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Quotes after the 51st Rolex 24 Hours at Daytona

(GT quotes start [here](#) / GX quotes start [here](#))

Scott Pruett, No. 01 TELMEX/Target BMW/Riley (1st):

“This was an incredible day all around. At the end of it, having known Hurley (Haywood) real well over the years by racing with him and just as a friend and then to have him there was a very pretty special thing. ... One thing when you get together with a group like this with Memo, Charlie and Juan, you don’t try to be Superman. We’ve got some very incredibly talented guys that can step in and close it out I’m proud to be part of the team, and it was exciting to finish up on top.”

Juan Pablo Montoya, No. 01 TELMEX/Target BMW/Riley (1st):

“One of the cool things about doing the Rolex 24 with Chip you’re a favorite every time you come here. You always have a chance of winning. Everybody that comes here with Chip finds that out. It’s fun and it’s exciting. I feel bad for the guys in our No. 02 because they had a ton of speed and they could have easily won, too.”

Chip Ganassi, Team Owner - No. 01 TELMEX/Target BMW/Riley (1st):

“I am very, very proud and especially because every single one of them has been with the same crew, same team. My hat is off to our guys in Indianapolis who put this car together. They are in charge of the preparation and worked very, very hard.”

Wayne Taylor, Owner, No. 10 Velocity Worldwide/Wayne Taylor Racing Corvette DP (2nd):

“Just representing Team Chevy it’s such a big deal for me. When I think I have been in America for 22 years and when I first came here I drove for Jim Miller who is now Pratt and Miller. My program manager when I was driving at that time was Mark Kent (Director of Chevrolet Racing). In 1991, when Jordan (Taylor, son) was

born we were racing at Lime Rock (Park) and Jim Miller said to me 'I'll have a plane for you because Shelly (Taylor, wife) was pregnant with Jordan and now all this time later he is in this car, with this team, with Mark Kent and everybody. I'm happy. I wanted to win so bad for Team Chevy just so much and Velocity Worldwide and everybody. I'm really happy. I'm relieved I guess you know. I was not prepared to not be the face of Team Chevy with my team. I know there are a lot of teams but I wanted to be the one."

"I'm really happy. Coming into the season we've all been excited with this new car partnership and Team Chevy and I think Ryan Hunter-Reay, winning the championship last year and driving with me back in 2006, coming with us. Max (Angelelli) of course is my family and part of everything, and then Jordan (Taylor) coming on board this year, there was so much expectation. And there was so much drama coming into this race with horsepower and this and that. In the end, I felt that this team did more than anybody else. I don't remember one pit stop that we didn't beat everybody. And everybody just executed perfectly and we were just about there."

Jordan Taylor - No. 10 Velocity Worldwide/Wayne Taylor Racing Corvette DP (2nd):

"I guess we were the best of the rest you could say. Ganassi was somewhat in a class of their own. The team did a great job. We didn't have one mechanical problem the entire race. We never had to do anything in the garage it was just fuel, tires, driver changes and that was it. Everyone executed the race; it was just unfortunate the way the cars were going that is where we ended up. You've got to be proud of everyone. Looking at the long run we are in a championship here so second-place points is not a bad place to start."

Ryan Hunter-Reay - No. 10 Velocity Worldwide/Wayne Taylor Racing Corvette DP (2nd):

(It was an) "Excellent job, excellent team effort by everybody involved. Team Chevy, Wayne Taylor Racing, the preparation was second to none. We had a phenomenal race really when you look at how it all went. No mistakes, never went to the garage, never a hiccup, had great pace. We were struggling a little bit on some of the regulations with power. We had a little bit of a disadvantage there that we had to work against."

Max Angelelli - No. 10 Velocity Worldwide Corvette DP (2nd):

"We were hoping on our strategy to make it on fuel and stay out until the end. That's why we took on no tires on our pit stop. Montoya – in that car – was A-class, we were B class. Today Jordan and Ryan did a great job and the crew never made a mistake.

"We did not have the power to compete fairly, so we thought a strategy to make it to the end of the race and beat them with fuel mileage was our only hope. So we took fuel and didn't change tires on the last stop, even though I had many, many laps on my tires, and we were hoping just to make it like that with the strategy and get the win. But we didn't have quite enough to do it. The 01 car is in another league. But, anyway, we are very happy with our Velocity Worldwide team, and our Corvette DP performed very well. I told everybody on the team I would never give up, and they know me. But look, this is the Velocity Worldwide team. They made an effort, not me. They made an effort with pit stops and strategy, and it was almost perfect. So, it's kind of like a win for them."

A.J. Allmendinger - No. 60 Michael Shank Racing Ford/Racing (3rd):

"We knew Montoya would be tough to beat. On that last restart, I got around Juan on the outside into Turn one, and I knew I had to go. I went side-by-side with Joao but got pushed off, and that filled the radiator with dirt and we had to pit. That was disappointing, but it was 'go time,' no hard feelings there. I felt we weren't going to beat Montoya, but thought we might get second. Ganassi Racing did its homework like we did last year. When it's your year, you've got to capitalize on it."

Michael Shank, Team Owner - No. 60 Michael Shank Racing Ford/Racing (3rd):

"I'm happy on the one hand that the 60 car came from essentially nine total laps down. We led the thing after being super aggressive. Everybody worked their butt off. I couldn't be more happy about it. Thank you to Ford Racing—Jamie Allison here, Mr. Raj Nair (Ford Vice President for Global Product Development) here today. It was great. Looking forward to next year and still want to win. I'm literally more proud of the group today [than last year] because this was incredibly stressful and incredibly hard, so I'm grateful that they all hung in."

John Pew - No. 60 Michael Shank Racing Ford/Racing (3rd):

"At five o'clock yesterday afternoon, I wouldn't have dreamed to be on my way to the podium right now. But I know the Shank guys, I know they don't give up, and I'm not surprised. Nobody gave up, nobody put their heads down, everybody worked as hard as they could. You never know how it's going to happen in the end, and I'm really happy with the podium. I'm just so fortunate to have met all these guys in the Shank team, and Ozz, and AJ, Justin, and Marcos. I'm very fortunate for how this all came together."

