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Grand-Am Rolex Series Rolex 24 Hours At Daytona Race Report Compilation

Source: Team Race Reports and Grand-Am



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Grand-Am Report

Source: Grand-Am

Barbosa, Action Express Pull Off Rolex 24 Shocker

David took on the Goliaths and won Sunday's 48th running of the Rolex 24 At Daytona. In a race marked by unusual weather, heavy attrition and a record number of lead changes, Joao Barbosa held off Scott Pruett by 52.303 seconds to win the GRAND-AM Rolex Sports Car Series presented by Crown Royal Cask No. 16 race in the No. 9 Action Express Racing Porsche Riley ([complete race results](#)).

It was the second consecutive runner-up finish in the race for Pruett, a three-time Rolex 24 winner who teamed with Memo Rojas, Max Papis and Justin Wilson in Chip Ganassi Racing with Felix Sabates' No. 01 TELMEX/Target BMW Riley, a team that won three of the last five Rolex 24 races.

Scott Tucker, Ryan Hunter-Reay, Richard Westbrook and Lucas Luhr finished third, four laps behind in the No. 95 Crown Royal/NPN BMW Riley. A jammed seat belt early Sunday morning - resulting from a piece of tape - cost the team two laps, taking them out of the fight.

Ricardo Zonta, Tracy Krohn, Nic Jönsson and Colin Braun finished fourth in the No. 75 Krohn Racing Ford Proto-Auto Lola, followed by Ozz Negri, John Pew, Burt Frisselle and Mark Wilkins in the No. 60 Crown Royal XR Ford Riley.

Sylvain Tremblay, Jonathan Bomarito, Nick Ham and David Haskell won the GT race by four laps in SpeedSource's No. 70 Castrol Syntec Mazda RX-8.

The race started under caution Saturday due to a deluge that soaked the track during the two hours prior to the start. While the rain quickly let up, conditions remained treacherous for several hours due to damp conditions, particularly off the racing line. Sunday's portion was run under dry but very chilly and windy conditions.

It was Barbosa's second consecutive victory in Rolex Series Daytona Prototype competition; he and Hurley Haywood won the 2009 season finale at Homestead-Miami Speedway for Brumos Porsche. Barbosa led a race-high 129 laps; the four Action Express Racing drivers combined to lead 316 of the 755 circuits.

"It's just unbelievable," Barbosa said. "For the team to perform under really difficult circumstances like 24 hours, they did an amazing job."

For Borcheller, it was his third class victory in the Rolex 24 and first overall.

"It's really special," Borcheller said. "'04 was amazing, just because the way the race ended up in the last 15 minutes with us winning when Tony Stewart driving the Crawford broke. But that was also the first year I believe that a Daytona Prototype won overall. So the competition was - it's always there, but it was nothing like it is now."

It also marked the second consecutive and 22nd overall victory for Porsche in the event. David Donohue, Darren Law, Buddy Rice and Antonio Garcia won in 2009 in a Brumos Porsche Riley, using a flat-six Porsche engine. A Cayenne-based V-8 engine - built in Germany but highly modified in America by Lozano Brothers - powered Sunday's winning entry.

It was an emotional day for the defending race winners. Moments after five-time Rolex 24 winner Haywood turned a sizzling time of 1:42.2 in his final lap in professional competition, Raphael Matos went to the garage and retired the car they shared with Donohue, Law and three-time Rolex 24 winner Butch Leitzinger with two-and-a-half hours remaining.

Ironically, a false alarm gave the Action Express team some breathing room when Justin Wilson, driving the No. 01 BMW Riley, drove to the paddock as a precaution.

"We just had one hiccup," Wilson said. "I came out of the bus stop and heard a large clunk. I thought I'd blown a tire and I dove into the pits, but they told me it was all okay. Maybe it was just some debris on the track."

The race featured a record 53 lead changes among 29 drivers. All but two of the Daytona Prototypes led in the event, and all but two of them experienced heart-breaking problems that dropped them out of contention.

Scott Dixon, Dario Franchitti, Juan Pablo Montoya and Jamie McMurray combined to lead 139 laps in Chip Ganassi Racing with Felix Sabates' No. 02 TELMEX/Target BMW Riley. Montoya was leading the race at midnight when his car began smoking. Moments later, he went to the garage and the car was retired with engine failure.

The defending Daytona Prototype champion No. 99 GAINSCO Chevrolet Riley was retired while running fifth. An oil pump failure led to a variety of complications that eventually forced four-time NASCAR Sprint Cup Series champion Jimmie Johnson to take the car he shared with Jon Fogarty, Alex Gurney and Jimmy Vasser to the garage.

Michael Shank Racing had both of its cars running at or near the front for most of the race before both broke in the closing hours. Burt Frisselle went out in the team's No. 60 Crown Royal XR Ford Riley co-driven by Ozz Negri, John Pew and Mark Wilkins, while NASCAR regular A.J. Allmendinger's day in the No. 6 Ford Riley co-driven by Michael Valiante, John Pew and Mark Patterson went up in smoke with 75 minutes remaining.

The No. 10 SunTrust Ford Dallara started from the pole by Max Angelelli, but had to recover from an incident early in the race to finish sixth. The car was also driven by team owner Wayne Taylor, his 20-year-old son Ricky Taylor and Pedro Lamy.

A team that experienced problems with cold tires at the pit exit was the new No. 7 Starworks BMW Riley driven by Ian James, Mike Forest, Bill Lester and Dion von Moltke.

Derek Johnston, the 2008-2009 British Radical UK Cup champion, drove in the event after winning the inaugural Sunoco Rolex 24 At Daytona Challenge, and finished 10th in class, sharing the No. 77 McDonald's Ford Dallara with Memo Gidley, Brad Jaeger and Fabrizio Gollin.

Defending race winners Rice and Garcia, sharing the No. 90 Menards Porsche Coyote with [Paul Menard](#) and [Darren Manning](#), finished 13th in Daytona Prototypes.

Action Express Racing was formed during the offseason when Brumos cut back to a one-car team. Longtime team associate Bob Johnson leased a Riley chassis and mated it with a Porsche Cayenne-based V-8 engine.

The dawn hours saw terrific racing between Barbosa and Papis, who battled nose to tail for several laps.

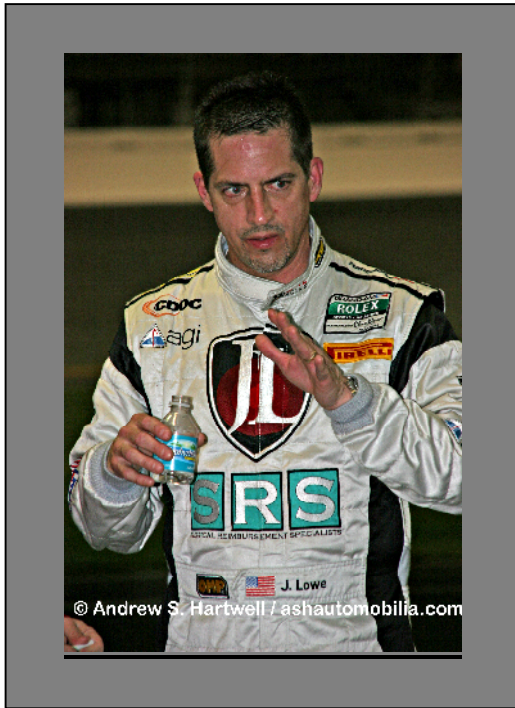
"That's why Chip hired me," Papis said. "He hired me to run fast and take chances. I leave my friends at home."

The winners' average speed was 111.930 mph. The race was slowed 16 times by caution for 74 laps.

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JLowe Racing Report

Source: Roger Garbow



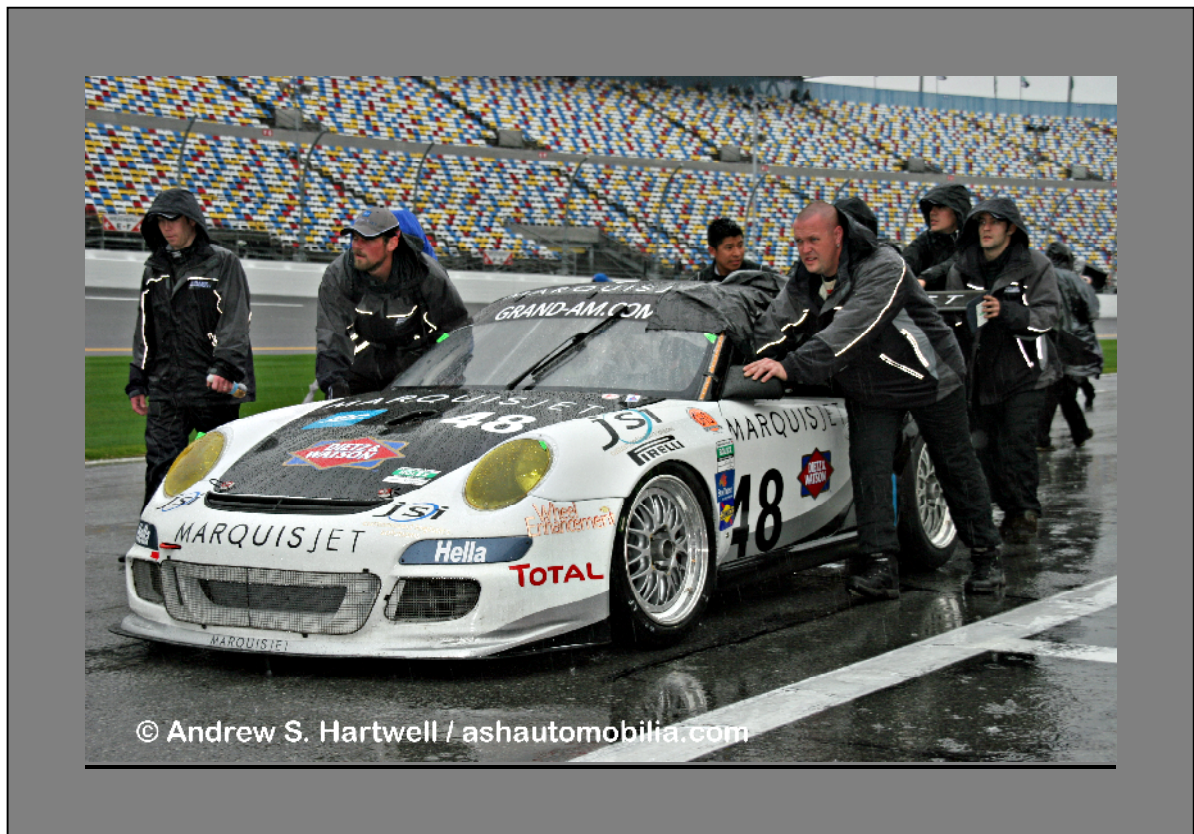
After months of preparation, the JLowe Racing team had a much shorter Rolex 24 than expected. Eric Lux started the #64 Siemens Gigaset JLowe Racing Porsche GT3 Cup from 17th on the grid in heavy rain and quickly moved up through the field. By the end of his second stint, he had brought the car up as high as second. After a driver change, Tim Sugden kept up the pace and also moved the car forward, running in the top six. Driver James Weaver took over for Sugden, but completed only three laps before the car slowed on the track as the engine lost power.

