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## Montreal 200 at Circuit Gilles Villeneuve

August 20, 2011

### Race Report Compilation

*Reports provided by the teams*

*Photos courtesy of GRAND-AM and the teams*

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## **GRAND-AM Report**

**Provided by JJ O'Malley. GRAND-AM**

### ***The Stats***

**DP 1st:** Alex Gurney and Jon Fogarty, No. 99 GAINSCO Auto Insurance Chevrolet/Riley

**DP 2nd:** Max Angelelli and Ricky Taylor, No. 10 SunTrust Chevrolet/Dallara

**DP 3rd:** David Donohue and Darren Law, No. 5 Action Express Racing Porsche/Riley

**GT 1st:** Robin Liddell and Ronnie Bremer, No. 57 Stevenson Auto Group Chevrolet Camaro

**GT 2nd:** Sylvain Tremblay and Jonathan Bomarito, No. 70 Mazdaspeed/Castrol Edge Mazda RX-8

**GT 3rd:** James Gue and Dane Cameron, No. 41 Seattle Children's Hospital/Bass 2 Billfish Mazda RX-8

**Margin of Victory: 1.932 seconds**

**Average Speed: 98.734 mph**

**Cautions: One for three laps**

**The Points DP:** Scott Pruett/Memo Rojas 353; Max Angelelli/Ricky Taylor 333, David Donohue/Darren Law 292.

**GT:** Jordan Taylor/Bill Lester 294, Leh Keen/Andrew Davis 291, Jonathan Bomarito/Sylvain Tremblay 289.

### ***The Story***

In a worst-to-first turnaround, Alex Gurney and Jon Fogarty led 45 of 73 laps to win Saturday's Montreal 200 – one week after crashing out early in the early laps at Watkins Glen International in the No. 99 GAINSCO Auto Insurance Chevrolet/Riley.

After following Ricky Taylor for the opening 24 laps, Fogarty ran two strong laps before his pit stop after the No. 10 SunTrust Chevrolet/Dallara pitted. Gurney held the lead after the exchange of pit stops, and was able to maintain the advantage throughout the remainder of the two-hour race at Circuit Gilles Villeneuve.

Memo Rojas sustained minor bodywork damage in the Daytona Prototype championship-leading No. 01 TELMEX BMW/Riley co-driven by Scott Pruett. The team went on to finish fifth, and hold a 20-point lead (353-333) entering the final round at Mid-Ohio Sports Car Course on Sept. 27. Pruett and Rojas can clinch their third DP championship in four years by competing 30 minutes and finishing at least 16th in the season finale.

Darren Law and David Donohue finished third in the No. 5 Action Express Racing Porsche/Riley, followed by the No. 90 Spirit of Daytona Chevrolet/Coyote of Paul Edwards and Antonio Garcia.

The GT race also saw a major turnaround. Robin Liddell and Ronnie Bremer co-drove the No. 57 Chevrolet Camaro to the class victory, giving Stevenson Motorsports its third victory in four years at Circuit Gilles Villeneuve. The No. 57 team's triumph came one week after they led the most laps but finished 20<sup>th</sup> at Watkins Glen International.

Liddell led the final 27 laps despite repeated efforts by Jonathan Bomarito in the No. 70 Mazdaspeed/Castrol Edge Mazda RX-8 started by Montreal native Sylvain Tremblay. Bomarito was able to pull alongside the leader on the final lap, but Liddell held the lead through the final turn and won by .289 seconds. Finishing third, another tenth of a second back, was the No. 41 Seattle Children's Hospital/Bass 2 Billfish/Fishingcapital.com Mazda RX-8 of James Gue and Dane Cameron.

Bill Lester and Jordan Taylor finished ninth in the No. 88 Autohaus Motorsports Chevrolet Camaro, retaining a three-point lead entering the season finale. Leh Keen and Andrew Davis finished fifth in the No. 59 Brumos Racing Porsche 911 GT3 Cup to close the gap to 294-291 points. Tremblay and Bomarito now have 289 points, five behind the points leaders.

Boris Said won the pole and led 11 laps in the No. 31 Whelen Engineering Corvette. Owen Kelly lost the brakes in the closing laps and spun into the barrier at the pit exit, resulting in the lone caution period in the event.

### ***The Surprises***

□ Paul Edwards and Antonio Garcia finished fourth, their best finish of the season in the No. 90 Spirit of Daytona Chevrolet/Coyote. □ Memo Rojas and Scott Pruett finished fifth in the No. 01 TELMEX BMW/Riley, only the second time all season they failed to finish first or second.

□ Making his second start in the No. 94 Turner Motorsport BMW M3, Billy Johnson finished fourth in GT, giving Paul Dalla Lana his best finish in seven races.

□ Craig Stanton and John Potter appeared to be headed for their second consecutive podium finish in the No. 44 Magnus Racing Porsche GT3, but a late pit stop relegated them to a seventh-place finish.

□ Mike Skeen – running at Montreal for the first time – was fastest in Thursday’s afternoon practice in the No. 07 The Cool TV/Mobile 1 Chevrolet Camaro.

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

□ 2 – Number of laps led by both David Donohue and Darren Law

□ 3 – Number of Montreal victories for Robin Liddell and Stevenson Motorsports

□ 16 – Consecutive Rolex Series races led by Ricky Taylor

□ 50 – GT laps led for the second consecutive race by the No. 57 Stevenson Motorsports Chevrolet Camaro, 27 for Robin Liddell and 23 for Ronnie Bremer

□ 96.050 – Speed in miles per hour of Billy Johnson’s fastest GT race lap

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

□ “We’ve been trying really hard to win here the last five years. We’ve had fast cars, but were never able to capitalize. Today we knew our car was really good. After Watkins Glen, we wanted to win the last two races, and I’m stoked we were able to pull it off here.” **Alex Gurney, No. 99 GAINSCO Auto Insurance Chevrolet/Riley**

□ “After Ricky made his pit stop, I ran a couple of good, quick laps. I almost crashed coming into the pits, I was trying so hard. That was the turning point, coming out of the pits ahead of the SunTrust team.” **Jon Fogarty, No. 99 GAINSCO Auto Insurance Chevrolet/Riley**

□ “I was hoping the race would stay green, because my car was getting better and better. But I lost time on the restart, and that killed me.” – **Max Angelelli, No. 10 SunTrust Chevrolet/Dallara**

□ “Every lap for the last 30 minutes felt like a qualifying lap. We were not leaving anything on the table trying to stay ahead.” **Robin Liddell, No. 57 Stevenson Auto Group Chevrolet Camaro**

□ “Today was real special for me, being on the podium with lots of friends and relatives from my hometown. We almost got them at the end. We raced them like they raced us, nice and clean.” – **Sylvain Tremblay, No. 70 Mazdaspeed/Castrol Edge Mazda RX-8**

□ “This track requires so much commitment and trust that you’re not going to take the wall down.” – **Boris Said, No. 31 Whelen Engineering Corvette**

### ***The Next Race:***

The Rolex Series will wrap up its 2011 season with the EMCO Gears Classic at Mid-Ohio Sports Car Course, a two-hour, 45-minute race on Saturday, Sept. 17. This will be the first time that the 13-turn, 2.258-mile circuit in Lexington, Ohio, hosts the GRAND-AM finale.

