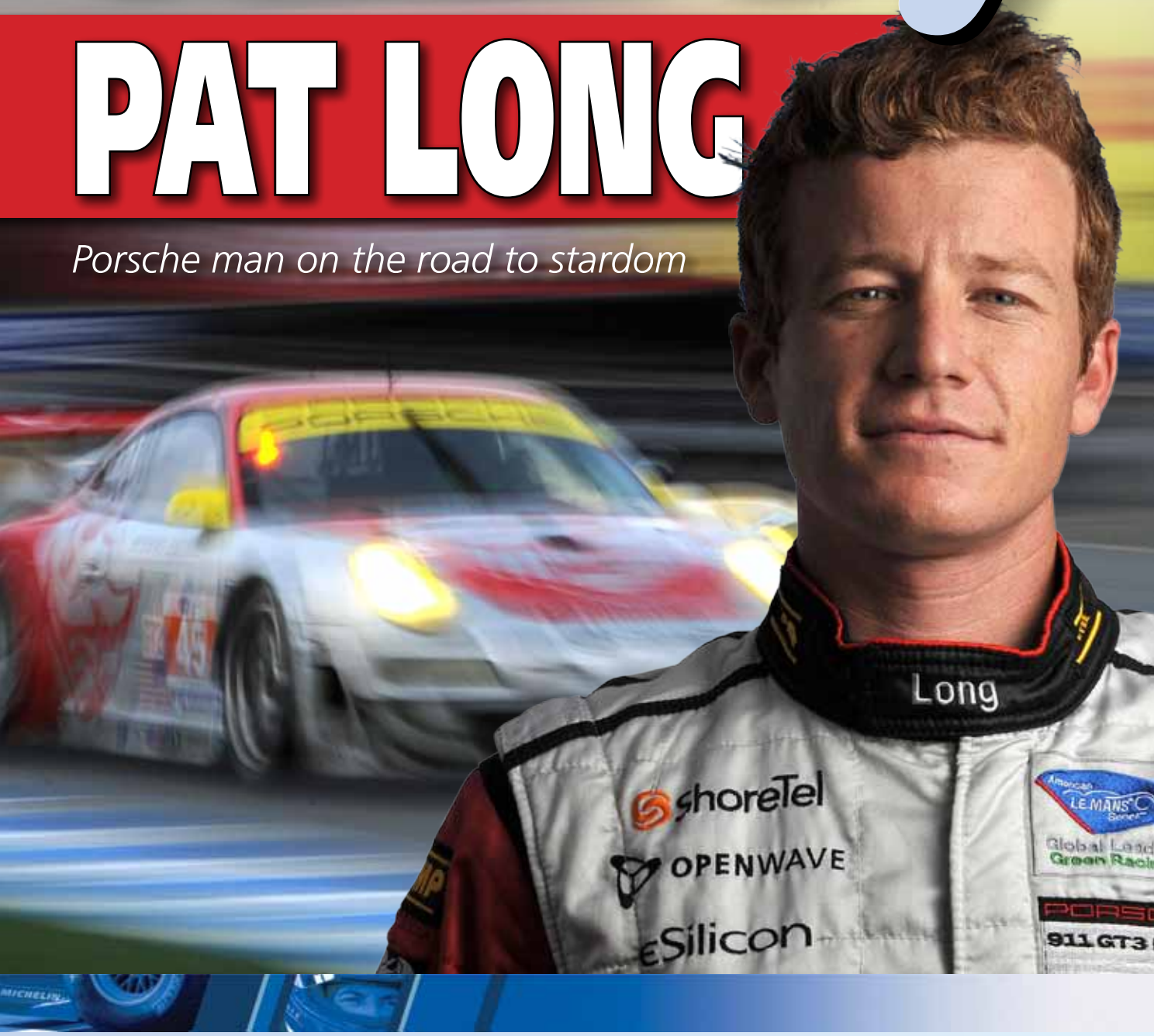
RACING IN AMERICA

THE Alley

News From The American Le Mans Series - Road America 2010

PAT LONG

Porsche man on the road to stardom



MICHELIN
A better way forward

LONG ROAD TO SUCCESS

PORSCHE'S PATRICK LONG ON THE ROAD TO STARDOM

Once one of several promising young upstarts, Porsche's Patrick Long continues to set himself apart from the pack as he grows into a major American star in international sports car racing.