Jim Lowe stated, "In terms of results, clearly this is not going to go down as one of our better days, but we move forward and focus on the fact that Eric Lux and Tim Sugden drove stellar stints bringing us up as high as P2 and James Weaver was keeping the pace. Plus, with the help of our sponsors, Siemens Gigaset and Enviro Packaging Solutions, and our loyal fans, we've had great success with our fundraising efforts for ThinkFirst. I look forward to continuing our work together and can't wait to

get back on the track."

Eric Lux, said, "We had a top-five car today. Thanks to a great effort by the whole team. The hard part is waiting 365 days to come back and do it again. I'm already looking forward to that."

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Miller – Barrett Racing Report

Source: Sylvia Proudfoot

Miller Barrett Racing completed 19 hours of racing this weekend – the equivalent of seven sprint races in the GRAND-AM Rolex Sports Car Series – but it wasn't enough to get to the checkered flag in the season-opening Rolex 24 At Daytona. The team's No. 48 Porsche 911 GT3 Cup car had a fast start, gaining eight positions in the first hour of the race, then was plagued by mechanical gremlins and hits from other cars for the next 18 hours.

Bryce Miller was starting the second half of a double stint when he was hit by a Daytona Prototype that lost control leaving pit lane. The DP hit a barrier at the pit exit, shot across onto the race track and slammed into the Miller Barrett Porsche. The damage to the driver side of the car was too extensive to repair and the car was retired from the race. Miller alternated driving stints through 19 hours with Luke Hines, Peter Ludwig and Kevin Roush.

GT class race position

start	6h	12h	18h	24h
13	13	14	19	out of race

GT class race report

time	driver	action
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18h50	Miller	pit – bumper repair, four tires, fuel
18h57	Miller	hit by prototype, turn 1 – out of race

Paul Miller, team owner: "As excruciatingly disappointing as this result is, given all the hard work the crew did through the whole weekend, the thing that was so exciting to me was we ended up with some great chemistry and a great bunch of guys working really hard together for a common purpose. And we all had fun working together. It was a great effort."

Luke Hines: "This race, at the end of the day, was just sheer bad luck. We had bad luck for the whole race, pretty much, from start to end. That happens sometimes; hopefully, we'll get the good luck the next time. It was a great experience for me to learn and then come back and push harder. I think the team is going to be going somewhere. It's a young team – when they get the luck, for sure results will come."

Bryce Miller: "This is just a heart-breaking experience because the team was set to finish the race. We seemed to have most of the issues sorted on the car and took the time during some pitstops to really address those issues. The crew did an incredible job to rebuild the front and the four corners and somehow in the end, the car was still very driveable and very quick. That's a testament to the team; they did a great job. We'll take from this the experience to prepare for Daytona next year."

Kevin Roush: "Obviously, it's very heart-breaking given how hard the team worked changing the gearbox to get us back out there. In spite of Peter getting a little contact from another prototype that hurt the alignment, Bryce was just flying at the end and the car looked like it was awesome. Peter said it was still a joy to drive, so it was definitely on pace, just had a whole bunch of mishaps. The team did a fantastic job and gave us a good shot to finish at the end."

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Porsche Motorsports Report

Source: PCNA Motorsport PR

Porsche Power Succeeds at the Rolex 24 at Daytona as Action Express Racing Porsche Riley Wins Overall; TRG Porsche 911 GT3 Cup Entries Second and Third in GT

Mechanical problems, bad luck, and on-track incidents push Porsche 911 GT3 Cup teams off the top step of the Rolex GT podium; Broken driveshaft, engine ills ruin Brumos Porsche's chance to repeat

Using a veteran driver line-up including Ryan Dalziel, Mike Rockenfeller, Joao Barbosa, and Terry Borcheller, and support from a veteran team, Brumos Racing, the Action Express Racing Porsche-powered Riley upset the pre-race favorites to win the 48th running of the Rolex 24 at Daytona.

The engine is a Porsche Cayenne-based V8 built as a independent project and mated to a Riley chassis.

Pre-race favorites BMW Riley, Ford Riley, Ford Dallara, and last year's winner, the Brumos Porsche Riley, all led the race at various times during the day and night, but mechanical gremlins and miscues on the track derailed those efforts, and the Action Express team came away with the win.

In the Rolex GT class, it looked like a Porsche 911 GT3 Cup victory was in the works once the leading Camaro broke overnight, but the leading TRG Porsches lost their advantage in the last four hours of the event.

First, the #71 TRG Porsche 911 GT3 Cup, with NASCAR star Bobby Labonte at the controls, ran out of fuel on the course and had to be towed into the infield, where the TRG crew met the car, gave it a dump-can of fuel, and got it back on the track. However, Labonte had to circle the track again, and then come in for a full fuel stop and driver change under green, and lost the three-lap lead the team had built in the GT class. Only seven minutes later, the new leaders #67 TRG Flying Lizard Porsche 911 GT3 Cup of Seth Neiman/Johannes van Overbeek/Joerg Bergmeister/Patrick Long came into the pits with a broken front shock. The team replaced the shock, but it put them five laps back, and opened the door for the #70 Speedsource Mazda to take the lead - a lead they never relinquished.

The #71 car, with Labonte, Romain Dumas, Timo Bernhard, Spencer Pumpelly and Tim Gerge, Jr., later broke an axle and ended up ninth in class. The #67 car finished second, and third place went to the #66 TRG Porsche Ted Ballou, Kelly Collins, Wolf Henzler, Andy Lally, and Patrick Flanagan.

The #59 Brumos Porsche Riley, although many laps down in eighth place, had an emotional moment at the end of the 19th hour as five-time Rolex 24 winner Hurley Haywood stepped out of the car for the last time as he had announced that he would retire after this race.

"I would have liked to finish this with a win, but we gave it a good effort, and I am proud of our entire Brumos team," said Haywood, who added that he thought about his retirement a little before his last stint, but once he was belted in and out of the pits, it was 100 percent racing.

Other top Porsche 911 GT3 Cup finishers in the Rolex GT class included the Magnus Racing Porsche 911 GT3 Cup team (John Potter, Craig Stanton, Jeroen Bleekemolen and Richard Lietz) - fifth; the Foametix/Battery Tender Alex Job Racing Porsche (Claudio Burtin, Jack Baldwin, Mitch

Paggerey, Martin Ragginger, Dominik Farnbacher) - 12th; and the Bullet Racing Canadian Porsche (Kees Nierop, Darryl O'Young, Steve Paquette, Sean McIntosh and Ross Bentley) - 13th.

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Magnus Racing Report

Source: Efrain Olivares - Magnus Racing

It was a 24-Hour to remember and, at times, to forget, but the Magnus Racing pits were all smiles and cheers as Austria's Richard Lietz drove the No.44 Magnus Racing Porsche GT3 Cup across the line under the checkered flag in fifth position in the GT class.

The previous day, the feeling in the team and amongst the drivers – Lietz, Salt Lake City's John Potter, Long Beach's Craig Stanton, and the Netherlands' Jeroen Bleekemolen – could not have been any different. At the start of the 48th Rolex 24 at Daytona, the No.44 Porsche raced up to eleventh from its 22nd starting position before tumbling down the order with black flags for a blown out rear window, before a lengthy period in the garage to replace a radiator after Bleekemolen struck a cone knocked in his way by another car. When the car was repaired and re-emerged with Lietz at the wheel, the car was a lowly 27th on the time sheets. More bad luck struck later, as damaged caused by the cone created damage that led to a vibration, costing the team further laps in the pits.

With the bulk of the team's trouble over by the early morning hours, the team was able to cycle its drivers throughout the morning making progress through the field. While several cars further up the order began to encounter mechanical problems and fall off course, the Magnus Racing Porsche steadily moved up the field until it cracked the top-10 just after sunrise on Sunday morning.

The heroes of the morning were Bleekemolen and Lietz, who double-stinted the car up to a sixth place in the running order. As the final portion of the race played out, the Magnus

Racing Porsche found itself mixed into a battle with four other cars for a sixth place – which later became fifth, and then fourth, due to retirements.

The final hour of the race saw Lietz in the car holding onto a narrow lead over the fifth-placed Chevrolet Camaro. The team's strategy was to stretch its fuel as long as possible, but at the end the team had to bring Lietz in for a splash of fuel in order to finish the race. At the end of 24 hours of racing, the car finished in fifth place – a huge reversal of fortunes over the course of the 24 hours.

“The race was really an emotional roller coaster, and I'm thrilled for the team and proud of them that we had such a great result,” said team owner and driver John Potter. “From the start, we had a run of bad luck and our team responded by working hard, working fast, and getting our car back on track. Each time we had to do something, they were on it, and they really deserve a lot of credit for keeping us going.

“Craig, Jeroen, and Richard drove spectacularly, kept the car safe and always brought it back as good as they found it. It was a great lineup to be a part of.”

The fifth place result and points gives Magnus Racing a strong foundation for their aspirations for a strong season in the competitive GRAND-AM Rolex Sportscar series. The team will appear next at the second round at Homestead-Miami Speedway at the beginning of March.

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Ganassi Racing Report

Source: CGR Media

Chip Ganassi Racing with Felix Sabates (CGRFS) was led by a runner-up finish at the Rolex 24 at Daytona with Scott Pruett, Max Papis, Memo Rojas and Justin Wilson in the No. 01 TELMEX/Target Dinan-Prepared BMW Riley. The No.01 entry was just one of two Daytona Prototypes to finish on the lead lap, completing 755 tours of Daytona before coming home 52.303 seconds short of the No.9 Porsche Riley.

The team's second entry (No. 02 Target/TELMEX Dinan-Prepared BMW Riley) driven by Scott Dixon, Dario Franchitti, Juan Pablo Montoya and Jamie McMurray led a race-high 139 of 249 (56%) laps through the first nine hours of the event before retiring with mechanical issues to finish 15th in the Daytona Prototype class.

The two CGRFS cars combined to lead 285 of the 755 laps (No.01-146 and No.02-139). The team has three wins and two second place finishes in the last five 24-hour races at Daytona – continuing the best stretch in race history.

No. 01 TELMEX/Target Dinan-Prepared BMW Riley Quotes

Scott Pruett:

“Thanks to my team of guys at Ganassi and these drivers. There are so many guys that are up for 24 straight hours that go unnoticed. Unfortunately for the No. 02 car they had some bad luck but in

the end it was promising for the season-long No.01 effort in that we were strong and can look forward to bigger and better things for the 2010 season with TELMEX.”