Joao Barbosa - No. 9 Action Express Racing Corvette DP (4th):

"It's very frustrating. We did the race we had to do. We drove clean, we had no problems and the car was getting better every time. Unfortunately, it was a terrible call in my view. Deciding a race like this is a shame. Obviously, I have to congratulate Scott (Pruett) he did a good job in the Ganassi car. They had the edge on everybody for sure this year. I think for sure we could be on the podium, an easy podium. I think we were very able to do that and we deserve that. Unfortunately, it was just the call. I think they are trying to make it like Ganassi and Allmendinger show, but everybody is there to fight for position. You have to know when you can go and when you can't. I mean he was obviously outside the track, not in a position to take the corner. He could have just lifted and try again, but GRAND-AM did the call that they did. We are learning and next race we will try again."

Burt Frisselle, No. 9 Action Express Racing Corvette DP (4th):

"I never thought I would say a top-five finish at Daytona would be as disappointing as it feels right now. It is a bit disappointing. With that being said my first race as a full-time driver for Action Express was just so exciting. I've got two of the best drivers in the world as my teammates this weekend. It was so great to work with them and to push hard every stint to keep the car running. I'm so excited to be a part of this organization and be representing the Bowtie. I even had a chance to give one of the Corvette engineers a ride around before the race. That was really exciting to meet a guy who is designing the street product and give him a ride and give him a little insight into what we do here at the track. Overall, it's a great start to the season. It's great points, it's a top five, but man that penalty hurt. I have to say tonight it's a little bitter sweet, but I'm also thrilled to be a part of this team."

Antonio Garcia, No. 90 Spirit Of Daytona Corvette DP (5th):

"It was a long one, not just because it was a 24 hours. Just initially a few minor issues like some electronics we ran into. At one point I ran blind in one of my stints. I had no radio, no telemetry, no shift lights, even with that the car was good. Overnight we fixed all of that got back on the lead lap. At some point we were actually, probably not fighting for the win, because I think there were two cars here like they have us covered. A bit too much I have to say. I mean we just kept it there all race long until two hours to go. I was placed fifth at that time. I was feeling great, starting to put some pressure on the No. 60 car and I think by then I think we had the pace to fight for second-place. All of a sudden the exhaust just gave up. We lost all the headers, the exhaust, so we lost power, torque, everything. So from that point on we were on the lead lap, but we couldn't fight. We just stayed around, kept running laps. It is good run for the Spirit of Daytona team for the championship."

Oliver Gavin – No. 90 Spirit of Daytona Corvette DP (5th):

“It was an up and down race and we were so close,” said a very tired Olly, “but it’s my best ever finish here so I’m very happy. We had a few issues starting with an exhaust bracket which came away from the car and showered sparks behind us for quite a while. That was fixed under a yellow and I got the chance in the second of my three stints to have a nice fight with Marcus Ambrose, Mike ‘Rocky’ Rockenfeller and Simon Pagenaud but that was halted by an intermittent misfire. We hung on right to the end and it just proves once again that you never give up in an endurance race. It’s not over till it’s over.”

Alan McNish – No. 2 Starworks Motorsports DP (6th):

“It was a long, frustrating and sometimes cruel race – a typical Daytona 24 Hours in fact! We suffered a couple of punctures and some other issues but (we were) still in the fight. With a little over two hours to run when placed fourth but with a podium definitely within our grasp, our car suffered a sticking accelerator which caused me to go off the track twice, thankfully without hitting anything.

“With that rectified, I then almost immediately encountered a brake issue which cost us 11-laps making repairs in the pits before Ryan brought it home to the flag.

“We lacked the outright pace and straight-line speed of the BMW-powered cars throughout, so we were forced to reduce our disadvantage in the way we set-up our Riley-Ford. But the Starworks Motorsport team did a fantastic job.”

Ryan Dalziel – No. 2 Starworks Motorsports DP (6th):

“It was definitely a tough weekend for us. Right from the start we were a little slower than we hoped but I’ve never seen the Starworks team work harder. People won’t know how much work went on during the race behind the scenes but I think, in the end, we have to be proud of getting a sixth place.

“The reliability was there but we lacked in speed compared to the BMWs, so we were making some drastic set-up changes during cautions to improve our car. To be honest, OUR chassis wasn’t the biggest problem. We knew on a one-on-one situation with Ganassi we didn’t have the pace to beat them, but we felt we had the best of the rest when we were out in front.

“I think us and the #10 car were the only real contenders but we were pushing so hard that we really started to beat the car up. The stuck throttle during Allan’s last stint was the start of the downfall. He tried to live with it but ended up killing the brakes so we had to go behind the wall to fix both issues.

“In a crazy way this year was much harder for us, even before the late issues. Last year we could run at 95% and control the race. This year we were running at 110% just to keep up. The BMWs were in another class and, in my opinion, it ruined the race for the Rolex24 fans because no Ford or Chevrolet would ever have beaten them in a straight-up fight.

“We went into the race thinking about the championship. From the first hour we knew winning was going to be tough so we focused on being smart and being there at the end no matter what the result. We wanted to be on the lead lap - and I still think that if it had not been for the motor issues we would have been on the podium. But sixth is better than seventh, so we will push to win from here.

“Alex was phenomenal in the race and was running the same lap times as the rest of us. For me, that was the best I have ever seen him drive so that gives me massive confidence for the season. I think he’s going to cause a lot of people problems.”

Jon Fogarty -No. 99 GAINSCO Auto Insurance Corvette Daytona Prototype (7th):

"We managed to claw back several positions and that is very helpful when you are looking at a season-long championship. It is probably not a good way to go about basing your performance when your past performances have been so dismal, but we are coming out of here in better shape than we have in years past. I mean, I think we have another race or two on the calendar this season."

Alex Gurney - No. 99 GAINSCO Auto Insurance Corvette Daytona Prototype (7th):

"From where we thought we were going to be after the problems in the middle of the night, it turned out pretty good. As soon as we had a problem, we knew a win was very unlikely so it turned into wanting to get as many points as possible. We didn't want to have a big gap back to the 10 and the 01 teams, the general championship contenders. It was not too bad on that front I guess. We're all happy to finish and move on to the next one."

Darren Law - No. 99 GAINSCO Auto Insurance Corvette Daytona Prototype (7th):

"We had an electrical problem. The motor was cutting in and out, and we had problems with the shift lights. The crew changed the ECU [electronic control unit] and several electronic pieces, but we still had the problem. Because it involved the shift lights, which are contained in the steering wheel, they decided to change the steering wheel. It's not the first thing you think of when you have electronic issues, but after they went through everything and couldn't find the problem they deduced that was the only thing left that it could be.