A native of Southern California now living in Belleaire, Florida, Long moved to Europe at age 17 to pursue his racing career. Good move.

Now 29 and a Porsche factory driver since 2003, Long has 18 ALMS victories, including three already this season, three MICHELIN® GREEN X® Challenge wins, and a pair of American Le Mans Series driver championships.

On the international scene, Long who is now fluent in four languages, has a pair of GT2 victories at the 24 Hours of Le Mans; three at Petit Le Mans, and victories at both the Twelve Hours of Sebring and the Daytona 24 Hours.

That makes him the youngest driver to claim that "grand slam" of major endurance races.

Surprisingly, Long may just be reaching his racing peak as he takes an increasingly visible role on and off the track.

His Flying Lizard Porsche teammates laud his ability to focus as he smoothly shifts from driving to meeting with his engineers, coaching young drivers, spending time with fans, encouraging teammates, and promoting Porsche, the Flying Lizard team, the ALMS and motorsports in general.

That focus, combined with his talent and a powerful work ethic has served him well.

In fact, that makes Long second only to Corvette Racing's Johnny O'Connell (age 48), among the most successful American drivers in the American Le Mans Series.

Reunited in 2009 with German sports car ace Joerg Bergmeister in the popular #45 Lizard Porsche, the duo claimed the ALMS championship and continues its winning ways in 2010 by securing three victories (Long Beach, Laguna Seca and Lime Rock) and leading the 2010 ALMS GT Drivers' championship heading to Road America.

Twice already this season, Long, nicknamed "Yankee" by other Porsche factory drivers, has made a dramatic late race pass to win the races at Long Beach and again at Mazda Raceway Laguna Seca.

"I don't think that there is any question that Pat is really on his game this year. He is also having more fun," said one team insider.

When not training, surfing, or sea kayaking, the only American Porsche factory driver is busy with Porsche's worldwide motorsports activities including competition, testing, development, and public relations.

