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**GRAND-AM Rolex Series - American Red Cross 250**  
**New Jersey Motorsports Park**  
**July 24, 2011**  
**Race Team Report Compilation**

*Photos © Andrew S. Hartwell / ashautomobilia.com*



**ashautomobilia prefacing remarks:** With temperatures breaking into the low 100's over the weekend, it was way too hot for fans and racers to be out watching car racing. That said, it was quite remarkable to see how many fans actually made it out to the track on Sunday. Despite the heat, it appears the GRAND-AM Series was just 'cool' enough to draw the fans out of their air conditioned abodes and into a scorching sun. While it wasn't standing room only, it was a good sized crowd and the demographics ran the gamut from one end of the spectrum to the next. We can only surmise that the introduction of sleeker and better looking Daytona Prototypes, beginning with the 2012 season, combined with the word-of-mouth form of advertising today's fans are sure to be using to spread the word about the close racing action that takes place in this series will result in an even broader fan base for the series going forward.

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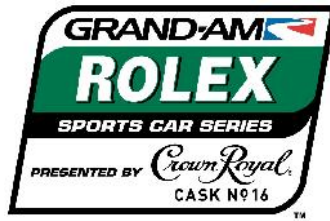
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**GRAND-AM Cooldown Lap:**  
**New Jersey Motorsports Park**  
**American Red Cross 250 Sunday, July 24, 2011**

**The Stats:**

DP 1st: Scott Pruett and Memo Rojas, No. 01 TELMEX BMW/Riley

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

DP 3rd: Alex Gurney and Jon Fogarty, No. 99 GAINSCO Auto Insurance Chevrolet/Riley

GT 1st: Jonathan Bomarito and Sylvain Tremblay, No. 70 Castrol Edge Mazda RX-8

GT 2nd: John Edwards and Wayne Nonnamaker, No. 42 TheRaceSite.com Mazda RX-8

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

Margin of Victory: 3.806 seconds

Average Speed: 95.499 mph

Cautions: Two for eight laps

**The Points:**

DP: Scott Pruett/Memo Rojas 295; Max Angelelli/Ricky Taylor 266, Jon Fogarty/Alex Gurney 250.

GT: Leh Keen/Andrew Davis 241, Jordan Taylor/Bill Lester 240, Jonathan Bomarito/Sylvain Tremblay 229.

**The Story:**

Scott Pruett put another check on his victory list Sunday, taking advantage of sizzling conditions to post his first career victory at New Jersey Motorsports Park - one of only two circuits that the GRAND-AM Rolex Sports Car Series visits where he had never won.

Pruett and Rojas took their fifth triumph of the season in the No. 01 TELMEX BMW/Riley, taking another step toward a second consecutive Daytona Prototype championship in front of the largest crowd for a GRAND-AM event in the four years the series raced at the circuit.

Max Angelelli passed Alex Gurney in the closing laps to take second in the No. 10 SunTrust Chevrolet/Dallara started from the pole by Ricky Taylor. Gurney held on to finish third in the No. 99 GAINSCO Auto Insurance Chevrolet/Riley co-driven by Jon Fogarty.

In a change from the TELMEX Chip Ganassi Racing with Felix Sabates strategy for the sprint races on the Rolex Series schedule, Pruett both started and finished the event, with Rojas driving the middle

hour. Pruett rebounded from a drive-through penalty early in the race when he spun out Taylor while battling for the lead. Taylor led the opening 36 circuits before the contact.

Pruett took the lead for the first time with less than one hour remaining when Angelelli pitted on lap 99. He led the final 19 circuits to score his 36th DP victory, sharing 23 of them with Rojas.

In the production-based GT class, Mazda scored a podium sweep led by Sylvain Tremblay and Jonathan Bomarito in the No. 70 Mazdaspeed/Castrol Edge Mazda RX-8. Unlike last year - when SpeedSource cars took the top three positions, three different teams finished on the GT podium as the marquee took its first victory of the season.

Bomarito took the checkered flag .685 seconds ahead of John Edwards, who won the pole in the No. 42 TheRaceSite.com Mazda RX-8 he shared with Wayne Nonnamaker. James Gue and Dane Cameron took third in the No. 41 Dempsey Racing Mazda RX-8.

Jordan Taylor and Bill Lester finished fourth in the No. 88 Autohaus Motorsports Chevrolet Camaro, narrowing the gap in the point standings to one point behind Brumos Racing teammates Andrew Davis and Leh Keen with three races remaining. The championship-leading No. 59 Porsche GT3 was never a factor, going several laps down in the early going with a thrown alternator belt.

### **The Surprises:**

Antonio Garcia and Paul Edwards finished a season-best seventh in the No. 90 Spirit of Daytona Chevrolet/Coyote after Garcia led 15 laps in the early going.

Ryan Dalziel finished fourth for the third consecutive event, moving to the Starworks Motorsport No. 7 Ford/Riley with new co-driver Raphael Matos.

JC France, Terry Borcheller and Joao Barbosa finished fifth in the No. 9 Action Express Racing Porsche/Riley, their best finish since winning at Virginia International Raceway in April.

Dane Cameron and James Gue finished a season-best third in the No. 41 Dempsey Racing/Team Seattle Mazda RX-8.

Boris Said and Eric Curran combined to lead 37 laps in the No. 31 Whelen Engineering Corvette and were in contention to give the team its second GT victory of the season before being sidelined after contact with Charles Espenlaub in the No. 40 Visit Florida Mazda RX-8.

### **The Numbers:**

1 - Rolex Series circuit where Scott Pruett has never won - Lime Rock Park in Lakeville, Conn.

5 - Consecutive Rolex Series poles for Ricky Taylor

14 - Consecutive Rolex Series races led by Ricky Taylor

34 - Laps led in the No. 42 TheRaceSite.com Mazda RX-8 by John Edwards (6) and Wayne Nonnamaker (28)

105.127 mph - Speed of Alex Gurney's fastest race lap

### **The Quotes:**

- "The car came to us, actually. It kept getting faster and faster. It was a little difficult trying to make a decision but we were still running high-17s on the old tires, so we opted to stay out. We just had a great car and just drove away there at the end." - Scott Pruett, No. 01 TELMEX BMW/Riley

- "It's pretty disappointing for us. I think with a half hour or 35 minutes to go, we had a pretty big lead. I think I still had 13 seconds or something like that and then we got that yellow." - Alex Gurney, No. 99 GAINSCO Auto Insurance Chevrolet/Riley

- "To fill the podium with Mazdas is hugely important to the program. A lot of people are asking, 'What are you doing next year?' Mazda is here, Mazda is not going anywhere and we're racing RX-8s in GRAND-AM next year." - Sylvain Tremblay, No. 70 Mazda Speed/Castrol Edge Mazda RX-8- "As the

year's been going for us, this is as good as a win right now. We kind of got ourselves back on track this weekend." - James Gue, No. 41 Team Seattle/Bass 2 Bill/FishingCapital.com Mazda RX-8  
- "I looked at the news this morning and they said to stay inside and stay in the air conditioning. Look at what we're doing!" - Boris Said, No. 31 Whelen Engineering Corvette  
- "You're constantly cornering here, so your body never gets a break. It's compounded in the heat. This track is not very easy on drivers or tires." - David Donohue, No. 5 Action Express Racing Porsche/Riley

### **The Next Race:**

Round 10 of the 2011 Rolex Series will be the Watkins Glen 200 on Saturday, August 13, at Watkins Glen International in Watkins Glen, N.Y. Unlike the Sahlen's Six Hours of The Glen in June on the historic circuit's 3.4-mile layout, competitors will compete on the 2.45-mile "short course" also used that weekend by the NASCAR Sprint Cup Series and Nationwide Series. The two-hour race takes the green flag at 6 p.m.