"As soon as they changed the steering wheel, everything was solved and the car ran flawlessly the rest of the race. The car was competitive, there's not a scratch on the car, we had perfect pit stops and driver changes were good. We had no issues other than that one electrical thing.

"It was a great experience. The GAINSCO guys are a terrific team; it's well-run and the car is well-prepared. The other drivers and I got along like we'd been working together for years and Bob Stallings is such a class act. I was very thankful to be invited to run with them."

Christian Fittipaldi, No. 5 Action Express Racing Corvette DP (8th):

"We were on target after about 2:30-3:00 o'clock in the morning. Exactly where we had planned for, unfortunately, Nelson (Piquet Jr.) had a small off coming out of the pits. That broke our rear suspension and we lost 20, 22 laps with that. That was the end of the race for us. But, things happen I guess. He did it, (Jamie) McMurray did it and Jeff Gordon did it, so at least he is in good company (laughs). When you are running with this caliber of guys like in the car and you are pushing wide open all the time. Our main goal here was to try and beat the Ganassi (cars) so we were doing like qualifying laps one after the other and it happened. It's a shame now I guess from that point on I was already on a 364 day countdown for next year."

Nelson Piquet Jr., No. 5 Action Express Racing Corvette DP (8th):

"It was a fantastic race. Obviously, I did a silly mistake leaving the pits. It was obviously 5:00 am in the morning, new tires, one of those things. I touched the wall barely at the exit and it was enough to bend our rear suspension. We had to come in and change it. It took a bit longer than we expected. It is a shame. First, I need to say sorry to all my teammates Christian (Fittipaldi), Felipe Nasr and Brian Frisselle. Thanks to the team for the invitation it was a great experience. Obviously, I'm going to be back over here in a couple of weeks with NASCAR, but it was a good start of the year for sure."



Filipe Albuquerque, No. 24 Audi Sport Customer Racing/Alex Job Racing Audi R8, GT (1st):

“I knew that I had to do a splash and dash, but I didn’t know if I had to push. I started to have problems with my gears. I had to use the clutch to upshift, which was not good, I was losing time. Then when I saw “Winkie” (Markus Winkelhock) and Rene (Rast) behind me, they were really fast and I knew I would not last long with me having these problems. When I saw the white flag I had a moment in corner one. I had been doing this for 24 hours, but the last corners were so hard to do, it felt like I could miss it. Unbelievable. First time at Daytona, first win.

“When they put me in the car, no one really believed we could win. We were one lap down with two and half hours to go. I just drove every lap like qualifying. I didn’t care about the car, about the tires, about anything. I was flat out.”

Dion von Moltke, No. 24 Audi Sport Customer Racing/Alex Job Racing Audi R8, GT (1st):

“This is unbelievable. That drive by Felipe (Albuquerque) over the last two and half hours was the best drive I’ve ever seen in a race car driver by far. We thought we were down and out. We were down by a lap and we thought we had no chance. But Felipe put us here, with great support by Alex Job and Audi.

“I’m completely speechless. With more than two and half hours to go we got a penalty for avoidable contact and went a lap down. We thought we were down and out but we kept fighting, we kept digging, we kept trying to find any way, and Filipe (Albuquerque) probably put in the best drive I've ever seen a race car driver do in my life, and that's what it really takes to win this race, and to pull it off is really special.

“It was going to be close on fuel and when we had to come in for a splash we thought “oh no” but we came back out in the lead and the whole team just erupted. I’ve never seen an atmosphere like that.

“I’ve got a great relationship with Audi and I’m thrilled to be a part of their first win here at the Daytona International Speedway. To get to drive with these three guys was a great experience they have already become some of my best friends in two weeks. They really are some of the best drivers I've ever got the honor to work with.

“I’ve always really enjoyed and loved driving for Alex (Job). Everyone on the team really gets along, and I've always said chemistry is the most important part of winning any race, especially Sebring or Daytona or Petit or any of those races.

"To be standing here on the podium as a winner at the Rolex 24 at Daytona is quite surreal. I have to say a big thanks to everyone who has helped my career including everyone at PR Newswire. Their backing and support has played a key role in my career so far. Of course that includes everyone at Alex's team and everyone at Audi. We all had one goal this weekend and we all worked together towards that goal."

Alex Job – Team Owner - No. 24 Audi Sport Customer Racing/Alex Job Racing Audi R8, GT (1st):

"It is the first one for Audi at Daytona and I am a part of, hopefully, a long run here," said team owner Alex Job. "The win was a real team victory. My team, combined with the Audi Sport Customer Racing technical support staff – and of course a group of great drivers – made it all work. The Audi clearly had the speed and it was positioned to win."

Rene Rast, No. 52 Audi Sport Customer Racing/APR Motorsport Audi R8, GT (2nd):

"It was a heck of a finish. The last two or three hours I pushed like a sprint race. I had a lot of fights with Ferraris, Audis and Porsches. Everything was fair, but the Audi won by two or three seconds. It's a bit frustrating, but we had a great race. It was great fun, and hopefully, next year again."

Matt Plumb - No. 13 Rum Bum Racing Audi R8 GRAND-AM (7th):

"Our radios weren't working properly throughout the whole race. I think there was a little bit of a language barrier between 'Rum Bum speak' and 'German speak' and the communication got a little tangled at one point in the middle of the night. We just had a miscue with the pace car-once where we didn't pass it when we should have...and then, later in the race-we got penalized because we passed the pace car when we shouldn't have! So we lost time with those penalties, but Joe (Varde, Crew Chief) came up with a scenario where we had a series of smart gambles on how to get the laps back.

"Joe called some strategies and they all worked, and before you knew it we were on the lead lap but then we had to figure out how we were going to make it fuel wise. How it worked out we would have had to stop and fuel and would have finished seventh. As it turned out we still finished seventh but at least we made a go of it."

Joe Varde, Crew Chief - No. 13 Rum Bum Racing Audi R8 GRAND-AM (7th):

"We had a language barrier but I don't think we had any communication issues," said Varde. "We knew what we were talking to each other about, there were just different ways to get there. They (Audi Sport customer racing staff) were great guys to work with and they are going to be my lifetime friends now. Anytime you can do that is something special. We were going to finish seventh, or win, so it was an easy choice."