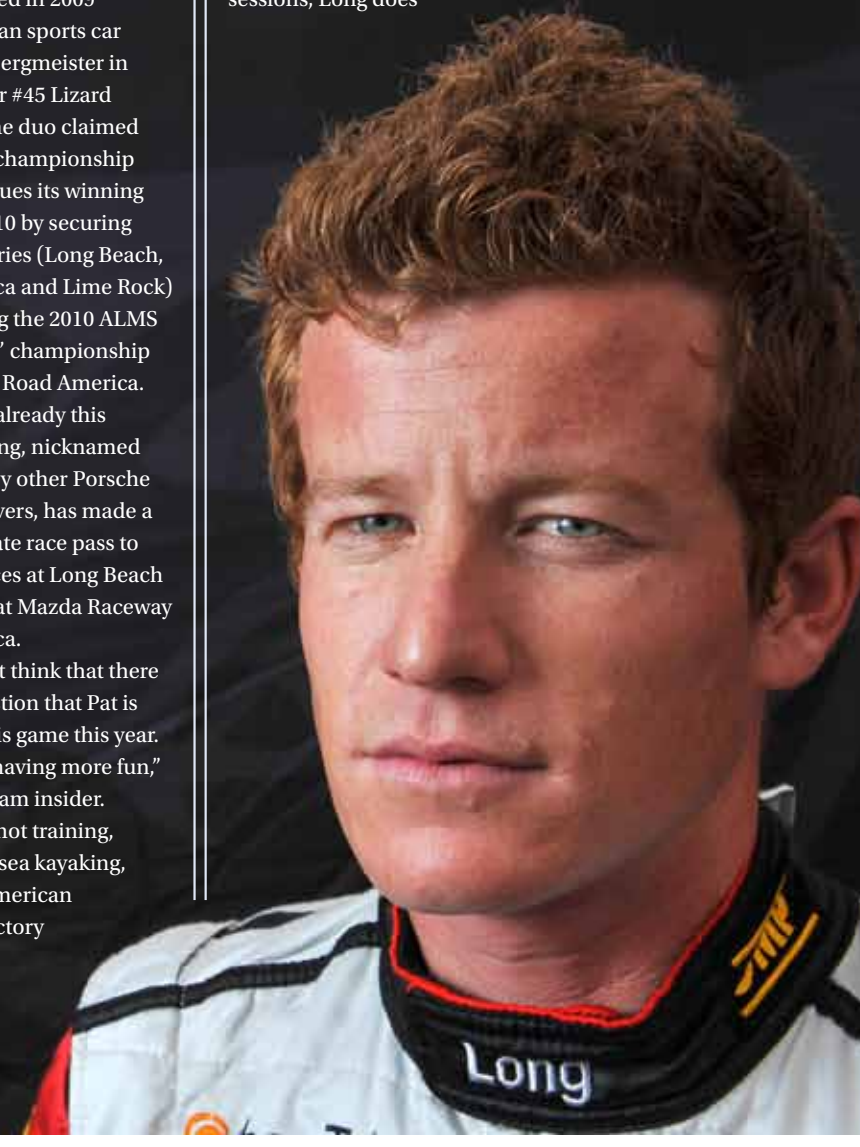
Committed to the fans, Long realizes that his responsibility does not end at the checkered flag.

He and co-driver Joerg Bergmeister were seen visiting with fans, signing autographs, and posing for pictures well into darkness following their win at Long Beach. At autograph sessions, Long does not merely scratch his name on a hero card, but makes it a point to talk with and connect with every fan.

"The competition is so strong that you have to keep pushing to constantly improve," said Long.

"If you want to win today, you have to be better than you were yesterday."

And Patrick Long just keeps getting better every day.



Guy Smith, co-winner with Chris Dyson for Mazda at Mid-Ohio aboard the Dyson Racing Lola.

"I am told it was a great race to watch. In truth I saw nothing of the race as once I got out of the car I sat on a bench at the back of the pit box hoping and praying we could bring the Castrol car home and in first place. But I could not bear to watch!"

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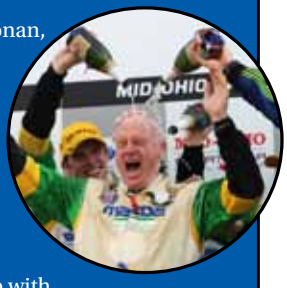
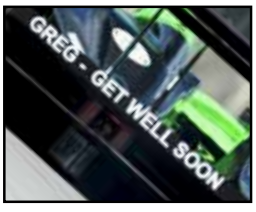
DID YOU KNOW?

ZOOM-ZOOM



After several near misses, John Doonan, motorsports manager for Mazda, was one happy camper at the Mid-Ohio Sports Car Challenge as Dyson Racing delivered Mazda's first ever ALMS overall race win. "'Thanks, Thanks, we needed that one,'" a beaming Doonan told well-wishers as the celebration began. Team boss Rob Dyson ended up with a champagne shampoo on the podium - we're wondering if that will promote any hair growth?

Greg - drink plenty of Muscle Milk!



After scoring the team's first overall ALMS race win at Lime Rock and spraying champagne on the podium in each of their first nine consecutive ALMS starts, Greg Pickett and Klaus Graf and the Muscle Milk Team CytoSport saw their streak chain sawed to an end at Mid-Ohio. Pickett suffered season ending back and rib injuries in a high speed crash during testing at Mid-Ohio. Working with Porsche to secure a new Porsche RS Spyder tub, the team is expected back on the grid here at Road America.

