primary car was heavily damaged in an accident two weeks ago at Road America. Dempsey, who drove two different stints in the No. 40, crossed the finish line in 13th.

Both drivers ran competitively in the No. 41, even after opening-driver Gué spun along with several other GT cars when they hit oil spilled on the track when another competitor had a mechanical problem. Gué continued, managed to stay on the lead lap, and turned the car over to Cameron.

"We probably had one of our best cars all year," said Cameron, who ran as high as fourth. "We made huge progress, I am really pleased and we are heading in the right direction. James got caught out on somebody else's oil while running good early on. He didn't lose a lap, but I got in and basically started

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in last. I pushed and shoved my way through the field and made it all the way back up to the top five, fourth really.”

Despite the fast car and charge to the front, the No. 41's result didn't reflect the team's competitive performance after the pit strategy missed the mark. Cameron was in fourth when he was forced to pit for fuel less than 30 minutes from the finish.

“We had the pace but maybe were slightly conservative on pit strategy,” Cameron said. “We had to pit late for fuel and really got caught out. Some guys gambled and it may have paid off for them but we had a yellow that was a little longer than we anticipated. As disappointing as the result is, though, it is encouraging how the car is now. I will be disappointed if we end the year without winning one of these things, but we have made some progress and hopefully we will finish out the year strong.”

A strong performance was never really in the cards for the No. 40 this weekend as they raced a well maintained but older Mazda RX-8 GT on loan from Yellow Dragon Motorsports. Dempsey started the race in 12th and cracked the top 10 just before the yellow-flag caution period for the on-track oil. Espenlaub took over from Dempsey and was just starting to get into the balance of his driving shift when the No. 40 threw an engine belt.

“The Dempsey guys did a great job again, just working through the weekend and getting that older car pretty competitive I thought,” Espenlaub said. “It was kind of a shame, Patrick did a great first stint, and then we lost the water-pump belt. It's just one of those things that happens, the team got us back in the race, but I am sure they are looking forward to getting back into the newer car that they are putting back together right now.”

Although the No. 40 returned to the race several laps down, Espenlaub finished out his stint and then turned the car back over to Dempsey for a second turn behind the wheel.

“Patrick turned some really solid times when he got back in the car at the end,” Espenlaub said. “So it was a good weekend overall, it got him experience, it got him the confidence to be back in the car again, but we just wanted a better result.”

Dempsey drove both the opening and closing 45-minute stretches of the race for a full hour-and-a-half behind the wheel of the No. 40.

“It was frustrating, to say the least, but really we were lucky to just get there,” Dempsey said. “It just speaks to the tremendous support we had from everybody, Mazda, SpeedSource and Yellow Dragon. It was tough when the belt broke but we got back in the race, helped get some points for Mazda and made it to the finish.”

The extra driving time at the end was a nice bonus for Dempsey in the face of a challenging weekend.

“It was good for me to get back in,” Dempsey said. “I got a lot of seat time, took advantage of the situation and drove another 45 minutes at the end. Now we move on, I am looking forward to New Jersey, and hopefully we will have our No. 40 back and ready to go.”

Foster, who was driving at the time of the No. 40's big Road America crash, also hopes to drive again at New Jersey, and probably could have today. He did compete in Saturday morning's GRAND-AM Continental Tire Sports Car Challenge race at Mazda Raceway where he ran as high as third in the No. 15 Multimatic Mustang Boss 302 R.

“I felt fine, drove fine, the pace was there and I really didn't have any performance issues,” Foster said. “But when I got out of the Mustang I still didn't feel 100% and the right thing to do was sit the



Rolex Series race out. We are so lucky to have Charles on our team, he usually stands-in for Patrick, but he was there for both of us this time and did a great job in tough circumstances.”

Next up for Dempsey Racing is the American Red Cross 250, July 22 – 24, at New Jersey Motorsports Park (NJMP). The race can be seen live on SPEED at 1 p.m. ET/10 a.m. PT on Sunday, July 24.