Klaus Bachler – No. 42 Wright Motorsports/Snow Racing's UIS Porsche GT3 Cup (11th):

"For me it was a really good experience at the 24 Hours at Daytona. John and his guys worked really hard and we had a really good car, and I thank them for that. We were able to fight with the best cars in our class and I think if we hadn't had the bad luck in the night I am quite sure that we would have been on the lead lap at the end. I want to say thank you to Martin and Melanie for their commitment and also Porsche Motorsport for the opportunity to drive in my first 24-hour race. What a better place to do this than Daytona!"

Sascha Maassen – No. 42 Wright Motorsports/Snow Racing's UIS Porsche GT3 Cup (11th):

"I personally think that John Wright and Snow Racing prepared a good car for us. We were running very strong in the beginning. But a 24-hour race is about not having to spend time in the pits, and a problem made us stop too long in the pits. Still, with three rookies on our team we proved that experience is important, but it does not have to be every driver. One old driver is enough!"

Marco Seefried – No. 42 Wright Motorsports/Snow Racing’s UIS Porsche GT3 Cup (11th):

“I agree with Sascha. We had two problems that cost us too much time, but there is nobody to blame for this; such things happen. All the drivers stayed out of trouble and kept the car on track in one piece. The team did a real good job, and we had a competitive car.”

Madison Snow – No. 42 Wright Motorsports/Snow Racing’s UIS Porsche GT3 Cup (11th):

“The race was good. I'm glad we finished because that was half the battle. The sad thing for me is that we were doing so well, and then I woke up to find out we had problems in the night.

“The thing that surprised me the most is how well the car stayed together and how little damage we accumulated throughout the race; just a little bump on the driver’s side was it. I just feel it's very good to finish, because it was my first 24-hour race and we did what we could, though we knew we had such a great car it should have been even better.”

Melanie Snow – No. 42 Wright Motorsports/Snow Racing’s UIS Porsche GT3 Cup (11th):

“That was an experience of a lifetime! There were so many highs and lows, and so many emotions going on throughout the entire 24 hours. Madison and I were so lucky to be able to drive our first 24 Hours of Daytona together and make history doing it. But we were even luckier to have been accompanied by the best co-drivers: Sascha, Marco and Klaus. They were amazing. They all drove so well, or should I say we all drove so well. But more importantly we had fun together and learned so much from this experience.

“Wright Motorsports prepared the UIS-sponsored Porsche for us and they did an outstanding job. We had one of the best cars out there; we just didn't have the luck to go with it. With the field being so competitive, the little mechanicals that we did have cost us dearly. We kept our heads in the game and continued to dig deep until the end. It was the last two laps that we gained another position back and ended up finishing 11th.

“A big thank you goes out to the entire Wright Motorsports/Snow Racing crew for doing such a great job for us. They not only worked for 24 hours straight to keep us rolling out on the track, but they also made us a family. When you work that hard together and are up for over 24 hours straight together in such an intense environment you build a bond. Our crew and drivers bonded and we are a family.

“Thank you to everyone and especially Martin and UIS for supporting Madison and I through this entire experience. It is one I will cherish forever. Madison, you did an outstanding job and I couldn't be prouder, as a mother and a teammate. I know you will rise to the top; your time will come and you will be on that podium in victory lane at Daytona.”

Jeff Segal - No. 61 R.Ferri AIM Motorsport Racing with Ferrari F458 (12th):

“We fought hard to try to get the positions back that we lost very early in the race,” Segal said. “Anytime we poked our heads into the top 15 we had some more trouble of one kind or another. We were all really disappointed that we leave here effectively empty-handed. The electrical issues seemed to be terminal.

“With us out, the focus and emphasis was about cheering on the 69 car,” Segal said. “The AIM team is very strong in terms of engineering, depth and talent. The resources Ferrari has put behind this have been huge as well, so it’s not surprising to see the Ferrari effort running so well. I figured we’d play into it a little bit more, but the 69 guys did a great job.”

Andrew Davis – No. 59 Brumos Porsche 911 GT3 (13th):

“This was a big event for Brumos with Hurley as Grand Marshal. We hoped to provide him a storybook ending, but unfortunately, this year was a real struggle. I can’t say enough about how hard our guys worked. They were here night after night, putting in hours, changing things at our request and it felt like the race was going to reward us for that.

“We have to take this in stride and know it will make us stronger as a team. I am proud of the effort and to be a member of Brumos Racing and to represent the Brumos Companies. I just want to thank everyone for their support and promise we will give them some great results in the future.”

Bryan Sellers – No. 59 Brumos Porsche 911 GT3 (13th):

“It was just a tough 24 hours all around. We faced so much through the course of the race but the guys never lay down. It looked like we were going to fight our way back, but there was just nothing that could be done at the end. A win would have been a great way to honor Hurley, but sometimes things just don’t go your way. We fought hard and had a good opportunity at it, so we can all be proud, take what was learned and get ready to have another run at it next year.”

Leh Keen – No. 59 Brumos Porsche 911 GT3 (13th):

“In 2012 we were dominant and finished 3rd. Although that was special, we were disappointed we didn’t win. This year showed us just how special that podium really was. This race is so grueling! Some come here just to try and finish, but some come here to win.

“Brumos is one of those teams that come to win. It is always tough when we don’t, but today was a bit tougher than we had hoped. Hurley has run 40 of these races and has seen the highs and the lows, but we all understand this is part of the deal. We will just buff out the famous Brumos #59 and get it sparkling again and be on our way to Texas.”

Jean-Francois Dumoulin - No. 72 Vess Energy Services Porsche GT3 / Park Place Motorsports (14th):

“It was a difficult race, like 24-hour races typically are. The Vess Energy Services team was really great. Everybody got along. We started with a little problem, a wheel came loose. There was a jammed lug nut. It’s an incident, nothing major, but other than that we were doing great. Everybody did great. All the drivers did their job. Mike Skeen drove well. Mike Vess just drove better and better. All the drivers did well, so it was really great. On that first stint, the car started to vibrate a little bit. I wasn’t sure why. It had problems turning. Then it started locking up. I thought I had a flat tire, not sure which side. I came in and it turned out to be a wheel nut that came loose. And then it was jammed, so it took a while to take it apart. We fixed the problem right away and we were back on the road.”