2011 is here already

The first prototype car to run with the new-for-2011 P2 specifications made its debut last race at Mid-Ohio. Libra Racing premiered the Radical SR9 with a production Nissan V8 powerplant for drivers Andrew Prendeville and Chris Buncombe. The black-and-yellow car is also scheduled to run at Road America this weekend.

Porsche hybrid for Petit Le Mans

The Porsche 911 GT3R Hybrid will make its North American and American Le Mans Series debut at Petit Le Mans this October.

The innovative Porsche Hybrid made its debut in April at the Nurburgring in a six-hour race and then challenged the 24 Hours of Nurburgring in May. It lead many hours of the race until the closing two hours when a combustion engine issue forced the car to retire.

The distinctive aspect of Porsche's hybrid technology features an electric flywheel power generator that has the advantage of storing and delivering high amounts of energy very quickly.

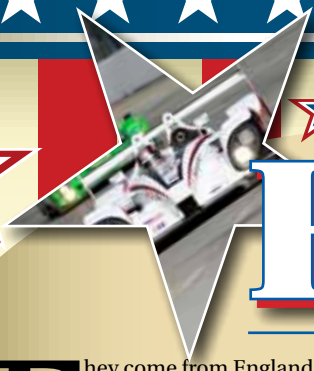
The combination of the combustion engine and electric motor fulfills a simple objective - using less fuel without compromising performance.

When overtaking or accelerating, the driver can engage the system by pressing the boost paddle on the steering wheel to send energy from the charged generator.

Fiona's Birthday Jubilee

Competitors are relieved to know that the "Birthday Jubilee" for Risi Competizione Ferrari's popular British based press officer Fiona Miller has concluded. It seems, the Risi Ferrari drivers saw fit to celebrate her birthday by qualifying 1-2 at Mid-Ohio and, thanks to the move of the year by Jaime Melo, claimed the victory, the third of the year for Risi, as well. "We can all be grateful that Fiona's birthday jubilee lasts just one week," said Corvette Racing's Rick Voegelin whose Corvettes qualified 3-4 and finished second. "I shudder to think at what would happen if this were an anniversary jubilee."

GOING LIVE **Follow a live Michelin Blog with features, race insights, interviews, videos, Rick Dole photos and highlights from all 2010 ALMS events at www.michelinalley.com**



RACING IN

They come from England and Australia, Brazil, Germany, Italy, Mexico and Canada, plus France, Denmark, Monaco, Finland and Belgium to race in America and specifically in the American Le Mans Series.

Through the first six races of the 2010 season, drivers from 14 different countries have competed in the ALMS.

Still, it caught our attention when Risi Competizione Ferrari's Gianmaria (Gimmi) Bruni of Italy took time out of his GT winner's press conference at Salt Lake City to speak about racing in America.

"When Ferrari told me that I could race the full season in America in ALMS this year, I was very excited," said Bruni.

Competition

"The competition is very strong - I think the ALMS is the most competitive series right now - and I like that the tracks are varied and a lot of the type which you need to take risks to get good times. They are very different to Europe and very exciting."
Jaime Melo (Brazil), Risi Competizione Ferrari

"The American Le Mans Series is like no other racing championship that I have been involved with. Ignoring the beautiful scenery at the circuits, the fantastic weather and incredible race fans; you have some of the closest and most competitive sports car racing in the world! For any driver, that is what you want more than anything else!"
Jonny Cocker (U.K.), Drayson Racing

"Most of all I like it (racing in America) because it is hard, enjoyable and 'winners take all' racing."
Allan McNish (Scotland), Audi Sport

Circuits

"The combination of big grids, wild tracks and passionate fans makes racing here feel somehow 'bigger and better' if that makes sense. Some of the tracks, like Sebring and Road Atlanta, are massive tests for both car and driver and have not been diluted over the years. You know you face the same challenges that drivers did 40 years ago. I like that."
Paul Drayson (U.K.), Drayson Racing

