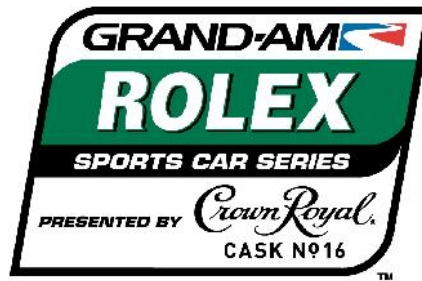




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Canadian Tire 200 at Watkins Glen

August 13, 2011

Race Report Compilation

Reports provided by the teams

Photos courtesy of GRAND-AM and the teams

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SunTrust Racing Report **Provided by Laz Denes**

The words on the sidepods of the No. 10 SunTrust Chevrolet Dallara of Wayne Taylor Racing read “Solid Is Lightning Fast.” Perhaps never have those words rung more true than in summing up another thoroughly dominating victory by the SunTrust Racing duo of Max Angelelli and Ricky Taylor in Saturday night’s GRAND-AM Rolex Sports Car Series Canadian Tire 200 at Watkins Glen (N.Y.) International.

The 22-year-old Taylor qualified on the pole for the sixth consecutive race – leaving him just one shy of the series record – and he and the veteran Angelelli went on to lead a race-high 77 of 100 laps in scoring their third victory in the last six races. And, it was all done at record speed. With just one caution period for four laps during the two-hour race, Taylor and Angelelli were able to complete the event at an average speed of 122.308 mph, making it the fastest race win in Rolex Series history. The previous record was the victory by Rob Dyson and Butch Leitzinger in the August 2002 Bully Hill 250 at Watkins Glen at an average speed of 121.170 mph.

Like they did during a similarly dominating race win in June’s Sahlen’s Six Hours of The Glen, Angelelli, Taylor and the SunTrust Racing pit crew performed flawlessly today. Taylor led the opening 33 laps before pitting at the 45-minute mark to hand the No. 10 car over to Angelelli with fresh tires and a full load of fuel.

Angelelli then simply bided his time behind four cars that opted to pit out-of-sequence during a lap-10 caution period less than 12 minutes into the race, all the while maintaining a comfortable advantage over defending series champion and current points leader Scott Pruett in the No. 01 Chip Ganassi Racing with Felix Sabates BMW Riley behind him. He was back in first place when the four out-of-sequence competitors cycled through their second round of pit stops by lap 56, and he stayed there until giving up the lead for just one lap when he made the SunTrust team’s final pit stop on lap 65.

A tenacious Pruett stayed within a second or two of Angelelli for the final 35 laps of the 2.45-mile, 11-turn high-speed NASCAR road course. He made several attempts to get by Angelelli as the two longtime rivals negotiated their way through a hefty field of lapped Daytona Prototypes and 21 GT-class competitors.

“That was a really close call – we had a couple of moments with the traffic,” Angelelli said of his efforts to keep Pruett behind him over the latter stages of the race. “You really have to time the traffic but, sometimes, it’s so difficult to predict. As everybody knows, Scott is a master through traffic, so I was trying to learn from him, watching his lights behind me and see how he was doing it. I have to give the credit to the entire SunTrust Racing team. Ricky and I are the same from last year, but the car is definitely better and that makes it really

enjoyable for us. I said I was struggling in traffic, so I was trying to time the traffic. In a clear lap, I felt I was stronger, so I wasn't really worried then. But, around traffic, Scott's pretty good."

Angelelli crossed the finish line 2.517 seconds ahead of Pruett for SunTrust's 18th Rolex Series victory since joining the series in 2004. The three victories in 2011 are the most for the SunTrust team since Angelelli and Wayne Taylor – the team owner and Ricky Taylor's father – co-drove to five victories en route to the 2005 Rolex Series championship. Angelelli and Wayne Taylor also won three times in their inaugural 2004 season, but the team had not won more than twice in a season since 2005.

"It was just a perfect race for us," said Ricky Taylor, who at next weekend's Montreal 200 at the Circuit Gilles Villeneuve will try to tie the Rolex Series consecutive pole streak of seven set by Jon Fogarty in 2007 behind the wheel of the No. 99 Gainsco/Bob Stallings Racing Chevrolet Riley. "We struggled quite a bit in the first practice yesterday. Max and the guys did a good job with changes in the first session and put in a lot of work to get the car to where it was today, and for qualifying. In qualifying, the car was great and that started us off in the right direction. In the race, it's much easier when you can control things from the front and manage the gap. Right there at the end, it was a really long hour and 15 minutes to watch Max and Pruett battle it out. But it was a perfect day. The team was awesome, as usual. I'm looking forward to getting out there and keeping it going. This was very special."

The SunTrust team's victory, coupled with the second-place finish by Pruett and his Ganassi Racing co-driver Memo Rojas, did little to close the gap in the Rolex Series championship. With just two races remaining, the SunTrust team trails the Ganassi team by 26 points (327-301). The No. 5 Action Express Racing Porsche Riley duo of David Donohue and Darren Law moved into the third position in the standings with their sixth-place finish today and are 39 points behind the SunTrust team. The No. 99 Gainsco/Chevy duo of Fogarty and Alex Gurney started the day third in the championship but suffered a stunning blow when Fogarty was tagged by a GT-class competitor early in the race, slid into the outer SAFER Barrier and suffered damage to the left-rear of the car that was beyond repair.

In addition to the average race-speed record, the SunTrust team achieved another milestone during tonight's resounding victory at The Glen. With 77 laps led, Angelelli and Taylor raised their season total to 567 laps led through the season's first 10 events. That eclipsed the 503 laps led by Angelelli and Wayne Taylor during their 2005 championship season, the previous best season-long total by the SunTrust team since joining the Rolex Series in 2004. And that 2004 total occurred over the entire 14-race schedule that year.

"What can I say?" said team owner Wayne Taylor, who co-drove with Angelelli to a pair of wins at Watkins Glen in late-season sprint races during the 2005 championship season. "I really want to give a big thanks to SunTrust Bank. So, it's Chevrolet Weekend at The Glen, Ricky earns his sixth pole in a row, he and Max drove just flawlessly. The team, led by Simon (Hodgson, general manager), Brian (Pillar, race engineer), was just flawless. It was a perfect weekend. It was our third win in six races and, with the might of Ganassi and all their stuff, it was a tough, tough race. But, you know, in the end, we beat them. And also, my younger son Jordan, he just now took the lead in the GT championship. He drove just incredibly in another Chevrolet. I also want to thank Toshiba, GM, Chevy and all our other supporters. It was great to have Jim Campbell (Chevrolet's U.S. Vice President, Performance Vehicles and Motorsports) here with us. We had Jeff Gordon and Kurt Busch visit with us in the pits during the race. It's great to see we've got so much support out there. It's just overwhelming. We swept Watkins Glen this year and it feels great."

Next up for the Rolex Series competitors is the penultimate round of the 12-race schedule for 2011, the Montreal 200 at the legendary Circuit Gilles Villeneuve next Saturday (Aug. 20). The race, run in conjunction with the NASCAR Nationwide Series race set for later that day, begins at 11 a.m. EDT with SPEED's same-day-delayed television broadcast set for 7 p.m. The Motor Racing Network and Sirius Channel 94 will provide a live radio broadcast beginning with pre-race activities at 10:45 a.m.

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GRAND-Am Race Report

Provided by GRAND-AM Communications

Canadian Tire 200 at The Glen

Saturday, August 13, 2011

The Stats

DP 1st: Max Angelelli and Ricky Taylor, No. 10 SunTrust Chevrolet/Dallara DP 2nd: Scott Pruett and Memo Rojas, No. 01 TELMEX BMW/Riley DP 3rd: Alex Popow and Ryan Dalziel, No. 8 INA Venezuela/Avior Airlines Ford/Riley

GT 1st: Spencer Pumpelly and Steven Bertheau, No. 67 TRG Sargent & Lundy Porsche GT3 GT 2nd: Bill Lester and Jordan Taylor, No. 88 Autohaus Motorsports Chevrolet Camaro GT 3rd: John Potter and Craig Stanton, No. 44 Magnus Racing Porsche GT3

Margin of Victory: 2.517 seconds

Average Speed: 122.308 mph

Cautions: One for four laps

The Points

DP: Scott Pruett/Memo Rojas 327; Max Angelelli/Ricky Taylor 301, David Donohue/Darren Law 262.