Max Papis:

“It’s an honor to be here with this lineup. It’s a bittersweet moment to be here with Scott [Pruett] because I wanted to win this with him so bad. Our one goal was winning and I wanted to do that for him and Chip. Congratulations to the No.9 team. What a great effort. They pressured us throughout the race and hats off to them. That’s part of racing and hopefully we can do this again. It was a real honor to get the call from Chip Ganassi for this race.”

Justin Wilson:

“We had a strange incident out of the bus stop chicane and the car shook around with a rattle. I thought it was a wheel bearing and I had five seconds to decide what to do. We dove in the pits and checked it out. But we continued on and that’s part of racing. I really enjoyed being part of this team for the weekend. We seemed to always be first or second. What a great experience.”

Memo Rojas:

“Thanks to the team and the crew like every year at this race. They have the best preparation and work all winter to make these cars as good as they are. We wanted the Rolex watch but second is okay today in terms of the championship for Scott [Pruett] and I who will be in it all year long.”

The GRAND-AM Rolex Sports Cars Series presented by Crown Royal Cask No. 16 resumes with the Grand Prix of Miami at Homestead-Miami Speedway March 6 on SPEED (5:00 PM ET, LIVE).

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Michael Shank Racing Report

Source: Matt Cleary, Sunday Group Management

Michael Shank Racing finished the 2010 Rolex 24 At Daytona in fifth place overall as drivers John Pew, Ozz Negri, Burt Frisselle, and Mark Wilkins combined for a top-five finish in the No. 60 Crown Royal XR Ford-Riley at Daytona International Speedway on Sunday after the machine started the race from the outside pole.

As the morning dawned at Daytona, the sister No. 6 Michael Shank Racing Ford-Riley of Mark Patterson, Michael Valiante, AJ Allmendinger, and Brian Frisselle looked well-placed for a run to the podium as the entry led the race, but a driveline failure as the entry ran in third position with just over an hour remaining prevented the machine from reaching the checkered flag as the No. 6 was classified seventh at the finish.

The double-top ten team result is a strong way to open the 2010 GRAND-AM Rolex Sports Car Series championship campaign. But with both team entries having shown such tremendous speed over the course of the four-day season-opening event, the ultimate results were less than what had been hoped for in its seventh consecutive campaign in the endurance classic.

Massive preparations resulted in some quick pit work and rapid response in the garage as the Michael Shank Racing crew quickly replaced a clutch on Sunday morning during the race after having also made a very fast splitter replacement on the No. 60, but the setbacks were still enough to keep the car off the podium.

"We didn't get the results we wanted today, no question," said team owner Mike Shank. "We had a

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pretty amazing performance this whole weekend, and to be leading the race at 8 AM was really encouraging. But we'll come back from this and just look to be as ready to go as possible at Homestead. We finished last year on the podium there and hopefully we can get some good points in the championship with both cars in March. I'm really proud of the effort from this team, and even though we're disappointed with the results, we know we did everything we could, and the performance of the cars showed that."

Michael Shank Racing Driver Quotes-2010 Rolex 24 At Daytona

AJ Allmendinger

"I felt like this was the best 24 that I've ever run. I had a triple stint starting around 3 am and then was ready to run a lot of laps with a triple again to get it to the finish. This was no ones fault. Everyone worked really hard and we wanted to get back up on the podium for Mike Shank. It's disappointing, but we'll be back, no question. I'm going to win one of these things if it kills me. Once again a great car, a great team just bad luck. Thanks to everyone at Ford for the effort that they put into this, and I'm looking forward to running with Ford in Sprint Cup this year."

Mark Patterson

"Last year we had a very abbreviated run. And its easy to make the misinterpretation at that point that you are going to win it just because you are leading it 15-20% into the race. This time, we were where we were so late in the race, that we were practically jumping on the back of the pick up truck to head to the podium! So this is a much bigger disappointment. That was a great outcome in 2006 but I was too inexperienced to understand really what we'd accomplished. This year we were in a very good car once again, and we we pushed our drivers very hard. This field had a lot of very capable driver line ups, and when the sun came up, we were in a great position. So it's very disappointing way to end."

Michael Valiante

"I think this was one of the most treacherous 24's I've ever run because of the conditions. We just tried to stay out of trouble. Just like last year, we had a chance to win this year, but it just didn't fall into place. It's the 24 hours and thats just what can happen. I'm looking forward though to getting the championship going at Homestead."

John Pew

"I haven't finished the Daytona 24 in a very long time, so that felt very good to drive across the finish line today! The team did an excellent job. How fast they changed the clutch and the splitter, was just amazing. Those guys just have it together. No mistakes. I am looking forward to homestead and hopefully we can have another top-five finish or even better."

Brian Frisselle

"This race was really tough--we had our adversity with one of our key members (Michael) getting sick so that made things really tough and we were all dealing with fatigue and dehydration. The team gave us a fast car but something out of our control took us out. It's unfortunate, but we will come out of here with points and I expect to be strong at Homestead and all year long."

Ozz Negri

"This is by far the best car that I have ever raced at Daytona. We had the pace--we ran a lot around the (race winning) nine car. It's a 24 hour race, we can not win if we don't keep it on the dark piece, the team definitely gave us the equipment. We were quick at night as well as consistent. I had an interesting race because I had big pains in my right foot so I had to start left-foot braking half of the race! It was alright--like when I ran some testing in formula cars. I don't think I'm going to change although I had some good times!"

Burt Frisselle

"It is great to make it to the finish, and a top five is even better. An awesome way to start the season. I couldn't be happier with the job my teammates did. This was one of my favorite experiences, and a top five is always a great thing!"

Mark Wilkins

"We finished 5th in 2007, but we were really slow! But we never went to the garage once that year. Today, the Shank car was awesome, completely dialed in and just got better and better as the race went on. We were in contention the whole time but we had a couple of unfortunate little things, that you just can't have here because the competition is so tough that if you slip back just a little bit, it is going to be hard to make it up. But this is a solid points start for me and Burt, and I can't wait for Homestead!"

Michael Shank Racing will be back in action at Homestead Miami Speedway for the Miami Grand Prix March 5-6.

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Flying Lizard Team Race Report

Source: Flying Lizard Team

Podium Finish for No. 67 TRG/Flying Lizard Porsche, Second in GT at Rolex 24 at Daytona

January 31, 2010 - Daytona Beach, FL - The No. 67 TRG/Flying Lizard Porsche fought through rain, cold and the relentless demands of 24 hours of endurance racing to a podium finish: second in GT at the Rolex 24 at Daytona. Drivers Joerg Bergmeister, Patrick Long, Johannes van Overbeek and Seth Neiman and the TRG/Flying Lizard crew overcame several technical issues requiring lengthy pit stops to finish second. The ShoreTel/Openwave-sponsored No. 67, which was managed by The Racer's Group for Flying Lizard, was the top finishing Porsche in GT. Joerg Bergmeister clocked the fastest GT race lap late in the race:1:49.975.

Flying Lizard Chief Strategist Thomas Blam commented, "We had a strong, fast car for the race. Unfortunately, we lost three or four laps early on due to a sticking throttle. We recovered from that to retake the GT lead, and then the left front shock failure sent us back again to third. Luckily the crew did a great job getting the car back on track. We were able to maintain third, then moved up to second after issues with the No. 71 TRG Porsche put them out of contention. But we had lost too much time, and even with the phenomenal pace set by the guys in the last quarter of the race, we couldn't catch the No. 70 Mazda in the lead."

The No. 67 Porsche was managed by TRG, with some Lizards at the helm including Thomas Blam (chief strategist in the ALMS), Craig Watkins (chief engineer) and Tommy Sadler (crew chief and co-technical director). The No. 67 Porsche was sponsored at the Rolex 24 at Daytona by ShoreTel, a leading provider of enterprise IP telephony solutions and Openwave, a software company delivering context-aware mediation and messaging solutions for communication service providers.

Up next for the Lizards is the season-opener of the American Le Mans Series - the Mobil 1 Twelve Hours of Sebring, March 20. Bergmeister and Long will be co-drivers in the Flying Lizard No. 45 Porsche for the 2010 ALMS season. Seth Neiman will be joined by Darren Law for the season in the No. 44 Porsche.

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KROHN Racing Report

Source: Barbara Burns

The 48th running of the Rolex 24 At Daytona race came to a finish Sunday afternoon at 3:30 p.m. ET after featuring 16 cautions for 74 laps, 53 lead changes among 59 drivers and with 13 cars having led the race by 29 different drivers. If those statistics did not catch your attention, being at the race live surely would have.

The No. 75 Krohn Racing Ford Proto-Auto Lola of Tracy W. Krohn, Nic Jönsson, Ricardo Zonta and Colin Braun finish fourth in the historic endurance classic race, after starting from the ninth position Saturday afternoon. Zonta led 30 laps during two different driving stints. The race was won by the No. 9 Action Express Racing Porsche Riley of Joao Barbosa, Terry Borcheller and Ryan Dalziel, who completed 755 laps and averaged a speed of 111.930 mph. The Krohn Racing team tied their previously highest Daytona finish of fourth-place in 2008, with Zonta, Jönsson and Darrin Turner as drivers.

Krohn Racing team owner/driver, Tracy Krohn, was awarded the prestigious “Jim Trueman Award”, as the top Grand-Am Pro-Am driver of the race. Krohn was presented his medallion in Victory Circle, following the presentation of the Rolexes to the top three winning drivers, along with podium finishers. The Trueman Award is given to the Pro-Am driver who best meets a formula, which includes the race finishing position, laps completed and time spent in the race car.

Tracy W. Krohn, owner/driver of the No. 75 Krohn Racing Ford Proto-Auto Lola:

“This is a very, very fast, competitive race. We had a lot of yellows but mark my words, those cars were driving hard all day and night. I think the team just did a fantastic job. The car was very well prepared. Anything we could control we did. We had a little bit of bad luck when Mr. Bouchut ran

into us. He ran into Nic and it cost us about 15 laps and maybe a podium here. Would of, could of, and should of. We'll eventually get there. We're creeping up on it. We feel pretty good but Ricardo, Nic and Colin did a fantastic job all through the night. There were no mishaps, other than things we couldn't control. I'm very pleased with the whole effort. We had gone through all kinds of conditions just like everybody on the podium. It was just a helluva lot of fun!"

Regarding winning the Jim Trueman Award:

"I won the award one time before and it was a lot of fun. I didn't even think about it this weekend. I was just trying to get the car across the finish line at the end. Nobody mentioned it to me and I didn't think about it but it's a nice award."

DAVID BROWN, Krohn Racing Team Manager and Engineer:

"Fourth place probably represents where we would have finished had we not had all the dramas we had during the race anyway because our performance was about a fourth place car. So, we pretty well got what we had. Fourth place is not shabby in a 24-hour race, not one with all the complications like this. The guys did a great job repairing the car after the 55 car tried to break it for us, or succeeded in breaking it for us. We had a transmission issue, which the guys again fixed very quickly. Pit stops were faultless. Brake changes were impeccable. Overall, the team did just a fantastic job and fourth place is a question of performance, not effort and skill on the team's behalf because they deserve great accolades for that."

