RISI FLIES SOLO AGAINST BIG TEAMS
FIGHTING THE ONESIE vs TWOSIE BATTLE
Around the Wheel

Clockwise from Top:

**Pit Limiter:** Initiated at pit speed line

**Radio:** Driver pushes to talk

**Drink:** Initiates drink flow to helmet tube for driver hydration

**Wiper:** Activate windscreen wiper

**Reverse:** Driver engages to permit reverse gear use

**Map:** Fuel map, multiple positions to optimize fuel use/performance

**T.C.:** Adjust traction control to minimize wheel spin

**Display:** Driver selects fields for dash display

**Fuel Reset:** Initiated after pit stop to permit accurate measure of use

**Alarm:** Reset by driver in response to alarms on display

**High Beam:** Activate high beam headlights in dark or passing

**Kill:** Shut off engine

Few things on a car have changed more than the once humble steering wheel introduced by Alexander Winton nearly 120 years ago.

The wheel replaced a tiller found on early vehicles. It performed a single vital function—it steered the car. Along the way, a horn button or ring appeared.

Compare that to the $30,000 wheel on Cooper MacNeil’s WeatherTech Porsche 911 GT3 R.

“This Porsche wheel is really like a video game controller,” said MacNeil.

“It’s pretty amazing. Like a lot of drivers, my favorite button is the high-beams - flash them at a car when you are coming up to pass them.”

First off, the wheel is no longer fully round. The bottom is flat.

“There isn’t enough room in the cockpit for a round wheel to clear the driver’s legs,” said MacNeil, who rarely turns the wheel more than 30 or 40 degrees.

“There are a dozen buttons or knobs on the wheel, plus the gearbox paddle shifters mounted on the back of the wheel,” said MacNeil.

“In all, there are literally hundreds of possible combinations of settings for a driver to initiate in addition to steering the car around a high speed circuit in tight race traffic.

“Sometimes in a long race, I’ll mess with the crew and ask, ‘hey, what happens if I turn this or push that,’” laughed MacNeil. “They freak and yell, ‘don’t touch that! Don’t turn that!’”

Alas, for all of its features, like Winton’s original, it doesn’t have a horn button.
**IMSA Stars Shine at Le Mans**

The stars of the IMSA WeatherTech SportsCar Championship were shining throughout the race and on the podium at Le Mans.

The Ford Chip Ganassi Ford GT of Joey Hand, Dirk Muller and Sebastien Bourdais took the prestigious GTE-Pro (GT-LM) class win after a relentless battle with the Risi Ferrari of Giancarlo Fisichella, Toni Vilander and Matteo Malucelli. Rounding out the IMSA sweep of the podium was the CGR Ford GT of Ryan Briscoe and Richard Westbrook, joined at Le Mans by Scott Dixon.

There was also an IMSA triumph in the GTE-Am class as the Scuderia Corsa team with drivers Jeff Segal, Bill Sweedler and Townsend Bell winning.

**Star Power**

The stars were out from the start at Le Mans. Four members of the French military rappelled from a helicopter to present honorary starter Brad Pitt with the starting flag.

Keanu Reeves, Jackie Chan, Patrick Dempsey and Jason Statham were there along with FIA president Jean Todt and ACO’s Pierre Fillon. Statham’s appearance at the start was especially fitting as his memorable line from Audi’s documentary, “Truth in 24” is “it always rains at Le Mans”. Sure enough, minutes before the start the rains arrived, but after 52 minutes behind the safety car the track was drying and remained dry for the duration.

**Risi Ready**

Taking in the morning quiet in the team’s pit box early in the Le Mans race week, Risi Competizione Ferrari team principal, Giuseppe Risi, shared a confident smile and confided, “The boys tell me that we are ready.” Indeed they were as the Risi car outran the Ferrari FIA WEC team and led the race at the 12 and 18 hour marks before finishing second, the only non-Ford in the top four.

**Heartbreak for Toyota**

There was heartbreak at Le Mans as the race leading Toyota, poised to prevail over the defending champions from Porsche, lost power with just four minutes remaining and yielded the victory to Porsche’s Neel Jani, Romain Dumas and Marc Lieb.

**Executive Horsepower**

Celebrating Ford’s return to Le Mans on the milestone anniversary of its 1966 win were Ford Chairman Bill Ford, President and CEO Mark Fields, Head of Technology and Product Development Raj Nair, the heads of Ford N.A. and Ford of Europe, Edsel Ford and Henry Ford III.

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**24 Hours of Le Mans**
Some things, such as shoes, socks and creatures boarding Noah’s Ark typically come in pairs. So do most factory race car teams.

Here in the IMSA WeatherTech SportsCar Championship GT Le Mans class, BMW Team RLL, Corvette Racing, Ford Chip Ganassi Racing and Porsche North America all field powerful two car factory teams while Ferrari takes a different path.