GT: Jordan Taylor/Bill Lester 272, Leh Keen/Andrew Davis 265, Jonathan Bomarito/Sylvain Tremblay 257.

The Story

Max Angelelli managed to hold off numerous attempts by Scott Pruett to win Saturday's Canadian Tire 200 at Watkins Glen International in the fastest race average speed in the history of the GRAND-AM Rolex Sports Car Series.

Ricky Taylor led the opening 33 laps in the No. 10 SunTrust Chevrolet/Dallara before turning the car over to Angelelli, who went on to lead 44 of the final 45 laps, averaging 122.308 mph on the Watkins Glen 2.45-mile short course. It was their third victory of the season and second at Watkins Glen, coming off June's Sahlen's Six Hours on the 3.4-mile course.

Angelelli took the checkered flag 2.517 seconds ahead of Pruett, cutting the lead in the Daytona Prototype points to 26 points (327-301) over No. 01 TELMEX BMW/Riley drivers Pruett and Memo Rojas with only two races remaining.

Ryan Dalziel and Alex Popow finished third in the No. 8 Starworks Motorsport Ford/Riley. Bill Lester and Jordan Taylor regained the lead in the production-based GT championship standings with a second place finish in the No. 88 Autohaus Motorsports Chevrolet Camaro. Andrew Davis and Leh Keen entered the race with a one-point lead, but finished seventh in the No. 59 Brumos Racing Porsche 911 GT3 Cup and are now seven points behind (272-265).

Spencer Pumpelly and Steven Bertheau managed to coax just enough fuel out of TRG's No. 67 Sargent & Lundy Porsche 911 GT3 to take the GT victory in a thrilling finish. Pumpelly led the final six circuits as the lead changed hands five times in the final hour, taking the checkered flag 2.12 seconds ahead of Taylor. Craig Stanton and John Potter took third in the No. 44 Magnus Racing Porsche GT3.

The race was slowed by one caution flag, coming early in the race when Jon Fogarty clipped a lapped car in Turn 11 only nine laps into the race. Fogarty and Alex Gurney, drivers of the No. 99 GAINSCO Auto Insurance Chevrolet/Riley, fell from third to sixth in the DP standings.

The Surprises

□ Alex Popow started ninth in the No. 8 Starworks Motorsport Ford/Riley and worked his way up to second before turning the car over to Ryan Dalziel – who finished third to give first-year driver Popow his first career podium.

- Burt Frisselle, running a partial schedule with Mark Wilkins in the No. 61 GAMMA 88 BMW/Riley, led 22 laps en route to a solid fourth-place finish for the lone Canada-based Rolex Series team.
- Joey Logano set fast time in GT qualifying in the No. 31 Whelen Engineering Corvette before losing the pole due to a crash on the following lap. After starting from the back, the NASCAR Sprint Cup Series racer worked his way through the pack before falling back again due to a spin.
- Running in his first sports car race, NASCAR regular David Ragan qualified eighth and ran a solid third for most of his stint and pitted while running second in the No. 11 TPN Racing/Blackforest Mustang.
- Andrew Davis and Leh Keen entered the race with the GT points lead and both drivers led laps, but a late pit stop for fuel resulted in a seventh-place finish.

The Numbers:

- 6 – Times Ryan Dalziel has finished in the top four over the last eight races
- 10 – Number of GT lead changes among nine drivers and six cars
- 15 – Consecutive Rolex Series races led by Ricky Taylor, who won his sixth consecutive DP pole
- 50 – GT laps led by Robin Liddell and Jan Magnussen in the No. 57 Stevenson Motorsports Chevrolet Camaro
- 132.099 – Speed in miles per hour of Scott Pruett's fastest race lap
- 567 – Laps led by the No. 10 SunTrust Chevrolet/Riley this season, most in team history

The Quotes:

- "I had close calls a couple of times. Traffic was very unpredictable, and I had to adjust going through it. Scott's a master in traffic." – Max Angelelli, No. 10 SunTrust Chevrolet/Dallara
- "Today was really just perfect. We unloaded struggling, but made the car better on Friday. It's much easier when you can control the race from the front and control your gap." – Ricky Taylor, No. 10 SunTrust Chevrolet/Dallara
- "We were knocking on the back door several times, but we just didn't have enough to get around." – Scott Pruett, No. 01 TELMEX BMW/Riley
- "We're happy with second at this point in the championship. We did our best today. It was a tough race for me. There was a lot happening at the beginning of the race, and I was having a problem with the brake bias. I nearly lost it quite a few times during the first couple of laps." – Memo Rojas, No. 01 TELMEX BMW/Riley
- "Splitting Enzo (Potolicchio) and I up really helps. Now we can drive the car. Up until now, we didn't have the experience to set up the car. Now, running with Ryan (Dalziel), I still get seat time but I know the car will have a good setup. I can go out and drive it. Tonight the car is awesome and I was just out there going at it." – Alex Popow, No. 8 Starworks Motorsport Ford/Riley
- "It's a little weird to be here (in the pits) with the cars still out there. I feel like I did something wrong." – David Ragan, No. 11 TPN Racing/Blackforest Ford Mustang GT, running his first sports car race

The Next Race:

The Rolex Series will be in action next Saturday with the Montreal 200 at Circuit Gilles Villeneuve on August 20, Round 11 of the 2011 season. This will be the Rolex Series' fifth visit to the famed island circuit. Scott Pruett and Memo Rojas are the defending winners of the two-hour race. Brian Frisselle and Max Angelelli are the only two-time DP winners. Frisselle won with Max Angelelli in 2009 for SunTrust Racing, and joined Mark Wilkins in winning the 2008 event with AIM Autosport. Angelelli and Jan Magnussen won for SunTrust in 2007.

Paul Edwards, who took GT honors last year with motorcycle legend Scott Russell, joins Antonio Garcia in the Spirit of Daytona Chevrolet/Coyote. Robin Liddell and Andrew Davis are two-time GT winners from Stevenson Motorsports (2008-2009), while Andy Lally and RJ Valentine won for TRG in 2007.

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GAINSCO/Bob Stallings Racing Report

Provided by Adam Saal

GAINSCO/Bob Stallings Racing exits Canadian Tire 200 at The Glen early after contact incident while running second. Jon Fogarty uninjured as GAINSCO “Red Dragon” hangs on to third in points race

GAINSCO/Bob Stallings Racing’s run in the Canadian Tire 200 at The Glen lasted less than 10 minutes Saturday at Watkins Glen International where contact in the fast final turn before the front straight with a slower GT competitor knocked Jon Fogarty and the No. 99 GAINSCO Auto Insurance Chevrolet Riley out of the race.

Fogarty, who was uninjured in the incident, had just moved from fourth to second in a single lap as the Daytona Prototype leaders worked their way through traffic in the early stages of the two-hour race.

“We had just passed those two guys in front of me and put it in second place, and I was just trying to work my way quickly through traffic,” Fogarty said. “I came around the outside of a Mazda going into the final turn and as I came down into the apex, suddenly I was turned around. He hit me in the back end and spun me around, and there is a wall there instead of a run-off. That was that. It seemed like a simple move at the time.”

Fogarty drove the short distance back to the pits where the No. 99 was retired with heavy left rear damage. Teammate Alex Gurney never had a chance to drive and the GAINSCO/Bob Stallings Racing crew immediately went to work assessing the damage and needed repairs to get the No. 99 “Red Dragon” ready for next Saturday’s race in Montreal.

“It’s just an unfortunate situation for us today,” Fogarty said. “It’s just frustrating because I was running at the front and trying to catch the leader. I’m not sure where that guy was, but I’m sure he wasn’t around any other GT cars, so it would have been pretty easy for him to give a tenth of a second and let us both come out of there clean. The GAINSCO guys are going to have their work cut out for them to run Montreal next week. The car is pretty banged up, it’s a hard wall, I am feeling fine, but it was a hard hit for sure.”