Regarding Tracy winning the Jim Trueman Award:

"I don't think Tracy put a wheel wrong all weekend and we set him out for the last 45 minutes in the race in cold conditions on brand new shiny, slippery tires and he put in some really good lap times. He seemed to enjoy his weekend. We have enjoyed him being happy in the car and driving well and doing good laps times and it's gone pretty well. I think he's enjoyed it."

Colin Braun, driver of the No. 75 Krohn Racing Ford Proto-Auto Lola:

"It was a result for everybody on this Krohn Racing team. We had a really good, strong Ford motor all race. I think that was a big part of our success. We tried to minimize our time in the garage and the pits. I think we had to come to the garage twice for some repairs. These guys did a great job getting the car fixed and back on the race track. All the drivers did a really good job and stayed out of trouble and I think that's all we can ask for."

Was the weather a major factor for your team?

"I think it was a factor for the first third of the race for Ricardo, but after that, I don't think it mattered that much. For our car, I think the cold helped us. The colder weather gained us some speed."

Nic Jönsson, driver of the No. 75 Krohn Racing Ford Proto-Auto Lola:

"I think fourth place is obviously a good start to the season. The goal this year was that we came here wanting to win, as always is, of course. We had an extremely well-prepared car this year. Last year we also had a very good car – prepared well. Unfortunately we had a fail very early in the race. This year we felt we were very prepared with a good driver line-up and the guys have been working hard back in the shop prepping everything. We ended up fourth after having had a few issues and we had to go to the garage and fix them.

"I lost the right front suspension after I got hit out there. We had to go back (to the garage) to change the gear cluster at one point in the last five hours. With those two issues and still finishing in the Top 5, I think, says a lot for the Krohn Racing team. We also have to keep working on it and maybe one day we'll get that Rolex."

Ricardo Zonta, driver of the No. 75 Krohn Racing Ford Proto-Auto Lola:

"It is the second time we have finished fourth. The last time was here in 2008. We were a lot stronger this year. We had some small issues where we lost some time. I think the team did a great job. Everything went very perfect for the mechanics and for the strategy also. I want to say thanks to Tracy for giving us this opportunity for all the team members to be here at Daytona."

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GAINSCO / Bob Stallings Race Report

Source: Adam Saal

GAINSCO/Bob Stallings Racing's Gurney, Fogarty, Johnson and Vasser place eighth in Rolex 24 after tough Daytona weekend

Champs score solid points despite myriad of problems and late mechanical failure

GAINSCO/Bob Stallings Racing overcame one of the toughest weekends in team history for a solid eighth place showing in the season-opening Rolex 24 At Daytona, Jan. 30 – 31, despite a slew of problems from the onset of Thursday's opening practice straight through retiring from the event with mechanical woes early Sunday afternoon in the race's 21st hour.

GAINSCO's Alex Gurney, Jon Fogarty, Jimmie Johnson and Jimmy Vasser co-drove in the Rolex 24 for the third consecutive year and the teammates have never placed lower than eighth in the day-long endurance classic on the 3.56-mile Daytona International Speedway road course. In addition to this weekend's result, the teammates finished seventh last year and scored a team-best second in the 2008 Rolex 24.

In this year's race, Vasser, who led five laps in the No. 99 GAINSCO Auto Insurance Chevrolet Riley in the first part of the race, was running in the top five just past Noon on Sunday when the "Red Dragon" Daytona Prototype lost oil pressure.

"Something got into the oil pump and it started to seize up," said Vasser, who was driving in his third stint of the race. "Then it finally quit and threw the belt off so we had no oil pressure for all the way up to the International Horseshoe and all through the kink. I didn't realize it then and I went all the way up through the gears and back down through the gears, and we had no pressure. Hopefully I turned the engine off in time so it didn't destroy every moving part inside. It wasn't going to make it back to the pits, I knew that."

The heartbreaking result that sent the No. 99 to the sidelines for a rare DNF (Did Not Finish) came after the team had clawed its way back to the top five after an early Sunday morning gearbox change and overcoming other troubles typical in endurance racing. GAINSCO was just beginning to believe that a top-three podium finish was not out of the question when the race-ending problem emerged.

"I hate to say 'that's racing' but it is just that simple," Vasser said. "This team has had a lot of success over the last few years and it is unusual for racing teams to have that much success. It is so difficult to even win, especially a race like this where there are so many outside factors that can happen."

The first unexpected occurrence of the weekend came over two days before the race even started when Johnson was uninjured in a heavy practice accident near the end of Thursday's first practice session. The GAINSCO crew worked until 4 a.m. late that night and, with the help of Riley Technologies and some parts flown to Daytona from Charlotte on one of Johnson's planes, had the No. 99 ready to go for Friday morning practice. Despite missing Thursday's qualifying and starting the race last in the Daytona Prototype field, all four drivers combined to move the GAINSCO machine into contention before the oil pump issue ended their race less than four hours from the finish.

“Pretty heart breaking, really,” Gurney said. “So much effort went into this weekend with months and months of planning. Then to have what happened on Thursday and to come back from that, it just took a lot of work from everyone on the team. And then to go more than 20 hours and still be relatively in contention only to have it all come down around us, it was a pretty rough weekend. It also hurts us for the points for the season. It was definitely a down day but we will bounce back.”

Johnson also left Daytona determined to rebound from the challenging weekend, which began the reigning four-time NASCAR Sprint Cup Series Champion’s 2010 racing season. He was at the wheel at 4:15 a.m. early Sunday morning when the No. 99 lost first gear. Johnson drove straight to the team’s garage for a quick change of the gear cluster and the GAINSCO crew got the team literally back on track just over 12 minutes later.

“I am proud to drive for this team and proud to be a part of it,” Johnson said. “The extra work I put on the team on Thursday, I feel terrible about, but we really overcame that and it wasn’t an issue in the race. We had a very competitive car, and then unfortunately we lost first gear and then had the engine problem, but I love racing with the team and I love being down here and being a part of it. I look forward to the future.”

Fogarty would have taken over the No. 99 from Vasser had the race car continued and conceivably he or Gurney would have driven the GAINSCO Daytona Prototype to the finish. Instead, Fogarty was the only driver on the team to run just two shifts after his teammates all drove three stints.

“It was just a difficult 24-hour round,” Fogarty said. “A lot of work for the guys, and even though everybody gave everything they could, in the end something on the motor let go. It certainly happens. It is a tough thing to race an engine for 24 hours straight and we were just pushing it extremely hard the whole time to keep the pace. It was too much for the equipment. You like to have a car where you can leave a little bit on the table. When you run 10/10ths, it is tough on things. I think we will still come away with some points but fifth place certainly would have been good.”

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Turner Motorsports Race Report

Source: Matt Cleary, Sunday Group Management

The 2010 Rolex 24 At Daytona threw 24 hours of constant curveballs at Turner Motorsport as the team made a debut Rolex Sports Car Series race outing in one of the toughest events on the calendar. But the experienced team responded with the same kind of dedication, preparation, and focus that has earned the organization countless wins and championships in races across the country.

The team, which was making its 192nd start in professional racing with a BMW, was making its very first start in the Rolex Sports Car Series, although one would be hard-pressed to feel accurate in calling the organization a “rookie” outfit.

And that showed.

Drivers Paul Dalla Lana, Boris Said, Bill Auberlen, and Joey Hand combined to take the No. 94 NorthWest/Turner Motorsport BMW M6 to the checkered flag in one of the sports most challenging events as the machine crossed the finish line and scored 8th in the GT Class results after 24 hours on the high banks at Daytona International Speedway.

The season lid-lifter event, which opened with conditions that were so wet that the race was kicked off under yellow flag conditions, saw the team lead on multiple occasions while also fighting back from several significant setbacks.

The first of these was the proverbial twenty-dollar part failure, as an intake tube collapsed and significantly reduced the air intake for the BMW M Power motor. The loss of power and ensuing pit stop for repairs slowed the effort significantly as the field flew by the stationary blue and yellow machine.

When asked by the Speed Channel broadcasters how much the piece cost, Will Turner could only say, "...about nine laps."

Undeterred, and focused on learning as much as possible about the new Riley Technologies-based GT Chassis mated to BMW M-power, the team set about working their way back up the order once again on the strength of the stellar driving line up despite the myriad of issues that kept cropping up.

The team, comprised of "hot-shoes," were literally just that as the foot box in the cockpit created so much heat that the drivers were soon wrapping protective insular materials around their driving boots to keep things reasonable temperature-wise.

And while the drivers certainly weren't afraid to mention that situation on the radio, it wasn't over-use of the radio that forced the team to change the battery every pit stop. An alternator belt was slipping, causing the charge to fall and adding yet another item to the teams to-do list for every single stop, which were carried out with aplomb.

But the BMW M6 just kept on running, setting a strong pace and moving back up the charts once again. The challenges of a 24 hour race saw the field thinning with every sweep of the big Rolex watch keeping race time, allowing the M6 to keep stretching its legs and making up more and more time.

As the sun came up on the race, the rookie stripes were quickly wearing off as the team kept the pit stops clean and fast despite the battery changes and the other small issues that required new and creative solutions. After falling deep in the order, the fast laps and metronomic pit stops combined to see the M6 move up to 8th at the finish as Dalla Lana took the controls for the final stint.

"It felt great to cross that line," said Dalla Lana. "What an unbelievable experience! To cross the line like that after the struggles we had through the night was just great. With the problems we had, you just don't imagine that you are going to be there for the finish, but we were. But the team pulled it all together and now here we are. It's a great sense of accomplishment. I've done the Baja 1000, but this was really an amazing thing to experience. I'm in awe of how great it is."

"It's a little bit surreal that its over," said Turner. "I remember looking at the clock and noticing that it was four hours in, and I was thinking wow we have a long way to go. The tired factor definitely plays a factor in it. We started with the car in the rain, and then Joey got it up to the lead, and then had some problems, and then went back to the lead, and then we weren't in contention, but the car kept running and we just kept going. So to see Paul (Dalla Lana) cross the line, it's a great achievement for us, to have the "rookies" finish the race in our first try."

"For coming right out of the box, not knowing the car, and performing like this is a tribute to all the guys at Turner, they know what they are doing no matter what car they are racing," said Auberlen. "We had the pace in the race, and all weekend. We had some small issues, ones that if we got to do it again next week, the team would completely solve. I'd like to do it again next week! The team made a jump to GT, a little outside their comfort zone, but Will knows how to manage and build a team for what is needed. As a driver you are always looking for an unfair advantage, and Turner Motorsport is that advantage."

"I finally finished a 24!" said Hand. "It took a lot to finish-it was a long night. A lot of times we thought we were in trouble, but we just kept plugging away. This is a stellar line up of mechanics, and I've been with a lot of them for many years, some of the best in the world. Small little problems-the tubing and the alternator-cost us but they responded well. Without that, we were in contention, so I was pleasantly surprised. I have a blistered foot from the heat, but its great to make it to the finish!"