Jason Hart - No. 73 Park Place Motorsports/Racing4Research Porsche GT3 (16th):

“This year’s Rolex 24 with Park Place Motorsports and the Children’s Tumor Foundation Racing4Research program kind of exemplified to the families that are supporting us, in the way we raced. We were up against enormous racing opposition, and the theme throughout the entire time was always never quit. We ran race strategy, in order to get laps back, until the end. We were 23 laps back but it didn’t matter to us. We were going to do everything we could to get that finish and every lap we could get back, every spot we could attain.

“I’m bummed because we had the car to win if we didn’t have the adversity that we had. We fought for everything we had. That to me, means something because we don’t have to go through what the families do in their fight with NF. The fight they go through, they never give up and we never give up. It felt like a small win and that’s my big takeaway.”

Daniel Graeff - No. 73 Park Place Motorsports/Racing4Research Porsche GT3 (16th):

“It’s the resiliency of this team and drivers who all dug deep to give us this finish,” said Graeff, who has been a part of all six CTF/R4R Rolex 24 At Daytona driving efforts. “The most important aspect of it is that I had more than one child with NF come up to me and say, ‘Thanks for not quitting.’ So that’s what it comes down to, and ultimately the reward. Yes, I want to win this race, and I want a watch, but I’ll take hearing that any day.”

Patrick Long - No. 73 Park Place Motorsports/Racing4Research Porsche GT3 (16th):

“If people didn’t notice what Park Place Motorsports is yet, they’re going to,” said Long, Porsche’s only American factory driver. “We have to look at what we did, and not what could have been. Getting to the finish for CTF and the NF Heroes was one of our two objectives, but for the other one, it was not our day.

“When the sun was out and everyone had to make their tires live, no one would deny we were as good as anybody. I can’t say ‘the best’ because I didn’t see everyone’s lap times, but I know we were close to the guys who battled at the end. We had a little more grip on the forward drive, and that’s a testament to John Horton and the engineering side.

“Sometimes you go into a 24-hour race and you hit all your marks but you don’t have a competitive car, so even if you don’t have any issues, you wouldn’t have had a chance to battle at the end. So, we take some consolation that our car was as fast as anybody’s at the end. I mean, literally, it was not hard to get pulled into some of those battles. But, the guys who won, they were on the lead lap at the end. And, for us, it was all about finishing for these kids, our NF Heroes who have had many days like we just had and will have many more. So there’s a greater purpose here than just glory and fame. These kids ground you and humble you and remind you what it’s about and it’s just great to be around them.

“In our first stint of the race, we had a car today and we were just trying to play it smart and manage tires and protect the car and drive with that ultimate respect and maturity and, just as racing sometimes deals you the cards, the tire on the right-front side of the car came loose. We don’t know why, but it certainly was a little bit of a bummer. From there, some penalties just sort of took us out of the running. But this team never gave up.

“For Park Place to have two cars come across the finish line in its first attempt, I think it’s going to become a household name in motorsports. It wasn’t the best possible debut, but I think a lot of people are going to know about Park Place, here, very soon.”

Patrick Lindsey - No. 73 Park Place Motorsports/Racing4Research Porsche GT3 (16th):

“It was certainly a new experience for us. It’s a new team in name, but with a lot of experience. Luckily we had that, because we had a lot of bad things happen. But like our NF Heroes, we can’t give up, and we can’t lose hope. We went on and fought really hard. We have always shown our speed but we didn’t have the finish we wanted.”

Spencer Pumpelly - No. 73 Park Place Motorsports/Racing4Research Porsche GT3 (16th):

“This team was just fantastic. I’m really proud of all the guys and all the work they put into the car. The car was mechanically very sound. Speed-wise on the track, it had the base to run with anybody. It’s a really good group of guys and I’m really proud of what they were able to accomplish and I am really proud to have been a part of it. I think we had a couple of bad-luck incidents that kept us from being competitive for the overall win or getting to the podium. But, I think everyone learned, everyone is going to take away some positives from this. And it was great to be able to support all the CTF Heroes.

“It’s great. We knew the whole time we had support from hundreds of kids out here at the track and thousands of others throughout the U.S. and that was a big deal for us, especially when the car had the accident and we lost a lot of time. It would’ve been easy to say let’s just go ahead and park it for the night, we’re out of this. But, knowing we had all this support, we knew all along that we were performing for a

greater cause than just our own personal enjoyment. We persevered and it was great to get to the end and see all the people at the finish.”

Henrique Cisneros, MOMO owner/driver No. 30 MOMO NGT Motorsports Porsche GT3 (25th):

“Overall, I think the team did a fantastic job. We’ve shown that we were the fastest car out there. We had the best car out there. We’ve been working very hard in the last year, and specifically in endurance racing, to compete in world-class 24 hour races, such as Daytona. You can’t say enough about the team and how strong we were out there. Unfortunately, Lady Luck was not with us today. We had a suspension failure that no one could have predicted. Up until then, the car did not have scratch on it. Every driver did their job exactly how they were supposed to and we were going for the win. It’s very disappointing, but in the end, we are all leaving with our heads held up, knowing that we did a fantastic job and we’ll be back for next year.”





David Donohue, No. 16 Napleton Racing Porsche Cayman, GX (1st):

“It’s been a long time. I won this race in 2009, albeit in a different class. New class with new cars – I was in the inaugural DP race, but didn’t win that one. Napleton Racing’s Ron Barnaba and Mike Colucci are long-time old friends, and Shane Lewis picked this early on and handed it off to me. Also Jim Norman and Nelson Canache did a great job.

“We did push pretty hard for a long time through the night,” Donohue said. “I wasn’t pushing towards the end, obviously, but I think it’s a testament to Porsche and the Cayman. Each of these cars in our class was independently built by small shops and Napleton is probably the biggest shop because it’s actually a Porsche dealership.

“For us it was a race of preparation. Our guys did a superior job when this program was conceived in early November of building a car, making it reliable and keeping the stock parts – which are surprisingly many, many stock parts on this car – where they needed to be. The proof is in the pudding.”

Shane Lewis, No. 16 Napleton Racing Porsche Cayman, GX (1st):

“This is unbelievable. Two 24-hour wins in one month (he earlier won at Dubai), and there’s nothing sweeter than winning the Rolex 24 At Daytona. Awesome, and if it wasn’t for some pit-lane violations and a couple of minor on-track incidents we would have had the cleanest run that I think anybody has had at the Rolex 24 for a long time.

“It’s a testament to these guys. When I say they started this project in November and it was 24/7, it was 24/7. When they left the Roar, the flu goes around and everything, every single one of them got sick, every one, and yet they were in the shop every single day working on the car.”