Scott Pruett and Memo Rojas won the 2010 event, their fifth of nine victories in the No. 01 TELMEX BMW/Riley. Ozz Negri and John Pew finished second for Ohio-based Michael Shank Racing in the No. 60 Crown Royal XR Ford/Riley, followed by AIM Autosport’s Burt Frisselle and Mark Wilkins, who now drive the No. 61 GAMMA88 BMW/Riley.

Bill Auberlen and Joey Hand were GT winners, giving Turner Motorsports its first Rolex Series victory in the No. 94 BMW M6.

The weekend will also include the closing round of the Continental Tire Sports Car Challenge.

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## **Team Chevy Report**

**Provided by Nancy Wagner and Judy Kouba Dominick, Team Chevy**

Team Chevy had a stellar day at Circuit Gilles Villeneuve as Jon Fogarty and Alex Gurney drove the No. 99 GAINSCO/Bob Stallings Racing Chevrolet/Riley Daytona Prototype (DP) to their second victory of the 2011 Rolex Sports Car Series season after starting on the pole.

Gurney and Fogarty led 45 of 73 laps to win Saturday's Montreal 200 - one week after crashing out early in the early laps at Watkins Glen International. After running second for the opening 24 laps, Fogarty ran two strong laps before his pit stop. Gurney then held the lead after the exchange of pit stops, and was able to maintain the advantage throughout the remainder of the two-hour race.

Following the "Red Dragon" with Gurney behind the wheel to the checkered flag was Max Angelelli in the cockpit of the No. 10 SunTrust Racing Chevrolet Dallara. The runner-up finish pulled Angelelli and his teammate Ricky Taylor to just 20 points of the leader in both DP team and driver points with one race remaining in the season.

The win kept the No. 99 GAINSCO Chevy team solidly third in the standings heading to Mid Ohio Sports Car Course for the season finale on September 16-17, 2011

"It was the best car we have had all year" said Gurney. "I don't know what to say. We rolled off quick. Jon did an awesome job in qualifying and I knew with that kind of a gap, we should win the race. Gosh, just really happy. We have been trying so hard to win here at Montreal for the last five years or so. We've led a lot of races but now we finally got it done. This is awesome. This is what we try so hard to do. Everybody was so focused this weekend and upset by not being able to capitalize last weekend. With only two races to go, we knew we had to come in here and win. Now we go to Mid Ohio."

The No. 90 Spirit of Daytona Chevrolet Coyote was fourth in Rolex DP at the finish line, their best finish of the season.

Adding to the Chevrolet Victory Lane celebration in Montreal were Robin Liddell and Ronnie Bremer who captured the season's second Grand Touring (GT) win for the No. 57 Stevenson Camaro GT.R team. It was Liddell at the wheel who fought off a challenge on the last lap to take the checkered flag.

"We had to work very hard for today," said Liddell. "The car was good. Ronnie did a great first stint going to the lead on the first lap and never gave the lead up. The car was good! We had a car to win last week, but unfortunately we had some mechanical issues. This week we got the result. It seems like we should had so many more top step of the podium finishes this year. It just hasn't worked out. It is just nice to get up there in the last couple of races and show we can do it. I felt reasonably comfortable with the rhythm I was in to keep everyone behind me. I thought we had a slightly quicker car."

As a result of today's performance, Chevrolet unofficially now leads the engine manufacturer standings in DP by two points. And, the Bowtie brand sits just one point out of the top spot in GT.

"It was an awesome day in Montreal," said Jim Lutz, Grand-Am Program Manager, GM Racing. "We had Chevys in first, second and fourth just as they qualified. In GT it is tremendous that the Stevenson GT.R Camaro team was able to score another win. They have had a tough season with a lot of things going wrong, but, they ran a flawless race and were able to battle to maintain the lead on the last lap following the restart and a hard charge from the competition."

"So going into Mid Ohio, in DP the manufacturers' championship will be on the line as well as in GT. Plus the GT driver's and team championship will be determined there as well. Autohaus Motorsports and drivers Bill Lester and Jordan Taylor have a three point lead heading into the season finale. It will be an exciting final weekend for Chevrolet in Grand-Am."

Other Chevrolet finishers in Rolex GT were: No. 07 Banner Racing Camaro GT.R eighth in class; No. 88 Autohaus Motorsports Camaro GT.R ninth in class and No. 31 Marsh Racing Corvette was 14th in class at the checkered.

The 2011 Rolex Sports Car Series season concludes on September 16-17, 2011 with the EMCO Gears Classic at Mid-Ohio Sports Car Course in Lexington, Ohio. The weekend will also include the closing round of the Continental Tire Sports Car Challenge.

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## **GAINSCO/Bob Stallings Racing Report** **Provided by Adam Saal**

### **Alex Gurney and Jon Fogarty score first Montreal 200 win in convincing style**

#### ***Win from the pole is GAINSCO's first in Canada, second this season, career 15<sup>th</sup>***

GAINSCO/Bob Stallings Racing, and drivers Alex Gurney and Jon Fogarty, turned Friday's record-extending fourth pole position at Circuit Gilles Villeneuve into their first victory in the Montreal 200 on Saturday for the team's second win of the 2011 season in the No. 99 GAINSCO Auto Insurance Chevrolet Riley and their 15<sup>th</sup> career triumph in the GRAND-AM Rolex Sports Car Series Daytona Prototype division.

GAINSCO's drivers led a race-high 45 of the timed two-hour sprint's 73 laps, and took a lead they would hold until the checkered flag after the No. 99's first of two pit stops just before the 45-minute mark. Gurney took over for starting driver Fogarty and the GAINSCO/Bob Stallings Racing crew executed a perfect pit stop that got the GAINSCO "Red Dragon" back on track in front of the field.

"A great day for our entire GAINSCO team," said Gurney, who also won with GAINSCO and Fogarty at Laguna Seca in July. "We have been trying really hard to win here for the last five years, we led a lot and had really good cars, and had been kind of disappointed that we never finished the deal. I didn't have too many incidents, had good runs through traffic in general, and it was just a great day. We knew after Watkins Glen that we wanted to win these last two races and we're stoked we pulled it off here."

GAINSCO's victory came one week after Fogarty was uninjured in an early contact incident in last Saturday night's Canadian Tire 200 at The Glen. The GAINSCO crew had the No. 99 "Red Dragon" repaired and ready by the following evening and the car was perfect from the moment it rolled off the trailer at Circuit Gilles Villeneuve. Gurney topped Thursday's opening practice while Fogarty won his fourth pole at Montreal in five attempts on Friday, preventing Ricky Taylor and SunTrust from matching his 2007 in-season record of seven consecutive poles.

"A lot was made of the pole, but ultimately today was our goal, for the victory," Fogarty said. "Ricky got by me at the race start, I gave him room, didn't fight too, too hard, we had contact, but it was all fair play. He just had a great start but I was comfortable to run behind him and just kind of conserve. The crew did a great job giving me a fast car, giving Alex a fast car, and putting the car back together after the last race."

Fogarty led laps 25 and 26 when Taylor pitted from the lead and kept his foot in it the entire time.

"Once Ricky made his pit stop I was able to run a couple of real good, quick laps," Fogarty said. "That made the difference in getting out ahead of them and our crew did a great job all day. They just made good calls the entire race, just a great team effort for the GAINSCO guys. I feel good about it, especially after what happened at The Glen. The turning point for sure was getting out ahead of them in the pits."