Scott Pruett and Memo Rojas won this event in both 2009 and 2010. Pruett is a three-time winner, also winning in 2006 with Luis Diaz.

Dempsey Racing scored its first Rolex Series victory in last year's event, with Leh Keen and James Gue co-driving the No. 41 Mazda RX-8.

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## **Team Chevy Race Report:**

### **SUNTRUST RACING AND GAINSCO/BOB STALLINGS RACING TAKE PODIUM FINISHES IN ROLEX SPORTS CAR SERIES DP CLASS**

The No. 10 SunTrust Racing Chevrolet/Dallara with Ricky Taylor and Max Angelelli claimed the runner-up spot in today's American Red Cross 250 at New Jersey Motorsports Park, Round 9 of the Grand-Am Rolex Sports Car Series Daytona Prototype (DP) class, giving them their sixth straight Top-5 finish of the season.

Teammates Jon Fogarty and Alex Gurney in the No. 99 GAINSCO/Bob Stallings Racing Chevrolet/Riley finished close behind in third place, scoring their fourth consecutive top-three podium finish; and also giving Team Chevy two of the top three in the final order.

The No. 90 Spirit of Daytona Racing Chevrolet/Coyote shared by drivers Paul Edwards and Antonio Garcia, finished the race in seventh place.

The weekend got off to an impressive start when Taylor collected his fifth consecutive DP pole position; lapping the 2.5-mile, 14-turn road circuit with a time of 1:16.719 (106.974 mph). It was slightly better than Garcia's time of 1:16.769 (106.904 mph) who started second; and that of Fogarty, the defending race co-winner with Gurney, who rounded out the top three starting spots for Team Chevy.

Taylor's five-race pole streak moved him within two of the all-time record held by Fogarty, who won seven consecutive poles in 2007.

"Overall, it was a good weekend for us," said Jim Lutz, GM Racing Program Manager for Grand-Am Road Racing. "It was very close between the No. 99 and the No. 10 cars and we were able to get second and third place finishes between the two teams. We were very pleased with the seventh place finish for the Spirit of Daytona Chevy car, mechanically; since they've had some snafus in recent races. The driver's helmet air-hose came off once, but it was a victory of sorts for them in that they ran virtually trouble-free and the car stayed together."

The race started smoothly with Team Chevy running 1-2-3; until the eventual race winner, Scott Pruett (Ganassi/BMW) tapped Taylor from behind on lap 27, causing him to spin off-course. While the contact was unintentional and caused the Ganassi team a drive-through penalty, it was enough to cost Taylor four positions on the racetrack. Both the Ganassi and SunTrust teams were able to weather their respective storms and fight their way back to the front to finish 1-2. Angelelli was behind the wheel of the No. 10 Chevrolet in the end, and followed Pruett across the finish line by 3.806 seconds.

“It’s great to finish on the podium, but we really want to win,” said Angelelli, who finished second here in the SunTrust car with Michael Valiante in 2008 and with Brian Frisselle in 2009, and third here with Taylor last year. “We’re 50 percent good with it, but the other 50 percent, we’re not happy without a win to show for our effort today. I think the team did really well because we had to fight back from far behind. It was because we were in a place where we were not supposed to be, thanks to Ricky getting spun early in the race. But I think the team made really good calls during the race. The strategy was perfect. That yellow close to the end is what really saved the Ganassi team.”

Near the conclusion of the 2-hour, 45-minute race, a second of only two cautions came out and caused the field to bunch-up for a final sprint to the finish. Gurney, in the No. 99 GAINSCO Chevrolet had been running second behind the leader; with the SunTrust Racing No. 10 Chevy close behind. With fresh tires and approximately three minutes to spare, Angelli passed Gurney for second and Gurney took the checkered in third.

The No. 99 team still left New Jersey disappointed with the day’s results after building a huge lead at one stage in the middle of the race.

“It’s pretty disappointing, actually, for us,” Gurney said. “With well under an hour to go we had a pretty big lead, 13 seconds or something like that, and we got that yellow. I was behind Scott at the end there and he was able to pull away on pretty old tires. I had a lot of rubber pickup, very little help in traffic – I really struggled with traffic today – and it seemed like I came up on the GT leaders at exactly the wrong time a few times. It just didn’t work through the traffic very well, and for me, the car didn’t hang in there at the end of a stint, it faded. Anyway, we got a podium on a really hot day, and the heat ended up not being too much of a factor, so I feel good about that.”

The heat was on at NJMP in every way, with extreme weather in the triple digits and blistering track temperatures at the 130-degree mark. But it was not quite as much of a factor as originally thought for Team Chevy.

“We had some cloud cover and the teams were prepared to do additional driver changes and swap-out cool boxes if needed,” added Lutz. “But the equipment in the cars worked well.”

“I think the whole weekend the crew guys had to put out the greatest effort,” Fogarty said. “Friday was, I think, the hottest weather I have ever been in, Saturday was brutal and today was brutal as well. Those guys are in a garage, but it is still hot under there, so our crew guys really had their work cut out for them this weekend to just stay upright. Hats off to them.”

Fogarty led 22 laps, circuits 41 through 62, and pitted the No. 99 for his second and final stop in the lead. Gurney took the wheel, returned to the race in sixth, but quickly cycled back to the front and opened up to the biggest leads of the race when he set the pace for 17 circuits, laps 78 to 94.

“It seemed like we were good at the beginning, but for me, it just faded both times at the end in both stints I did,” Gurney said. “It just wasn’t fast enough at the end of both stints.”

In the Grand Touring (GT) class, it was the team of Bill Lester & Jordan Taylor in the No. 88 Autohaus Motorsports Camaro GT.R that led the way for Team Chevy with a fourth place finish.

“Although we were all hoping for a podium finish today, the strong fourth-place by the Autohaus team has moved them back in the hunt for both the Team and Driver Championships,” said Lutz. “They are now only one point out of first place in the GT division.”

The No. 57 Stevenson Motorsports Camaro GT.R with drivers Robin Liddell and Ronnie Bremer finished fifth in class; and the No. 07 Banner Racing Camaro GT.R with drivers Mike Skeen and Gunter Schaldach was seventh.

In the B+ Foundation Heroes 200 for the Continental Tire Sports Car Challenge (GS) division, which ended under caution, Mitchem Motorsports, with drivers Lawson Aschenbach and Joey Atterbury scored an eighth place finish for the No. 62 Camaro GS.R team.