Claudio Burtin, Team Owner - No. 17 FOAMETIX/Z-Value Porsche GT3 (10th):

“We learned how to finish at Indy. Now we finished at Daytona and we finished top 10. This was a great effort by everybody. Martin, Mario, Robert, Jack and the Goldcrest crew did a fantastic job. The car is hit and beat up but they kept it together and in true form, ‘Frankensteina’ finished. The heavens were shining on us this weekend. My mother came out and blessed everything. It’s amazing it stayed together.”

(“Frankensteina” is the affectionate nickname the FOAMETIX team has for the No. 17 because the car is made up various chassis, tub and body and suspension components from several different years and models of Porsche GT3s. The Porsche even carries a logo and insignia of its namesake on the right rear quarter panel and front fender of the car.)

Jack Baldwin - No. 17 FOAMETIX/Z-Value Porsche GT3 (10th):

“When the fog hit early in the morning, it really needed to be a caution period. You couldn’t see very far at all. They did the right thing. When the fog burned off, I brought the car in. I was there for the transition stint, moving from night to day. When the car is hard to drive and there are issues like fog or rain, they come and get Jack. I don’t know if that’s good or bad, but I don’t mind.

I appreciate being a part of the team. I think Goldcrest Motorsports did a great job preparing the car and the drivers did a great job all weekend. I applaud Claudio for six years in a row of bringing a car to the Rolex. You have to give Claudio Burtin and FOAMETIX a lot of credit for that. It’s been a long road for all of us.”

Martin Ragginger- No. 17 FOAMETIX/Z-Value Porsche GT3 (10th):

“We were fighting with a 3.8 liter engine and the car is a little bit older. I think we were one lap behind until the night. Before we had the problem we were P5, so we were right there. The problem started with the gearbox, and then in the banking we were hit by the Turner BMW and the axle broke. So, we had some problems with a few things. We finished well and it’s a success for the team to finish with this car in the top 10. We’ve never did this in six years. Now it’s time for a new car!”



ROLEX AT DAYTONA 24

Race Stats (Provided by GRAND-AM)

DP 1st: Memo Rojas/Scott Pruett/Juan Pablo Montoya/Charlie Kimball, No.01 TELMEX BMW/Riley

DP 2nd: Max Angelelli/Jordan Taylor/Ryan Hunter-Reay, Velocity Worldwide Corvette DP

DP 3rd: John Pew/Ozz Negri/AJ Allmendinger/Justin Wilson/Marcos Ambrose, No. 60 Michael Shank Racing Ford/Riley

GT 1st: Filipe Albuquerque/Dion von Moltke/Oliver Jarvis/Edoardo Mortaro, No. 24 Alex Job Racing/Audi Customer Racing WeatherTech Audi R8

GT 2nd: Frank Stippler/Rene Rast/Marc Basseng/Ian Baas No. 52 Audi Sport Customer Racing/APR Motorsport Audi R8

GT 3rd: Emil Assentato/Nick Longhi/Anthony Lazzaro/Mark Wilkins, No. 69 AIM Autosport Team FXDD Ferrari 458 Italia

GX 1st: Shane Lewis/David Donohue/Jim Norman/Nelson Canache, No. 16 Napleton Racing/Calcium Pro/Visit Venezuela/Home Wrecking Racing Porsche Cayman

GX 2nd: Darryl O'Young/Dan Rogers/James Clay/Seth Thomas/Karl Thomson, Bullet Racing Porsche Cayman

GX 3rd: Lee Davis/Ryan Eversley/Jeff Mosing/Eric Foss/John Tecce, No. 38 BGB Motorsports/Luna-C Clothing/Mosing Motor Cars Porsche Cayman

Margin of Victory: 21.922 seconds (DP); 1.476 seconds (GT); 10 laps (GX)

Average Speed: 105.122 mph (DP); 100.518 mph (GT); 94.068 mph (GX)