Gurney avoided any major issues on the track but that was far from the case inside the No. 99 GAINSCO Auto Insurance Chevrolet Riley. The fresh-air cooling hose that attaches to his helmet malfunctioned during the driver change.

"It ripped out when Jon got out of the car," Gurney said. "They fixed it with some tape on my second stop, which lasted for about two laps, so definitely one of the harder races for me. That air does a surprising amount, it doesn't feel like it when you have it on, but when you don't have it on your really hurting. So I was definitely not feeling very well."

The race's only caution period just 15 minutes from the finish gave Gurney a chance to cool down as he circulated during the yellow with the No. 99's driver's side door cracked open for ventilation. He was able to keep Max Angelelli, who had taken over for Taylor, in check on the restart and crossed the finish line 1.932 seconds ahead of the No. 10 SunTrust Chevrolet Dallara.

"I think that last restart was probably a good thing," Gurney said. "I was able to cool down a little, and I knew our car was really good on restarts. Things worked out for us today."

Gurney led a race-high 43 laps, setting the race's fastest lap time of 1:33.403 (104.412 mph) on lap 31.

The No. 99 GAINSCO Auto Insurance Chevrolet Riley team solidified its third-place ranking in the GRAND-AM Rolex Sports Car Series Team Championship standings with today's victory. The No. 99 now has 304 points in third place and a 12-point cushion over the No. 5 Action Express Porsche Riley that finished third in Montreal. The Montreal 200 will be followed by the season-ending EMCO Gears Classic at Mid-Ohio Sports Car Course, September 16 – 17. The race can be seen live on SPEED, Saturday, September 17, at 3 p.m. ET/Noon PT.

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## **SunTrust Racing Report** **Provided by Laz Denes**

A victory just wasn't in the cards for the No. 10 SunTrust Chevrolet Dallara of Wayne Taylor Racing in Saturday's GRAND-AM Rolex Sports Car Series Montreal 200, but the stellar driving duo of Max Angelelli and Ricky Taylor will gladly take a second-place finish to a fellow Chevrolet team and their seventh consecutive podium finish as they move on to the next one.

The 22-year-old Taylor, who started somewhere other than the pole for the first time in seven races, wasted no time jumping into the lead for the 16<sup>th</sup> race in a row from his outside-front-row starting spot, and he stayed in front for the first 24 laps of today's 73-lap, two-hour timed event around the 2.709-mile, 15-turn Circuit Gilles Villeneuve.

However, it was the polesitting No. 99 Gainsco/Bob Stallings Racing Chevrolet Riley of Jon Fogarty and Alex Gurney that proved to be the faster machine over a crucial mid-race exchange of pit stops that got the "Red Dragon" in front. And in the end, with Angelelli rapidly closing the gap on the front-running Gurney in the closing laps, a late-race caution just nine laps from the finish pretty much thwarted any possibility of SunTrust's third Montreal victory since 2007 and fourth in the last seven races this season.

"I'm quite happy with our second-place finish but I'm a little bit disappointed about the yellow flag at the end," said Angelelli, the Italian veteran who co-drove the SunTrust Racing machine to victories here at the home of the Formula 1 Canadian Grand Prix in 2007 with Jan Magnussen and in 2009 with Brian Frisselle. "I just felt the SunTrust car was getting better and better. The car balance was really difficult in the first half of my stint and this is where the 99 was pulling away. But the second half was pretty good. I was just hoping for a green-flag race and, unfortunately, the yellow flag came and I lost a lot of time in turns two and three at the restart and that's what basically killed me."

After seeing his attempt at a Rolex Series record-tying seventh consecutive pole position foiled by Fogarty in the No. 99 Chevy on Friday – by a whopping .7 of a second, no less – an undaunted Taylor smoothly and meticulously took matters into his own hands at the very start of today's race in putting the SunTrust car in the lead by the time the field cleared the left-right combination of turns one and two. Taylor had a solid opening stint in keeping the SunTrust car in front the entire way as Fogarty was able to stay close behind while the pair opened a healthy gap on the rest of the field.

The SunTrust crew called Taylor into the pits for the day's first fuel-and-tire stop under green on lap 25, 40 minutes into the race, and Taylor gave the car over to Angelelli. Fogarty assumed the lead and was able to turn a pair of stellar laps before making the Gainsco team's first pit stop on lap 27. It was those two laps by Fogarty that proved to be the difference in the race as Fogarty was then able to pit, hand his car over to Gurney, and the No. 99 car was able to get back on track ahead of Angelelli in the SunTrust car.



Gurney kept the Gainsco Chevy in the lead for 43 of the final 45 laps, giving it up temporarily only during the final round of fuel-and-tire stops, and he weathered the lap-68 restart on his way to taking the checkered flag 1.932 seconds ahead of Angelelli. It was the Gainsco team's first victory at Montreal and second of the season.

"It was a good day," Taylor said. "Coming into it, with that big of a qualifying gap, I expected Jon (Fogarty) to just drive away. So I just planned an aggressive start, trying to get up there in the lead. During the stint, I got lucky with traffic quite a bit. I was just trying to do my own thing up there at the front and hand the car over to Max. The car was good and the team made no mistakes in the pits, so it was a good result."

The runner-up finish, coupled with the fifth-place finish by the championship-leading No. 01 Chip Ganassi Racing with Felix Sabates duo of Scott Pruett and Memo Rojas, moved the second-place SunTrust team to within 20 points in the standings with one race to go.

"We just didn't have what the 99 had, but we still ran a good race," said team owner Wayne Taylor. "The result is the result, but the result was good. We had a second-place car and that's all there is to it. Ricky did a great job on the opening lap, getting us ahead of Fogarty. Unfortunately, they were just faster on their out laps after their pit stops. I think that's what made the difference. So, we'll go on to Mid-Ohio to wrap up the season. The championship is not mathematically possible, so we'll just go there trying to see if we can win another pole and another race. What happened today is definitely good for Chevrolet in the manufacturer championship. They're up by two points over BMW, so I'm very happy about that."

Next up is the 2011 Rolex Series season finale, the annual EMCO Gears Classic at the Mid-Ohio Sports Car Course in Lexington that has been moved from its traditional June date. Race time for the 2-hour, 45-minute race on Saturday, Sept. 17 is 3 p.m. EDT with live television coverage provided by SPEED and live radio provided by the Motor Racing Network and Sirius Channel 94 beginning with pre-race activities at 2:45 p.m.

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## **Brian Frisselle's Race Report** **Provided by Matt Cleary, Sunday Group Management**

Brian Frisselle rallied to an eighth place result in the Montreal 200 on Saturday following a frustrating weekend for Doran Racing.

An on-track incident in Friday's final practice session saw co-driver Henri Richard sustain significant damage to the No.77 Office Depot Ford-Dallara and the Doran Racing team would be forced to start the race from the tail of the field as the car could not be repaired in time for the Saturday afternoon qualifying session.

Richard took the green flag for the two-hour sprint event and ran in the eighth position before pitting at the 35 minute mark to hand the driving duties over to Frisselle who would run the remainder of the race. Doran Racing had hoped to capitalize with a quick pit stop, but unfortunately the Richard to Frisselle exchange was compromised when the car was in gear, slowing the tire change as the field flew in green flag conditions.