### **Noteworthy**

- ModSpace made its first visit to Mazda Raceway Laguna Seca as a Dempsey Racing partner this weekend but the company is well familiar with Central California. A leader in temporary and permanent modular buildings and portable storage, ModSpace recently helped construct the Rock Wall Winery in Alameda. The start-up winery required a tasting room, commercial kitchen and geometric dome to host special events such as weddings and other large parties. ModSpace delivered the finished winery in just a few months, creating a permanent structure with temporary modular buildings that required no permanent foundation. ModSpace executives based in California who attended Saturday’s race with Director of ModSpace Motorsports William Mann included Akiko Koh, West Region Vice President (Rancho Cucamonga), Mike Eggert, District General Manager (Hayward) and Jamie Combs, District Coordinator (Sacramento). Eggert was among the key people involved in the Rock Wall Winery project.

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## **Jeff Segal / SpeedSource Race Report**

**Provided by Adam Saal**

### **Jeff Segal’s Second-Place Finish at Mazda Raceway Laguna Seca Moves No. 69 FXDD/SpeedSource Mazda RX-8 GT Team Back Into Championship Chase**

MONTEREY, Calif. (July 9, 2011) – Reigning GRAND-AM Rolex Sports Car Series GT Champions Jeff Segal, teammate Emil Assentato and the No. 69 FXDD/SpeedSource Mazda RX-8 GT crew had one of their best total-team performances of the 2011 season Saturday at Mazda Raceway Laguna Seca with a second-place finish in the Continental Tire Festival of Speed Powered by Mazda.

After a season-best sixth-place qualifying effort on Friday, Assentato cracked the top five during his race-opening driving stint before handing the No. 69 FXDD Mazda over to Segal at the race's 45-minute mark.

"Coming in I thought we could do really well," Segal said. "Then Emil threw down in qualifying, and that was super impressive, that was our fastest lap in the car outright up to that point in the weekend, so that was great. When Emil drives well, that certainly helps the result, and he drove really well."

Segal was also up to speed at Mazda Raceway this weekend, both on and off the track.

"I have been really enthusiastic all weekend," Segal said. "I have kind of been jumping around like a little kid since the first lap in practice because I like this track. Our car around this track has always been great. We have been competitive, that's been a little bit of a departure, and we have been competitive throughout the weekend, not just in one session, not just in some adverse weather. We have been right there."

Segal was also right in the race's top-three battle soon after he took the wheel of the No. 69 FXDD Mazda. He quickly moved into fourth, then third and secured second around the time of a pair of back-to-back caution periods, split by just one lap, in the final 30 minutes of the race. Despite the run to the front, Segal still needed a little more to catch the race-winning No. 59 Brumos Porsche GT3 of Leh Keen and Andrew Davis.

"That all was great, the car was really strong, but unfortunately at the end it was just not quite enough," Segal said. "I made a little mistake on a restart, getting in the wrong gear, that Leh get a gap, but I couldn't get any in roads on him. Every time I would chip away at him he would sort of drop the hammer and pick up a few more tenths."

The runner-up result was Segal's second of the year after co-driving to second this past March in the Grand Prix of Miami. The top-three podium finish was also the second in the past three races for Segal and the No. 69 team after finishing third at the Sahlen's Six Hours of The Glen last month.

"It's a good result for Mazda, at Mazda Raceway Laguna Seca, but I still think maybe we have got a little more digging to do, maybe a little more help before we are really contenders."

The No. 69 FXDD/SpeedSource Mazda RX-8 GT team has moved up a championship position for the second consecutive race and is now a season-high fourth in the GRAND-AM Rolex Sports Car Series GT Team Championship standings. The team is just four points out of third and only 19 back from the class-leading No. 59 Porsche team.

Next up for Jeff Segal and the No. 69 FXDD/SpeedSource Mazda RX-8 GT team is the American Red Cross 250, July 22 – 24, at New Jersey Motorsports Park (NJMP). The race can be seen live on SPEED at 1 p.m. ET/10 a.m. PT on Sunday, July 24.

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## **Office Depot Doran Racing Report**

**Provided by Matt Cleary**

### **Office Depot Doran Racing Strategy Doesn't Pan Out for Frisselle**

MONTEREY, Ca., 9 July – Brian Frisselle and his Office Depot Doran Racing squad attempted a risky strategy in the GRAND-AM Rolex Sports Car Series Continental Tire Sports Car Festival Powered by Mazda race. Up to now, Frisselle's co-driver Henri Richard has driven the first stint before turning over to Frisselle. Richard is an accomplished gentleman racer and a Rolex Series rookie who shows great potential. But, with such an aggressive field of talented racers, the No.77 Office Depot machine has found itself responding to a larger than desired deficit by the time Frisselle gets behind the wheel.