Cautions: 16 for 121 laps







UNOFFICIAL RESULTS

Rolex 24 at Daytona

Sorted on Laps

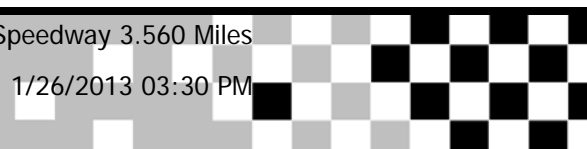
Rolex

Daytona Int'l Speedway 3.560 Miles

Grand-Am Rolex Race

1/26/2013 03:30 PM

Race (24:00:00 Time) started at 15:32:43



| Pos | No. | Class | PIC Name | Laps | Total Tm | Diff | Best Tm | In Lap | Best Speed | Car | Team | Comment |
|-----|-----|-------|-------------------------------------|------|--------------|----------|----------|--------|------------|------------------|-----------------------------------|--------------|
| 1 | 01 | DP | 1 Pruet/ Rojas/ Pablo Montoya. | 709 | 24:00:37.699 | | 1:41.327 | 180 | 126.482 | BMW Riley | Chip Ganassi Racing with Felix S | |
| 2 | 10 | DP | 2 Angelelli/ Taylor/ Hunter-Reay | 709 | 24:00:59.621 | 21.922 | 1:42.024 | 56 | 125.618 | Corvette DP | VelocityVW | |
| 3 | 60 | DP | 3 Pew/ Negri Jr/ Allmendinger/ | 709 | 24:01:33.284 | 55.585 | 1:42.051 | 5 | 125.584 | Ford Riley | Michael Shank Racing | |
| 4 | 9 | DP | 4 Rockenfeller/ Frisselle / Fittip | 708 | 24:00:51.590 | 1 Lap | 1:41.830 | 69 | 125.857 | Corvette DP | Action Express Racing | |
| 5 | 90 | DP | 5 Garcia/ Westbrook/ Taylor/ G | 697 | 23:54:00.332 | 12 Laps | 1:42.279 | 366 | 125.304 | Corvette DP | Spirit of Daytona Racing | |
| 6 | 2 | DP | 6 Dalziel/ Popow/ Bourdais/ Mcl | 696 | 24:02:19.341 | 13 Laps | 1:42.147 | 70 | 125.466 | Ford Riley | Starworks with Alex Popow | |
| 7 | 99 | DP | 7 Fogarty/ Gurney/ Gidley/ Law | 695 | 24:01:22.636 | 14 Laps | 1:41.928 | 255 | 125.736 | Corvette DP | GAINSCO/ Bob Stallings Racing | |
| 8 | 5 | DP | 8 Frisselle/ Piquet Jr/ Nasr/ Fitti | 688 | 24:01:02.626 | 21 Laps | 1:42.306 | 372 | 125.271 | Corvette DP | Action Express Racing | |
| 9 | 24 | GT | 1 Albuquerque/ Jarvis/ Mortara. | 678 | 24:00:44.329 | 31 Laps | 1:48.336 | 493 | 118.299 | Audi R8 GRAND-AM | Audi Sport Customer Racing/ AJF | |
| 10 | 52 | GT | 2 Stippler/ Rast/ Baas/ Basseng | 678 | 24:00:45.805 | 31 Laps | 1:48.316 | 233 | 118.320 | Audi R8 GRAND-AM | Audi Sport Customer Racing/APR | |
| 11 | 69 | GT | 3 Assentato/ Stanton/ Longhi/ L | 678 | 24:00:59.862 | 31 Laps | 1:48.648 | 291 | 117.959 | Ferrari 458 | AIM Autosport Team FXDD with I | |
| 12 | 63 | GT | 4 Balzan/ Pier Guidi/ Frezza/ Be | 678 | 24:01:31.504 | 31 Laps | 1:48.213 | 482 | 118.433 | Ferrari 458 | Scuderia Corsa Michelotto | |
| 13 | 44 | GT | 5 Potter/ Lally/ Lietz/ Armino | 678 | 24:01:33.855 | 31 Laps | 1:48.378 | 296 | 118.253 | Porsche GT3 Cup | Magnus Racing | |
| 14 | 23 | GT | 6 MacNeil/ Bleekemolen/ Holzer | 678 | 24:01:52.104 | 31 Laps | 1:48.846 | 293 | 117.744 | Porsche GT3 Cup | Alex Job Racing | |
| 15 | 13 | GT | 7 Plumb/ Biela/ Haase/ Winkelh | 677 | 23:58:55.307 | 32 Laps | 1:48.357 | 480 | 118.276 | Audi R8 GRAND-AM | Audi Sport Customer Racing/Rur | |
| 16 | 56 | GT | 8 Kauffman/ Aguas/ Waltrip/ Bc | 677 | 24:00:50.353 | 32 Laps | 1:48.429 | 405 | 118.197 | Ferrari 458 | AF - Waltrip | |
| 17 | 03 | GT | 9 Sharp/ van Overbeek/ Brown/ | 673 | 24:01:19.064 | 36 Laps | 1:49.271 | 294 | 117.286 | Ferrari 458 | Extreme Speed Motorsports | |
| 18 | 17 | GT | 10 Ragginger/ Baldwin/ Burtin/ F | 672 | 24:02:17.599 | 37 Laps | 1:49.368 | 216 | 117.182 | Porsche GT3 Cup | Burtin Racing with Goldcrest Mot | |
| 19 | 62 | GT | 11 Snow/ Snow/ Maassen/ Seefr | 668 | 24:00:39.029 | 41 Laps | 1:48.638 | 484 | 117.970 | Porsche GT3 Cup | Snow Racing/Wright Motorsports | |
| 20 | 51 | GT | 12 Lacey/ Figge/ Bell/ Farano/ Er | 667 | 24:01:58.048 | 42 Laps | 1:49.992 | 183 | 116.518 | Audi R8 GRAND-AM | APR Motorsport Ltd.UK | |
| 21 | 42 | DP | 9 Pagenaud/ Cameron/ Nonnan | 664 | 24:01:25.854 | 45 Laps | 1:42.095 | 4 | 125.530 | BMW Riley | Team Sahlen | |
| 22 | 59 | GT | 13 Keen/ Davis/ Lieb/ Sellers | 663 | 23:45:13.021 | 46 Laps | 1:48.914 | 324 | 117.671 | Porsche GT3 Cup | Brumos Racing | |
| 23 | 72 | GT | 14 Vess/ Cole/ Phipps/ Dumoulin | 657 | 24:01:43.392 | 52 Laps | 1:49.301 | 301 | 117.254 | Porsche GT3 Cup | Park Place Motorsports | |
| 24 | 45 | GT | 15 Carter/ Boden/ Putman/ Espe | 656 | 24:02:07.552 | 53 Laps | 1:49.527 | 350 | 117.012 | Porsche GT3 Cup | Magnus Racing | |
| 25 | 73 | GT | 16 Lindsey/ Long/ Hart/ Pumpell | 653 | 24:01:43.381 | 56 Laps | 1:48.872 | 409 | 117.716 | Porsche GT3 Cup | Park Place Motorsports | |
| 26 | 16 | GX | 1 Donohue/ Lewis/ Norman/ Ca | 635 | 24:01:53.687 | 74 Laps | 1:55.269 | 213 | 111.183 | Porsche Cayman | Napleton Racing | |
| 27 | 78 | GT | 17 Fuentes/ Perez de Lara/ Cam | 634 | 24:00:58.492 | 75 Laps | 1:53.560 | 456 | 112.857 | Mazda RX-8 | Racers Edge Motorsports | |