The No. 77 would fall a lap down and Frisselle returned to the track in the 11th position. As Frisselle worked to make up ground on the field, he scored a series of stout laps and eventually made his way into the top-10 prior to the first and only race caution with 15 minutes to go.

The race would go green with 10 minutes remaining and the experienced racer took advantage on the restart to move up two final positions and finish the race eighth.

"The car was pretty good," said Frisselle. "It was such an unknown because after the practice crash yesterday we made some changes. So I didn't know what to expect but once I got a feel for it, it was pretty good. Obviously we're missing quite a bit of pace on the leaders but we were able to hang with some decent cars. We were decently quick and the guys just did a great job of putting in all the hours to get the Office Depot car back rolling right. I can't wait for the next one at Mid-Ohio. I love that track. It's been a tough season in general and hopefully we can get a good result there."

Frisselle will travel to Mid-Ohio Sports Car Course for the final round of the 2011 GRAND-AM Rolex Sports Car Series championship September 16-17.

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## Michael Shank Racing Report

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

Michael Shank Racing finished the Montreal 200 in ninth position after John Pew and Ozz Negri teamed in the No. 60 Crown Royal XR Ford-Riley as the GRAND-AM Rolex Sports Car Series staged the penultimate round of the 2011 championship on the historic Circuit Gilles Villeneuve in Montreal.

Pew opened the race from ninth on the grid, looking to make the most of an inside line through the tricky turn 1-2 complex on the opening lap. But before he could do that, the No. 60 machine was temporarily motionless just moments after the green flag as the shifter had misengaged and left the machine without drive. While it was just a short moment of slowed motion, the close competition level in the Rolex Series meant that the entire field had quickly eclipsed the machine.

Now looking to make up lost track position, Pew fought his way through the pace-hindering GT traffic before moving back into Daytona Prototype contention in the two-hour sprint race.

"I'm not sure what happened exactly, but it was certainly very frustrating," said Pew after his stint. "There was nothing I could do but just put my head down and try to make up as much ground as I could before turning it over to Ozz. Unfortunately, we just suffered from a lack of grip so didn't have the pace that we needed to really be a threat today. It's too bad, but now I'll look forward to Mid-Ohio, it's a track I have a lot of laps on and we tested there recently as well so we'll be hoping to bring Mike (Shank) a big result at his home track."

For the second consecutive Rolex Series race, the event unfolded at a furious pace, with the race not slowed by caution until the 65th lap.

"It was hard because I had the same issues with grip and keeping the tire under the car that John did and without a yellow to make up the track position, it just was a matter of taking care of the car and bringing it home," said Negri. "It is a shame because this is a great event and a wonderful city, so you are always optimistic about having a strong result here. We just had to race smart with what we had, and now we'll just keep training and look ahead to Mid-Ohio."

Michael Shank Racing has a long history at the 2.709-mile temporary circuit, but the 2011 race will not be remembered as a feature highlight.

"We lost a lot of ground right there at the start and without having any yellows, we just didn't have the pace to make it up today," said team owner Mike Shank. "Our stops were good and John and Ozz made the most of what we had. It's not what we wanted, but we'll just focus ahead to Mid-Ohio, with a strong two-car effort to close the year out right."

Michael Shank Racing will look forward to closing the 2011 GRAND-AM Rolex Sports Car Series season out with strength in the team's home race, the EMCO Gears Classic at Mid-Ohio Sports Car Course. The September 15-17 event will see the squad return to two-car form as the No. 23 United Autosports with Michael Shank Racing Ford-Riley of Zak Brown and Mark Blundell will rejoin the Rolex Series fray.

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## **Burt Frisselle Race Report** **Provided by Matt Cleary, Sunday Group Management**

Burt Frisselle scored a seventh place result in Saturday's Montreal 200 at Circuit Gilles Villeneuve as the GRAND-AM Rolex Sports Car Series staged the penultimate round of the 2011 championship.

Frisselle opened the two-hour sprint event at the controls of the AIM Autosport No. 61 GAMMA88 BMW-Riley from sixth on the grid and wasted no time moving forward as he slotted into the fifth position on the second lap.

The Colorado racer delivered another strong performance throughout his stint and had a great battle for sixth position as the No. 01 Ganassi Daytona Prototype closed in from behind. Frisselle kept the GAMMA88 machine firmly in front of the charging No. 01 as the radio broadcasters noted Frisselle's perfection through the corners as he defended against the four-time series champions.

Frisselle would regain his fifth place position before making his way to pit road on Lap 25 for AIM Autosport's first scheduled pit stop. Co-driver Mark Wilkins strapped into the GAMMA88 BMW while the team worked quickly under green flag conditions and returned to the field sixth in line.

Wilkins, who resides in Canada, would work his way up to fourth in front of his home crowd and without any race cautions within the first 1 hour and 20 minutes of the event, was forced to make the team's second scheduled pit stop under green with 42 minutes remaining in the race. Compromising the call was the fact that radio issues made for some communication challenges between the car and the pits.

AIM Autosport again made quick work in the pits and the No. 61 returned to race action eighth in the order with Wilkins making his way into the seventh position prior to the race's one and only caution period which occurred with just 15 minutes remaining.

The late-race caution would bunch the field for a 10-minute sprint to the finish but unfortunately the No. 61 would sustain contact from another car on the restart and was forced to the pits for repairs. Another notable effort by the AIM Autosport squad saw the No. 61 return to the track in its same position to finish the race seventh.

"All the AIM Autosport guys worked so hard this weekend and I think qualifying ahead of the Ganassi car has to be the highlight of our weekend," said Frisselle. "They run the same package as we do and in the race we were running the same speed as them so I'm proud of all the AIM guys. The result wasn't what we wanted for GAMMA 88 but the guys worked hard all weekend and the process that we went through was excellent for everybody. It was definitely a challenging race but a top-10 is good and it was great to be ahead of Ganassi in qualifying so we'll just keep on digging."

The GRAND-AM Rolex Sports Car Series will present the final race of the year at Mid-Ohio Sports Car Course September 16-17.

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## **Darren Law Race Report**

**Provided by Sylvia Proudfoot**

Darren Law was back on the Grand-Am Rolex Sports Car Series podium on Saturday, after a strong race on the 2.709-mile Circuit Gilles Villeneuve in Montréal. Canadian-born Law, now living in Phoenix, shared driving duty with David Donohue of Malvern, Pa. The pair drove a consistent, fast pace to finish third.

Donohue qualified third in the pair's No. 5 Action Express Racing Porsche-powered Riley Daytona Prototype. He drove the opening stint, holding third until the driver change to Law after 44 minutes of the two-hour race. Law returned to the track fourth, then moved up to third after the final round of pit stops. He opened up a 10-second gap to fourth place until the race's only caution period, just before the finish.

"That was a great race for us," Law enthused. "We rolled off the truck fairly quick and we had a great qualifier. We didn't have enough for the [second-place] 10 and [race-winning] 99, but we had the rest of the field covered. David had a great opening stint, ran third, brought it in third and I brought it home in third. It's good to be back on the podium.

"The caution was a mixed blessing," he acknowledged. "It was helpful because I was so hot, but it was hurtful because I had quite a gap on fourth and I didn't want that to close up. Luckily, the team kept me informed on how we were doing for lap times. I was running a quicker pace than the fourth-place car, so I figured, 'As long as I just run my pace, I'll have it.' So it worked out."