Gurney never even had a reason to put his helmet on Saturday and quickly shifted his focus to Montreal after the early-end at The Glen. Only next Saturday’s Montreal 200 and next month’s EMCO Gears Classic at Mid-Ohio Sports Car Course are left on the 2011 GRAND-AM Rolex Sports Car Series schedule.

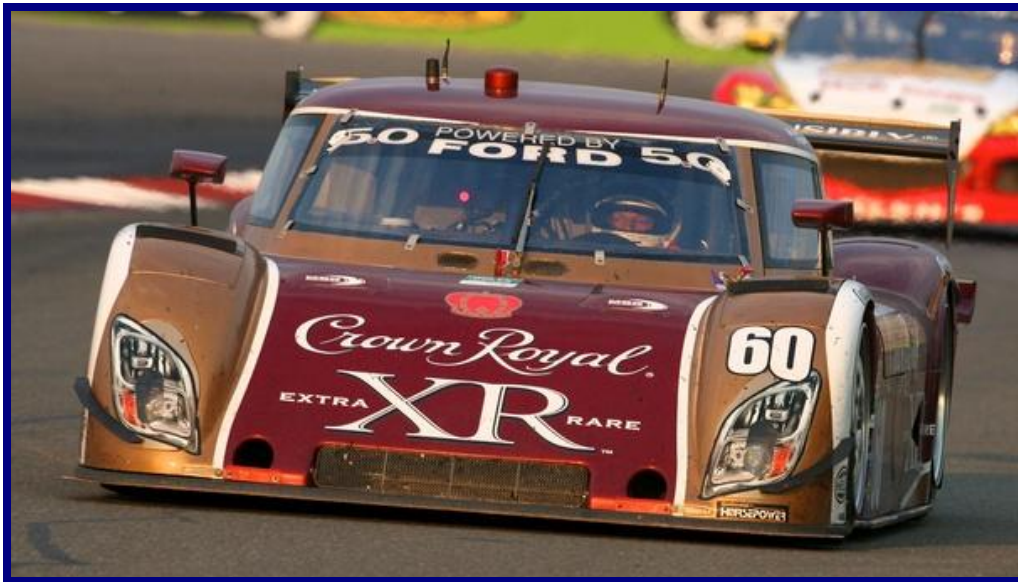
“This doesn’t really change our strategy,” Gurney said. “We want to win the last two races, for sure.”

Despite Saturday’s disappointment, the No. 99 GAINSCO Auto Insurance Chevrolet Riley team still ranks third in the 2011 GRAND-AM Rolex Sports Car Series team championship standings with 269 points. Fogarty and

Gurney, however, didn't have the chance to drive the required 30 minutes to earn driver points and have slipped out of the top-10 in that championship, according to GRAND-AM point standings.

Next up for GAINSCO/Bob Stallings Racing and the GRAND-AM Rolex Sports Car Series is next weekend's Montreal 200 on Circuit Gilles Villeneuve. The race can be seen in same-day coverage on SPEED, Saturday, August 20th, at 7 p.m. ET/4 p.m. PT.

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Michael Shank Racing Report

Provided by Matt Cleary, Sunday Group Management

Michael Shank Racing Finishes Fifth at Watkins Glen Double top ten as No. 23 of Brown and Blundell come home ninth

Michael Shank Racing finished the GRAND-AM Rolex Sports Car Series Canadian Tire 200 in fifth and ninth place on Saturday as the two team entries ran a flat-out pace in a race that set a new record for the highest-ever average speed in GRAND-AM history.

John Pew and Ozz Negri led the charge with a run to fifth in the No. 60 Crown Royal Ford-Riley, with the No. 23 United Autosports with Michael Shank Racing machine of Zak Brown and Mark Blundell coming home ninth in the duo's first-ever Watkins Glen GRAND-AM race start.

Pew opened the race from behind the wheel, having scored eighth on the starting grid as his streak of strong qualifying efforts continued. Unfortunately, a near-melee in the first corner saw him elect to take the better part of valor and avoid trouble, but that cost him significant track position as he fell to 12th in the order. But he didn't lose his cool, setting quick, consistent times until he was called into the pits for his first pit stop of the day. A quick two-tire stop put him back out on track 10th in the order. With the field clicking off laps at a record-setting pace, Pew moved up to second in the order before turning the machine over to Negri just as the two-hour race turned to the second half.

"The start caught me out a little bit," said Pew. "I lost several spots, and that was frustrating, but I just had to put my head down and work my way back up into the traffic, just doing the best that I could. The two-tire change we did on my first pit stop worked really well because some of the other rubber was wearing away and I was able to move up a few spots. Ozz did another awesome job today, working it back up to fifth place. So it wasn't the start that we wanted, but considering everything, it wasn't a bad finish tonight."

Returning to the order in seventh, Negri moved up to fifth before one final stop on lap 63 saw him set for a final push from eighth in the order. The relentless pace continued, with Negri finally making his last pass for position on the penultimate lap as he claimed fifth at the finish.

"We had a good, consistent car today," said Negri. "Traffic was an issue. I tried to use it the best I could and not let it cost me too much time. When there wasn't traffic, I just pushed as hard as I could and made the most of any free track that I had. Then I was able to pull the five in and get by. It was good to be able to race him without any issues, on his part and on my part. John did another great job for us today and now we'll just keep pushing in Montreal and try to finish the year as strong as we can."

The No. 23 United Autosports with Michael Shank Racing entry, which was making its third GRAND-AM start of the season, started the two-hour event from 11th on the grid with Blundell moving up to third just 33 laps into the event before turning the machine over to Brown, who carried the car through the middle stages of the race. Having only previously lapped the 2.45-mile circuit in a high-downforce, high-horsepower vintage machine, Brown quickly adapted to the Daytona Prototype as the compressed weekend saw his progression continue all the way through his stint.

“Watkins Glen is a difficult track and Mark and I don’t have very much experience in these cars, and given that the Series ran here recently for the 6 Hours, I think we were at a bit of a track time disadvantage,” said Brown. “Mark drove great like the pro that he is. I think we’ll all sleep well tonight! The team did a very good job. We’d all liked a little bit better result, but the car is in one piece, and we are in one piece. I am looking forward to Mid-Ohio, and hopefully with having tested there recently, a top five could be on the table.”

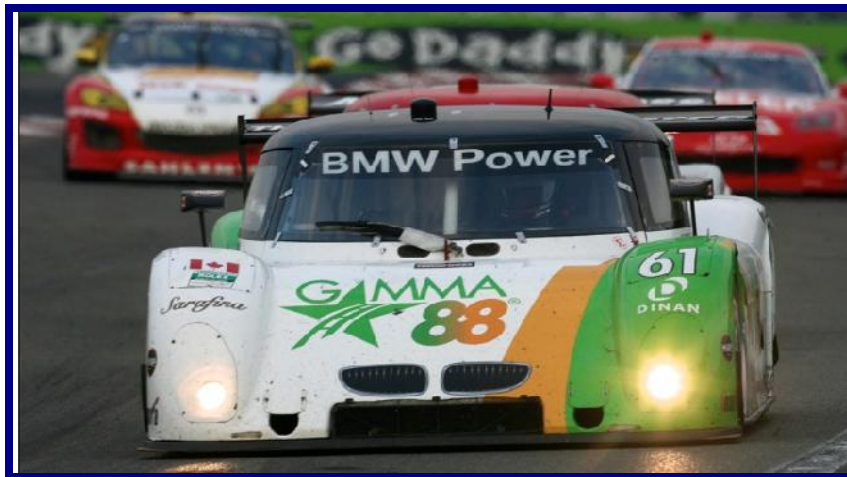
One final stop for a driver change once again set Blundell behind the wheel. Fighting from a disadvantaged track position, the Formula 1 and IndyCar veteran fought to the finish to bring the No. 23 machine home in ninth as he and Brown now set their sights on the season-finale race at Mid-Ohio.