| 28 | 94 | GT | 18 Auberlen/ Dalla Lana/ Johnso | 631 | 24:01:44.626 | 78 Laps | 1:49.062 | 190 | 117.511 | BMW M3 | Turner Motorsport | |
| 29 | 80 | GT | 19 Haacker/ Collins/ Fogg Jr/ Wa | 627 | 24:01:27.250 | 82 Laps | 1:51.019 | 253 | 115.440 | Porsche GT3 Cup | Truspeed Motorsports | |
| 30 | 22 | GX | 2 O'Young/ Rogers/ Clay/ Thom | 625 | 24:01:11.813 | 84 Laps | 1:59.331 | 367 | 107.399 | Porsche Cayman G | Bullet Racing | |
| 31 | 66 | GT | 20 Keating/ Farnbacher/ Wittmer | 622 | 23:57:15.712 | 87 Laps | 1:49.519 | 204 | 117.021 | Porsche GT3 Cup | TRG | |
| 32 | 61 | GT | 21 Papis/ Segal/ Vilander/ Fisich | 614 | 22:52:32.677 | 95 Laps | 1:48.141 | 486 | 118.512 | Ferrari 458 | R.Ferri/Aim Motorsport Racing w | |
| 33 | 38 | GX | 3 Davis/ Eversley/ Mosing/ Foss | 614 | 24:01:12.362 | 95 Laps | 1:55.916 | 354 | 110.563 | Porsche Cayman G | BGB Motorsports | |
| 34 | 3 | DP | 10 Davidson/ Lamy/ Minassian/ S | 612 | 22:47:23.191 | 97 Laps | 1:42.225 | 115 | 125.371 | Corvette DP | 8 Star Motorsports | |
| 35 | 19 | GT | 22 Thomas/ Salazar/ Costabal/ H | 610 | 24:01:47.348 | 99 Laps | 1:50.835 | 296 | 115.631 | Porsche GT3 Cup | Muehlner Motorsports America | |
| 36 | 57 | GT | 23 Liddell/ Edwards/ Magnussen, | 595 | 21:32:13.243 | 114 Laps | 1:49.293 | 60 | 117.263 | Camaro GT.R | Stevenson Motorsports | |
| 37 | 02 | DP | 11 Pruet/ Franchitti/ McMurray/ | 594 | 20:17:34.779 | 115 Laps | 1:41.177 | 293 | 126.669 | BMW Riley | Chip Ganassi Racing with Felix S | |
| 38 | 64 | GT | 24 Longo/ Negrão/ Serra/ Matos | 576 | 24:01:54.568 | 133 Laps | 1:48.736 | 340 | 117.863 | Ferrari 458 | Scuderia Corsa Michelotto | |
| 39 | 30 | GT | 25 Cisneros/ Edwards/ Giermazia | 535 | 20:05:37.188 | 174 Laps | 1:47.983 | 493 | 118.685 | Porsche GT3 Cup | MOMO/NGT Motorsport | Steering |
| 40 | 50 | DP | 12 de Quesada/ Pace/ Defoor/ Bi | 517 | 20:14:45.460 | 192 Laps | 1:43.376 | 7 | 123.975 | BMW Riley | Highway to Help | Crash Damage |
| 41 | 6 | DP | 13 Cumming/ Valiante/ Yacaman | 508 | 17:31:47.769 | 201 Laps | 1:42.123 | 4 | 125.496 | Ford Riley | Michael Shank Racing | |
| 42 | 67 | GT | 26 Krohn/ Jonsson/ Collard/ Dun | 451 | 15:45:34.218 | 258 Laps | 1:49.848 | 209 | 116.670 | Porsche GT3 Cup | TRG | |
| 43 | 8 | DP | 14 Ardagna/ Charouz/ Bellarosa/ | 441 | 18:05:02.697 | 268 Laps | 1:42.308 | 337 | 125.269 | Ford Riley | Starworks Motorsport | |
| 44 | 43 | DP | 15 Sahlen/ Drissi/ Nonnamaker/ | 422 | 19:16:39.998 | 287 Laps | 1:43.457 | 29 | 123.878 | BMW Riley | Team Sahlen | |
| 45 | 20 | GT | 27 Visconde/ Lundardi/ Junior/ F | 386 | 14:17:01.034 | 323 Laps | 1:49.897 | 249 | 116.618 | Porsche GT3 Cup | Dener Motorsports | |
| 46 | 21 | GT | 28 Kanaan/ Barrichello/ Giuffone. | 352 | 12:07:12.221 | 357 Laps | 1:49.845 | 207 | 116.673 | Porsche GT3 Cup | Dener Motorsports | |
| 47 | 27 | DP | 16 Anassis/ Massari/ Kasemets/ I | 304 | 13:00:44.990 | 405 Laps | 1:44.389 | 231 | 122.772 | Ford Riley | BTE Sport | |
| 48 | 77 | DP | 17 Lowe/ Bennett/ Braun/ Tracy/ | 286 | 9:22:08.707 | 423 Laps | 1:42.628 | 168 | 124.878 | Ford Dallara | Doran Racing | |
| 49 | 68 | GT | 29 Lewis/ Michaelian/Van De Laa | 284 | 10:18:53.717 | 425 Laps | 1:50.910 | 236 | 115.553 | Porsche GT3 Cup | TRG | |
| 50 | 18 | GT | 30 Thomas/ Siedler/ Estre | 228 | 7:51:02.982 | 481 Laps | 1:49.855 | 80 | 116.663 | Porsche GT3 Cup | Muehlner Motorsports America | |
| 51 | 32 | GT | 31 Tandy/ Christensen/ Konrad/ | 181 | 6:12:56.464 | 528 Laps | 1:48.038 | 176 | 118.625 | Porsche GT3 Cup | Konrad Motorsport/ Orbit | Crash Damage |
| 52 | 31 | GT | 32 Curran/ Davis/ Aschenbach | 136 | 22:49:24.058 | 573 Laps | 1:50.860 | 27 | 115.605 | Corvette | Marsh Racing | Fuel Cell |
| 53 | 70 | GX | 4 Hinchcliffe/ Tremblay/ Long/ I | 51 | 1:50:36.703 | 658 Laps | 2:01.467 | 29 | 105.510 | Mazda 6 GX | Mazdaspeed/Speedsource | |
| 54 | 25 | GX | 5 Whitis/ Carbonell/ Long/ O'Dc | 45 | 1:41:23.285 | 664 Laps | 2:01.461 | 25 | 105.515 | Mazda 6 GX | Freedom Autosport/Speedsource | |
| 55 | 87 | GT | 33 Heylen/ Ave/ Smith / Peterso | 44 | 1:31:32.323 | 665 Laps | 1:50.491 | 28 | 115.991 | Viper | Vehicle Technologies | |
| 56 | 00 | GX | 6 Miller/ Nunez/ Terada/ Vautie | 33 | 4:13:27.847 | 676 Laps | 2:02.721 | 3 | 104.432 | Mazda 6 GX | Visit Florida Racing/Speedsource. | |
| 57 | 93 | GT | 34 Marsal/ Schaldach/ Martin/ Pr | | | | | 0 | - | BMW M3 | Turner Motorsport | |

| | | | | |
|-------------------|------------|-------------|------------|---|
| Margin of Victory | Avg. Speed | Best Lap Tm | Best Speed | Best Lap by |
| 21.922 | 105.122 | 1:41.177 | 126.669 | 02 - Pruet/ Franchitti/ McMurray/ Hand/ Dix |

Chief of Timing & Scoring

Orbits

Race Director

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