"The car was good for a first time out, and the team did just about everything right," commented Boris Said. "There was a lot of very good competition in this class. But there was less traffic, so you got a lot more laps without traffic so that was pretty fun. The M6 handled great and was great in the rain. We just had a few little unusual problems along the way. For Turner Motorsport, with a first time out, this was a big accomplishment and now they know what they need to work on for next year."

Turner Motorsport enjoys sponsorship support from H&R Springs, Stoptech Brakes, Motul Lubricants, Borla Performance Industries, Pagid Brake Pads, and Piloti Shoes.

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Dempsey Racing Report

Source: Adam Saal

Mission Accomplished for No. 40 Dempsey Racing Mazda GT as Team Brings Home Sixth-Place Finish in Rolex 24 At Daytona *Dempsey Racing Quartet Benefits From Amazing Mazda Reliability to Take First Daytona 24-hour Top 10*

After a grueling 24 hours of racing, co-drivers Joe Foster, Patrick Dempsey, Charles Espenlaub and Scott Maxwell came away from the 48th Rolex 24 At Daytona with a sense of accomplishment following the No. 40 Dempsey Racing Mazda RX-8 GT team's Rolex 24-best sixth-place finish in the GT class.

"It's fantastic," Dempsey said. "It's great. I've really got to thank the team; they did a great job preparing the cars. It's our first time out with two cars and both of them finishing is really great. The guys drove superb all night long, and we all just wanted to finish and to finish in sixth place is great. Joe drove fantastic, Scotty, everybody did a phenomenal job. I'm really excited."

The No. 40 Mazda was a fixture inside the top 10 from the fifth hour of the race onward. As was the case with everybody in the field, the team did encounter its share of minor issues throughout the first 16 hours, but it wasn't until early in the final third of the race that the team had any extended time on pit road.

The car spent roughly 20 minutes in the pits within seven hours of the checkered flag as the team worked to correct a front-end vibration that Dempsey encountered in the second half of his final

double stint. The team had another shorter stay on pit road with Maxwell at the wheel to work on issues at the rear of the vehicle, but outside of track position, the No. 40 Mazda did not lose much in the race standings.

“We had a few things to fix like everybody does, but the main thing is everybody stayed consistent and we just sort of stayed out there,” Foster explained. “We were never rocket fast, but we definitely caught drafts when we needed them at the right moment and kept going around, which is all you need to do for 24 hours.”

Over the remaining six hours, the No. 40 co-drivers pedaled for all they were worth as a top-five result was within sight. Espenlaub drove the final stint and kept the pressure on, ultimately coming up a lap shy of the fifth-place battle. However, he did manage to take sixth place away from Wayne Nonnamaker in the No. 43 Mazda inside the final 10 minutes.

“It’s a dream come true,” Espenlaub said. “Even in the last couple years when we’ve had problems and stuff, I still – at the heart of it – have a great time. I’ve been coming here since I was a little kid, so it’s a dream now to be able to race here. I just think it’s an honor to be included in the Dempsey Racing crew and to be able to share this with everybody.”

This weekend’s result was far and away the best in three Rolex 24 starts for the team. The previous best run was 22nd in the GT class and 35th overall last year. The No. 40 Mazda came home 13th overall, 73 laps behind the overall winning No. 9 Porsche Riley Daytona Prototype. The No. 40 team finished 25 laps behind the GT-winning No. 70 SpeedSource Mazda and was the second-highest finisher among the seven Mazda entries in the GT class.

“I’m thrilled for Mazda, that’s really nice,” Dempsey said. “It’s been a tough year for Mazda and everybody in the car industry, but to see (No. 70 driver) Jonathan (Bomarito) coming in there, it’s nice. Also, (SpeedSource owner/driver) Sylvain (Tremblay) really deserves it. These guys have been under the gun with building a lot of cars and he had a tough year personally, so I’m really happy for them. It’s a win for everybody. We are the Mazda family and it’s just a great way to start our championship run for Mazda.”

Next up for the Dempsey Racing squad is Round 2 of the 12-race 2010 GRAND-AM Rolex Sports Car Series presented by Crown Royal Cask No. 16, the Grand Prix of Miami at Homestead-Miami Speedway on Saturday, March 6. The race will be televised live on SPEED at 5 p.m. ET.

NOTEWORTHY

- The No. 40 Mazda RX-8 GT made up only half the entry for the Dempsey Racing operation in the Rolex 24, as the team linked up with Team Seattle to field the No. 41 Global Diving & Salvage Dempsey Racing/Team Seattle Mazda RX-8 GT for co-drivers Leh Keen, James Gue, Don Kitch Jr. and Dave Lacey. Like its sister machine, the No. 41 RX-8 was also a consistent top-10 runner in the early stages of the race before radiator problems forced the car to the garage for lengthy repairs. However, the team stayed in the fight all the way to the finish and came home 14th in the GT class and 22nd overall. “I’m very pleased with how the whole weekend went,” Gue said. “Obviously, we’d ultimately like a better result, but the speed was here with all of the drivers, the car was good, we just sort of had a freak accident or incident there with the radiator coming apart or something getting in it. Unfortunately, it just took a long time to fix. Apart from that, the car ran absolutely flawlessly.”
- It was another successful outing for Team Seattle, which completed its 13th Rolex 24 At Daytona overall and its first as part of Dempsey Racing. The team’s mission is to raise funds for Seattle Children’s Hospital through lap donations, and the No. 41 foursome

produced an eye-popping total in excess of \$400,000. "I think it went great," said John Graham, owner of Global Diving & Salvage, which is a major supporter of the No. 41 team. "We've got a great team with Dempsey Racing. That's worked out really well. We've obviously got a great technical crew. We've got a great set of drivers and a wonderful car with the Mazda. More importantly, we're going to raise \$400,000 for Children's Hospital in Seattle. The most important key there is the Children's Hospital is part of the Circle of Care, which is an international organization of hospitals, so that technology we're helping develop is spread throughout the world. It's not just a regional thing. Some people don't know about the hospital and the Circle of Care, but I think it's very important they do know. What we're doing is not just for Seattle. It's for all over." The Children's Circle of Care was founded in 1995 and benefits 25 children's hospitals throughout North America.

- Maxwell is certainly no stranger to Dempsey Racing and to Foster in particular as the two drivers combined to claim the Grand Sport (GS) championship in the 2008 GRAND-AM Continental Tire Sports Car Challenge and have been frequent co-drivers in that series for several years in Ford Mustangs. The Rolex 24, however, was quite a learning experience for Maxwell, as the Canadian did not have a lot of seat time in the Mazda RX-8 prior to the race. "It wasn't until last night that I started to enjoy the car," said Maxwell. "It's so foreign to what I'm used to. Working with Ford and rear-wheel drive Mustangs, the Mazda is a totally different animal. I just started getting comfortable last night and the last two shifts were a lot of fun. Now I want more."

- While working with Mazda was a newer experience for Maxwell, the 2010 Rolex 24 was the latest chapter in an ongoing successful relationship between the manufacturer and Espenlaub. "Back when I first started racing, I had some different options," said the Florida-based Espenlaub. "I sold a car and was like, 'I just want to go racing.' They had an ad in the magazine and some other teams had an ad, and I just happened to hook up with (Mazda North American Operations Alternative Marketing Manager) Jim Jordan. That formed my relationship with Mazda for the last 15 years and I can't thank them enough for that. It's a true family and they treat everybody great. I mean they truly have love of the sport. It's great to be involved with Mazda."

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SunTrust Racing Race Report

Source: Laz Denes, True Speed Communication

Nighttime Is Cruel to Lightning Fast SunTrust Team

No one was faster during the month of January at Daytona (Fla.) International Speedway than the No. 10 SunTrust Ford Dallara of Wayne Taylor Racing, featuring drivers Max Angelelli, Ricky Taylor, Pedro Lamy and Wayne Taylor.

But despite clocking the month's fastest testing lap in record-setting time, qualifying on the pole for this weekend's 48th Rolex 24 At Daytona, and setting the fast lap of the twice-around-the-clock Grand-Am Rolex Sports Car Series endurance marathon itself, the SunTrust team had to persevere through multiple mechanical maladies and a fateful meeting with a concrete barrier to earn a hard-fought sixth-place finish by the time the checkered flag flew Sunday afternoon.

Perhaps darkness is to blame for the fact the SunTrust team never had a fighting chance to exploit its lightning speed over the 3.56-mile, 14-turn superspeedway road circuit. During the daylight hours Saturday and Sunday, Angelelli, Taylor, Lamy and Taylor led an incredibly trouble-free existence in the team's efforts to bring SunTrust its second Rolex 24 victory since 2005. But once nightfall began to set in on Saturday, troubles of all kinds began to send the SunTrust Racing machine to the pits and the garage for extended visits

for repairs, which gradually distanced the No. 10 car further and further from the race leaders.

After helping set the pace under rainy and wet conditions at the outset of the 24-hour affair, the troubles started, innocently enough, when Angelelli had to make an unscheduled stop during the second hour for a new set of rain tires when his right-front tire was beginning to come apart due to excessive heat. He stayed on the lead lap in 13th place, nonetheless, with plenty of time left to regain his position at the front.

But then, midway through the third hour, a freak occurrence plucked Angelelli from his forward movement. The rooftop radio antenna mount collapsed and fell into the cockpit, right into Angelelli's field of vision. The Italian driving ace bolted into the pits for a quick fix, but fell two laps off the pace as he handed the car over to his new full-time co-driver Ricky Taylor. The antenna mount proved to need better reinforcement as Taylor was having to help keep it propped up while negotiating the Daytona circuit. He was able to pit shortly after the three-hour mark under caution so the team could make a permanent fix without losing any more laps.

Midway through the sixth hour, after taking over from Taylor and completing his first fuel-and-tire run, Lamy, the Portuguese former Formula 1 competitor and current factory driver for Peugeot at the 24 Hours of Le Mans just left the SunTrust pit with a full load of fuel and fresh tires when he slid into a concrete barrier on the pit exit road. He was able to continue, but inflicted significant damage to the right-front and rear of the SunTrust car. He headed straight to the garage for 13 minutes of suspension and gearbox repairs that dropped him five laps off the pace.

Not long after relieving Lamy during the eighth hour, Angelelli reported that the rear end of the car didn't feel quite right. The crew directed him to the garage and ended up replacing the gearbox a second time, as well as other major driveline components. Angelelli resumed 18 laps off the pace.

All the while, between trips to the garage, the SunTrust car was able to turn some of the fastest laps on the racetrack even though the team's hopes of winning had essentially vanished well before the race's midpoint. And the troubles would continue in the overnight hours.

Midway through the 14th hour, Lamy reported gearbox troubles once again and brought the SunTrust car to the garage. In addition to a third gearbox change, the crew also had to replace the left-side driveshaft before Angelelli took over and resumed in 10th place, 44 laps down. One final visit to the garage less than an hour later, when the crew noticed via onboard telemetry that the gearbox oil temperatures were beginning to spike, dropped the SunTrust car to its largest deficit of the race – 47 laps – to the leaders.