“I don’t think the result reflected the pace of the car,” said Blundell, who acclimatized himself quickly with the high speed, high commitment circuit despite never having stepped foot at the track before the weekend. “I thought our performance was pretty reasonable, really, and Zak and I had an interesting weekend. It was tough for us both for many reasons. But from all of this, we’ve learned quite a lot. We came to Watkins Glen as rookies, and we’ve certainly come away with a lot of experience with what these cars do on this track. We’ve learned quite a bit, and I’m looking forward to Mid-Ohio already.”

“It was good to have a two-car effort again and we are all looking forward to having Zak and Mark back again with us at Mid-Ohio,” said team owner Mike Shank. “I think we had good pit stops today and there were good things that came out of both cars this weekend. John (Pew) ran another long, strong first stint and had us in a podium position before all the stops cycled out. We were hoping for a yellow given our track position, but it just never came. Zak and Mark, for never having been at this track, were just getting better all weekend long. Now they will be even more prepared for Mid-Ohio and we are all looking forward to having a strong finish at Mid-Ohio, but right now we are focused on Montreal next weekend.”

The team will race next in one weeks time with a return visit to the fabled Circuit Gilles Villeneuve in Montreal for round 11 next Saturday morning.

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Burt Frisselle Race Report

Provided by Matt Cleary, Sunday Group Management

Burt Frisselle Finishes Fourth in GAMMA88 Machine at Watkins Glen

Despite not being in the rhythm of a regular race schedule, Burt Frisselle and AIM Autosport co-driver Mark Wilkins delivered another solid performance behind the wheel of the No. 61 GAMMA88 BMW-Riley at Watkins Glen International to score a fourth place finish in the Canadian Tire 200 and Round 10 of the 12-race GRAND-AM Rolex Sports Car Series championship.

The result gives the team its third fourth place finish in five races this season and also marks Frisselle's best finish on the Watkins Glen short-course since his debut at the event in 2004 when he stood on the podium after finishing second.

Frisselle opened the two-hour sprint race from seventh on the grid and took advantage of an early race caution to pit for fuel only. With the sprint race format, teams would have to determine a different fuel strategy and AIM Autosport opted to utilize the caution on Lap 10 to hit pit road for a splash of fuel. Frisselle would remain at the helm of the No. 61 following the pit stop and steadily began to work his way through the field.

Frisselle took over the race lead on Lap 42 and the GAMMA88 machine would run at the front of the field for 22 laps before the team would reach its pit window and call the Colorado racer to pit road at the 1 hour and 10 minute mark.

Wilkins strapped in to drive the No. 61 to the finish and returned to the field fourth in line - quickly matching the steady pace Frisselle had previously set throughout the opening stages.

Without another race caution to bunch the field, the AIM Autosport squad could not make up the track position to catch the leaders, but were nevertheless pleased with yet another top-five result for GAMMA88.

"I'm really happy for the GAMMA88 team," said Frisselle. "We came and worked hard this weekend. We don't get to race the whole season so it's always 'catch up mode' for us. AIM Autosport gave us a great car tonight and called a great strategy. We're very happy with a top-five. We need a little bit more work to be in the running with the No. 01 and No. 10 cars but all in all what a great weekend for GAMMA88 and AIM. It's just so great to be back at the race track. I can't tell you how much I love racing. It hurts to sit at home and watch the races on tv so to come here and be in the top-five, that's what we're looking for. We've got fourth place wired, so now we just have to make it P1!"

Frisselle will have a quick turnaround as AIM Autosport travels to Circuit Gilles Villeneuve for the Montreal 200 next weekend.

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Brian Frisselle Race Report

Provided by Matt Cleary, Sunday Group Management

Frustration for Brian Frisselle at Watkins Glen

Brian Frisselle overcame several challenges in Saturday's Canadian Tire 200 to finish eighth at the Watkins Glen International short-course event.

Frisselle qualified the No. 77 Office Depot Ford-Dallara fifth on the grid for the 10th round of the 2011 GRAND-AM Rolex Sports Car Series season and looked to make a move forward at the start of the race as the No. 90 car went wide into Turn 1.

"I'm not sure what happened on the start," said Frisselle. "The inside row really checked up and then something happened with the No. 90 in front of me and I was very unsure of who was inside of me so I just played it safe through there."

Once the dust had settled, Frisselle slotted into the fifth position and despite setting a decently quick pace, saw those lap times compromised as he quickly began to struggle with rear grip. Doran Racing made the call to bring Frisselle to pit road for changes during the race's one and only caution on Lap 10.

The team used the caution as an opportunity to put co-driver Henri Richard into the car as he ran the middle stint of the race before handing the No. 77 back over to Frisselle.

The grip issues continued throughout the rest of Richard's stint and the No. 77 would go a lap down before Frisselle returned to the controls. Despite rebounding with a much quicker pace toward the end of the race, there was just too much ground for Frisselle to make up in the shorter two-hour sprint event.

"We started struggling with rear grip early on so we made some tire pressure adjustments and then we put Henri (Richard) in," offered Frisselle. "Unfortunately then we were having front tire blistering issues so Henri lost a good chunk of time and by the time I went out, we were down a lap and we just went through our paces from there. Toward the end of the race, I was around the No. 61 car which finished fourth today and our pace was very good in comparison so it was unfortunate that we couldn't show the speed of our car today. The Office Depot car definitely had speed on newer tires but we just didn't get what we wanted today."

Frisselle and Doran Racing will look to come back stronger next weekend as the GRAND-AM Rolex Sports Car Series visits Circuit Gilles Villeneuve for the Montreal 200.

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Jeff Segal Race Report

Provided by Adam Saal

Jeff Segal and No. 69 FXDD/SpeedSource Mazda RX-8 GT Team Finish 10th in Canadian Tire 200 at The Glen

Reigning GRAND-AM Rolex Sports Car Series GT champion Jeff Segal, co-champion teammate Emil Assentato and the No. 69 FXDD/SpeedSource Mazda RX-8 GT team, drove to a 10th-place finish in the Canadian Tire 200 at The Glen Saturday evening after a race filled with ups and downs on the 2.45-mile NASCAR short-course at Watkins Glen International.

After rolling off the grid in the fourth position, starting driver Assentato worked his way to third before handing the wheel over to Segal just past the 50 minute mark in the timed two-hour race. Segal returned to the track in 14th-place and continued to pick up positions throughout his stint, running as high as second-place with just 40 minutes remaining.

When many of the front-running teams decided to take a gamble on fuel-stretching strategy, the FXDD team utilized a more conservative approach. Segal brought the No. 69 down pit road soon after reaching second place for fresh Continental tires and fuel, ensuring that the team would be able to make it to the finish line.

"It just seems like we got the strategy wrong," Segal said. "In these short races, they get a little hectic and the margin for error is very, very small. If you zig when you should zag, it's a 10th-place finish even with a really good car. It's really a shame."

While driving through Turn 1 with a little over 15 minutes remaining, Segal had a quick spin but was able to continue without losing a lap for the top-10 showing. He also set the fastest race lap of the eight Mazda RX-8 GTs running in the Canadian Tire 200.

Saturday's sprint at The Glen kicked off a three-race stretch run to the 2011 GT championships that includes Montreal next weekend and the season-ending race at Mid-Ohio next month. With only two races remaining to tighten the championship battle, everyone in the GRAND-AM Rolex Sports Car Series is focused on hitting their stride at the right point in the season.

"Emil drove a fantastic stint tonight," Segal said. "He's been driving incredibly well this season and he did it again this race, which is really important for us. The car was tremendous tonight, it was really, really good. All the credit in the world to the SpeedSource guys for turning the weekend around. We'll go to Montreal with a great car."

Segal, Assentato and the No. 69 FXDD/SpeedSource Mazda RX-8 GT team now rank sixth in both the 2011 driver and team championships with 249 points heading to Montreal. They are just two points out of fifth place and trail the class-leading No. 88 Autohaus Motorsports team by 23 markers.

Next up for Jeff Segal and the No. 69 FXDD Mazda team is the GRAND-AM Rolex Sports Car Series is next weekend's Montreal 200 on Circuit Gilles Villeneuve. The race can be seen in same-day coverage on SPEED, Saturday, August 20th, at 7 p.m. ET/4 p.m. PT.