Both Donohue and Law led the race briefly, as their competitors pitted for fuel and tires earlier than the Action Express DP. Quick crew work kept them in contention for the podium finish.

"Everyone else gets a little bit better mileage than us, so they can afford to pit early and just go to the end. We had to run it a little longer and make sure we had enough fuel. That's why we stretched it a bit in the middle," Law explained. "But the crew did a great job. They've been working so hard this year. There have been several races that probably could have gone our way, where we've had some bad luck, but they've done everything right."

Darren Law drives the No. 5 Action Express Racing Porsche-powered Riley Daytona Prototype in the Grand-Am Rolex Sports Car Series, the No. 44 Flying Lizard Motorsports Porsche 911 GT3 RSR in the American Le Mans Series GT class and the No. 81 Flying Lizard Motorsports Porsche 911 GT3 RSR in les 24 Heures du Mans GTE Am class. The versatile Phoenix driver is also the chief operating officer of the Bob Bondurant School of High Performance Driving and a partner in the Thermal Motorsports Track and Club ([thermal122.com](http://thermal122.com)). He is supported by CDOC ([cdoc.com](http://cdoc.com)) and OMP Racing ([ompamerica.com](http://ompamerica.com)).

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## **Dempsey Racing Report**

**Provided by Adam Saal**

James Gué and Dane Cameron gave the No. 41 Team Seattle/Global Diving & Salvage Mazda RX-8 GT its second season-best third-place finish of the year Saturday at the Montreal 200 while teammates Patrick Dempsey and Joe Foster soldiered home to 12<sup>th</sup> in a battered and broken No. 40 VISIT FLORIDA/ModSpace/Construct Corps/Trina Solar Mazda RX-8 GT.

Following Gué's solid fourth-place qualifying effort on Friday, the No. 41 started on the outside of row two and stayed in lead-pack contention the entire race. After falling to fifth in the opening laps as the team worked in some brakes, Gué ultimately raced to as high as second place as the No. 41 and its GT competition began the first round of pit stops in green flag conditions around 45 minutes into the timed two-hour sprint.

"We had a really good car," Gué said. "We got a little behind on setup stuff, and I ended up having to try and bed a set of brake pads on the recon laps. We kind of got halfway there so I was a little off the pace on the first three laps just trying to get settled in. The car was really good and I just tried to give it to Dane in as good a shape as possible."

Cameron made the No. 41's final pit stop just over 45 minutes from the finish, continued in the top five, and cycled up to third when other challengers made their final stops.

"We had a really good run today," Cameron said. "We are very pleased with the end result; it's been a long week and the whole Dempsey Racing team has worked very hard to turn this car around from its state in first practice. We didn't show up very good but we kept our heads down and worked really hard and made it better and better."

Gué and Cameron finished third for the first time this season three races ago at New Jersey Motorsports Park (NJMP), where Cameron also qualified fourth.

"I am obviously very pleased as it's always a good day when you are on the podium," Gué said. "We are certainly getting our act together now, and I can't thank the crew and everyone at Dempsey Racing Team Seattle for all of the hard work. This was a long stretch of back-to-back races with not going home and coming right here from Watkins Glen."

The Continental Tire 200 at The Glen was run just last Saturday night and the majority of the Dempsey crew went straight to Montreal between races.

"Our car was really coming on strong and seemed to go faster, faster and faster the whole race," Cameron said. "We started the weekend two or more seconds off the pace and ended up one or two tenths from the pace and having a car that could race with anyone. That in itself is a small victory. We are still pushing extremely hard and have one more shot at getting the big 'W' for the year."

The No. 40 is also looking for its second podium result this season, and first career victory, but any hope of that at Montreal went away less than 15 minutes into the race when Dempsey was hit from behind.

"It was just a racing incident," Dempsey said. "I was having a really good time racing with the 69 car, and trying to hold him off. Then the 94 came out of the pits, and we tried to give them enough room, and we were racing for position trying to get up into Turn 3 and 4, and I think the 69 car was just being as aggressive as I was. We came together there and I came out on the wrong end of that unfortunately."

Dempsey quickly continued on but the valuable time lost ultimately put the No. 40 one lap down and killed the chances for even a top-10 result.

"It's unfortunate, the guys did a great job, the car was good and we were really hoping for a strong finish here," Dempsey said. "We just kept pounding out laps after that, but if you look at it, I am surprised we finished the race in this thing."

Dempsey drove the majority of his stint in the stricken No. 40, and Foster had to drive the entirety of his final shift in the bent-up car, but the full extent of the damage wasn't realized until after the race.

"Unfortunately, Patrick got into it with the 69 car and ended up in the wall, which did a lot of damage to the 40," Foster said. "It put us a lap down but when we took a closer look after the race we were happy that we finished 12<sup>th</sup> and, honestly, that we even made it to the checkered flag at all. The lower right control arm was bent and broken and the car was entirely out of alignment. It completely changed the tow and cost us about 5 mph on the front straight. We were essentially dragging the right front wheel each and every lap down the straight."

Their issues aside, Dempsey and Foster were delighted with another strong run for the No. 41.

"We are really happy for the 41 car, getting on the podium again, that's fantastic for them," Dempsey said. "They have been struggling all year but in the last few races they have really put it together, so I am happy for them."

Saturday's third place was the third podium finish for Dempsey Racing this year. Three races ago, Gué and Cameron finished third for the first time as teammates last month at New Jersey Motorsports Park (NJMP). Dempsey, Foster, Charles Espenlaub and Tom Long also made it to victory lane in the No. 40 in the season-opening Rolex 24 At Daytona. Dempsey Racing's previous best career result in the Montreal 200 was in 2009 when Foster and Espenlaub – Dempsey's usual high-speed stand-in driver – drove the No. 40 to a fourth-place finish.

The Montreal 200 will be followed by the season-ending race at Mid-Ohio Sports Car Course next month. The No. 41 Mazda RX-8 GT team, and Gué and Cameron, have moved up from seventh to sixth in the GRAND-AM Rolex Series GT Team and Driver championships with 276 points. They are just one point behind the fifth place team and drivers and only three points shy of fourth, the No. 41 team's final ranking in last year's championship. The No. 40 Mazda RX-8 GT is 11<sup>th</sup> in the team championship with 222 points.

#### **Noteworthy**

- ModSpace, one of Dempsey Racing's new partners this year, made its first visit with the team to Montreal but the company is hardly new to Quebec. ModSpace Canada is currently playing a pivotal role in the building of the McGill University Health Centre (MUHC), a new mega-hospital in Montreal. At present, there are six modular structures, deemed "Le Complex," on the construction site that provide onsite offices for 350 architects, engineers, project managers and more. Each building has heating and cooling and is fitted with temporary electrical, sewage and water hookups that connect to the main municipal system.

#### **About Dempsey Racing**

A fulltime and year-round enterprise, Dempsey Racing ([www.dempseyracing.net](http://www.dempseyracing.net)) is a professional sports car auto racing team based in the greater Atlanta area in Norcross, Georgia. Owned by actor/driver Patrick Dempsey, the team races in support of the Team Seattle Guild ([www.teamseattle.com](http://www.teamseattle.com)) to benefit the Seattle Children's Hospital Heart Center ([www.seattlechildrens.org](http://www.seattlechildrens.org)) and the Patrick Dempsey Center for Cancer Hope & Healing ([www.dempseycenter.org](http://www.dempseycenter.org)) in Dempsey's hometown of Lewiston, Maine.