The No. 9 Stevenson Motorsports Camaro GS.R driven by Matt Bell and John Edwards crossed the finish in 14th; and teammates Jeff Bucknum and Robert Stout were 16th in their Mitchum Motorsports Camaro GS.R.

The No. 01 and No. 00 CKS Autosport Camaro GS.R teams finished the race in the 21st and 23rd positions, respectively.

Next on the schedule for Team Chevy in the Rolex Sport Car Series will be August 12-13 at Watkins Glen International – Short Course, Watkins Glen, NY. The final round of the 2011 season for the Continental Tire Sports Car Challenge takes place September 16-17 at Mid-Ohio Sports Car Course, Lexington, OH.

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## **Sun Trust Racing Report:**

Provided by Laz Denes

### **Heartbreaking Runner-Up Finish at New Jersey Angelelli, Taylor Battle Back After Getting Spun Early To Almost Pull Off Rolex Series Win**

Three times in the last four years, Max Angelelli and the SunTrust Racing team have had to settle for second-place finishes at New Jersey Motorsports Park in Millville to go with a solid third-place finish here last year. Sunday's runner-up finish in the GRAND-AM Rolex Sports Car Series American Red Cross 250, however, was probably the biggest heartbreaker of all on the 2.5-mile, 14-turn road circuit located about an hour's drive south of Philadelphia.

Like they had for the last five Rolex Series races, now, the veteran Angelelli and his 21-year-old co-driver Ricky Taylor had the car to beat this weekend in the No. 10 SunTrust Chevrolet Dallara of Wayne Taylor Racing. Taylor qualified on the pole for the fifth race in a row, and he led 24 of the first 26 laps despite extremely hot and humid conditions with the heat index registering nearly 110 degrees.

But, on lap 27, defending series co-champion and current points leader Scott Pruett and his No. 01 Chip Ganassi Racing with Felix Sabates BMW Riley gave Taylor a bump from behind that spun the SunTrust car around and off-course. The contact was unintentional, but it was enough to cost Taylor four positions on the racetrack and cost Pruett and the Ganassi team a drive-through penalty for avoidable contact that dropped the No. 01 car even further back in the order.

Interestingly enough, both the Ganassi and SunTrust teams were able to weather their respective storms and fought their way back to the front to finish 1-2, with Angelelli following Pruett across the finish line by 3.806 seconds. The difference-maker turned out to be a planned, third pit stop while leading for a splash of fuel and fresh tires by the SunTrust team 18 laps from the finish, with just less than 30 minutes to go in today's two-hour, 45-minute race. The stop turned out to hand the lead for good to Pruett, who actually would have needed a final splash-and-go fuel stop of his own had it not been for a caution with 25 minutes to go that enabled the No. 01 car to make it to the end.



“It’s great to finish on the podium, but we really want to win,” said Angelelli, who finished second here in the SunTrust car with Michael Valiante in 2008 and with Brian Frisselle in 2009, and third here with Taylor last year. “We’re 50 percent good with it, but the other 50 percent, we’re not happy without a win to show for our effort today. I think the team did really well because we had to fight back from far behind. It was because we were in a place where we were not supposed to be, thanks to Ricky getting spun early in the race. But I think the team made really good calls during the race. The strategy was perfect. That yellow close to the end is what really saved the Ganassi team.”

After getting spun by Pruett on lap 27, just 35 minutes into the race, Taylor was able to fight his way back into the lead with a SunTrust Racing machine that continued to run a majority of the fastest laps on the track. He was back in front 36 laps after the incident, inheriting first place from Jon Fogarty in the No. 99 Gainsco/Bob Stallings Racing Chevrolet Riley when Fogarty pitted on lap 63. Taylor led for another 12 laps, giving him a race-high 36 laps led on the day among all drivers, before he pitted on lap 75 to turn things over to Angelelli. The Italian resumed in fifth and patiently powered his way into the lead on lap 95 with 35 minutes to go. He pitted four laps later for that final splash of fuel and, most importantly, four fresh tires on a racetrack notoriously rough on tire wear.

“Considering how much action there was today, it was a very good effort by the SunTrust guys,” said Taylor, whose fifth consecutive pole position earned Saturday was the seventh of his Rolex Series career. “As always, Max put us in the position to win, again. He managed to get by the 99. The 01 was very strong today, but if Max would’ve had a couple more laps, he might have been able to eat into that gap a little more and maybe we would’ve been a step higher on the podium. I was doing my best. I’ve learned a lot from these guys and I was applying what they’ve taught me the last couple of years. You don’t want to let them get a run on you coming out of the corners, so I was just doing my best to apply some of those things I’ve learned to keep people behind me. Scott (Pruett) had just gotten around the 90 car and he hadn’t been behind me up until that lap, really, and I was struggling a little bit. The hit was not intentional, by any means. It was just one of those things.”

The victory by Pruett and his co-driver Memo Rojas was the fifth of the season for the Ganassi team. It opened up a 29-point lead in the championship over Angelelli and Taylor and the SunTrust team, who are second in the championship with three races remaining. Fogarty and his Gainsco teammate Alex Gurney are third in the championship, 16 points behind the SunTrust team.

“I can’t say the incident with Pruett is what cost us the race,” said team owner Wayne Taylor. “The bottom line was, we’re all struggling with tires, and we probably struggled a little bit more than everybody else and I don’t really know why. The team did a good job. The strategy was good. Max drove his heart out, there, at the end. You know, those 01 guys, they never make a mistake – not that we made any mistakes. It’s just how it panned out in the end. I’m happy for the team and everybody. These conditions, with the tires and stuff, I’m pretty happy with a second-place finish today.”

Round 10 of the 12-race Rolex Series season for 2011 takes place Saturday, Aug. 13, with the annual Crown Royal 200 at Watkins Glen (N.Y.) International. The race, immediately following that day’s NASCAR Nationwide Series event at the 2.45-mile, 11-turn road circuit, will be televised live by SPEED beginning at 6 p.m. EDT. The Motor Racing Network and Sirius Channel 94 will provide a live radio broadcast beginning with pre-race activities at 5:45 p.m.

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## **Doran Racing Report**

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

### **Burt and Brian Frisselle Reunion Doesn't Go as Planned in New Jersey**

**Equipment failure spells a challenge as Burt and Brian share a DP for the first time since 2007**

Burt and Brian Frisselle, who have for the last few seasons raced against each other in the GRAND-AM Rolex Sports Car Series, got the chance to once again share a Daytona Prototype as Burt joined Doran Racing at New Jersey Motorsports Park. With the region experiencing an oppressive heat wave, Burt was drafted to join his brother Brian and Henri Richard to share the driving controls in the No. 77 Office Depot Ford-Dallara.

Unfortunately, a promising race outing saw the effort thwarted after some crucial cooling equipment didn't work properly and cost the Doran squad time in the pits for repairs.