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TEAM CHEVY Report

Provided by Nancy Wager and Judy Kouba Dominick at Team Chevy

SunTrust Racing Wins at Watkins Glen; Autohaus Motorsports Moves Into GT Points Lead

Max Angelelli finished what Ricky Taylor started as the No. 10 SunTrust Chevrolet/Dallara Daytona Prototype (DP) started from the pole and won the Grand-Am Rolex Sports Car Series Canadian Tire 200 at Watkins Glen International on Saturday. Angelelli finished 2.517 seconds ahead of Scott Pruett as SunTrust Racing led 77 of the 100 laps en route to its third victory of the season. Ricky Taylor won the pole for the sixth consecutive race, one shy of the all-time DP record, and led the first 33 laps.

“Today was really just perfect,” Ricky Taylor said. “In qualifying the car was great, and then for the race, it’s much easier when you can just kind of control the race from the front and kind of manage the gap and everything.”

Angelelli led twice for 44 laps.

“That was a close call,” Angelelli said. “You really had to time traffic, and it was really difficult to predict. As everybody knows, Scott is a master around traffic. It was really difficult. I have to give credit to the entire SunTrust racing team.”

The No. 88 Autohaus Camaro GT.R, driven by Bill Lester and Jordan Taylor, finished second in the Grand Touring (GT) class to move into the points lead with two races remaining.

“It was definitely a good day for the points,” Jordan Taylor said. “We came in one point back, and we knew it was going to be tough. We knew we had our work cut out for us. I think Bill passed eight cars in the first lap, so we really couldn’t ask for much more.”

“We definitely did not roil off when the green flag fell, like we should’ve,” Lester said. “I had some misfortune yesterday in qualifying. I felt terrible about it and was going to do my absolute best to kind of make up as much as I could. We did pretty well in that first stint, and made up a few positions, from what I’m told.

“[Jordan] did just a masterful job of coming up all the way through the pack. He’s a little bit disappointed about not getting the win, but we’re looking at big-picture racing, and we’re pretty ecstatic right now with leading the points.”

In addition to the points lead in GT, Chevrolet power now has four victories in DP.

“It ended up pretty good, overall,” said Jim Lutz, Grand-Am Program Manager for GM Racing. “Congratulations to the SunTrust team. Not only did it sit on the pole, but basically led the race, and held off a charge from Scott Pruett and the Ganassi team. And the second-place finish by the No. 88 Autohaus GT.R Camaro now puts them up ahead in the driver and team points championship.”

The No. 90 Spirit of Daytona Racing Chevrolet/Coyote DP finished 10th, four laps off the pace.

The No. 99 GAINSCO/Bob Stallings Racing Chevrolet/Riley DP spun and wrecked on lap nine and did not return. They were scored with a 12th place finish in class.

The No. 07 Banner Racing Camaro GT.R finished ninth in class.

The No. 57 Stevenson Motorsports Camaro GT.R led 50 laps but a problem with the driveline ended its day on lap 76 with a 20th place finish in class.

The GRAND-AM Rolex Sports Car Series continues next weekend in Montreal

“Now, everybody’s got to work hard,” Lutz said. “We’ve only got a couple of days to re-prep these cars and fix them, and then we’ll do it all again next Saturday in Montreal.”

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TRG Racing Report

Provided by The Racers Group

TRG Claims Victory in the Fastest Rolex Series Race of All-Time

Proving that hard work and great pit strategy pays off, TRG moved up through the pack Saturday for a huge win at the Grand-Am Rolex Series Watkins Glen 200. Starting from the 18th position, TRG's No. 67 Sargent & Lundy Porsche GT3 Cup car piloted by Steve Bertheau and Spencer Pumpelly secured one of the Series' most dramatic GT wins of the season.

With a qualifying session cut short due to on-track incidents and limited practice time, the team battled several obstacles to claim victory in the fastest paced Grand-Am race of all time.

Bertheau, winner at the Daytona 24 earlier this year, was only able to get one flyer in during qualifying but managed to put down one of his best laps of the weekend. Meanwhile, TRG's sister car, the No. 66 Racer's Roast/Fox River Coffee/TRG Porsche GT3 was qualified by driver Duncan Ende, who handled marvelously a car that was a bit off its sister's car pace.

"We knew we had some work to do on this one," said TRG team owner/CEO Kevin Buckler. "We didn't qualify as well as we had wanted, and definitely had our hands full with an ill-handling 66. Duncan is a pro and played the cards out the best he could. We managed the strategy to death and knew we had a real shot early on with 67. If there's a group of guys who can overcome adversity and get the job done at the end of the day, it's our guys, and I am really proud of them today."

The team seized the opportunity of a caution early to get all of its pit stop duties out of the way for the No. 67. This strategy paid dividends in the end. Bertheau nailed his performance and handed the car off to Pumpelly, the seasoned veteran. Pumpelly put on an outstanding drive, moving into the lead in the last 10 minutes then masterfully saved fuel to bring it home to the checker for his third professional sportscar win in a row.

"Strategy, a great crew and a fantastic co-driver, that's what makes you win," said Bertheau. "Kevin and Greg [Jones] were managing our time and fuel strategy from the drop of the green."

The No. 66 Racer's Roast/Fox River Coffee/TRG Porsche GT3 started 15th but thanks to Ende's great start and consistent lap times continued to battle within the pack all day long.

NASCAR Sprint Cup Series driver Andy Lally took over midway through the race from Ende and continued to set consistent lap times but with 10 minutes to go ran into tire problems and landed in P15.

"Unfortunately, we struggled to find pace early on," said Ende. "These guys give me great cars time and time again. We just weren't able to nail down this No. 66 chassis this weekend. I'm really looking forward to Road America, just a week away." Ende said.

TRG is a full-service motorsports company offering a total driver ladder approach, as well as comprehensive sponsorship and business opportunities. For drivers, this approach starts with track days, goes to club events, up into street stock series and culminates in the ultimate goal of professional motorsports. For sponsors and business partners, this method starts with everything from executive events, to traditional sponsorship models, all the way to comprehensive business-to-business opportunities and experiential marketing. With facilities in Petaluma, California and Mooresville, North Carolina the team can offer turn-key marketing programs as well as arrive-and-drive support.

The company's NASCAR operations are headquartered in Mooresville, North Carolina. The team fields a NASCAR Sprint Cup Series entry and has the capacity to run ARCA, Nationwide and the Camping World Truck Series. It also competes in America's two leading sports car series – the American Le Mans Series and the Rolex Grand-Am Series.

The Racer's Group was founded in 1993 and has been competing at the top level of motor racing. The team boasts Rolex Series GT championships in 2005 and 2006 and holds the record for the most wins in Grand-Am with 32. The team's resume is highlighted by five championships, four Rolex 24 Hour at Daytona victories, and a Le Mans 24 Hour win.

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Ryan Dalziel Race Report

Courtesy of GRAND-AM / Ryan Dalziel

Ryan Dalziel stormed back on to the podium in the Grand-Am Rolex Sports car Series at Watkins Glen. The Orlando-based Scot barely put a wheel wrong as he held off AIM Autosport's Mark Wilson in the Canadian Tire 200 at the Glen in New York.

The result brought an end to three consecutive fourth places in the Grand-Am Series. The Fort Lauderdale-based Starworks Motorsport team had made some big changes to the #8 Ford/Riley ahead of the race, and saw immediate results with a very quick car in testing and qualifying.

Lanarkshire-born Ryan, 28, and Popow qualified in ninth position and Venezeulan started the race. Popow worked his way up to third place, then over-took Ganassi Racing's Memo Rojas on the re-start after the only caution in the two-hour race. He dropped back to fourth just before Ryan took over on lap 33. The flying Scotsman was straight on the pace and soon had the Starworks car back in third.

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Ryan briefly led the race during the final fuel pitstops before bringing the Starworks car home safely in third place as he battled blistered tires over the last few laps. The #8 INA Venezuela/Aviar Airlines Ford/Riley was the final car on the lead lap.

THE QUOTES:

“It was a really strong third place. Alex put in a great stint before handing over the car over at the 45-minute mark in fourth place. I fought my way back up to third after a couple of great pitstops from the team.