Once the darkness began to turn to light on Sunday morning, the SunTrust car's troubles would be behind it with more than eight hours of racing left. At one point, just after dawn, Angelelli showed his and the No. 10 car's mettle when he drove up behind the first- and second-place cars, picked them off one-by-one, and left them in his rearview mirror.

He turned the race's fastest lap of 1 minute, 41.101 seconds (126.764 mph) in the process. As the SunTrust driver lineup rotated through the cockpit the rest of the way, attrition came to the rescue and enabled the team to leave move up in the order and end up with a relatively successful points day despite its unusual array of mechanical troubles.

"I think this is such a great team," said team owner, two-time Rolex 24 winner and three-time sports car racing champion Wayne Taylor, who put the exclamation point on the sixth-place finish by driving the car across the finish line to take the checkered flag. "Everybody works for one thing, and that's to be successful, and they never give up. There is so much respect amongst this group, as well as all of our partners – SunTrust, Toshiba, Roush Yates Engines – it's what we do. It's all we do. I'll say this, and I mean this: I've never known my team to be more prepared than they were for this race. But it's always those little things that take you out in a 24-hour race, and we had more than our fair share of those. We proved we had the best car. We have the best team. And that bodes well as we move forward from here.

Angelelli, who co-drove with Taylor to the 2005 Rolex 24 win en route to that season's Rolex Series championship, had one of the many smiling faces in the post-race revelry despite the disappointment of having such a fast car and having to settle for a sixth-place finish.

"It's quite rare to have such a fast car all the way through a weekend and leaving the weekend without a win," Angelelli said. "It was such a good car, it was really upsetting. But we're happy because, despite all of the bad things that happened to us, we finished sixth and that leaves us looking good for the championship. I'm enthused about Ricky. He did everything so perfectly, so incredibly perfect. We can't forget that, for him, this is his first real race as a regular driver with a championship-contending team. I'm looking forward to the season with Ricky. We will have a lot of fun."

The younger Taylor, who made his Rolex Series debut just two years ago when he co-drove the SunTrust car to a fifth-place finish in the Rolex 24, turned competitive laps throughout his three double driving stints and left no doubt the team would be able to mount a strong run for the championship once again.

"This SunTrust Ford Dallara was really, really unbelievably strong today," said the 20-year-old Taylor. "It was just a shame for a little bit of bad luck through the night just ruin it for us. It's the 24-hour, it's expected to have some bumps. But I felt so strong during the race. Hopefully, we can have a solid season for the rest of the year. All the worries, all the uncomfortable feelings, are gone. I'm ready to get to Homestead (for the next race) and get the season going. I was in the motorhome during all of our major problems, so I didn't get to see everything that was going on. But going through four gearboxes is unheard of. Hopefully, I didn't have anything to do with that. But the car was so strong, and it's just a shame we weren't there at the end to fight for the win."

Asked his opinion about his son's performance, Wayne Taylor deferred.

"That's difficult for me to talk about, personally, because he's my son and I don't want to say things that would come across as biased," Wayne Taylor said with a laugh. "I guess what you should do is ask Max, and Dallara, and Ford, and the rest of the team. Ask them, because I know what I think."

Finally, Lamy heads back to the Peugeot Le Mans program after his second Rolex 24 with the SunTrust team, wondering just what might have been.

"We had many problems," he said. "And I made a big mistake going out of the pits on cold tires. I touched the barrier, and then we lost some laps there and kept losing laps with the other things. It was a terrible race for us from that standpoint because the car was very fast. If we could have finished without so many problems, we might have won the race. But

that is a part of these kinds of races. This is a very good team and I think they will go on and have a great year.”

The new No. 9 Action Express Racing Porsche Riley team, a spinoff of the Brumos Porsche team that won last year’s Rolex 24, took the checkered flag today, 52 seconds ahead of the No. 01 Chip Ganassi Racing with Felix Sabates BMW Riley. They were the only two competitors to finish on the lead lap. There were 13 race leaders in all, including the SunTrust car, which held the point for seven laps. The lead-lap cars covered 755 laps, or 2,687 miles. The SunTrust team finished 44 laps down.

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TRG Race Report

Source: TRG

TRG CONTINUES SUCCESSFUL DAYTONA RUN WITH SECOND AND THIRD PLACE FINISHES

For the third consecutive year, TRG took two positions on the podium in the Rolex 24 at Daytona, finishing second and third in the prestigious event.

The No. 71 car, considered one of the top contenders in the 24, sat atop the leader board for a good portion of the race, but lost nearly an hour of track time after running low on fuel and being plagued with a gear box failure. After a valiant effort to recover, the team finished ninth in the GT class.

Following a near-flawless 18-hour run, the No. 67 TRG/Flying Lizard Motorsports Porsche 911 GT3 Cup car team fell victim to a shock problem, but battled their way back through attrition, strategy and speed to finish as the top TRG and Porsche in the GT class.

After a strong pace early in the race, a rare electronic malfunction caused the the AXA TRG Porsche to lose speed for a number of hours. Once the problem was diagnosed, the team depended heavily on their talented drivers to battle their way to a third-place finish.

The Guardian Angel Motorsports TRG No. 18 had a strong and steady pace, climbing many positions over the course of the first half of the race. The team, unfortunately, dropped out due to a gear box failure and finished 19th in the GT class.

The No. 63 TRG Porsche battled a number of obstacles over the course of the 24-hour race. Following an early incident, the car underwent multiple overnight repairs and worked its way to an eventual 20th-place GT finish with some great performances by all the drivers.

TRG Team Owner Kevin Buckler was pleased to have all five of his entries finish in the top 20 positions in the GT Class.

"It's really amazing to come to a race as historic as the 24 Hours of Daytona and visit Victory Lane eight times within the last nine years," Buckler said. It was one of the most up and down races for TRG that we have ever participated in, have led the race for so long with several different cars. It was a heartbreak to lose the race and the win but a real testament to the team in general to field 5 strong cars and take 2 spots on the podium. Every single crew member and driver really really gave it their all. THAT, is really cool."

TRG's No. 71 entry played off of the company's sister organization, TRG Motorsports, in the NASCAR Sprint Cup Series by featuring the same number and having driver Bobby Labonte in the car.

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Speed Source Mazda Race Report

Source: Wayne Nonnamaker

The past weekend marked the start of the 2010 Rolex Sports Car Series with the 48th running of the iconic Rolex 24 Hours at Daytona. The 'twice-around-the-clock' race pushes drivers, crew and car to the extreme edge of endurance. For the SpeedSource team, the start of the season brought a refreshing change of scenery after having spent the offseason building a fleet of Mazda racecars for Grand-Am competition. A solid performance from the entire crew and strong running for the #70 Castrol Syntec SpeedSource Mazda RX-8 brought home Mazda's 23rd class win at the historic race as well as SpeedSource's 2nd win in three years.

It was business as usual for the entire SpeedSource crew when the #70 RX-8 rolled off the trailer ready to race. Minor adjustments were made to improve driver comfort and vehicle handling during the early practice sessions. This proved to be time well spent as team owner/driver Sylvain Tremblay qualified the car in the 3rd spot.

A rain soaked start to the race led to a change in race strategy: the team decided it was best to be safe and run conservative lap times to keep the car safe and damage free. The decision proved to be effective as the car was running with the class leaders during the opening hours of the race. All things changed, however, when heavy contact inflicted by a Daytona Prototype car sent the #70 Castrol Syntec SpeedSource Mazda RX-8 into the garage during the night. The crew quickly diagnosed and repaired the damage and sent the car back onto the racetrack having fallen behind the GT-Class leader by 6 laps. From then on the innate Mazda underdog determination and the 'will to never give up' took flight. Slowly and methodically, the team plucked away at the class leaders until eventually taking over the class lead in the 20th hour of the race.

The SpeedSource team never looked back and continued to extend their lead to almost 4 laps to take the GT-Class win.

"I am so proud of the effort from the entire crew, the drivers, and our friends at Mazda for this win," recalled Sylvain Tremblay. "This win is really dedicated to all of our Mazda dealers and the over 9,000 club racers who continue to support and maintain the thrill of owning and driving a Mazda car."

Jeff Segal qualified and started the #69 FXDD SpeedSource Mazda RX-8 from the pole position after setting a new GT-Class track record in qualifying. In fact, the top three spots in qualifying were taken by Mazda RX-8's. The car ran a solid race for the first 16+ hours until a coolant leak ultimately pulled the car into the paddock, parking it for the final hours.

Customer Mazda RX-8 programs ran excellent races as well, continuing to solidify Mazda's long-standing reputation for building strong and reliable cars. In all, three Mazda's finished in the Top 10 for the race. This year's effort to secure a GT Manufacturers title for Mazda should be in good hands with the collective effort of all Mazda customer line-ups.

In addition to the Rolex Series opener, this weekend also signaled the start of the Continental Tire Sports Car Challenge season with the debut of the highly anticipated Mazdaspeed3 ST car. In the car's first race, all customer programs competitively challenged for the class win with one finishing in the Top Ten. Mazda is excited about the future of this promising program with the great support from the Freedom Autosport team and other excellent partner teams.

Celebrations were withheld as one of our longtime team members suffered the loss of his father. Our hearts and minds are with Steve Eckerich and his family in this tough time. The entire Mazda community will continue to offer their support and condolences. [Back to top](#)

Riley Technologies Race Report

Source: Matt Cleary, Sunday Group Management

For the sixth consecutive year, the Rolex 24 At Daytona race-winning team used speed, consistency, and a Riley Technologies Daytona Prototype to win the season-opening GRAND-AM race at Daytona International Speedway.

Action Express Racing, competing in its very first Rolex Sports Car Series race after being formed in the off season, went with the proven performance of the Riley Technologies MK XXII when deciding what package to compete with, and that decision paid dividends as Joao Barbosa, Ryan Dalziel, Mike Rockenfeller, and Terry Borcheller made a dramatic debut with their Rolex 24 victory.

The winning No. 9 finished just 53 seconds ahead of the No. 01 Ganassi Riley Technologies entry, with another Riley Technologies Daytona Prototype taking the final spot on the overall podium as Crown Royal/NPN Racing Level 5 Motorsports took third to score the teams first Rolex 24 podium result. Nine of the ten Riley Technologies Daytona Prototypes that were entered in the race led the event. Despite starting out under a caution flag due to the rainy conditions, the 48th running of the race set a torrid pace, covering 755 laps of the 3.56-mile oval based circuit to set a new record for the Daytona Prototype era, and the third-highest in the event's long history.

The overall victory wasn't the only thing that Riley Technologies, a division of Sea Star Group Inc. (SGQZ), had to celebrate after the grueling twice around the clock event.