From the high-density metals surrounding the engine bay to insulation that seals the radiators, it takes a lot of things to make a race car work right in the high heat. The same is true of what it takes to allow the drivers to do their jobs inside the cockpit of a Daytona Prototype, which can climb past the 160 degree mark.

Richard opened the race and despite scoring a strong spot on the grid in qualifying, was sent off track following contact from behind from a GT Class machine. This ultimately put the No. 77 car one lap down 30 laps into the race. Burt Frisselle took over the controls and was looking to make the most of a fresh round of Continental Tires. But his sojourn in competition was a short one as none of the driver cooling elements were working properly.

"I want to thank Doran Racing for drafting me here in the last minute to help out. I wish it would have worked out better. That was the worst environment that I've ever been in," said Burt about the extreme temperatures in his SPEED interview. "Brian and I train really hard, in the heat and at altitude. But despite that, even we just couldn't stay out for any real time with the heat inside the car. It's incredible. The temperatures can be hard even when those things are working perfectly. But when it is not, it was simply unbearable. It is a shame, but now I'll look forward to getting back into the GAMMA88 machine at the Glen with AIM Autosport."

The Doran Racing crew worked to effect repairs on pit lane, but unfortunately were forced to take the car back behind the wall, costing several laps as the car was ultimately classified ninth at the finish.

“It was great to race with Burt again,” said Brian. “It was just not our day today. We had some incidents with some other cars early on which put us a few laps down. Then we had issues with our cool box so it was just one of those days but I think we showed potential at times this weekend and I think we had a decent car, not a top-three but a decently quick car so hopefully we’ll come back and be better at the next one.”

Round 10 of the 2011 championship will be staged at Watkins Glen International as part of the traditional NASCAR Sprint Cup event in the classic New York track. The No. 77 finished sixth at the track earlier this year in the 6 Hour event, and will look to go even better as the No. 61 GAMMA88 machine will also be in action when Burt Frisselle and Mark Wilkins look to add to AIM’s win tally at the track.

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## **Michael Shank Racing Report**

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

### **Michael Shank Racing New Jersey Race Ends Early After Getting Hit Twice**

Michael Shank Racing drivers Ozz Negri and John Pew faced another grueling day at New Jersey Motorsports Park in Round 9 of the GRAND-AM Rolex Sports Car Series as extremely hot and humid conditions enveloped the New Jersey circuit for the third straight day.

Pew opened the American Red Cross 250 from the seventh position and made a move forward in the first turn to run in the sixth spot. Despite the intense heat of the day, all of the training and karting that Pew and Negri do in preparation for these types of conditions paid off as he set a strong race pace as the race ran under green flag conditions for over 40 minutes.

Following a strong first stint in the No. 60 Crown Royal XR Ford-Riley, Pew handed the car over to Negri who kept moving up until the race saw its first full course caution.

As the race restarted on lap 45 and Negri looked to move forward, his forward progress was halted as he was hip-checked mid-corner by a competitor, dropping the No. 60 down the order. Negri battled back to run as high as fifth before pitting to hand the controls over to Pew to run through the middle stint.

Once again Pew was right on the pace as he managed the middle miles of the race before one final pit stop for fuel, Continental Tires, and driver change as the race entered the final segment.

He again assumed the strong pace of the No. 60 machine before handing the car back over to Negri to finish out the remainder of the race.

Unfortunately, Negri did not get to see the checkered flag wave as the run was cut short with 25 minutes to go. The No. 60 car was knocked off track by a competitor and the car sustained significant damage to the right-front suspension, ending the team's day early.

"John had another great day-he did two stints in this heat, a huge effort from him," said team owner Mike Shank. "He's really figured something out with these tires I think because in both stints, his times were as good as or better than the leader late in the run. Unfortunately that is the only bright spot from the race for us. This was a hugely disappointing day for us."

"I have no idea what he was doing out there, it was completely unsporting the way the No. 77 was driving," said Pew. "I was catching him by 2, 3, seconds a lap but when I went to pass him, he'd chop down on me every time I got next to him. It was so frustrating to be held up for several laps by a guy

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you are lapping. Between that experience, and seeing Ozz get hit twice, it was really very frustrating day.”

“I don’t know what they want from me,” said an exasperated Negri. “First, the five car hit me and both cars from the team got by. From there, the car just wasn’t the same. After I took over from John to go to the finish, we were a lap down but I had much better tires after pitting. The nine car leaves me the door open and I go inside, but then-BAM! Slams right into me. I was on new tires so we were much faster. I just don’t understand what he was doing trying to fight like that when we were so much quicker. And that contact with the nine car finished the job that the five car started, and broke the suspension and I just couldn’t go further. Just an incredible shame.”

Michael Shank Racing returns to GRAND-AM Rolex Sports Car Series competition August 12-13 for the Watkins Glen 200 at Watkins Glen International.

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## **GAINSCO / Bob Stallings Report**

Provided by Adam Saal

### **GAINSCO/Bob Stallings Racing, Gurney and Fogarty, third in New Jersey Motorsports Park American Red Cross 250 Alex Gurney and Jon Fogarty both lead in No. 99 GAINSCO “Red Dragon” Chevrolet**

GAINSCO/Bob Stallings Racing ran in the lead pack all day, and drivers Alex Gurney and Jon Fogarty combined to lead 39 of the American Red Cross 250's 117 race laps Sunday at New Jersey Motorsports Park where the team finished third to score its fourth consecutive top-three podium finish in the No. 99 GAINSCO Auto Insurance Chevrolet Riley.

Although GAINSCO hasn't finished out of the top-three in the second half of the 2011 GRAND-AM Rolex Sports Car Series season, the No. 99 team still left New Jersey disappointed with the day's results after building a huge lead at one stage in the middle of the race. A full-course caution period just after the team's final pit stop, however, didn't fall in GAINSCO's favor and ultimately sealed the win for Scott Pruett and the No 01 TELMEX/Chip Ganassi Racing team.

“It's pretty disappointing, actually, for us,” Gurney said. “With well under an hour to go we had a pretty big lead, 13 seconds or something like that, and we got that yellow. I was behind Scott at the end there and he was able to pull away on pretty old tires. I had a lot of rubber pickup, very little help in traffic – I really struggled with traffic today – and it seemed like I came up on the GT leaders at exactly the wrong time a few times. It just didn't work through the traffic very well, and for me, the car didn't hang in there at the end of a stint, it faded. Anyway, we got a podium on a really hot day, and the heat ended up not being too much of a factor, so I feel good about that.”

Fogarty started the race from third on the grid and ended up driving the opening 90 minutes of the timed 2-3/4-hour race.

“It was an interesting race, for sure,” Fogarty said. “I got shuffled back to fourth in my first stint, then found my way into the lead and was able to open up a gap in my second stint. It was a totally different strategy that we were doing relative to the 01 guys, they got a yellow at the end that allowed them to stay out and stretch it on fuel and make just two stops. Everybody else in the field stopped one more time than they did and that's hard to overcome. A good effort all around and to get on the podium is good. We wanted to win but we came out of here, everybody is OK, and we survived the heat.”