**DOUBLE TIME**

In addition to doubling the track time in testing and the odds for a successful race, two car GTLM teams can accelerate development, test twice as many set-ups and tire options, and split their race strategies.

But not all two cars teams are as successful as others. “Human nature is a powerful thing, and it’s not just the drivers, it’s also for the engineers,” said Jay O’Connell, technical director for the highly successful BMW Team RLL.

“A two car team is an advantage only if you can get everyone to work together,” said O’Connell.

“In fact, that is my job. If we are all together, then the only disadvantage is having adjoining pits where we can slow each other up on entry and exit of pit stops.”

**FLYING SOLO**

Taking on the two car factory teams is a big, but not impossible task.

“Working as a one car team, there are different challenges,” says Risi Competizione Ferrari’s Toni Vilander.

“If you have a one car team, or let’s say a one brand car in the championship, there is always a question of whether we could have done something a little bit more, was there something we could have done better? The biggest challenge is always when you approach the weekend set-up wise, the time frame is really limited for the practice sessions.

“Even if you have a clear run and manage to do everything that was planned during the test sessions, there is always that certain feeling of getting more out of the race car – it is a continuous fine tuning of the race car.

“If we were to have two competitive race cars in the same team, under the same tent, under the same engineers, we could share some of the testing,” said Vilander.
**ALL FOR ONE**

“On the other hand, everything is concentrated to us,” said Vilander. “We have the best guys chosen to our group, the preparation for that one car – all the extra effort and pieces are given to us – so on that side, it’s a positive to be the center of attention.

“We have seen Risi for many years having the one car way of doing it and it seems to work really well for the team.”

**RACE STRATEGIES & TACTICS**

In longer races, two car teams can split strategies, stagger pit stops, assess tire changes, control the race pace, hold up or attack a competitor, or even have cars swap positions to enable the quicker car to gain track position or benefit the car higher in the championship standings.

Late in a race, if one car is leading, two car teams will often instruct drivers to “hold position” until the finish to avoid overstressing equipment or contact with its sister car.

That was certainly not the case at the 2016 Rolex 24 At Daytona where Corvette Racing used a split strategy, then let its two cars race flat-out to the finish, which was decided by 0.034 of a second.

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**1 CAN BE 2 AND 2 ARE 4**

Actually, even the two car teams are often not totally alone as data and insights can be quickly shared.

Ford Chip Ganassi Racing actually has a pair of two car teams, with cars both here in the WeatherTech Championship and the FIA World Endurance Championship.

Although Risi Competizione is a one-car team, it is not totally alone. “This year there are two cars, we have the No. 68 (Scuderia Corsa Ferrari) car,” said Vilander.

“I would not call it a sister car because they do their own job and we do ours, but there is Ferrari and Michelotto (Ferrari technical center) in between.”

Both teams have podium finishes already this year and Corsa won the GTLM class pole in Monterey.

“The target is to get both Ferraris as high as possible in the standings,” said Vilander. “Obviously, we want be the one that is ahead of the other one.”

For no matter how many cars there are in a team, only one can win.
The Patrón ESM team and drivers, Scott Sharp, Ed Brown, Johannes van Overbeek and Pipo Derani, took back to back victories in the first two races of the season – the Rolex 24 At Daytona and the Twelve Hours of Sebring - before heading overseas to compete in the FIA World Endurance Championship. They return to the IMSA WeatherTech SportsCar Championship here at The Glen shooting for a third big endurance win of the season in their Ligier JS P2 Honda.

Roger Penske will be honored this week with the Cameron R. Argetsinger Award for Outstanding Contributions to Motorsports as a person recognized universally for having advanced and improved the sport and bringing prestige to motorsports. The legendary Penske is celebrating his 50th year in motorsport. Argetsinger, often referred to as the father of American road racing, conceived, organized and drove the first post-war road race in America through the roads of Watkins Glen.


2016 Schedule

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<tr>
<th>Month</th>
<th>Event</th>
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<tr>
<td>Jan. 30-31</td>
<td>Daytona International Speedway – All classes</td>
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<tr>
<td>March 19</td>
<td>Sebring International Raceway – All classes</td>
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<td>April 16</td>
<td>Long Beach Street Circuit – P/GTLM/PC</td>
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<td>May 1</td>
<td>Mazda Raceway – All classes</td>
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<td>June 4</td>
<td>The Raceway at Belle Isle Park – P/PC/GTD</td>
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<td>July 3</td>
<td>Watkins Glen International – All classes</td>
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<td>July 10</td>
<td>Canadian Tire Motorsport Park – All classes</td>
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<td>July 23</td>
<td>Lime Rock Park – GTLM/PC/GTD</td>
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<td>Aug. 7</td>
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<td>Aug. 28</td>
<td>VIRginia International Raceway – GTLM/GTD</td>
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<td>Sept. 17</td>
<td>Circuit of The Americas – All classes</td>
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<td>Oct. 1</td>
<td>Road Atlanta – All classes</td>
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Porsche Motorsport recently tested its successor to its current 911 RSR GTE which will compete in both the IMSA WeatherTech SportsCar Championship and the FIA World Endurance Championship in 2017. Most of the Porsche works drivers were on hand at the test track in Weissach, Germany. The car will now begin test phases at selected racetracks around the world before its planned outing at the 2017 Rolex 24 At Daytona in January.