“Unfortunately, many teams were struggling with front tires blistering. I had pushed really hard on my second stint – narrowing the gap to under nine seconds - but I over-cooked the front tires, causing blisters.

“It meant I had to ease back and settle for third. But there were plenty of positives. We had the third fastest lap and a great result for the team after a couple of tough race weekends where, although we finished in the top four, we never had a fast race car.

“This weekend if we had been able to get a yellow we could have raced for the win. There was only one yellow at 11 minutes, so we never got a chance to close the gap to the top two cars.”

THE FACTS:

Ryan now has three podiums in 2011 - third at Barber and Lime Rock and now at Watkins Glen. He also finished fourth in the previous three Rolex Series races. This was his sixth top finish in the last eight races. 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 11 of the Grand-Am Rolex Sports Car Series is the Montreal 200 at Circuit Gilles Villeneuve on August 20.

Find out more at www.ryandalziel.com

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Magnus Racing Team Report **Provided by Magnus PR**

Saturday afternoon's Canadian Tire 200 at The Glen became another fuel mileage game for the GRAND-AM Rolex Sports Car Series' GT class, and it worked out nearly to perfection for John Potter and Craig Stanton as the two drove the no. 44 Magnus Racing Porsche 911 GT3 Cup to a third place finish in the two-hour race.

Starting from ninth place in the twenty-two car GT field, Potter was called into the pits during an early full-course caution to take fuel. The race restarted with Potter in 12th position, and throughout the next hour he advanced the Magnus Racing Porsche up through the field to the second position. Just past the one hour mark, Potter turned the car over to Stanton, who came out of the pits in 11th place - but with enough fuel to make it to the checkered flag.

The final hour would be caution free, and the Magnus Racing Porsche was one of few GT cars that could make it the entire distance without conserving fuel. Up to sixth position with thirty minutes remaining, Stanton would benefit in the final ten minutes when three GT cars ahead of him would be forced to make pit stops for fuel.

Withstanding pressure from the no. 70 Mazda of Jonathan Bomarito, Stanton would take the checkered flag in third place, taking the second Rolex Series podium of the season for Magnus Racing. At the line, Stanton was a scant 12 seconds behind the winning no. 67 TRG Porsche and 10 seconds behind the runner-up no. 88 Autohaus Camaro.

"The strategy call at the beginning of the race to pit for fuel was definitely the right call, and set up a really great result for us," said Potter. "All the credit to the guys for the great strategy and for two great pitstops today. Our Magnus Racing Porsche was really good here at Watkins Glen, and both Craig and I were able to run consistently fast times while getting great fuel mileage. That helped us to get this great result, which is what we have been after for several races now. And, that is also one podium for the green Magnus Porsche and one for the grey one. I think we'll be keeping grey for another race or two!"

The finish also moves Potter and Stanton to fourth in the GT class championship with two races left. The duo is now 19 points behind the GT class leaders Bill Lester and Jordan Taylor in the no. 88 Autohaus Camaro, with two races remaining in the Rolex Series championship.

"I knew that when I got into the car that we were probably okay on fuel, and I could just go for it," said Stanton. "There were a bunch of guys ahead of us who couldn't make it to the end without some yellow, but they were cutting it close. All of a sudden with three laps left, we went from sixth to third. We had one of the Mazdas behind us, but there was no way I was going to give up a podium spot today. The guys did an awesome job today, John drove a great first stint, and we finished ahead of some guys in the championship battle. I am really looking forward to Montreal now!"

The next to last race of the 2011 Rolex Sports Car Series will be next weekend, August 19-20, at Circuit Gilles Villeneuve on the Ile-Notre Dame in Montreal, Quebec. The Montreal 200 will be shown tape delayed on SPEED Channel on Saturday, August 20, at 7:00 PM ET.

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Dempsey Racing Team Report

Provided by Adam Saal

Dempsey Racing Mazda RX-8 GTs Finish Sixth and 11th at The Glen as Dane Cameron Leads Late in No. 41 Team Seattle Mazda

Fuel Gamble Comes Up Just Short For No. 41; Dempsey and Foster Finish 11th in No. 40 Mazda

Dempsey Racing's No. 41 Team Seattle/Global Diving & Salvage Mazda RX-8 GT was leading Saturday evening's Canadian Tire 200 at The Glen with little over five minutes to go in the timed two-hour sprint race but a late pit stop for a splash of fuel resulted in a sixth-place finish for drivers James Gué and Dane Cameron while their teammates Patrick Dempsey and Joe Foster finished 11th in the Dempsey Racing No. 40 VISIT FLORIDA/ModSpace/Construct Corps/Trina Solar Mazda RX-8 GT.

Both Dempsey Racing Mazda teams gambled on fuel-stretching strategies that needed more than just the race's lone caution period to work. Instead, it was clean-and-green for the final one-hour and forty-five minutes in a race that went into the record books as the fastest in GRAND-AM Rolex Sports Car Series history, with an overall winning average speed of 122.308 mph.

"We definitely had the right decisions and the right calls," Cameron said. "Everything worked out as we had anticipated. At this point, all we want to do is get the car on the podium and get a victory before the year is out, so we need to take some bigger risks. We took a big risk today and we knew we were going to be really tight on fuel, but we just figured that we'd go for it and hope for a yellow."

Cameron led laps 86 and 87, and joined Gué in driving to the front several times in the fast and flat-out race, but the No. 41 was the last car to lead before pitting under green and giving the top spot to the GT race-winning Porsche.

"I think we did the best with what we had to do today," Gué said. "Looking back, I wouldn't have done anything different. We can certainly leave here knowing that we did our best and the car was good. We ran near the front for awhile and Dane led a few laps, which is always good. We'll try to keep this momentum going and carry it over to Montreal."

The Glen race kicked off a tight back-to-back stretch of races that sees the GRAND-AM Rolex Sports Car Series head to Circuit Gilles Villeneuve next week for the Montreal 200.

"The cars are intact, and we're getting ready to go up to Montreal next weekend," said Dempsey, who ran as high as sixth in his opening stint in the No. 40. "I thought it was good, the best race I've driven, this year. When I came in the pits I was in contention, gave the car to Joe, but things just didn't pan out our way. We rolled the dice, but everybody came up short."

Foster was pleased with the performance of both Dempsey Racing Mazdas.

"I think the results may not show it, but actually, it was a very good race for both cars," Foster said. "Patrick stayed on the lead lap, we had a reasonably good pit stop, and then we just played the fuel conservation mode and tried to make it. For the first time in probably 148 years, there were no yellows in the last hour of a Rolex Series race. That happens, so we had to pit right near the end, had to come in for fuel. But it was a gamble worth taking."

Dempsey was making his first start on The Glen's 2.45-mile NASCAR short course at the Canadian Tire 200.

"It's fast," Dempsey said. "It's so much fun to be here. It's the first time for me on the short track. I didn't realize how fast it is. You are full out all the time. It's great fun."

The No. 41 team's second-straight competitive showing – they finished third two races ago at New Jersey Motorsports Park (NJMP) – was a morale boost for everybody on the Dempsey Racing team.

"I'm just super happy for the No. 41 Team Seattle/Global Diving Mazda team that almost won the race," Foster said. "Dane and James drove fantastic, and honestly, it was a great pit strategy. They almost won, but they had to stop for fuel as well. Big picture, I think it was a great day for both cars."

Even the No. 41 team's late splash-and-go pit stop was executed perfectly, allowing the team to still come out of the race with the sixth-place finish.

"We were on reserve again on the in-lap after the checkered flag," Cameron said. "That was the perfect timing and amount of fuel to get us to the end, which was just what we needed. It got us back out ahead of one or two other guys. The pit stops were fantastic. We did a really good job on timing our fuel fills and making sure that we set ourselves up in a good position. It was a big team effort the whole day and it very nearly paid off in a big way for us."

Next up for Dempsey Racing and the GRAND-AM Rolex Sports Car Series is next weekend's Montreal 200 on Circuit Gilles Villeneuve. The race can be seen in same-day coverage on SPEED, Saturday, August 20th, at 7 p.m. ET/4 p.m. PT.