"In Europe a lot of the modern tracks have lost their original shape due to the new F1 configurations. It's not so in the U.S. Over here, there are still a lot of corners where you separate the boys from the men!"
Klaus Graf (Germany), Muscle Milk Team CytoSport

"The tracks we visit have character and are real challenges, from Road America to Sebring to Laguna Seca, or as I would call them, 'real men's' tracks."
Allan McNish (Scotland), Audi Sport

Other Factors

Besides the competition, circuits, atmosphere, and fans, Fiona Miller, the always insightful press officer for Risi Competizione, sees two other factors why so many drivers like racing in America.

"In Europe many of the major sports car events are held at F1 designed circuits where the teams back their transporters up to the door of the garage and the teams stay sequestered in their garages," she says. "In Europe, the teams, especially the drivers, can barely talk to one another as they move from garage to truck to hospitality all within a short location of each other.

"The culture is more closed and much less relaxed. Here we have big, open paddocks and everyone gets along. The drivers enjoy being able to talk to each other in passing and mingling with the fans. It's massively more fan-friendly here in the USA."

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"I have raced here once or twice a year before and now I can do the full season. I am very happy. I love racing in America."

Bruni added, "To win a race here means that you have beaten a lot of very good teams and drivers. Sometimes in Europe you win a race, but the competition is not as good so you do not feel that excited, but to win a race here with all the big factory teams from Porsche, Corvette, BMW, Jaguar and Ferrari, means something special."

So before heading to America's "national park for speed," Road America, The Alley staff asked a number of drivers about what it means to race in America and specifically in the ALMS. After the survey, it appears that Bruni is not alone in his feelings about racing in America.

Fans

"I like most of the tracks, but the biggest thing about racing in America is the support we get from the fans."
Jan Magnussen (Denmark), Corvette Racing

"I have always liked America, even when I was not racing here. I like the country, the atmosphere. I like racing in America because the fans can get close to the cars."
Olivier Beretta (Monaco), Corvette Racing

"One of the things I really like about racing in America is the fans have a lot more access to the drivers - we actually get to know lots of them and we really appreciate their support. The sport is a lot more open here and all the teams work very hard to put on a show for the fans. In Europe the fans don't get to know the drivers personally - all they see is them in action on the track."
Simon Pagenaud (France), Patron Highcroft Racing

Atmosphere

"Since my first race at Las Vegas in 1999, I have always enjoyed racing in the U.S. It has a very different atmosphere to racing in Europe and much more fan and family orientated. It has a more friendly atmosphere off track but the racing is just as fierce on it."
Allan McNish (Scotland), Audi Sport

"I like the atmosphere, the way the fans can interact with the series, the circuits we go to, and the competition is great."
Oliver Gavin (U.K.), Corvette Racing

"First of all, I like the competition, the ambiance of the races, that friends are always coming to watch and the big show around the races. All that gives us a good feeling and a lot of support which helps us to do our best."
Jaime Melo (Brazil), Risi Competizione Ferrari

American Culture

Besides sampling some of America's finest race circuits, the international drivers have also satisfied their taste buds with American dining options.

Paul Drayson notes after traveling through 30 states as they cross America by motor home for races and vacations, his children have developed an unexpected fondness for beef jerky.

Gimmi Bruni enjoys eating in the Outback... restaurants of course. He also prefers the larger American fitness centers and gyms than those back home.

Klaus Graf adds, "God blessed America with a lot of beautiful natural areas and an endless variety in landscapes and I hope they understand that and treasure them."

Bruni sums it up for many when he says, "I am proud to race in America."

From Hard "Sell" to "Howe" it's all done

Falken Porsche's Bryan Sellers has won races, but it took several attempts to win over the heart of SPEED TV pit reporter Jamie Howe after they first met on a 2005 press trip. But on July 28, they celebrated their third wedding anniversary.

"I think she decided to go on a date to shut me up!" Sellers joked. "We hit it off really well and the rest is history, and I'm really lucky."