As a result, the team opted for an unusual strategy. Frisselle would start and finish the race at the Mazda Raceway Laguna Seca with Richard driving the middle stint.

With Frisselle behind the wheel at the start the No. 77 Ford Dallara, having qualified a season best fourth, was running strongly during the opening segment of the two hour and forty-five minute race.

Richard took over the driving duties for the middle portion with good track position which he was able to preserve. Unfortunately, during the second pit stop, when Frisselle was to return to duty, Richard was unable to get the race car into neutral gear for the second driver change, costing valuable time in the pits. He was eventually successful and able to hand the car over to Frisselle, but at that point valuable track position had been lost.

The No. 77 slid down to ninth place where it would finish the race.

"I made a good start, keeping the No.99 and the No.01 in sight for much of my stint and then Henri drove a great, consistent stint, so it looked like our strategy may work out. Unfortunately, when the car would not go into neutral gear, that cost us a lot of time. If we wouldn't have needed to make the driver change, that wouldn't have been a big deal. But, since it's not possible to change drivers with the car in first gear, that's where the risk in the two driver change strategy came into play," Frisselle explained.

Still, he drew a silver lining.

“We made some developments with the set up that improved our speed and gave us quite a boost. As a result, I think we’ve closed the gap to the front running cars quite a bit,” he added.

The next stop for Frisselle and the Office Depot squad takes them from the Pacific Coast to the Atlantic seaboard and New Jersey Motorsport Park on July 23.

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## **Mike Shank Racing Report**

**Provided by Matt Cleary, Sunday Group Management**

MONTEREY, Calif. (9 July 2011) – Michael Shank Racing headed West looking for a strong result in its return to a two-car effort at Mazda Raceway Laguna Seca. After a promising day that saw two young chargers impress alongside the experienced full-season pilots, with both team cars leading the race, it wasn't the hoped-for outcome in round eight of the 2011 GRAND-AM season for the team.

John Pew and Ozz Negri finished fifth in the No. 60 Crown Royal XR Ford-Riley, with the sister No. 23 Michael Shank Racing machine of young drivers Matt Bell and James Davison classified 11th in class at the finish.

Pew opened the 2.75-hour Continental Tire Sports Car Festival Powered by Mazda from the ninth position and moved forward into fifth place before handing the controls to Negri. Despite quick pit work from the Michael Shank Racing squad, Negri rejoined the field eighth in line looking to make his way to the front. Working his way into the top-five prior to the first round of pit stops, Negri took the race lead before pitting for fuel only. Following the final pit stop, Negri worked his way back into the fifth position to mark the team's fourth consecutive top-five finish of the season.

"The track was really slippery and we didn't have the pace to move forward in the early stages," said Pew, who returned to the site of his first-ever Daytona Prototype start. "So the conditions were not ideal, but Ozz got everything he could out of the car. It wasn't what we wanted, but we just didn't have the pace for a podium today. This is a great track, a beautiful part of the country and a great place to race. But unfortunately, it just wasn't meant to be our day."

"It was a tough race. I thought I was going to be able to get by the 5 car, but he didn't give me the room I thought he was going to, so it was a tough move! I just couldn't make it stick," said Negri. "From there on, was just playing some catch up. We did everything we could to get as much out of the car today, but just didn't have the pace over the long run. It's another good points day, but we want more. We've won at New Jersey before, and hopefully we can do it again next time out!"

Bell, who scored his second consecutive Continental Tire Sports Car Challenge Grand Sport victory just prior to the start of the Rolex Series event, started the No. 23 Michael Shank Racing Daytona Prototype from the outside of the fourth row and advanced to fourth place within the first seven laps. As several teams began making their first round of pit stops, Bell ultimately progressed to third in the order before turning the car over to Davison who would return to the track in fifth place.

"It was great to race a Daytona Prototype on my home track, and I had a lot of fun today," said Bell, of his third Daytona Prototype start this year. "It was kind of hard to jump into this car after the Continental race and really get everything out of it. But I just focused on doing my job and bringing the car back to James (Davison) in a good race-able condition and we did exactly that. He did a great job and we were right in the thick of it. This team is excellent and the guys were great to work with. Even though we didn't get to finish the way we wanted, it was still a good day and hopefully we made a good impression."