Noteworthy

- Dempsey was impressed by the high-speed action of the GRAND-AM Rolex Series race and the overall spectacle of running with NASCAR at The Glen. "If you're a fan and you love road racing, it was certainly a great show on television," Dempsey said. "We have a great crowd here sharing the weekend with the NASCAR Sprint Cup guys. I think it's a great race. It shows that this series has some really competitive racing and that anyone can win the thing."

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Porsche Motorsports Race Report **Provided by Andy Schupack and Dave Engleman**

TRG Porsche Takes Rolex Grand-Am GT Title at Watkins Glen

Spencer Pumpelly and Steven Bertheau managed to coax just enough fuel out of TRG's No. 67 Sargent & Lundy Porsche 911 GT3 Cup to take the GT victory in a thrilling finish at the Canadian Tire 200 at Watkins Glen – the most recent round of the Grand-Am Rolex Sports Car Series.

Pumpelly led the final six circuits as the lead changed hands five times in the final hour, taking the checkered flag 2.12 seconds ahead of Taylor. Craig Stanton and John Potter took third in the No. 44 Magnus Racing Porsche 911 GT3 Cup.

Bill Lester and Jordan Taylor regained the lead in the production-based GT championship standings with a second place finish in the No. 88 Autohaus Motorsports Chevrolet Camaro. Andrew Davis and Leh Keen entered the race with a one-point lead, but finished seventh in the No. 59 Brumos Racing Porsche 911 GT3 Cup and are now seven points behind (272-265) as they had to stop late in the race for fuel while leading the event.

Here are the revised GT points: Jordan Taylor/Bill Lester (Camaro) 272, Leh Keen/Andrew Davis (Porsche) 265, Jonathan Bomarito/Sylvain Tremblay (Mazda) 257.

Starting from the 18th position, the winning TRG Porsche GT3 Cup car piloted by Steve Bertheau and Spencer Pumpelly secured one of the Series' most dramatic GT wins of the season. With a qualifying session cut short due to on-track incidents and limited practice time, the team battled several obstacles to claim victory in the fastest paced Grand-Am race of all time.

Bertheau, winner at the Daytona 24 earlier this year, was only able to get one flyer in during qualifying but managed to put down one of his best laps of the weekend.

"We knew we had some work to do on this one," said TRG team owner/CEO Kevin Buckler.

"We didn't qualify as well as we had wanted, and definitely had our hands full with an ill-handling 66 team car, so we managed the strategy to death and knew we had a real shot early on with 67. If there's a group of guys who can overcome adversity and get the job done at the end of the day, it's our guys, and I am really proud of them today," said Buckler.

The team seized the opportunity of a caution early to get all of its pit stop duties out of the way for the No. 67. This strategy paid dividends in the end. Bertheau nailed his performance and handed the car off to Pumpelly,

the seasoned veteran. Pumpelly put on an outstanding drive, moving into the lead in the last 10 minutes then masterfully saved fuel to bring it home to the checker for his third professional sportscar win in a row.

"Strategy, a great crew and a fantastic co-driver, that's what makes you win," said Bertheau. "Kevin and Greg [Jones] were managing our time and fuel strategy from the drop of the green."

The race was a fuel mileage game for other competitors as well, and it worked out nearly to perfection for John Potter and Craig Stanton as the two drove the no. 44 Magnus Racing Porsche 911 GT3 Cup to a third place finish in the two-hour race.

Starting from ninth place in the twenty-two car GT field, Potter was called into the pits during an early full-course caution to take fuel. The race restarted with Potter in 12th position, and throughout the next hour he advanced the Magnus Racing Porsche up through the field to the second position. Just past the one hour mark, Potter turned the car over to Stanton, who came out of the pits in 11th place - but with enough fuel to make it to the checkered flag.

Withstanding pressure from the no. 70 Mazda of Jonathan Bomarito, Stanton would take the checkered flag in third place, taking the second Rolex Series podium of the season for Magnus Racing. At the line, Stanton was a scant 12 seconds behind the winning no. 67 TRG Porsche and 10 seconds behind the runner-up no. 88 Autohaus Camaro.

In the Daytona Prototype class, Porsche factory driver Joerg Bergmeister, who has a Rolex Grand-Am DP championship to his name (2006), the pole for the Rolex 24 At Daytona in his lone Rolex Series appearance this season, and a three-time winner of the Rolex 24 At Daytona, taking the overall victory with TRG in 2003 and taking GT honors for that team in 2002 and 2009, joined the Porsche Riley team entered by Starworks Racing with Enzo Potolicchio.

With the only six cylinder engine in the DP field, Bergmeister/Potolicchio finished 11th overall, five laps down from the leaders after suffering various mechanical ills.

The Rolex Series will be in action next Saturday with the Montreal 200 at Circuit Gilles Villeneuve on August 20, Round 11 of the 2011 season. This will be the Rolex Series' fifth visit to the famed island circuit.

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Brumos Racing Report **Provided by Patti Tantillo**

Brumos Comes Up Short in Bid for Repeat Win at Watkins Glen

Brumos Racing always enjoys returning to one of their long-time favorite tracks, historic Watkins Glen. This year, the team had even more reason to look forward to the GRAND-AM Rolex Series' 2nd Glen visit of the season, with the memory of their first GT win there still fresh in everyone's mind. Unfortunately, this time the Glen race did not yield the same results for the Brumos #59 Porsche 911 GT3.

The numbers compiled by Brumos during the two hour race were quite impressive. Andrew Davis qualified the #59 in P2, going on to lead the race in his opening stint for 13 laps. His co-driver, Leh Keen, also took his turn at the front, leading for 10 laps. Keen was in the lead as the clock ticked down, and appeared to be on his way to the 3rd Brumos win of the season when it became apparent that the car could not make it to the end without a splash of fuel. The final stop in the closing laps dropped the #59 back to end the day with a 7th place finish.

From Andrew Davis' perspective, the team's accomplishments helped to offset the disappointing result. "Obviously, we hoped for a better outcome," he said. "We didn't have the fastest car on the track, but I feel that Brumos has the best team out there. We were able to start and run in 2nd place, and then, as pit stops circulated we were able to take the lead. I felt that if the strategy played out in our favor we would be in good shape, but unfortunately, we weren't able to stretch the fuel quite as far as we had hoped. The Brumos team should still be really proud. Everyone worked very hard, the car was much better from the roll off the trailer, and we had a really strong qualifying effort. Brumos is still very much in the fight and now we just have to take the same effort to our last two races. We now have less than a week to get back out there, so our focus is on the future and we are looking forward to taking the fight to Montreal."

Leh Keen, in his role as closing driver this season, is well aware of how fuel strategy can impact the final race result. "We've had several races this year where things have gone our way. This time that wasn't the case – it was just really a tough race. Everything was definitely looking up for us and we were in the lead, but when the predicted yellows didn't materialize, I had to try to save fuel. We were going to keep going for the win, but it just didn't work out this time. The whole Brumos team was really strong - all the guys did a great job with the car and with giving us good stops, and Andrew drove an extended opening stint and kept the car up front. While we didn't get the result we hoped for this time, it just makes us more determined to do better in the next race. Our guys are already hard at work getting ready for the next round, and Andrew and I will also do our best to get Brumos back on top at Montreal."

The 7th place finish puts Brumos in 2nd place in GT Team Points Standings as they make preparations for the upcoming race at Montreal, which will be held on Saturday, August 20 at Circuit Gilles Villeneuve.

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Stevenson Motorsports Report

Provided by Andrew S. Hartwell / ashautomobilia.com

Stevenson Camaro Takes Pole, Takes Lead, Takes 20th Place

With just 20 minutes to go driveline failure ends what had been a great weekend

Robin Liddell put the No. 57 Stevenson Motorsports Chevrolet Camaro GT-R on the pole at Watkins Glen for the Canadian Tire 200 and then he took off to lead the GT field lap after lap. Replaced by co-driver Jan Magnussen during a routine pit stop, the good vibrations continued with the Camaro heading a large field of determined GT racers. No one was coming close to the rear taillights of the Chevrolet and the race was looking to be one of the team's finest ever in the 2011 GRAND-AM Rolex Sports Car Series presented by Crown Royal Cask No.16 season.