Sellers and Howe both work at the racetrack but in separate areas. Sellers and Wolf Henzler co-drive the #17 Porsche in GT, while Howe is in her third year with SPEED.

The two have struck a great balance of professionalism at the track while ensuring their personal lives stay closer to home.

Only when potential danger hits does the personal relationship interfere.

In 2010, Howe's cameraman was struck in the pits during her first 24 Hours of Le Mans this June while Sellers was guest commentating on radio.

And at Utah, Sellers' car erupted in flames in practice, but he was uninjured.

"A lot of wives see it differently, but having covered it, I see (accidents) all the time and they're usually unscathed," Howe said. "There are butterflies, but you can't worry about it."

"Neither one of us knew what happened to the other," Sellers said.

"Sometimes you don't know what's going on as much as you think, but it's probably better to not know to keep you from freaking out."

Championship Points

LMP	Driver	Points
1.	David Brabham	123
1.	Simon Pagenaud	123
2.	Klaus Graf	100
3.	Chris Dyson	80
LMP	**Team**	**Points**
1.	Patrón Highcroft Racing	123
2.	Muscle Milk Team CytoSport	100
3.	Dyson Racing	80
GT	**Driver**	**Points**
1.	Joerg Bergmeister	103
1.	Patrick Long	103
2.	Jaime Melo	95
2.	Gianmaria Bruni	95
3.	Bill Auberlen	92
3.	Tommy Milner	92

GT	Team	Points
1.	Risi Competizione	105
1.	BMW Rahal Letterman Racing	105
2.	Flying Lizard Motorsports	103
3.	Corvette Racing	84
LMPC	**Driver**	**Points**
1.	Scott Tucker	124
2.	Gunnar Jeannette	113
3.	Christophe Bouchut	111
LMPC	**Team**	**Points**
1.	Level 5 Motorsports	124
2.	Green Earth Team Gunnar	113

Weekend Schedule

Friday, August 20, 2010	
2:00 pm - 2:30 pm	**Test Session - ALMS (GT / GTC)**
2:30 pm - 3:30 pm	**Test Session - ALMS (All Classes)**
3:30 pm - 4:00 pm	**Test Session - ALMS (LMP / LMPC)**
Saturday, August 21, 2010	
8:00 am - 8:30 am	Qualifying - USF2000
8:40 am - 9:25 am	Qualifying - Star Mazda
9:35 am - 10:05 am	Qualifying - Prototype Lites
10:15 am - 11:15 am	**Practice - ALMS (All Classes)**
11:25 am - 11:55 am	Qualifying - Patrón GT3 Challenge
12:10 pm - 12:40 pm	USF2000 Race
1:00 pm - 1:45 pm	Star Mazda Race
2:00 pm - 3:00 pm	**Practice - ALMS (All Classes)**
3:10 pm - 3:30 pm	**Qualifying - ALMS (GT / GTC)**
3:40 pm - 4:00 pm	**Qualifying - ALMS (LMP / LMPC)**
4:20 pm - 5:05 pm	Patrón GT3 Challenge Race
5:20 pm - 5:50 pm	Prototype Lites Race
6:00 pm - 6:45 pm	VW TDI Cup Race
6:55 pm - 7:25 pm	Skip Barber National Race #1
Sunday, August 22, 2010	
8:00 am - 8:30 am	Qualifying Skip Barber National
8:45 am - 9:15 am	USF2000 Race
9:25 am - 9:45 am	**Warm Up - ALMS (All Classes)**
10:10 am - 10:40 am	VW TDI Cup Race
11:00 am - 11:45 am	Patrón GT3 Challenge Race
11:00 am - 12:00 pm	ALMS Autograph Session
12:00 pm - 12:30 pm	Skip Barber National Race
12:45 pm - 1:15 pm	Prototype Lites Race
2:05 pm - 4:50 pm	**ALMS - powered by eStar Race (Round 7) - 2 Hours 45 Minutes**