Davison would run steadily among the top-five and led his first laps in a Daytona Prototype before making the team's final pit stop. As Davison raced against much more experienced competitors and pushed the car to remain at the front of the field, the No. 23 would lock up the left front tire going into turn one which eventually led to a cut tire with subsequent damage seeing the No. 23 machine unable to continue following damage to the front left suspension.

"To be honest, I just made a rookie mistake, but I was up there with the established drivers in this series, and I was running P4 and I felt relaxed behind the wheel, and my race fitness was good," said Davison. "There came a point where I needed to push, in the final stint. And I just tried a little too hard. While I'm disappointed, I have to be happy with my performance as a rookie, my first race of 2011, to mix it up there with all the stars of this series. I didn't expect to be in a position to lead the race, which for a rookie driver going in mid-way through the season with all these guys, it was something to be pleased about."

"We had good first pit stops, and both cars led the race today so that was encouraging. I'm really pleased with the job that Matt and James did for us today," said team owner Mike Shank. "I think they both made a really good impression and were certainly on the way to a top-five. We just lost some track position with the 60 car and that was really hard to make up today. We will see if they do anything about the No. 10 car with the penalty and see what effect that has in terms of how everything shakes out points-wise. Other than that, we'll just focus on getting Ozz and John back on top at New Jersey in a couple of weeks."

Michael Shank Racing returns to GRAND-AM Rolex Sports Car Series competition July 22-24 at New Jersey Motorsports Park for the American Red Cross 250. The Continental Tire Sports Car Festival Powered by Mazda will broadcast on tape delay Sunday, July 10 at 4:00 PM (ET) on SPEED.

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## **GRAND-AM Race Report**

### ***GRAND-AM Cooldown Lap: Mazda Raceway Laguna Seca Continental Tire Sports Car Festival Powered By Mazda***

***Saturday, July 9, 2011***

#### ***The Stats***

GS 1st: John Edwards and Matt Bell, No. 9 Stevenson Automotive Group Chevrolet Camaro

GS 2nd: Charles Espenlaub and Charlie Putman, No. 48 HRE Wheels/Fall-Line BMW M3

GS 3rd: Nick Longhi and Matt Plumb, No. 13 Rum Bum Racing BMW M3

ST 1st: Andrew Carbonell and Rhett O'Doski, No. 26 Mazda/Semperfund.org Mazda MX-5

ST 2nd: Tom Long and Derek Whitis, No. 25 Mazda/Semperfund.org Mazda MX-5

ST 3rd: Gregory Liefoghe and John Capestro-Dubets, No. 81 CRC Industries/Johnstone Supply BMW 328i

Margin of Victory: 2.711 seconds

Average Speed: 70.450 mph Cautions: 6 for 17 laps

#### ***The Points***

GS: Paul Dalla Lana 226, Auberlen 206, M. Plumb; M. Bell/J. Edwards 201.

ST: Nic Jönsson 204, Ryan Eversley 186, Ian Baas/Ryan Ellis 184.

#### ***The Story***

John Edwards and Matt Bell combined to lead 51 of Saturday's 79-lap Continental Tire Sports Car Festival Powered by Mazda at Mazda Raceway Laguna Seca, giving them their second consecutive victory in the Continental Tire Sports Car Challenge Grand Sport class.

Edwards led the final 31 laps after passing Charles Espenlaub. Edwards' lead never grew to more than three seconds, and he stretched it to 2.711 seconds on the final lap in the No. 9 Stevenson Automotive Group Chevrolet Camaro.

With their victory, Edwards and Bell moved into a tie for third-place in the GS standings, with Matt Plumb. Edwards and Bell – who started from the pole position and set the race's fastest lap time – have finished in the top five in five of the last six races.

Espenlaub and Putman finished a season-best second in the No. 48 HRE Wheels/Fall-Line BMW M3, after Espenlaub led twice for 13 laps. Third went to Matt Plumb and Nick Longhi in the No. 13 RumBum.com BMW M3.