The record heat and unbearable humidity that has plagued the Eastern United States all week didn't spare New Jersey this weekend. Although the drivers had no issues at the wheel of the No. 99 GAINSCO "Red Dragon" during the race, Fogarty gave some credit to his teammates.

"I think the whole weekend the crew guys had to put out the greatest effort," Fogarty said. "Friday was, I think, the hottest weather I have ever been in, Saturday was brutal and today was brutal as well. Those guys are in a garage, but it is still hot under there, so our crew guys really had their work cut out for them this weekend to just stay upright. Hats off to them."

Fogarty led 22 laps, circuits 41 through 62, and pitted the No. 99 for his second and final stop in the lead. Gurney took the wheel, returned to the race in sixth, but quickly cycled back to the front and opened up to the biggest leads of the race when he set the pace for 17 circuits, laps 78 to 94.

"It seemed like we were good at the beginning, but for me, it just faded both times at the end in both stints I did," Gurney said. "It just wasn't fast enough at the end of both stints."

GAINSCO has made huge gains in its performance since testing mid-season at Watkins Glen International in early June. The next race on the schedule will be held on the NASCAR short course at The Glen next month.

"The performance of the car was pretty good," Fogarty said. "We did tune on it during the race and were able to make it a little bit better, but we still have work to do. We need to be fast all of the time, not just part of the time. There is always more that you can do. We will get on with it and do better next time."

The No. 99 GAINSCO Auto Insurance Chevrolet Riley team remains third in the GRAND-AM Rolex Sports Car Series Daytona Prototype Team and Driver Championships with 250 points. They trail the No. 10 SunTrust Chevrolet Dallara team and drivers by 16 points while the No. 01, Pruett, and teammate Memo Rojas, lead the championships with 295 points.

Next up for GAINSCO/Bob Stallings Racing is the Watkins Glen 200, August 12 – 13, on the NASCAR short course at The Glen. The race can be seen live on SPEED at 6 p.m. ET/3 p.m. PT.

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## **Dempsey Racing Report**

Provided by Adam Saal

**James Gué and Dane Cameron Score First Podium with Dempsey Racing in No. 41 Team Seattle Mazda RX-8 GT in N.J.**

**Third place first Dempsey Racing podium since Daytona; Dempsey, Foster, Espenlaub Ninth in No. 40**

James Gué and Dane Cameron scored their first top-three podium finish as co-drivers of the No. 41 Team Seattle/Global Diving & Salvage Mazda RX-8 GT Sunday in the American Red Cross 250 at New Jersey Motorsports Park where their third-place showing was backed up by a ninth-place finish by Patrick Dempsey, Joe Foster and Charles Espenlaub in the No. 40 VISIT FLORIDA/ModSpace/Construct Corps/Trina Solar Mazda RX-8 GT.

The New Jersey race marked the first time since early June's Sahlen's Six Hours of The Glen that both Dempsey Racing Mazda RX-8 GTs finished in the top 10. The No. 41's podium was also the first victory lane appearance for Team Seattle since the team scored Dempsey Racing's first and only win last August in the NASCAR short course race at Watkins Glen International.

"We still want to get a victory before the year is over, but getting a podium is a big boost and a big help in that direction," said Cameron, who drove both the opening and closing stints of the race. "As hard as we have worked, and everything we have kind of been through this year, this is almost – not quite – but almost as good as winning a race. It was just nice to have a good car, we qualified well, ran consistently toward the front of the field, we were on pace throughout the day, and the guys did a really, really good job in the pits. I am super excited to be on the podium and hopefully this will be the beginning of a very strong close to the year for the team."

After starting fourth, Cameron had the No. 41 in the lead when he handed off to Gué who in turn raced to as high as second in his shift in the middle of the race. Along with the No. 41 Team Seattle/Global Diving Mazda, both drivers seemed to be at their best late in their respective driving stints.

"We really worked hard on trying to make the car good over a long run," Gué said. "It is a very difficult track, conditions were hot, it's hard to find grip, so the car gets very greasy and slides around a lot, but the car was still very good. As I have been saying all year, we are a contending team, we just haven't been able to put it all together, and I think this is just sort of the first step. We have gained some momentum to finish out the season on a high note and we will see if we can finish the year off with a win."



Prior to the New Jersey podium showing, fourth-place finishes at Virginia International Raceway (VIR) and Lime Rock Park were the best results for Gué and Cameron as first-year co-drivers in the No. 41.

“What’s most pleasing about this weekend is that this is probably the first time all year that I feel we have kind of maximized everything,” Cameron said. “Everything has sort of fallen into place a little bit more for us, we had the strategy we needed to have, we had the relative pace we needed to have, we were good on the long runs. This is the first weekend where I really feel like we have done about the best that we could, which is all you can do. We had a little bit of a sniff of the guys for second and first, but we just didn’t quite have enough today, but I am very pleased.”

Dempsey Racing’s only previous podium result this year came in the season-opening Rolex 24 At Daytona where Dempsey, Foster, Espenlaub and Tom Long finished third in the No. 40. Sunday’s sprint in New Jersey at times felt as challenging for the No. 40 team as the legendary Daytona endurance race.

“We finished ninth, very frustrating, we went down a lap early, but we had some other factors get in our way too,” Foster said. “I had a cool suit failure, and pitted to fix that, but we also had a radio issue, and the team didn’t have any idea of what I was actually pitting for. We were able to fix it eventually, got Charles out there, and he was going really well on sticker tires, but we were two laps down at that point. So, quite frustrating for us, we did finish in the top 10, but I know that the team can do better and we had a very good car today.”

Dempsey started the race and felt the incredible record heat and humidity that has plagued the Eastern U.S. the past week. The conditions factored into the decision to run the three driver rotation in the No. 40 with Dempsey, Foster and Espenlaub.

“The heat was a big factor here,” Dempsey said. “It was a very warm day, which is very hard for me, being on the West Coast and not being used to the humidity. I wished that I had a little better start, I got out of touch with some of the other Mazdas, and had I stayed with them, I think I would have stayed on the lead lap. That put us back a little bit, but we had a good strategy, we were going to be in good shape and get our lap back, but we had some other problems. We battled back and got a top-10 finish, we needed a finish, which was really good, and something to build on going to the next race.”

Next up for Dempsey Racing is the Watkins Glen 200, August 12 – 13, on the NASCAR short course at The Glen. The race can be seen live on SPEED at 6 p.m. ET/3 p.m. PT.

The New Jersey result should provide some solid momentum for the No. 41 team at the Watkins Glen 200 where the team scored Dempsey Racing’s first and only race win last year. Gué drove in the winning effort and sees no reason why he and Cameron can’t score a repeat victory this year.

“We know we can do it,” Gué said. “The short-course race has always been a favorite of mine. We can win it again, it’s just a matter of having the perfect race. We made some good progress with the car this weekend, we have a good direction and I am very optimistic for The Glen and all three races remaining this season.”