2010 Calendar

20 March	Twelve Hours of Sebring, Sebring Fl	SPEED
17 April	Long Beach Grand Prix, CA	SPEED
22 May	Mazda Raceway Laguna Seca, CA	CBS SPORTS
11 July	Miller Motorsports Park, Salt Lake City, UT	SPEED
24 July	Lime Rock Park, Lakeville, CT	SPEED
7 August	Mid-Ohio Sports Car Course, Lexington, OH	CBS SPORTS
22 August	Road America, Elkhart Lake, WI	SPEED
29 August	Mosport International Raceway, Canada	SPEED
2 October	Petit Le Mans, Road Atlanta, GA	SPEED

Old hands with new car

The only thing new about Genoa Racing is its introduction into the American Le Mans Series and the LMP-Challenge class. In nearly two decades of operation, Genoa has compiled an impressive track record of drivers, crewmembers, victories and championships.

Five different drivers piloted the bright red #36 Genoa ORECA FLM09 prototype to podium finishes in each of the first three races. Tom Sutherland raced in all three, joined at times by J.R. Hildebrand, Andy Wallace, Kyle Marcelli and Tom Weickardt.

In the past two races, the bright red has been swapped for the green G-Oil colors as a sister car to the Gunnar Racing entry.

While Angelo Ferro owns the team, Thomas Knapp is team manager and a veteran crewmember for more than two decades of racing.

Knapp's career has primarily revolved around open-wheel racing but now he helps turn the wrenches on the spec prototype on MICHELIN® tires.

"This is the purest form of a racing team," Knapp said. "Angelo is doing this for the right reasons and ensuring there are quality people with the right tools to do the job."

Knapp cited the cost-effective nature of the class and the "neat value" of racing in longer events in the Ameican Le Mans Series as opposed to sprint races that don't require pit stops.

Additionally, he said everybody from crewmembers to drivers have raved about the quality of the LMPC car.

"Everybody loves it," Knapp said. "This car is a really satisfying experience for everyone."

FAN Favorites

HPD

Brabham/Pagenaud **Michelin**
Patrón Highcroft Racing • HPD ARX-01c

PORSCHE

Henzler/Sellers **Falken**
Team Falken Tire • Porsche 911 GT3 RSR

JAGUAR

Gentilozzi/Dalziel **Yokohama**
Goossens
JaguarRSR • Jaguar XKR

CHEVROLET

Magnussen/O'Connell **Michelin**
Gavin/Beretta
Corvette Racing • Chevrolet Corvette C6.R

LOLA

J. Field/C. Field **Dunlop**
Intersport Racing • Lola B06/10

BMW

D. Müller/Hand **Dunlop**
Auberlen/Milner
BMW Rahal Letterman Racing • BMW E92 M3

PORSCHE

Pickett/Graf **Michelin**
Muscle Milk Team Cytosport • Porsche RS Spyder

FORD

D. Robertson/A. Robertson/ **Dunlop**
Murry
Robertson Racing, LLC • Ford GT MK 7

ORECA

Marcelli/Wong **Michelin**
Intersport Racing • Oreca FLM09

LOLA

Drayson/Cocker **Michelin**
Drayson Racing • Lola B09 60

PORSCHE

Law/Neiman **Michelin**
Bergmeister/Long
Flying Lizard Motorsports • Porsche 911 GT3 RSR

ORECA

Jeannette/Zugel **Michelin**
Green Earth Team Gunnar • Oreca FLM09

MAZDA

Dyson/Smith **Dunlop**
Dyson Racing • Lola B09 86 Mazda

FERRARI

Salo/Kaffer **Michelin**
Melo/Bruni
Risi Competizione • Ferrari 430 GT

FERRARI

Sharp/van Overbeek **Michelin**
Brown/Cosmo
Extreme Speed Motorsports • Ferrari 430 GT

LMP CLASS

LMP CHALLENGE CLASS

GT CLASS

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