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## **Jeff Segal Race Report** **Provided by Adam Saal**

The SpeedSource team's second 10th-place finish in a week ended a frustrating stretch of two races in two countries in seven days for reigning GRAND-AM Rolex Sports Car Series GT champion Jeff Segal and the No. 69 FXDD/SpeedSource Mazda RX-8 GT team Saturday in the Montreal 200 at Circuit Gilles Villeneuve.

Although Segal, co-champion teammate Emil Assentato and the No. 69 team were competitive and frequently in contention during both the Montreal 200, and last weekend's Canadian Tire 200, a good result in either race just never materialized

"We had been struggling since we unloaded the car in Montreal," Segal said. "We had a car that was very loose, very difficult to drive. We made a bunch of changes and from that point on, looseness wasn't the problem, but understeer was. We made a lot of changes before qualifying, got it better, made more changes before the race, pushed it in the right direction, but we were still off."

The No. 69 Mazda never had what it took to challenge beyond 10th place Saturday.

"It was very difficult to drive the car in the race," Segal said. "Lots and lots of understeer, and that's really bad for lap time. There is not much you can do with it. We tried, we were fairly competitive considering, but Emil and I both struggled in our stints."

Segal has won at least one GRAND-AM Rolex Sports Car Series GT race a year since 2008 and has one more shot in 2011 to keep the streak going at next month's season-ending EMCO Gears Classic at Mid-Ohio Sports Car Course.

"Mid-Ohio, I think, is going to be an OK track for us, but it is going to be tough," Segal said. "The championship is really tight, we are not a part of it, but nobody is giving an inch right now. I think it is definitely going to be difficult for us to leave this season with a win, but we are not done trying. We will give it everything we have there."

The EMCO Gears Classic at Mid-Ohio Sports Car Course, September 16 – 17, can be seen live on SPEED, Saturday, September 17, at 3 p.m. ET/Noon PT.

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## **Ryan Dalziel Report** **Provided by Ryan Dalziel**

**THE PLOT:** Ryan Dalziel suffered double vision at the Circuit Gilles Villeneuve — and admits it gave him a real headache. The super-quick Scot qualified and started the Grand-Am Rolex Sports Car Series race in the #2 INA Venezuela/Duncan Porsche-Riley before handing over to Venezuelan Alex Popow. Then Orlando-based Ryan was to take over from Enzo Potolicchio to bring home the #8 INA Venezuela/Avior Airlines Ford-Riley. While Grand-Am rules insisted that Lanarkshire-born Ryan, 28, could only score points in the first car he drove, he was determined to carry on the run of success that has seen Fort Lauderdale-based Starworks Motorsport grab five top-four finishes in six races.

But the promise of double delight turned to disaster as both cars were damaged. The #8 was hit and spun, dislodging the front brake duct, ending their race.

Then the #2 was spun just 10 minutes from the end - costing them a solid sixth place.

The records will show Starworks Motorsports finished 10th and 11th in class, but the records don't tell the full story...

### **THE QUOTES:**

"We had two fast cars and, despite the best efforts of the team, we came home with nothing.

"The #8 car got hit from behind by the Ganassi car, spinning us out and dislodging one of the front brake ducts. We eventually had to retire with a brake cooling problem. It was just too unsafe around Montreal. It's notoriously the hardest track on brakes so we were junk after losing the front brake hose.

"The #2 car was strong. After qualifying fifth, I stayed there until handing over to Alex on 25 minutes.

"We kept pace with the leaders so that's a big step forward for the Porsche-Riley program.

"Alex ran a great stint and was looking like sixth was on the table until 10 minutes to go, on the final restart, when he was spun out by another competitor at a turn 1 stack-up.

"It was a really disappointing race day after an excellent weekend. We will regroup and go on to the season finale at Mid-Ohio where we intend to be more aggressive than ever."

### **THE FACTS:**

Ryan has had three podiums in 2011 - third at Barber, Lime Rock and Watkins Glen. He has also had three fourth-place finishes.

Ryan won the 2010 Rolex 24 At Daytona, and gave Starworks Motorsport its first DP victory at Mazda Raceway Laguna Seca in 2008. He finished fifth in the Driver Standings last year.

Round 12 of the Grand-Am Rolex Sports Car Series is the EMCO Gears Classic at Mid-Ohio on 17th September.

Find out more at [www.ryandalziel.com](http://www.ryandalziel.com)

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## **Stevenson Motorsports Report**

**Provided by Andrew S. Hartwell / ashautomobilia.com**

### **Stevenson Camaro Celebrates Victory Number Three In Canada *Montreal once again welcomes this American Team to victory lane***

The Stevenson Motorsports team hails from Jacksonville, North Carolina in the USA but this team LOVES Montreal, Quebec, Canada! At the Montreal 200, the penultimate race of the 2011 GRAND-AM Rolex Sports Car Series presented by Crown Royal Cask No.16 season, the No. 57 Stevenson Motorsports Chevrolet Camaro GT.R led 50 laps to take the team's second win this year. (They also led over 50 laps at the race prior to this one, at Watkins Glen.) Last year at this race, at the Circuit Gilles Villeneuve, the Stevenson team had two cars finish on the podium and in both 2009 and 2008 they came home victorious. That makes 3 wins and 4 podiums in 4 races.

#### ***Hooray pour Montréal!***

As planned, Robin Liddell was teamed with Ronnie Bremer for this race (Jan Magnussen had another racing obligation elsewhere) and together they split the 50 laps led with 27 to Liddell's credit and 23 for Bremer. Liddell had the last stint and he held off a hard charging Jonathan Bomarito in the No. 70 MazdaSpeed / Castrol Edge Mazda RX-8 to win by just .289 seconds. The effort was made even more difficult when Liddell ran wide with just a few corners to go and Bomarito pulled up alongside him. Liddell was not about to let this win slip away so he quickly brought the Camaro back on line and resumed his position ahead of the Mazda. That is how they crossed the line as well, with Bomarito's fire-belching Mazda unable to pass in the last few feet before the finish line.

Liddell: "I was under a lot of pressure from the No. 70 Mazda; they were able to get off the slow corners a little better but the Camaro is so good on the brakes that it was going to be very hard for them to pass us. Obviously we are super happy with the result. Last weekend at the Glen was another to forget but fortunately it was followed quite quickly by another, much more successful one! The team performed very well again, and although we lost a little time in the first stop the second, more crucial one went without a hitch and we were able to maintain the lead until the end."

After a driveline failure took the No. 57 Camaro out of the lead in Watkins Glen – with just 20 or so minutes to go – the win here in Montreal went a long way towards building the confidence of this team that a world of opportunity awaits for the remainder of this season and all of the 2012 season to come.

Team Manager Mike Johnson: "After the heartbreak at the Glen last weekend, I think this win really shows the strength of this team in the way we were all able to keep pushing and get our second win of the season. This is the first win for our new car, and what a relief it was. For the second race in a row our pit stops were the best in the field and kept us in the lead through both stops. Saying that though, this race was a lot more about the

great job the driver's did. Ronnie lost his father on Sunday and took the lead on the first lap and never looked back. Robin had the #70 never more than 3.4 seconds behind and had to keep them there for an hour and twenty minutes. We had a great set-up, great pits stops and once again we did everything right, but the driver's really made us look good today. “

Bremer expressed his appreciation for having been invited to be a contributor to the team's second win, which came just days after a personal tragedy. “I got a really good start and was in second place after the first corner and in front a few turns later.” Bremer said, “The team gave us a good car and although we were not the fastest car we won with good teamwork and Robin ran a really good stint that carried us to the win. It has been a tough week for both me and the team. They lost the victory at Watkins Glen last weekend and I lost my father on Sunday. It was good for us all to finally succeed.”