## **Noteworthy**

- Dempsey was delighted with the No. 41’s result in New Jersey, which followed some key personnel moves recently. “I think some of the changes we made recently within the team made a big difference,” Dempsey said. “For the 41 car, I am so thrilled for their result, it is long overdue, those guys have been knocking on the door all season. As a team owner, I think all of the moves we have made in the last couple of weeks to change things around have been dynamite.”

- Dempsey Racing partner ModSpace, based in Berwyn, Pennsylvania, had its employees and associates out in full force at the American Red Cross 250. A group of about 50 ModSpace representatives took place in a special group meet and greet with Dempsey, Foster and Espenlaub prior to the race. “Our corporate headquarters is located about an hour away from New Jersey Motorsports Park and many of our employees came down to be part of the Dempsey Racing team this weekend,” said William Mann, Director of Motorsports for ModSpace. “Our staff had a great time and enjoyed the time Patrick, Joe and Charles spent with them.”

- Cameron led four race laps, circuits 39 to 41, in the No. 41 Team Seattle Mazda.

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## **Jeff Segal Race Report**

**Provided by Adam Saal**

### **Jeff Segal Finishes Sixth in No. 69 FXDD/SpeedSource Mazda RX-8 GT at New Jersey Motorsports Park to stay alive in 2011 GT Championship Chase**

Reigning GRAND-AM Rolex Sports Car Series GT Champion Jeff Segal led 17 laps in the late stages of Sunday's American Red Cross 250 at New Jersey Motorsports Park (NJMP) but ultimately joined co-champion teammate Emil Assentato and the No. 69 FXDD/SpeedSource Mazda RX-8 GT team in locking down some solid points for this year's title chase with a sixth-place finish rather than a risky gamble on a possible race win.

After taking over from starting driver Assentato, who turned in a solid hour-long stint in brutally hot conditions, Segal worked his way to the front with little over 30 minutes remaining in the timed 2-3/4-hour race on NJMP's 2.25-mile Thunderbolt Raceway. While the No. 69 FXDD team's first victory of the season appeared imminent, relinquishing the lead for a precautionary pit stop in the closing stages of the race could prove to be pivotal in their GT title defense this season.

"Our decision to pit from the lead was two-fold, and I don't think it would have changed the outcome significantly if we had stayed out," Segal said. "We had been suffering from a fuel pickup problem throughout the race, and the car would start to starve for fuel with a few gallons still left in the tank. We were a little concerned about that as we got closer to the end of the race, and thinking we might continue to suffer from this problem."

Segal was also in dire need of a fresh set of Continental tires for the dash to the finish.

"We were also on really old tires at that point, and I had worked hard to keep the 70 behind me, so I didn't have much tire left," Segal said. "We decided to pit, hoping to come back through the field. Ultimately, the pace on new tires was enough to come through and catch back up to the leaders, but not enough to pass them. It was a shame, but we still had a good points day."

The No. 69's final pit stop gave the lead to their No. 70 SpeedSource Mazda teammates who went on to take the victory, anchoring a top-three sweep of the podium by Mazda RX-8 GTs for the first time since last year's New Jersey race. It was also the first time the No. 69 team has not been part of a winning Mazda RX-8 GT sweep in GRAND-AM Rolex Series GT competition, but the late-race decision helped Segal move closer to a top-three position in the 2011 GT championship with just three races remaining on this year's schedule.

The No. 69 FXDD/SpeedSource Mazda RX-8 GT team, and Segal and Assentato, now have 228 points at fourth place in both the GRAND-AM Rolex Sports Car Series GT Team and Driver Championships. Although Segal and his teammates didn't improve a championship position for the first time in three races, the overall battle tightened considerably at New Jersey when the class-leading No. 59 Brumos Porsche finished well down

in the standings. Segal and his teammates came into New Jersey 19 points out of first and four points behind third place, but they are now just 13 markers from the lead and just one point shy of third.

Just finishing the American Red Cross 250 at all was an achievement for any team. The recent heatwave that plagued the Eastern U.S. through Sunday didn't spare New Jersey, where high humidity and temperatures hitting 100 degrees earlier in the weekend made the American Red Cross 250 one of the most difficult races in recent memory.

"The race was brutal," Segal said. "The conditions in the car were really tough, and our game plan was really just survival first. Emil did a great job to persevere in the heat and drive a full fuel stint, and that made my job more manageable by getting me closer to the end. That said, I spent an hour and 45 minutes in the car, and that's tough in these conditions."

Segal, who is a native of the nearby Philadelphia, considers the NJMP facility one of his home tracks and for awhile it looked like he might take his first major win there in Sunday's race.

"We had really good pit strategy initially, and as a result we were able to vault to the front when I got in the car," said Segal, who was the last driver to lead before the No. 70 took the point for good. "We stayed there for quite some time, and things were looking good. At one point, the 70 car came out of the pits behind me on new tires and started to close in, so I was under a lot of pressure from him since I was on older tires. We held him off for quite a long time, which was surprising to me, but then the last yellow came out."

Next up for Segal and the No. 69 FXDD Mazda team is the Watkins Glen 200, August 12 – 13, on the NASCAR short course at Watkins Glen International. The race can be seen live on SPEED at 6 p.m. ET/3 p.m. PT.

"Now, on to The Glen, and I'm excited about getting back there and finishing the season strong," Segal said. "The three remaining tracks are places that I like a lot, and I'm confident that we can continue to make ground on the points leaders. The team has continued to work really hard to get our car into this championship fight, and I'm looking forward to a really exciting race at Watkins Glen!"

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## **Magnus Racing Report**

**Provide by Efrain Olivares**

John Potter, Craig Stanton, and the new look Magnus Racing Porsche showed up ready for battle and very hydrated for Sunday's American Red Cross 250 at New Jersey Motorsports Park. With a the third day of action at New Jersey providing some respite –temperatures remained in the 90's, but the humidity level only approached 67 – cockpit conditions would still approach 140 degrees for both drivers in the two hour and forty-five minute race.

A recent change in GRAND-AM regulations meant the Magnus Racing team opted to have Stanton start the race. After qualifying eighth, Stanton jumped ahead of the no. 59 Brumos Porsche at the start of the race and picked up two more positions by working past the no. 07 and no.57 Camaros.

While pit stops began for the GT class, Stanton was able to extend his fuel window but a yellow flag caution period bunched the field up, allowing Stanton to run as high as second. However, a miscommunication between Stanton and his crew meant that Stanton came in the pits one lap after the GT pit stop window opened and just as the race returned to green flag conditions. Second at the time of the stop, the Magnus Racing Porsche with Potter at the wheel would reemerge in eighth position.

Having lost much track position and with no full course yellows, Potter would battle throughout his one hour and seven minute stint with the no. 88 Camaro and the no. 94 BMW. When he turned the car over to Stanton with thirty minutes remaining, the Magnus Racing Porsche was still in eighth position.

Stanton ran a trouble-free final stint to bring the car home in eighth position – in the same position where he took the green flag two hours and forty-five minutes earlier.