It was a rough day for the top three competitors in the standings. Championship leader Paul Dalla Lana made his first start without points co-leader Bill Auberlen, finishing 11th with new co-driver Raphael Matos. Dalla Lana served a stop-and-go penalty after jumping an early restart.

Second-place drivers Billy Johnson and Jack Roush Jr. finished 22nd – 15 laps down – after a flat tire forced a lengthy pit stop for the No. 61 Roush Performance Products Ford Mustang Boss 302R. Thirdplace drivers Scott Maxwell and Joe Foster ran in the top 10 throughout the day in the No. 15 Ford Racing/Multimatic Racing Ford Mustang Boss 302R, but Maxwell was involved in an accident

also involving Mikel Miller late in the race and crashed into a tire barrier. Maxwell and Foster fell to fifth in the standings after finishing 24th.

In the Street Tuner class, Andrew Carbonell emerged from a late battle with Gregory Liefoghe to post his second career class victory and the first for co-driver Rhett O'Doski in the No. 26 Mazda/Semperfund.org Mazda MX-5. Carbonell took the lead for the final time on Lap 66. Teammate Tom Long finished second – also passing Liefoghe late – after co-driver Derek Whitis won the pole position for the No. 25 Mazda/Semperfund.org Mazda MX-5. Liefoghe – a resident of San Francisco – and John Capestro-Dubets – of nearby Carmel Valley, Calif. – finished third in the No. 81 CRC Industries/Johnstone Supply BMW 328i.

### ***The Surprises***

- Ben Clucas and Jade Buford, who finished eighth in the No. 33 BMW M3 in the Grand Sport class. It marked only Clucas' second career race in the series.
- Billy Johnson and Jack Roush Jr., whose consecutive six-race podium streak was snapped after a flat tire forced them to pit. They finished 22nd, only the third race in the last 20 races the pair hadn't finished in the top five.
- Andrew Carbonell and Rhett O'Doski, who have only finished in the top 10 four times this season. The pair have finishes of 26th or worse in their three other races.
- Gregory Liefoghe and John Capestro-Dubets, who got their second Street Tuner podium finish of the season and first since the season opener at Daytona.

### ***The Numbers:***

- 17 – Number of positions Ashley McCalmont and Eric Curran improved from start (23rd) to finish (sixth) position.
- 25 – Grand Sport points lead for Paul Dalla Lana over Bill Auberlen.
- 22 – Cars that completed all 79 laps on the 2.238-mile circuit.
- 51 – Number of laps led by Grand Sport winners John Edwards (31) and Matt Bell (20).
- 83.928 mph – Fastest lap of the race, turned in by winning Stevenson Camaro.

### ***The Quotes:***

- “We knew we could contend for the win, but we were really short on fuel, so those cautions helped us and I was doing a lot of fuel saving. I was saving a lot of fuel and then finally the cautions came out and we knew we were good to go. We got the result we needed as opposed to having to pit for a splash at the end. Two in a row, I can't say enough about the Stevenson team.” – John Edwards, No. 9 Stevenson Automotive Group Chevrolet Camaro
- It was just a combination of a number of things. I've got a lot of time here. It's probably the only time, in a GRAND-AM season, where I have a track that I know this well, and I'm in a car that's perfectly balanced, so I'm hoping we've learned a lot from this. I know we've learned a lot from this. We're going to go to the next race and really do our best and follow that same setup.” – Matt Bell, No. 9 Stevenson Automotive Group Chevrolet Camaro
- “For the race itself, the Mazda MX-5 couldn't have been better. The car was just on point every single lap. I had no option but to win this race. I can't thank the team, Freedom Autosport enough. The reason why we do this is to serve the memories the people who have served our country for the past 200 years.” – Andrew Carbonell, No. 26 Mazda/Semperfund.org Mazda MX-5
- “All I had to do was just give the car to Andrew and he does what he always does, which is race his butt off. He races a clean race and there's no place we'd rather double podium than here at Mazda



Raceway with two Mazda MX-5s. They're incredible cars and that's what zoom-zoom is all about." – Rhett O'Doski, No. 26 Mazda/Semperfund.org Mazda MX-5

□ "It's a very good thing for me to get this experience. Racing the Honda Civic was very different from what I'm used to racing. I'm not used to being in the back and racing in so much traffic. Today will be very useful for my future." – Simon Pagenaud, No. 75 Compass360 Racing Honda Civic Si.