Liddell: “The last two weekends have seen a lot of green flag racing and this has favored the all professional driver lineups. Ronnie opened with a great stint getting into the lead on lap one and from there, although it appeared that we were not ultimately the fastest car, we had opened a small advantage which set us up for the win.

This team has weathered the days of broken parts and bruised hearts this season, but there can be no denying that heart still beats to be the best.

“Whilst we are out of the team and driver's championships (for 2011),” said Liddell, “it was a good day for Chevrolet and needless to say we will be going all out to help them win the manufacturer's title at Mid-Ohio.”

Johnson: “As noted, this is our third win in four races at Montreal and we had a 2nd/3rd with two cars last year, so we love racing here. The best thing is that Montreal is such a great place to celebrate and after the season we have had, I think there might be a few missed flights in the morning!”

Even with this second win this season, Stevenson Motorsports remains in 10th place in the season's GT Team Championship. The win did help Chevrolet move up from 3rd place to 2<sup>nd</sup> place in the Manufacturers Championship. Robin Liddell also moved up one place in the Drivers Championship where he sits currently in the 15th spot.

Just one race remains on the 2011 GRAND-AM Rolex Sports Car Series presented by Crown Royal Cask No.16 schedule - the Emco Gears Classic at Mid-Ohio.

More information about the Stevenson Motorsports team, and the Stevenson performance shop, can be found on Facebook.

For more information on the GRAND-AM Rolex Series, go to [www.GRAND-AM.com/rolex/](http://www.GRAND-AM.com/rolex/)

Stevenson Motorsports operates out of a facility located in Jacksonville, North Carolina.

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## **Magnus Racing Report** **Provided by the team**

Heading north of the border, Magnus Racing drivers John

Potter and Craig Stanton arrived at Circuit Gilles Villeneuve with plenty of momentum following their podium finish last weekend at Watkins Glen International.

The no. 44 Magnus Racing Porsche 911 GT3 came off of the trailer well, with Stanton setting the third quickest time in the Friday morning practice session, and with Potter topping the Trueman / Akin session for Pro-Am drivers. In qualifying, Potter would put the Magnus Racing Porsche ninth on the GT grid for the Montreal 200.

At the start of the Montreal 200, Potter enjoyed a clean start and steadily moved up through the field throughout the first hour. As differing pit and fuel strategies began to be played out by the GT teams, Potter put in a long stint and would ultimately lead the GT race for a brief period of time before turning the car over to Stanton under green flag conditions.

Stanton rejoined the race in ninth position but would race his way to third position, challenging for the lead in the final thirty minutes behind the battle between the no. 57 Stevenson Camaro and the no. 70 Speedsource Mazda. However, a late race stop for fuel would cause Stanton to rejoin the race in 8th position, picking off one car on the final lap to cross the line in seventh. The result was the tenth top-ten finish of the year for the Magnus Racing Porsche.

"We had a strong race and a good strategy today in Montreal," said Potter. "There was some chaos in my stint out there - a lot of contact around me with the other GT cars, and it's always interesting with the Daytona Prototypes here because it's pretty narrow and there are concrete walls everywhere. It was nice to lead, but I just wanted to keep the car in good shape and turn it over to Craig in a good position."

Stanton, who ran in a podium position in the Magnus Racing Porsche until he needed a splash for fuel with only a few minutes remaining, was disappointed to miss out a podium for the second straight weekend.

"The car was really good today," said Stanton. "I thought we had a really great shot at a podium or maybe even a win, but the fuel mileage caught up with us at the end. A yellow would have helped, but we really needed one that was longer than two laps. It's a little disappointing but we'll be back strong at Mid-Ohio."

With only one race remaining in the GRAND-AM Rolex Sports Car Series, Potter and Stanton sit fifth in the championship standings, 17 points behind points leaders Bill Lester and Jordan Taylor in the no. 88 Autohaus Camaro. Potter is also second in the Trueman / Akin standings for Pro-Am drivers.

"Certainly, it does look like a bit of a long shot for us to have a shot at the championship," said Potter. "But we aren't out of it, and anything can happen. I'm proud that in our second season we are in a position to challenge for a championship, which is a demonstration of how hard the guys have been working and how good of a car they give Craig and I. I'm excited to see what happens at Mid-Ohio next month."

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

The 11<sup>th</sup> race of the GRAND-AM Rolex Sports Car Series schedule took teams north of the border to historic Montreal, Quebec. Welcomed by diehard race fans and gorgeous weather, the Circuit Gilles Villeneuve played host to another action-packed GRAND-AM thriller. Montreal-native Sylvain Tremblay and his SpeedSource teammate Jonathan Bomarito captured a strong second place finish in their #70 Castrol Edge Mazda RX-8 while Emil Assentato and Jeff Segal piloted the #69 FXDD Mazda RX-8 to tenth place.

Saturday's race marked the last sprint-format 2 hour shootout of the 2011 season and the SpeedSource crew knew that success would rely heavily on excellent race strategy and flawless pit stops. Always glad to race in front of his hometown crowd, Sylvain Tremblay started the #70 Castrol Edge Mazda RX-8. As the green flag fell, Tremblay quickly gained three spots and jumped into third position. The excellent start allowed the #70 Mazda RX-8 to set its own pace leading up to the first pit stop where Jonathan Bomarito took over driving duties. Once again, quick work by the SpeedSource crew played a vital role in getting Bomarito out of the pits ahead of most of the GT field. In a track where passing opportunities are rare, gaining track position in the pits is crucial to success.

Bomarito continually pressured the #57 GT car for the lead. The two would race nose-to-tail for the race's final hour, often separated by a gap of less than a second. The outcome of who would capture the GT victory came down to the last corner of the final lap. Running up the final straightaway side-to-side, Bomarito jockeyed for position into the track's final chicane. In a spectacular finish for the crowd, the #70 Castrol Edge Mazda RX-8 crossed the finish line in second place, just a few feet from the win. The finish extends SpeedSource's late-season hot streak and further earns them points for the 2011 GT Championship.

As Bomarito crossed the finish line he let the crew guys know that they "definitely maximized the awesomeness from the car." A reference to Tremblay's 9-year old son when asked which changes should be made to the #70 earlier in the weekend. "The guys made setup changes right up to the race start and really gave Jonathan and I a great racecar," recalled Tremblay. "Today was real special for me, being on the podium with lots of friends and relatives from my hometown. We almost got them at the end. We raced them like they raced us, nice and clean."

For defending GT champions Emil Assentato and Jeff Segal, the race was full of ups and downs. Assentato started the #69 FXDD Mazda RX-8 but soon found trouble. After an early spin, Assentato was forced to battle his way back up through the GT ranks. After the first fuel stint was completed, co-driver Jeff Segal took over control and tried to muscle the #69 Mazda RX-8 back into GT class contention. Having just missed out on track position, it was difficult for Segal to weave his way through the very competitive GT field. The duo would claim a tenth place finish in Montreal.