“This must be what my thanksgiving Turkey feels like,” said Potter afterwards. “I had some concern about how I would feel because of the high heat and because there was the possibility of being in the car quite a bit longer than I usually am. Craig gave me some of his rocket fuel, but it was very hot throughout the entire stint. Missing the stop like that really hurt us, and we didn't get a yellow until it was too late. It's frustrating but we actually made up some ground in the championship.”

Stanton, who nearly passed out at the end of last year's race at New Jersey Motorsports Park, was happy to not have a repeat of that but wasn't thrilled about the missed opportunity to gain points.

“Our grey Magnus Racing Porsche was so good at the start,” said Stanton. “We were going forward and making up spots and getting great fuel mileage. I was happy to get out of the car after the first hour because it was super hot in the car, but I was able to get some fluids in me and recover for the end. But we were the first car a lap down and didn't really have to defend our position, so I just cruised home and stayed out of trouble in my second stint.”

Potter and Stanton's finish dropped them to sixth in the GT points standings, but the two actually made up ground to the GT points leaders Andrew Davis and Leh Keen as the Magnus Racing pair are now eighteen points behind the leaders and only six points behind third-placed Sylvain Tremblay and Jonathan Bomarito.

The next Rolex Series race will be August 12-13 at Watkins Glen International, on the short course in the traditional date shared with the NASCAR Sprint Cup. The Watkins Glen 200 will be shown live on SPEED Channel Saturday August 13 at 6:00 PM ET.

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## **Team Sahlen Report** **Provided by Wayne Nonnamaker**

Team Sahlen entered the 9th round of the Grand American ROLEX Sports Car series at New Jersey Motorsports Park knowing the event would be a hot and muggy weekend. And hot and muggy it was. Temperatures on Friday and Saturday were in the high 90's with a heat index above 110. Instead of just be a race weekend with an Endurance race, the weekend itself became a test of endurance. This not only included testing the endurance of the drivers and the trusted Mazda RX-8s, but as well the full Team Sahlen crew. Even while constantly drinking, individuals faced the dire potential of becoming dehydrated.

During the early Practice Sessions of Friday and Saturday, Team Sahlen's #42 Mazda RX-8 hung solid in the top 5 in GT, driven by the capable hands of John Edwards and Wayne Nonnamaker. Constant set up changes directed by lead Engineer Catherine Crawford Wallace led to ever improving speed and driveability. These changes came to fruition during the Qualifying session, when John Edwards leaped to the front of the pack, placing the #42 on pole position. The pole position marked the 2nd pole in 3 races and the 3rd straight front row starting spot for Team Sahlen. Additionally, this achievement marked a milestone for the team in recording their 40th all time top pole position.

"John drove a fantastic lap. I know that we caught a lot of people off guard in the paddock with that run. I am so happy for the guys. They worked so hard to recover from a rough race at Mazda Raceway - Laguna Seca. They never let it get them down. And here we are on the front row again." - shared Team Manager Jay Chapman

Will Nonnamaker achieved his best time of the weekend in placing the #43 RX-8 in 12th spot on the grid - "It was like a Formula One qualifying session, with everyone taking off laps to cool off their tires. Then even when it seemed like you had a clear lap, someone was spinning off the track, and that happened twice to me in this session alone."

At the start of the race, John Edwards took the cautious approach to the start and settled in a 2nd in class behind the hard charging Boris Said in the #31. Will Nonnamaker also took the same approach. Unfortunately for Will though, this approach was not enough, as he was knocked off the track by very aggressive Daytona Prototype. To be exact, to use the exact words of the SPEED TV announcers, "Will Nonnamaker was clobbered from behind".

John continued to maintain his slot in 2nd and eventually progressed around the Boris Said to climb up to 2nd place. Wayne Nonnamaker jumped in to fill in the middle stint of the race.

"It was very hot out there. I had some really close racing with the #70 SpeedSource Mazda RX-8 driven by Sylvain Tremblay. We had some really great nose to tail action fighting it out for 1st place. Even after the pits

stops were over and John had got back in, the two Mazdas were only seperated by a few seconds." - shared Wayne Nonnamaker

As the race progressed, a full course caution at the 35 minute mark saw the entire field bunch up. When the race went back to action at the 25 minute mark, John Edwards was placed in 2nd place, just behind the #70 Mazda driven by Johnathan Bomarito. John threw everything he had to pursue and potentially pass the #70 machine. In the end, at the checkered, less than one second seperated the Rotary duo. This delivered Team Sahlen their second 2nd place finish in 3 races.

Additionally, Joe and Will Nonnamaker continued to split driving chores during the race. The duo never were able to recover from the early race altercation with the Daytona Prototype, and at the end of the race settled for 11th place.

The end result of the race saw Mazda sweep the podium. This fine result vaulted Mazda to the lead in the Manufacturer's Championship. The 2nd place finish further secured the #42's position in the Top 10 in GT Team Point Standings. And additionally Wayne Nonnamaker secured the Bob Akin Sportsman Award again, further solidifying his position at the front of this prestigious award.

The next event for Team Sahlen will be Round 10 of the Grand American ROLEX Sports Car Series on August 13th at Watkins Glen International. The weekend will be held in conjunction with the NASCAR Sprint Cup series visit to the historic track at the Finger Lakes. SPEED TV will air the race live at 6 pm est.

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

The heat wave that has swept the East coast had no intention of letting up for Round 9 of the GRAND-AM Rolex Sports Car Series. SpeedSource arrived at New Jersey Motorsports Park looking to carry their mid-season momentum and, as defending race winners, the pressure was on for crew and drivers. Even with a mid-afternoon start time, the blistering weather could do little to stop the charge of the #70 Castrol Edge Mazda RX-8 driven by Sylvain Tremblay and Jonathan Bomarito as the duo would claim the top podium spot in New Jersey for the second straight year. The #69 FXDD Mazda RX-8 team car of Emil Assentato and Jeff Segal would finish sixth.

Knowing that managing the elements was an integral part of the race strategy, the SpeedSource crew opted for a dual driver change race. Bomarito started the #70 Castrol Edge Mazda RX-8 from 3rd on the grid. Following along the lines of conserving, tire preservation would be critical for the duration of the race; older tires lost almost 2 seconds of lap time. The #70 Mazda RX-8 maintained position at 3rd before heading to the pits for the first of two driver changes. Team owner Sylvain Tremblay drove a fantastic mid-race stint, extending the conservation strategy to a usable fuel window for the race's closing stint. A blazing fast full service pit stop that included fresh tires, fuel, and driver change allowed the #70 Castrol Edge Mazda RX-8 to leapfrog all competitors to 2nd place, behind the #69 FXDD Mazda RX-8. When Segal, in the #69 Mazda, pitted for tires Bomarito gained control of the race at the front of the GT class. Battling with former-SpeedSource driver John Edwards, Bomarito drove a brilliant closing stint to victory extending his margin to over a second.