*The Next Race:* The Continental Tire Sports Car Challenge holds its ninth of 10 races at New Jersey Motorsports Park on Saturday, July 23, with the running of the B+ Foundation Heroes 200. Jack Roush Jr. and Billy Johnson took overall and Grand Sport honors in the No. 61 Roush Performance Ford Mustang GT in last year's race on the 2.25-mile, 12-turn circuit, while Owen Trinkler and Randy Smalley led the Street Tuner class in the No. 198 RSM Motorsports Mini Cooper S.

Following the event, the only race remaining on the 2011 schedule is the EMCO Gears Classic at MidOhio Sports Car Course on Sept. 17.

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## **Magnus Racing Report**

**Provided by Efrain Oilvares**

### **Magnus Racing duo earn seventh top-ten of 2011 Rolex Series season**

July 10, 2011 (Salinas, CA) – Magnus Racing drivers John Potter and Craig Stanton scored another top-ten position on Saturday at the Continental Tire Sports Car Festival powered by Mazda at Mazda Raceway Laguna Seca when the no. 44 Magnus Racing Porsche 911 GT3 Cup crossed the line in seventh position.

After qualifying in tenth, Potter enjoyed a trouble-free opening stint before turning the car over to co-driver Craig Stanton just before the 45 minute pitstop window closed. Aiming to stretch his fuel load as long as possible, Stanton was in fuel conservation mode but was able to move the Magnus Racing Porsche as high as the sixth position. The competitive nature of the GT field was obvious as third through ninth position ran in a train throughout a large portion of the second hour.

One by one, the GT field came into the pits but Stanton was able to stay out, leading two laps before his team brought him into the pits. Reemerging in 8th position, the team's fuel advantage was negated when the no. 23 Daytona Prototype dug a hole for itself in turn five and brought out an extended yellow flag period. On the ensuing restart, Stanton spun in turn two as he attempted to make up positions but was able to continue, losing only one position.

A separate incident brought out another full-course yellow and set up a ten-minute sprint to the finish. Stanton was able to make up two positions to cross the finish line in seventh place, salvaging a decent points position on the day.

"It was a bittersweet kind of race," said Potter afterwards. "We had a great strategy and a better car than the result showed. But in the second half of the race the yellows didn't help our strategy and we had an unfortunate spin at the end cost us a couple of positions. We had a podium car but it just wasn't to be today."

Stanton was frustrated with his late race off course excursion as he attempted to battle forward in the Magnus Racing Porsche. He then departed Mazda Raceway Laguna Seca on his bicycle to watch his wife, Joy, compete in a rowing competition in Oakland.

“I was trying to make something happen on that final yellow, and it just didn’t work out,” said Stanton. “We had some lapped cars in front of us and I just got it wrong heading into turn two on that restart. I think we were in a really good position with fuel mileage but we kind of lost our advantage with those last yellows. The guys gave us a great car that should have been on the podium.”

Potter and Stanton currently sit fifth (or eighth) in the GT class points standings at 200 points, 22 points behind leaders Andrew Davis and Leh Keen – two of Magnus Racing’s alumni.

The next Rolex Sports Car Series race is in two weeks when despite bankruptcy, fist-pumping, and cultural pillars like The Situation, the series will return to New Jersey and the New Jersey Motorsports Park. The American Red Cross 250 will be broadcast live on SPEED Channel on Saturday, July 24, at 1:00 PM ET.

More information about Magnus Racing can be found at [www.magnusracing.com](http://www.magnusracing.com). Any organization interested in learning more about how to be involved with one of the most unique and visible teams in the Grand-American Rolex Sports Car Series can e-mail [info@magnusracing.com](mailto:info@magnusracing.com). All press inquiries can be directed to [press@magnusracing.com](mailto:press@magnusracing.com).

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## **SpeedSource Mazda Race Report** **Provided by Wayne Nonnamaker**

Last week, the SpeedSource team packed up their trailers and headed to the West Coast for Round 8 of the Rolex Sports Car Series. Returning to Mazda Raceway Laguna Seca, where the series hasn't been since 2009, teams looked forward to racing at the historic track under the warm California sun. The weekend proved to be a strong showing for both SpeedSource cars where the #69 FXDD Mazda RX-8 captured a 2nd place finish and the #70 Castrol Edge Mazda RX-8 closed out the podium with a 3rd place finish.