"They've done an incredible job. Everyone loves this track, but everyone is going to love it a bit more now."

**NEXT GEN 911**

**NEW TRACK RECORDS?**

WeatherTech Championship drivers are in for a treat this weekend at Watkins Glen. Many drivers who have tested the newly repaved surface came away very impressed. "The new asphalt is flawless, and it’s going to make for some great racing," said Ford's Joey Hand. While Hand’s teammate, Ryan Briscoe, remarked, "It’s going to have a high level of grip, and I think you’ll probably see some new track records."

**MAZDA’S CLIMB**

Mazda has enjoyed considerable success through its “ladder” providing a path for drivers from MX5 Cup all the way up to the IMSA Prototype class. Lately, the factory Mazda Motorsports team has been climbing a ladder of its own. Jonathan Bomarito and Tristan Nunez arrive here after delivering the team’s first WeatherTech Championship podium at Detroit. That third place finish continued the Mazda team’s climb from sixth place at Sebring to fifth at Long Beach and fourth at Monterey.

**FRIDAY, JULY 1, 2016**

- 8:00 am - 8:45 am Practice #2 - CTSCC
- 9:05 am - 9:35 am Race #1 - Mazda Lites
- 10:00 am - 10:20 am Qualifying - Porsche GT3 Cup
- 10:35 am - 11:05 am Qualifying - Lamborghini Trofeo
- 11:25 am - 12:25 pm Practice #1 - WeatherTech (All Classes)
- 1:25 pm - 1:40 pm Qualifying - CTSCC ST
- 1:55 pm - 2:10 pm Qualifying - CTSCC GS
- 2:30 pm - 3:00 pm Race #2 - Mazda Lites
- 3:20 pm - 4:20 pm Practice #2 - WeatherTech (All Classes)
- 4:45 pm - 5:30 pm Race #1 - Porsche GT3 Cup
- 5:55 pm - 6:45 pm Race #1 - Lamborghini Trofeo

**SATURDAY, JULY 2, 2016**

- 8:05 am - 8:50 am Race #3 - Mazda Lites
- 9:10 am - 9:55 am Race #2 - Porsche GT3 Cup
- 10:15 am - 11:15 am Practice #3 - WeatherTech (All Classes)
- 12:25 pm - 2:55 pm Race - CTSCC
- 1:00 pm - 1:45 pm WeatherTech Driver Autograph Session
- 3:40 pm - 3:55 pm Qualifying - WeatherTech (GTD)
- 4:05 pm - 4:20 pm Qualifying - WeatherTech (GTLM)
- 4:30 pm - 4:45 pm Qualifying - WeatherTech (PC)
- 5:55 pm - 6:25 pm Race #2 - Lamborghini Trofeo

**SUNDAY, JULY 3, 2016**

- 8:00 am - 8:20 am Warm Up - WeatherTech (All Classes)
- 10:10 am - 4:10 pm Race - Sahlen’s Six Hours of the Glen for the IMSA WeatherTech SportsCar Championship
FAVORITES

R. Taylor/J. Taylor/Angelelli
Wayne Taylor Racing • Corvette DP
Prototype

Auberlen/Werner
BMW Team RLL
BMW M6 GTLM
GT Le Mans
Michelin

Long/Miller/Devlin
Mazda Motorsports • Mazda
Prototype

31
Cameron/Curran
Action Express Racing • Corvette DP
Prototype

8
Magnussen/Garcia
Corvette Racing • Chevrolet Corvette C7.R
GT Le Mans
Michelin

25
Goossens/Dalziel
VisitFlorida Racing • Corvette DP
Prototype

90
Fisichella/Vilander
Risi Competizione • Ferrari 488 GTE
GT Le Mans
Michelin

60
Pew/Negri Jr./Pla
Michael Shank Racing • Ligier Honda JS P2
Prototype

31
Bamber/Makowiecki
Porsche North America • Porsche 911 RSR
GT Le Mans
Michelin

62
Hand/Müller
Ford Chip Ganassi Racing • Ford GT
GT Le Mans
Michelin

912