The SpeedSource crew was joined during the race by some hard-working Mazda technicians from the world's largest volume Mazda dealer, Albi Mazda in Mascouche. The technicians helped to fill some vital roles in the crew during the race and without their help SpeedSource would not have earned such success. Prior to the

weekend, Albi Mazda held a car show in the parking lot of their 200,000 sq. ft. dealership. All 300+ employees were invited to join the public as the SpeedSource crew got to show off their two Mazda RX-8 GT cars. The dynamic between the race team and dealership is an example of Mazda's engagement in motorsports. It was clearly evident that every technician thoroughly enjoyed the time spent with the race team as they looked over the cars.

The championship race was tightened even further after Montreal. The #70 Castrol Edge Mazda RX-8 retains third place, but is now only 5 points away from the lead. The season's final race will take place at Mid-Ohio Sports Car Course. There is no doubt that the race will be an all-out shootout as teams will hold nothing behind.

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## **Starworks Motorsports Report** **Provided by David Johnson P1Groupe**

### **Starworks Motorsports struggles in Montreal but continue to look to end season strong**

Altamonte Springs, FL/August 23, 2011 – Starworks Motorsports brought a strong tandem of cars when the GRAND-AM Rolex Sports Car Series raced across the border in Montreal-Quebec, Canada at the Circuit Gilles Villeneuve Road Course, but left with a sour taste in their mouths when continued contact from behind and other unfortunate malfunctions stalled the team from putting either car on the podium.

The team decided to bring in their core three drivers to run both the #2 INA Venezuela/Duncan Porsche-Riley, and the #8 INA Venezuela/Avior Airlines Ford-Riley with Scotsman Ryan Dalziel starting the #2, handing it over to Alex Popow then taking over the #8 from Enzo Potolicchio to finish the race. On the first lap the #8 hit tapped from behind by the #01, which would eventually cause a brake issue that ended the day for the #8 after Dalziel had taken over. The team had one last bullet in their gun with the #2 car running fast lap times with both Popow and Dalziel in it. Dalziel was at one point able to run the second fastest lap of the race, which would end up being one of the few positives for the team on the day. With the end of the race nearing the #2 was also struck and spun from behind taking them out of their potential sixth place finish. Everyone on the Starworks team was disappointed following the checkered flag of this one.

“The rules are not in favor of the Porsche which makes it a bit down on power, but Ryan still put the car 5th to start the race in the #2 that he and I shared this weekend” Popow stated. “We thought we had a good plan to get both cars on the podium this weekend with Ryan starting the #2 and then moving over to the #8 to finish the car Enzo was starting.”

Potolicchio on the challenges Montreal presents; “I’ve run at Circuit Gilles Villeneuve four other times, all in the Ferrari Challenge. In those races I had four poles and four wins, and was hoping to keep that streak of strong finishes going this weekend. I really like this circuit, but although I know the track, the DP is so different from the Ferrari Challenge cars, it’s like learning all over again.”

Dalziel’s comments went further after the race expressing that penalties were lacking after contact was made to his teams’ cars. “Really disappointed with the result from this weekend for the whole Starworks team. Enzo got hit by the #01 on the first lap and that pretty much took us out of contention, we ended up having to retire the car after I got in for a braking issue that very well may have been initiated by the early contact. In the #2 with Alex, looked like we were in for a strong result, but again got hit from behind on a late restart by the #5. It just seemed like everyone was trying to run each other over out there and we got the short end of it, and with no penalties being handed out on top of it. We’ll go into Mid Ohio with an aggressive mindset to set the tone for the weekend and come out on top as we end the season!”

After speaking with the drivers Team Owner Peter Baron summed up all the emotions for his team. “I am amazed at how many times we got hit from behind and knocked off track this weekend and there were no penalties handed out. We had two cars and driving lineups to contend for the win and podiums this weekend only to have others dictate our fate is frustrating for this whole team. We’ll push hard at Mid Ohio and begin preparations on 2012, but there is no doubt we’ll be looking to close out the season on a high note.”

The next race for the GRAND-AM Rolex Sports Car Series presented by Crown Royal Cask No. 16 is September 17th at Mid-Ohio Sports Car Course in Lexington, Ohio. This race will be aired LIVE on SPEED Channel at 3pm. All Times Eastern.

Additional information may be obtained at [www.starworksmotorsport.com](http://www.starworksmotorsport.com), [www.ryandalziel.com](http://www.ryandalziel.com) or [www.p1groupe.com](http://www.p1groupe.com).

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

### ***Brumos Racing Gains Valuable Ground with Top Five Finish in Montreal***

Having now completed ten of the twelve races scheduled in the 2011 GRAND-AM Rolex Series season, every Brumos Racing team member was well aware of how critical a strong finish was at Montreal's Circuit Gilles Villeneuve. Going into Round 11, the Brumos Racing #59 Porsche 911 GT3 was in 2<sup>nd</sup> place in one of the tightest GT competitions ever, just 7 points out of the lead. Improvements to the car in each successive practice session enabled Andrew Davis to put Brumos on the front row for the start of the race following a lively qualifying session. The race proceeded according to plan, as Davis led the race during his stint and Leh Keen kept Brumos in contention and out of trouble through the closing laps. A late yellow, the sole caution of the race, did not prove favorable for the #59, but Keen held on for a 5<sup>th</sup> place finish, allowing Brumos to close to within three points of the championship lead and setting the stage for a winner-take-all finale.

Andrew Davis was impressed with the crew's performance during the event, saying "This was another successful weekend for Brumos Racing. You could really feel the added pressure and I was proud of how our team handled it all. It is very easy for teams to crack and start making mistakes, but instead, our team members just kept their heads down. They worked hard to make our car better in each session and gave me a great car for qualifying. I knew after the tires came in that we had a good car and that it would be competitive and allow us to really battle until the end. Unfortunately, a mis-timed yellow dropped us back some, but we were able to finish in the top five, avoid damage to the car, and most importantly, gain points on the championship leader. It's going to be a very tight battle to the end, but if we perform at our best level we have a very good shot at putting the Brumos #59 Porsche up front in the race and closing out our first season on top."

Leh Keen, as 2009 Rolex GT Champion, is well aware of what it takes to win a year-end battle. "We were able to finish at Montreal in the top five, and that is how you win championships," Keen said. "We were also able to close up on the leaders, taking it to just three points away, which is a big positive. It is going to be really interesting now, going into the finale with so few points separating the top three cars. The level of intensity this week was very high, but all of our guys handled it really well. They also gave us a good car - this course is really hard on brakes, and the #59 had good braking throughout the race, which was a big plus, as many of the other teams were struggling with that. We are happy with our top five, but we know we have to do better at Mid-Ohio if we want to win the championship. That will obviously be the most important race of the season for us, so we just have to keep our heads down and work hard to prepare these next weeks and see if we can't go win this one for Brumos."

Brumos Team manager Skip Schinsing is pleased with his team's accomplishments at Montreal and throughout the season. "We are really proud of the team we have assembled this year and how quickly it has all come together," he said. "When everyone came on board, they all had many years of Porsche experience, but had never worked together as one group, so to see the level of success this first season has been a nice surprise. Despite the added pressure of the points battle, we will stay focused on doing what we have been doing –

working hard to win races. We are all motivated by the legacy of Brumos Racing and we will be ready for MidOhio.”

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