The GT-Class winning No. 70 Castrol Syntec Mazda RX-8 machine utilized a SpeedSource-built Riley Technologies chassis to score a second Rolex 24 class victory in three years with Nick Ham, David Haskell, Sylvain Tremblay, and Jonathan Bomarito sharing the driving as Riley Technologies VP Bill Riley called the race from atop the pit box.

Dempsey Racing made it two SpeedSource-built Riley Technologies Mazdas in the top ten with a run to 6th at the finish, as Turner Motorsports made an impressive Rolex Sports Car Series race debut to finish the event 8th in the GT class with the Riley Technologies GT chassis for the No. 94 BMW M6.

The race weekend not only saw an impressive on-track performance from the organization, as Riley Technologies staff were also hard at work in the garages long before the race started following a practice crash with the No. 99 entry.

The damage forced a rebuild for the entire back end of the machine, with Riley Tech representatives working hand in hand through the night with the Gainsco team to effect repairs. That solid support, and the team's hard work saw the machine take to the track in time for the first practice session on Friday before going on to led the race. An oil line issue ultimately prevented the familiar red machine from making it to the race finish.

"This was an incredible weekend for us," said Riley Technologies VP Bill Riley, who also oversaw the Daytona debut of the Riley Technologies Chevrolet Camaro in Continental Tire Sports Car Challenge competition. "Everyone really rallied to help get the 99 back on track, and we were happy to be a part of that effort. The race pace was impressive, and we had another very close finish. To have the race decided by less than a minute after 24 hours of hard racing is amazing. The pace was flat-out for the entire 24 hours, even though the conditions were so tricky at the start. The GT Class fight was also incredibly intense. To see so many of our customers make it to the finish in such a long hard race makes everyone in this company proud, and after we catch upon some sleep, we will be ready to go again at Homestead!" [Back to top](#)



Action Express Racing Report

Source: Patti Tantillo, Team Media & PR, Brumos Racing/ Action Express Racing

Action Express Racing Captures Rolex 24 Victory in Team Debut

Going into the 2010 Grand-Am Rolex season, the Action Express Racing team generated quite a buzz around the paddock, but after taking the Rolex 24 win in their first outing, they have become the talk of the town. Considered by most to be an underdog in the Daytona classic endurance race, the new team was cautiously optimistic as it launched an entry that combined the familiar Riley chassis with a Porsche based V8 engine, a combination thus far untried.

Encountering some difficulties in practice sessions, the crew worked hard to make some changes and the drivers' concerns soon vanished as they found a much improved car for the race. In an event marked with challenging conditions and a high rate of attrition, the Action Express #9 turned in a fast and consistent performance lap after lap as many of the more favored entries fell out of contention.

Qualifying and starting the race was Joao Barbosa, who also took it to the checkered flag for the #9 Action Express car's inaugural win. "It was just unbelievable for our first start as a team," Barbosa said, "especially under difficult conditions like the 24 Hours. Many of our crew are familiar to us from last year but it was a new engine, so we had to work really hard to adapt it to the Riley chassis. We were struggling at practice and decided to try a new setup for the race and it worked well – it was very reliable. Nobody thought we could win in a Porsche V8 but we proved them wrong."

Ryan Dalziel agreed, saying "All four of us went into this race with a major unknown. I knew the one thing the team would go with was reliability, and I felt if we can be reliable, we could be there at the end. But after the first couple of hours we could see we were also fast. The important thing is

that we never went off track or had any mechanical problems that cost time in the pits – that is a huge achievement for any team. It makes it a little bit sweeter that we were really the underdogs.”

Although they avoided major problems that befell many cars, the team did face their own difficulties. Issues with the clutch in the early wet conditions improved once the track dried. Later in the race the problem resurfaced, along with throttle pedal issues. Mike Rockenfeller explained, “The throttle pedal would stick sometimes, but the crew was able to find a way to fix it. There we could see just how strong this team was – I stayed out as long as I could while they figured out a solution, then they got it repaired while I was in for a pit stop and we didn’t lose any additional time.”

Terry Borcheller acknowledged the challenges, saying, “A lot of the problems are just teething pains for a new team and a new motor, and are to be expected. When you see things not going exactly according to plan in the developmental process, expecting to win sometimes seems a little unrealistic. But our managers expected us to win and our team was trying to do everything they could to put us in a position to win, so it made me start to believe it, too. To win this race and have the best time against the best drivers in the world, it’s really special. It was an amazing pick to select the drivers they did to do this race - they’ve really carried the ball for Action Express.”

The team will take the next few weeks to celebrate and then regroup as they prepare for their next race at Homestead-Miami Speedway, to be held on March 6th. It should come as no surprise to anyone that they expect to win. [Back to top](#)

Darren Law Race Report

Source: Sylvia Proudfoot

Darren Law had a strong start to the 2010 Rolex 24 At Daytona, but a broken axle and engine failure stopped the Phoenix driver’s charge to repeat his 2009 overall win.

Law qualified the No. 59 Brumos Racing Porsche-powered Daytona Prototype seventh on the 45-car grid. His lap time of one minute 41.513 seconds on the 3.56-mile Daytona International Speedway infield road course was just four-tenths of a second off the front-row qualifying time.

Starting in heavy rain, Law and his co-drivers steadily worked up through the field to take the lead during the fifth hour of the 24-hour race. David Donohue of Malvern, Pa., Law, Butch Leitzinger of Rebersburg, Pa., and Raphael Matos of Miami all led the race, generating optimism for a repeat victory.

Trouble struck in the 11th hour, during Law’s second stint, forcing him back to the garage for a rear axle replacement. The repair dropped the team from second to 14th, but the drivers continued to charge, working back up to eighth place. Sports-car legend Hurley Haywood of Ponte Vedra Beach, Fla., who retired from driving after the Rolex 24, completed a final, emotional stint before an engine failure took the team out of the race with four hours remaining. They finished 11th in the DP class.

“It’s really unfortunate that we had the engine issue. We were fast and could have contended for the win,” Law said. “I am really happy for the [race-winning No.] 9 car – they are our good friends and previous teammates. We will now have to push very hard every race to make up some points, but I am confident we have the team to do it.”

Brumos Racing, Donohue and Law head to Homestead-Miami Speedway in Homestead, Fla., for the next GRAND-AM Rolex Sports Car Series race on March 6. [Back to top](#)



Stevenson Motorsports Race Report

Source: Andrew S. Hartwell, www.ashautomobilia.com

Twin Stevenson Camaro GT.Rs Finish In Top Ten At The Rolex 24

In debut race, after leading through the night, No. 57 car suffers gearbox problem and No. 97 car loses most of its front bodywork. Despite setbacks, both cars finish at speed.

When the twin Stevenson Motorsports / BryanMark Financial / VinSolutions 2010 Chevrolet Camaro GT.Rs began their racing life in the 48th running of the Rolex 24 Hours at Daytona International Speedway, it looked like a shot at immediate success was in the offering. The No. 57 car, driven by Andrew Davis and Robin Liddell – joined at this race by Jan Magnussen – took the GT class lead in the early evening hours and held first place right through to the light of morning. Then, as the dawn of a new day came around, Davis reported a problem with the gearbox as he exited the bus stop chicane and brought the car into the garage for repairs.

After replacing the gearbox, and going down a good number of laps to the new leaders in the process, Liddell, Davis and Magnussen steadily climbed back up in the standings bringing the now battle-scarred Chevrolet Camaro across the finish line in fourth place. The trio completed 683 laps of the 3.56-mile, 12-turn road course for a total of over 2,400 racing miles.

The second Stevenson Camaro, No. 97, driven by Gunter Schaldach, Mike Borkowski, Matt Bell and Brady Refenning, ran a steady pace that kept them in the top 10 throughout most of the race,

climbing as high as fifth in the GT class at one point before crashing out on cold tires, resulting in a race to the finish line sans a good portion of the car's front bodywork.

Team Manager Mike Johnson wishes the time lost to repairing the cars could have been invested in track time instead but he came away from this grueling contest with a positive attitude about what had taken place overall.

Johnson: "I could not be more pleased about the performance of our team this weekend. We looked the part and we ran the part from the minute we unloaded the trailer. The cars ran flawlessly and our pit stops were consistently fast and without mistakes which is a huge achievement for a growing team. On top of that, our engineers scrubbed 8 sets of tires per car on Thursday which allowed us to gain 15-20 seconds on the out laps to our competitors in the cold weather. That advantage gave us the ability to run everyone down. Saying all that, you'd think we won and well, we should have. We led more laps than anyone else in the No. 57 car. This marked the first time we ever led at Daytona, which was great."

Johnson explained the team's decision to come in and surrender the lead to make repairs rather than soldier on at a reduced speed.

"The No. 57 was pulling away (after having led all night long) and then, at 7:00 in the morning, Andrew called in to say 5th gear wasn't working. We did the math and figured we'd be better off changing the box instead of running around 10 seconds a lap off the pace, so we brought him in."

Davis: "I have to say that this team and this crew have demonstrated time and again how hard they will work at getting the job done. I was simply amazed at how fast they changed the gearbox on the No. 57 car. Fans standing around the garage watching them work the whole time were actually applauding them when they finished!"

While one Stevenson Camaro was forced to slow down, the other one was picking up places at speed.

Johnson: "What was bad for the No. 57 was good for the No. 97 as it moved into a podium position until Mike hit the wall in turn five on cold tires. It was in the low 40's on Sunday morning and I think he just got caught out by the tricky conditions. We sent both crews to the garage to fix the car and we would have had it on the track in about 15 minutes, but our spare radiator sprung a leak and we had to start over.

"Once the No. 97 was back on track, we put our emphasis back into the No. 57 and the driver's gave it everything they had to run down the competition to finish 4th."

Mike Borkowski was making his debut as a new member of the Stevenson team. This former Trans-Am Rookie of the Year and veteran competitor felt terrible about his shunt and how it pushed the No. 97 car out of a possible podium placing.

Borkowski: ""I feel horrible for having the incident and costing us time and what would have been an even greater finish. A GT car crashed and was stuck in the wall. The next lap, he drove back on track with his broken car and was creeping very slowly at the apex of the kink. I went around the outside cleanly but then I locked the brakes when I came to turn 5. I think I got a lot of pickup on the tires from running wide at the kink. I should have slowed even earlier for the turn after running in the marbles. I blame myself and I feel terrible because everyone on our team deserved a better finish. I am more motivated than ever to redeem myself."

Matt Bell too joined the Stevenson team for the 2010 season, to co-drive the No. 6 Sunoco Camaro with Jeff Bucknum, in the Continental Tire Challenge Series. At Daytona, he was also pressed into service to support Gunter Schaldach, Borkowski and Brady Refenning in the No. 97 car for the Rolex 24. Bell found his new team to be quite an interesting and appealing environment in which to drive a race car – or two.