Emil Assentato started his #69 FXDD Mazda RX-8 by driving an opening stint that lasted the first hour of the race. The recent elimination of the 45-minute mandatory pit stop rule meant that the opening driver would have to endure longer stints in the car. As defending GT-Class champion, Assentato showed that he was more than up to the challenge and even brought the #69 FXDD Mazda RX-8 into the first pit stop in the top ten. Upon taking over driving duties, co-driver Jeff Segal steadily climbed his way up to the front of the GT class, eventually leading late in the race. A caution with 20 minutes to go left opened up strategic opportunities. Segal and the crew elected to pit for fresh Continental race tires for the final sprint to the finish line. The team claimed a sixth-place finish.

Sunday's race in New Jersey was a great points day for the entire SpeedSource team. The defending Rolex GT class championship team now sits third and fourth in standings, with the #70 Castrol Edge Mazda RX-8 just a single point ahead of the #69 FXDD Mazda RX-8. More importantly, the win also gives Mazda its first win of the 2011 season. The valuable points pushes Mazda into first in the Manufacturer's championship. With three races left in the season, it is truly anyone's championship for the taking.

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## **Stevenson Motorsports Race Report** Provided by Andrew S. Hartwell / [ashautomobilia.com](http://ashautomobilia.com)

### **Stevenson Team Finishes A Heated Fifth In New Jersey** *Liddell and Bremer land a hard earned finish during one very hot race*

The record setting heat index this past weekend that blanketed most of the east coast of the United States seemed to be centered right over the New Jersey Motorsports Park facility. In the GRAND-AM Rolex Sports Car Series presented by Crown Royal Cask No.16 race, the Stevenson Motorsports team sweated out a top five finish that came at the end of four very tiring summer days.

The No. 57 Stevenson Motorsports Chevrolet Camaro GT.R driven by Robin Liddell and Ronnie Bremer was simply not fast enough to stay with the Mazda racers that managed to collect every podium position. A Mazda finished in first, second and third.

After living through back to back cloudless days with temperatures passing 100, Team Manager Mike Johnson saluted his crew and his drivers for bringing home a good finish to a bad weekend.

Johnson: "This was one of the toughest weekends for the team in a long time. We usually don't race on Sunday, so we were at the track for four days, and every day had a heat index of above 105. Working in that heat all day long meant the crew was exhausted by the end of each day. I applaud all the teams and drivers for surviving a very difficult weekend."

Robin Liddell suggested that the lithe and low Mazdas had an advantage this weekend. It seems he was correct when you consider the final outcome of the race.

Liddell: "I had the feeling throughout the weekend that we would not be able to compete with the Mazdas again. The car was tricky to drive on this low grip track and rear grip was at a premium. We simply could not put the power down or carry any speed through the corners and so we watched the Mazdas drive away from us again. After three adjustments to the Camaro in as many races surely Grand Am needs to make a change to avoid a Mazda whitewash in the latter part of the season like last year?"

Filling in for Jan Magnussen this weekend, Ronnie Bremer noted that this was the hottest race he ever contested and the same thing might be said for the tires.

“This was one of the warmest races I have ever done!” Bremer said, “It seems the tires just couldn’t take the heat either and we had to fight very hard for our fifth place finish. Robin and I and the rest of the team did what we could but it was just not our day, even with good pit stops.”

Liddell too called out an issue with tires. In this case, it was with the number of them available to the team.

Liddell: “The obvious challenge for all the teams and drivers at the weekend was the unprecedented heat. But in reality our main issue was the track temperature and lack of grip with all the ballast in our car and a ride height above that of all our competitors. With the new tire allocation rule, we ran much of practice on worn tires.”

Competition adjustments are part of the GRAND-AM playbook but it remains an art form that rarely has been mastered by any sanctioning body that has tried to use it to level the playing field.

Johnson: “At the end of the day, with the weight of the Camaro being the heaviest in GT, we just couldn’t dial the car around the heat and were no match for the Mazdas. We took a gamble on the last yellow trying for new tires and ended up finishing 5th, but it probably would have been the same result if we had stayed out.”

There are just three races remaining on the 2011 schedule. Even with the adjustments noted, Johnson is still convinced this car and this team can win again this year.

Johnson: “For the first seven races we lead laps in every race. Conversely, we have not led a lap in the last two races. While we have been putting together very good races, we have just not been fast enough for some reason and we need to figure out why. If we do figure it out, there’s no reason we shouldn’t win at least one more race this year.”

After New Jersey, Stevenson Motorsports remains in 10th place in the season’s GT Team Championship. Robin Liddell is in 15th place in the Drivers Championship and Chevrolet remains in 3rd place in the Manufacturers Championship.

The next race on the 2011 GRAND-AM Rolex Sports Car Series presented by Crown Royal Cask No.16 schedule will be on August 13<sup>th</sup> at Watkins Glen.

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

Brumos Racing arrived at New Jersey Motorsports Park for Round 9 of GRANDAM Rolex Series competition with confidence and the momentum of their 2<sup>nd</sup> win of the season behind them. As the area sweltered under triple-digit temperatures, the crew did their best to prepare for optimal performance under the hazardous conditions.

Starting the race from 7<sup>th</sup> the #59 Brumos Porsche 911 GT3 was performing well and looked to be in line for a solid top five result. Unfortunately, an alternator belt failure early in the race brought the car into the pits for repair, putting the #59 down six laps. Davis and Keen both drove strong stints, ending the day in 12<sup>th</sup> place, a result sufficient to allow Brumos to hold on to their lead in the standings by a one point margin.

Andrew Davis assumed his usual role as qualifying and starting driver, but due to the conditions, shorter stints than normal were planned for both drivers. Davis stepped back into the car later to relieve co-driver Leh Keen and close out the race.

Describing the problems, Davis said, "The extreme heat was not only difficult for us, it put a lot of stress on the car. When we lost the alternator belt the car overheated and I had to come in right away. Our crew did an amazing job under horrific conditions to get it repaired quickly. To me, that is the mark of a true championship caliber team – when everyone on the team is willing to do whatever it takes to get the job done. We were dealt a bad hand and it really looked grim, but our guys kept fighting. I am so proud of our team's effort and how they never give up. Brumos is one of the top teams in the Rolex Series, and now we can attack our final three races and see what we can do to bring this home."

Leh Keen joined his co-driver in praising his team, also adding, "We knew this was going to be one of the most challenging races this year for us, but if we had to have a mechanical problem, it was probably better to have it at this race rather than during one where we could have a better shot at a win. We are going to have to really hunker down and have strong finishes from here on out. Sometimes you have a great race like we did at Laguna Seca where everything goes your way, but you also have to go through races like this one where you aren't so lucky. The ups and downs are just part of racing. I am really interested to see where this goes at the end of the season, but for now, we are just concentrating on our next race. We are going back to Watkins Glen following our first win there earlier this year, so we have a lot of motivation and momentum. The difficulties we had this weekend will just make us that much stronger and more determined than ever to keep Brumos out in front."

For Round 10 of the season, the Rolex Series will travel back to Watkins Glen for the Crown Royal 200 at the Glen, a 2.0 hour timed race held on the Glen's short course. The race will be held on Saturday, August 13<sup>th</sup>, with a scheduled start time of 6:00 PM ET.

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