Defending GT Co-Champion Emil Assentato drove his #69 FXDD Mazda RX-8 to 6th on the grid for his strongest qualifying result of the season, thus far. Starting the race next to his team car, Assentato was able to settle into an early race rhythm. When time came for co-driver Jeff Segal to take control, the car was very much in contention with the leading GT cars. Segal continued to push through, bringing the car up to 2nd by the final caution period. The reduced pace behind the safety car allowed Segal to conserve much-needed fuel and maintain his track position. The weekend's 2nd place finish is the team's third podium finish of the 2011 season.

Sylvain Tremblay started the #70 Castrol Edge Mazda RX-8 from 5th on the grid and quickly pushed it up to the front of the GT field. Early race lap times would indicate a very quick pace. At the half-hour mark a caution bunched the field with Tremblay sitting comfortably in 4th position before pitting. A blisteringly fast pit stop by the crew, which included four tires, fuel and a driver change, sent the car past the entire GT field into the lead. From here Monterey, CA native Jonathan Bomarito took control and started to open a steady gap on the rest of the GT class.

Knowing that fuel range would be the limiting factor of the race, strategists on the #70 Castrol Edge Mazda RX-8 began formulating a plan. It would seem that their efforts would come to fruition when Bomarito was able to beat a late race caution to pit for a splash of fuel. However upon rejoining the field, now in 3rd position, trouble with the clean-up crews would cause GRAND-AM to extend the length of the caution from a standard 10-minute affair to a nearly 18-minute timeout. The delay would prove costly for the #70 as it allowed the rest of the GT field to conserve enough fuel to make the race end. Nonetheless, the #70 Castrol Edge Mazda RX-8 put on a strong dominant showing all race and captured the team's second podium of the season with a 3rd place finish.

The collaboration of all Mazda teams for the Monterey Festival of Speed at Mazda Raceway Laguna Seca further amplifies Mazda's charge to the front of the manufacturers' standings. Mazda sits second overall in points, trailing the leader by only 5 points.

The series will travel north to the Jersey shore for Round 9 of the Rolex Sports Car Series at New Jersey Motorsports Park. Follow SpeedSource live on SPEED July 24th at 1PM.

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## **BRUMOS Racing Report** **Provided by Patti Tantillo**

### **Brumos Scores Critical Win at Laguna Seca to Claim Championship Lead**

Jacksonville, FL: Brumos Racing was well aware going into Round 8 of GRAND-AM Rolex Series competition that they were entering a particularly critical stretch of the season. Following their first win a few weeks earlier at Watkins Glen, the team was feeling confident, but that didn't prevent them from putting in many extra hours and the hard work required to thoroughly prepare for Mazda Raceway Laguna Seca. Flying out to the west coast early, the crew spent several days laying the groundwork for a successful race. Their hard work paid off, as Brumos scored their own version of a triple play – qualifying on the pole, getting the fastest lap of the race, and then taking the win. The ultimate payoff, however, was the resulting jump in the points race. Brumos Racing came to Laguna Seca in 2<sup>nd</sup> place, but headed home as the Rolex Series GT championship leaders.

The team took advantage of a track test day earlier in the week, finding improvements in each session and working their way closer to a race-ready car. By the time the 15-minute qualifying session had ended, Andrew Davis had driven the Brumos #59 Porsche 911 GT3 to its first pole position of the season. Starting the race from the front, Davis never looked back, ending his stint still holding the lead. Following the driver change, Leh Keen had worked his way back up to 2<sup>nd</sup> place when a good strategy call paid off. An incident late in the race brought out a lengthy yellow, enabling Keen to conserve fuel and make it to the checkered flag without any further stops. He regained the lead and held it for the finish. The Brumos drivers led an impressive combined total of 47 laps in the race and the results also boosted Porsche to first place in Manufacturer's standings.