Bell: "The weekend was truly amazing. Going from the No. 6 GS car in Continental to the No. 97 Rolex GT car for the 24 Hour was truly a difficult but unforgettable experience. The switch between the two classes would not have been easy had Stevenson not prepared such an easily-driven car. The professionalism expressed by the team is second to none. I have never before seen such mental and strategic agility applied to this sport, regardless of the hour of day and distance traveled. Everyone on the radio knew exactly what to do under any circumstance, this is a huge confidence booster in a driver, and it is the first time I've felt this way behind the wheel."

Bell also noted the track and weather conditions that played into Borkowski's off-track excursion.

"The track conditions left something to be desired. Every stint I took, the course would change slightly. Due to the extreme cold, the racing surface never dried off the common "dry line", which meant every lap around every turn had to be taken very carefully. Just a few inches off the beaten path could very dramatically reduce traction. Driving on fresh slicks was also something I'm sure all the drivers in the 97 car had to get used to. These Pirellis are nothing short of brilliant once they're warm, but with barely any heat in them from pit lane, more extreme caution had to be taken."

Like Bell and Borkowski, Gunter Schaldach was making his first run as a member of the Stevenson team, and his first run in a 2010 Chevrolet Camaro, and he had nothing but praise for both.

Schaldach: "The car performed exceptionally. I love the 2010 Camaro and am very proud to be driving such an awesome car. The Pratt & Miller guys have built a performance machine and I am looking forward to learning how to get that Camaro around the track.

"I also regret not yet knowing the names of all the guys on the team. I hope by next race I have all the names sorted out. I do appreciate all the energy these guys put into the team and the car. The teams I have worked with before really didn't have the pride in their work like the Stevenson group."

Team owner John Stevenson expressed his pleasure with how the 2010 season – the biggest effort he has ever put forth in racing – has gotten started.

"Our transition from one to four cars for the 2010 season is off to a great start! I am extremely proud of our leader and team manager, Mike Johnson. Michael Hoffman and Chris Vallyly, crew chiefs of the #57 and #97 respectively, lead their crews flawlessly throughout the weekend and the 24 hour race. Robin Liddell showed his normal outstanding driving skills, especially starting in the rain, and Andrew Davis and Jan Magnussen both drove perfect races.

"We introduced the 97 team with Gunter Schaldach joining our organization for our first race. He did an outstanding job, as did Matt Bell and Brady Refenning. I am excited about our performance at Daytona and look forward to campaigning these two new Camaros for the 2010 season.

"I want to say thanks to all of my guys and drivers for an outstanding showing at the Rolex 24 hours at Daytona."

Liddell found comfort in knowing this Rolex 24 Hours ended with both cars still running and with the No. 57 car bringing home the highest ever finish for the team.

Liddell: "This was by far our best performance to date at Daytona and whilst the result was a little disappointing the pace and execution was encouraging. I think we made the most of the opportunities which came our way; in a long race like that it will not always fall your way but Mike and the team did a super job in the pits and allowed us to drive fast on track and show what we could do. I also have to say it was a real pleasure to have Jan on the team and I hope to be able to drive with him again sometime."

After two consecutive seasons of coming close to winning the GT class Team and Driver's Championships, the Stevenson team went into the first race of the 2010 Grand-Am Rolex Sports Car Series presented by Crown Royal Cask No.16 season with high hopes for an even better finish in 2010. While they didn't come away from Daytona with a win, they did score some very important championship points.

Davis: "We picked up some big points in this race and that puts us in a good starting position for the rest of the season. We found we had a great run going, with us staying in the lead for so many hours. It was a shame we had trouble with the gearbox but we came back strong and never stopped pushing hard to move back up.

Johnson: "In the end, we will look at this race as a lost opportunity. We had the goods to win and podium and we spent the time we should have been celebrating in victory lane in the garage fixing broken race cars."

The 2010 Grand-Am Rolex Sports Car Series presented by Crown Royal Cask No.16 schedule begins with the Rolex 24 Hours at Daytona on January 30th

More information about the Stevenson Motorsports team, and the new Stevenson performance shop, can be found at www.stevensonmotorsports.com

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Brumos Racing Report

Source: Brumos Racing

Emotions ran high as Brumos Racing returned to Daytona International Speedway to defend their 2009 Rolex 24 championship, and see Hurley Haywood climb into the cockpit for his final run at Rolex win #6. Unlike last year's race with its run of good luck, this year seemed to hold only misfortune as the Brumos team was dealt one setback after another before an engine failure retired the car, ending their bid for a repeat win.

Qualifying driver Darren Law started the race in a torrential downpour that rained out most of the opening ceremonies and created hazardous conditions, causing the race to start under a yellow flag. As the track dried and the race got underway, things looked promising for the #59 Brumos Porsche Riley, as Law, Donohue, Matos and Leitzinger each took the lead of the race during their stint. The #59 logged 41 laps at the front of the pack before Darren Law radioed his crew during his second stint that there was a problem with the rear axle. The car went back to the garage as the crew scrambled to change out the rear end and get it back on track.

Returning to the race down many laps, the drivers charged hard to regain lost ground. The second setback occurred when a damaged front splitter brought David Donohue back to the pits for repair. The crew's hard work again got the car back on track and back into the race. It was an emotional time for the team as Hurley Haywood took his final stint, turning in a trouble-free performance and drawing a round of applause when he stepped out to hand the car over to Raphael Matos. Matos was in the car only a short time when smoke billowed from the back, signaling the end of the day for the Brumos car due to a blown engine.

Brumos full-time drivers Donohue and Law gave high marks to the team for their perseverance through the setbacks. Donohue said, "Our guys put in a big effort as they always do, it just wasn't meant to be for us. We had a good start and who knows what we might have looked like Sunday afternoon. We have a bit of a break to regroup for Homestead and hopefully we can salvage something from this race and still be contention for the championship." Law agreed, saying, "I feel bad for the entire Brumos team, it was such a shame their hard work ended this way, especially for Hurley's last Daytona 24 effort. It was an honor for me to be on his team for such a special race"

Despite the disappointment, Haywood remained practical. "Of course I would have liked to get my 6th win, but our car was fast and we led the race for many laps. The engine failure was unexpected - the car was running perfectly and then the engine blew, so we will be doing some further research to determine exactly what happened. We had fallen back due to the other problems, but had survived and were still in the race. A lot of people have asked me if I will reconsider retiring to go out on a better note, but the result didn't change my mind. I will just hope that it will be a long time before anyone gets a 5th win so I can hang onto the record for a while yet. I'm heartbroken over our finish, but I am thrilled for my teammates from last year, Joao Barbosa and Terry Borcheller, for their win with the #9 Action Express Porsche V8."

As the checkered flag dropped on the 48th running of the Rolex 24 at Daytona, the Brumos #59 ended the day 11th in the DP class. The team will take advantage of the short break to prepare for their next race which will be held at Homestead Miami Speedway on March 6th.

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MAZDASPEED Race Report

Source: Dean Case, Mazda North American Operations

With 22 class wins in the annual Rolex 24 at Daytona, expectations were high in the Mazda camp. The key is in total preparation and maintaining focus for 24 hours under extreme pressure. The 2010 race covered all of the highs and lows of racing. The Mazda cars swept the top three positions in qualifying before running into a variety of minor problems and old fashioned bad luck in the early hours. Perseverance by the Castrol Syntec SpeedSource RX-8 #70 team of Sylvain Tremblay, David Haskell, Nick Ham, and Jonathan Bomarito resulted in a come from behind win.

The SpeedSource team started the race in third place, but lost a lap when a caution flag came out after they had pitted. They lost another six laps after being hit by a Daytona Prototype (DP) car approximately 8 hours into the race. The team spent the next ten hours methodically moving up the charts until taking the lead at lap 563 in the 20th hour. They held the lead to the end, completing 707 laps of the 3.56 mile Daytona circuit for a total distance of over 2,500 miles.

"The SpeedSource team lived up to the MAZDASPEED spirit of 'The Will To Never Give Up'. Thanks to the entire team from drivers to the shop guys who built the cars, to the support crew. As soon as the checker flag dropped, we were flooded with e-mails, phone calls, text messages, and twitters congratulating the team. The RX-8 rotary power was flawless, and our bad luck in the early hours was countered by others having issues later in the race. Even when SpeedSource took the lead on lap 563 there was no celebration - just a resetting of the deck with a race still to win."

"Everyone at Mazda in North America. and Japan is proud of our association with the Castrol Syntec SpeedSource team. This is their second win at Daytona and the 23rd for Mazda and is dedicated our dealers and 9,000 club racers. They are the heart and soul of our operation. Now that our season has begun we are looking forward to a year-long battle for the Grand-Am GT Manufacturers Championship, " noted Robert Davis, Senior Vice President, Product Development

and Quality, and the man responsible for Mazda's North American motorsports operations under the MAZDASPEED Motorsports Development banner.

In addition to the winning Castrol Syntec RX-8, Mazda was represented by a strong line-up of teams. These teams will allow Mazda to launch their most aggressive challenge for the Grand-Am GT manufacturers championship.

Grand-Am GT Rolex 24 at Daytona - Car by Car Summary

30 Racers Edge RX-8

Drivers: Glenn Bocchino/Jade Buford/John Edwards/Todd Lamb/Jordan Taylor

Qualified: 2nd Finished: 28th

Notes: Jordan Taylor led in the early green flag laps. Todd Lamb spun without damage. The team spent over an hour behind the pit wall repairing a broken bolt in the engine before retiring at lap 69.

40 Dempsey Racing RX-8

Drivers: Patrick Dempsey/Charles Espenlaub/Joe Foster/Scott Maxwell

Qualified: 15th Finished: 6th

Notes: A great performance by the Dempsey Racing team moving from 20th early in the race to finish 6th.

41 Dempsey Racing/Team Seattle RX-8

Drivers: James Gue/Leh Keen/Don Kitch Jr./David Lacey

Qualified: 9th Finished: 14th

Notes: On-track debris caused radiator damage resulting in a length repair behind pit wall. The Team Seattle effort was their annual charity fundraiser for the Seattle Children's Hospital.

42 Team Sahlen RX-8

Drivers: Joe Nonnamaker/Wayne Nonnamaker/Will Nonnamaker/Joe Sahlen

Qualified: 25th Finished: 29th

Notes: The team used the first hour of the race as a race condition test before parking the car to concentrate on the #43 entry.

43 Team Sahlen RX-8

Joe Nonnamaker/Wayne Nonnamaker/Will Nonnamaker/Joe Sahlen

Qualified: 14th Finished: 7th

Notes: A solid run by the Nonnamakers and Sahlen family team. They were in a head-to-head battle with the #40 RX-8 in the closing laps missing 6th place by less than three seconds.

69 FXDD SpeedSource RX-8

Emil Assentato/Anthony Lazzaro/Nick Longhi/Jeff Segal

Qualified: 1st Finished: 16th

Notes: Led opening six laps. A spin on lap 159 required a tow-in losing four laps. Retired after 488 laps with a coolant leak.

70 Castrol Syntec SpeedSource RX-8

Jonathan Bomarito/Nick Ham/David Haskell/Sylvain Tremblay

Qualified: 3rd Finished: 1st