With just 20 minutes to go to the checkered flag, Jan Magnussen slowed on course with a failure in the driveline that found him limping back to the pits. A trip made more onerous by the sight of all those GT cars passing him by as he helplessly ambled along.

Team Manager Mike Johnson: "This was probably one of the best weekends we have had as a team all year or even the last few years in terms of preparation, speed, pit stops, everything until the last 20 minutes when it was all taken away from us. We really out performed the competition in all aspects of the race and had two amazing pit stops which gave us a comfortable lead. Robin and Jan were perfect behind the wheel."

While the red and white Chevrolet Camaro ran out front for almost the entire race, the rest of the GT field did not back down in their attempt to run at the front. In the end, the Camaro unwillingly pulled aside and gave them the opportunity.

Johnson: "We were just maintaining the gap to Spencer Pumpelly (Porsche) and Jordan Taylor (Camaro) since we knew everyone else had to pit. We were counting down the laps left in the race when something failed in the driveline. It's just another devastating blow to an already horrible year and when it all starts coming together, we find ourselves with another DNF."

Liddell: "Mike summed the weekend up well; it really was our weekend and what looked like a formality with 20 minutes to go turned into another DNF. In racing, you can never think about a result when it is only in sight but I really didn't expect to have a mechanical failure. It is very disappointing to say the least."

Johnson: "All we can do is keep trying to win and keep testing new parts in preparation for next year."

Despite this unfortunate ending at Watkins Glen, Stevenson Motorsports remains in 10th place in the season's GT Team Championship. Chevrolet remains in 3rd place in the Manufacturers Championship. Robin Liddell dropped one place in the Drivers Championship, currently in the 16th spot.

The next race on the 2011 GRAND-AM Rolex Sports Car Series presented by Crown Royal Cask No. 16 schedule will be in one week at the Montreal 200, Circuit Gilles Villeneuve, in Montreal, Quebec

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/

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

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Team Sahlen's Report **Provided by Wayne Nonnamaker**

Team Sahlen entered the weekend on a string of fine finishes. And the streak of being at the sharp end of the GT grid continued, as Team Sahlen was fastest in both the 1st and 3rd Practice Sessions.

Qualifying ended up being a rather mixed up affair as 3 separate on track wrecks caused 2 full course red flag cautions. Thus each car only had 2 flying laps to get in a timed lap.

In the end Wayne Nonnamaker posted the 5th fastest time. And in the full 21 car GT field, Joe Sahlen posted a fantastic 14th best time. Joe Nonnamaker in the #49 Mazda settled for 19th while still working to rectify a mysterious electronic gremlin that the team was still working through.

"I was very happy with qualifying. It's funny, before we went back out after the 1st Red Flag, our #43 was in 10th place. But to post a 14th grid slot in this competitive 21 car field is a great feeling at my home track of Watkins Glen International." – Shared Joe Sahlen

The start of the race saw everyone get away cleanly, with no incidents to speak of. As the Daytona Prototypes started to lap the GT field, the 1st and only full course caution of the day occurred at the 10 minute mark. Unfortunately, the incident involved the #42 Mazda driven by Wayne Nonnamaker.

"I know that Jon Fogarty of the #99 DP has differing opinion on the situation that occurred. It's unfortunate that he ended up in the wall, as that put them out of the race and ended their chances at the championship. But as he attempted the pass on my left on the outside of the last turn, he came down to the apex, and I was still there. I had nowhere to go as I was on the brakes at the apex with my right side tires on the curb." – Shared Wayne Nonnamaker

Amazingly, after getting bumped, Wayne kept his foot on the gas pedal and did a complete 360 spin and got back underway down the track, that was now under full course caution.

To take full pre-cautions after the incident, Team Sahlen choose to pit Wayne to change tires, add fuel and place barabond on the front left fender/bumper. This place the #42 in 21st place in GT. Additionally, the #43 and #49 Team Sahlen entries driven by Joe Sahlen and Joe Nonnamaker where brought in to top off their tanks at this time.

At the 1 hour and 10 minute mark, Wayne pitted and handed over the controls to John Edwards. John then drove a very heady race, keeping pace with the leaders, while working to conserve fuel the entire time. This strategy almost worked, as John found himself in 2nd place with 2 laps to go. But then fuel strategy caught up to John as he had to pit with a #42 on reserve capacity coming the last remaining lap. The pit stop put the #42 back to 8th place.

“We were all biting our nails at the end of the race. A full course caution near the end would have allowed us to stretch it to the end. But that never came, so we were forced to pit with a lap to go. I am proud of our guys, they never gave up and had faith until the end that we could contend. Now we are headed back home for a quick rebuild on the Mazdas, before heading to Montreal on Tuesday.” – Emphasized Jay Chapman, Team Manager

The one big positive for the day was the fact that the #42 machine was able to continue on after the incident with the DP. Had the Mazda not been able to finish the race, Wayne Nonnamaker would not have been able to score precious Bob Akin Sportsman points towards the year end championship that he is still leading with only 2 races remaining.

The #49 and #43 Team Sahlen Mazdas finished 16th and 18th respectively GT class. Beyond the fine accomplishment of finishing the race, both Mazdas also came home without a scratch which will be important in the short turn around before Montreal.

The next event for Team Sahlen will be the Montreal 200 on August 20th at 11:15 am est. The event will be aired tape delayed at 8 pm est on SPEED TV.

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SpeedSource Race Report

Provided by Wayne Nonnamaker

Round 10 of the GRAND-AM Rolex Sports Car Series joined the NASCAR Sprint Cup schedule for a race-filled Saturday at the Watkins Glen International 2.45 mile short-course. In the first part of a two-weekend sprint format race, the SpeedSource team claimed a strong 4th place finish with the #70 Castrol Edge Mazda RX-8. Rounding out the top ten was the #69 FXDD Mazda RX-8 team car.

Opening driver, and team owner, Sylvain Tremblay started the #70 Castrol Edge Mazda RX-8 from the third grid position. The 2-hour sprint format race placed extra emphasis on an error-free showing, an area where the SpeedSource crew excels. An early yellow provided an opportunity for the #70 Mazda RX-8 to pit for a splash of fuel. Tremblay took advantage of the added Sunoco race fuel and extended his opening stint past the halfway mark of the race; this extension of range would prove to be critical in the race's outcome. Co-driver Jonathan Bomarito took over with 52 minutes remaining and continued the charge to the race lead.

Strategist David Haskell called the car in for a timed fuel pit stop with about 35 minutes to go. The conservative strategy would allow Bomarito to continue pushing at an aggressive race-pace. In what would eventually turn out to be a very action-packed race finish, the #70 Castrol Edge Mazda RX-8 outwitted the competition by cycling up to a strong 4th place finish as other competitors ran out of fuel. With a slight disadvantage in straight line top speed and overall range, SpeedSource was able to make the best of the recent adjustment in fuel capacity rules and perform well through solid race strategy. Overall the finish solidifies the #70 RX-8 in 3rd place in the championship fight.

"I'm very proud of the effort this weekend from the team," recalled Tremblay; "even though we didn't necessarily have the outright pace today, our strategy and crew were awesome. We were able to maximize points and load a good racecar onto the truck for Montreal."

Defending GT Class champions Emil Assentato and Jeff Segal ran a strong race to round out the top ten. Assentato, the Bob Akin award winner, drove a fantastic opening stint at the frontend of the GT pack before bringing the car to co-driver Jeff Segal. An excellent pit stop by the crew would send Segal out in prime position to contend with the GT class leaders through most of the race. Knowing that the car needed to run a two stop race to make it on fuel, Segal pitted for his final stop with around 40 minutes remaining. Segal continued to push through the field in the race's closing minutes. The #69 FXDD Mazda RX-8 would go on to finish 10th.

SpeedSource heads north of the border to Canada where they will again join the NASCAR schedule and race with the Nationwide series. The third sprint format race of the season will take place at the historic Circuit Gilles Villeneuve in Montreal. Catch the action on SPEED August 20th at 7 PM ET.

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