Davis, who enjoyed the view of the track from the front, was proud of his team. "We had just an exceptional car for qualifying and the Brumos #59 was really on the mark for the entire race. I was thrilled with being able to get pole position, and to do it with Brumos meant a lot to me. I was determined to lead my entire stint and that was exactly what happened. We came in and the guys did a great job to get Leh back out there. From there, Leh just drove a phenomenal race and Joe LaJoie did a great job calling the right strategy. For us to have our second win in this first year of the Brumos GT program is really exciting. Now, having the point lead for the first time, we have a little cushion going into our next race, but we still need to go for race wins and maximize our performance. At the same time, we realize we are now leading this championship and that we can win it and just need to do all we can to make that happen. I'm fully confident that we have the squad to do that – our guys just don't stop. I want to thank Dan Davis and Hurley Haywood and every member of the entire Brumos organization for this opportunity."

No stranger to a Championship race, 2009 Rolex Series GT Champion Leh Keen is also proud of Brumos' accomplishments this season. "That was just spectacular, what the Brumos team did this weekend. We've done so much just getting to this point. The pressure was really on, as far as the championship goes, coming into this race. We were sitting in 2nd for a couple of races and now we have a ten point lead in first. It just goes to show what a championship team Brumos is. Our guys just nailed it - this weekend was really as good as it gets. Andrew took the pole and just drove an awesome stint and handed me a car in first place. Then my stint was really good – the car was great to drive and Joe's strategy was right on track. The team has the car set up so well now – this weekend's results just show how strong we are. The guys nailed all the stops, the strategy worked out as planned, and it all just came together in a wonderful way."

Brumos Racing will head next to Millville, NJ and New Jersey Motorsports Park to defend their championship lead. That 2.75 hour race will be held on Sunday, July 24<sup>th</sup> with the green flag set to drop at 1:00 PM ET with live coverage on SPEED TV.

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## **Team Sahlen Report**

**Provided by Wayne Nonnamaker**

Riding high after a fantastic Road America event, where Team Sahlen captured a fine Pole Position and 2nd place finish; the trend continued at Mazda Raceway Laguna Seca, where the #42 Mazda RX-8 driven by John Edwards and Wayne Nonnamaker posted fastest practice session times and 2nd place on the race grid.

At the start of the race, Wayne rode comfortably in 2nd place, staying even with the lead #58 GT pole winner. Then at the top of the famous Corkscrew, Wayne was unfortunately punted off the track. The unfortunate incident resulted in the GT competitor being issued a Drive Thru penalty by Grand-American. Wayne recovered to jump back on the track and run comfortably in the top 4.

Everything seemed to be going according to plan, with the mandatory pit stop at the 45 minute mark. Then "Murphy's Law went into effect. Will Nonnamaker in the #49 Mazda suddenly and mysteriously lost Fuel Pressure going into Turn One. This brought out the 1st caution of the day. Then under caution, the main oil line broke on the #42 driven by Wayne. This caused a scary fire out the right wheel well. Amazingly, Wayne was able to turn the RX-8 off and coast down to the pits. The Team Sahlen crew did an fantastic job in quickly repairing the RX-8 by replacing the oil line. And Team Driver John Edwards was able to jump in and get the car back on track.

Once back on track, the decision was made by bring John into the pits and place Wayne back behind the seat. This was done to gain valuable Bob Akin Sportsman Award points.

"In the end the race was about a lot of what if's. But this is racing. And if you are not prepared to have one of these days, then you don't need to be racing. The part failure was a fluke break. It must have come from a stray car part on track, or one of the many sharp



stones that are surrounding the track. The good news is that it wasn't a part failure or a preparation issue with Team Sahlen. We were able to come back after Road America and prove our pace there was not a fluke. And the additional good news is that we don't have to wait long to get back on track and put this race behind us. We are at New Jersey in just 2 weeks." – shared Wayne Nonnamaker

The next event for Team Sahlen will be at New Jersey Motorsports Park on July 24th.

The 2011 Team Sahlen GRAND-AM Rolex Sports Car Series presented by Crown Royal Cask No. 16 is supported by Mazda, Mazdaspeed, HRPWorld.com, Cool Shirt, Racetech Seats, BBS, Racing Print Media, Alcon, Mothers Polish, EMCO, NGK Spark Plugs, TheRaceSite.com, Western New York Flash, Grassroots Motorsports, Castrol Oil, Holliday Canopies, ASC Industries, Iannetti Design Ideas, CM Racing.

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