



Team And Driver Tid Bits

A collection of quotes and notes provided by several Daytona Prototype teams

#99 GAINSCO Auto Insurance Pontiac Riley

Bob Stallings, co-driver/owner: "I think we've got what it takes to be around at the finish of this race, and that's what matters at this point. I'm totally stoked that we've been so quick and competitive all weekend. Now we've got to go the distance twice around the clock, and that's definitely THE biggest challenge. You race the clock here, not the other cars."

Alex Gurney, co-driver: "Traffic is going to be key. Starting close to the front of the pack will, I think, help us avoid anything that might go wrong in the pack early in the race. We, as the drivers of the GAINSCO machine, need to remember that it's a long haul, and staying out of trouble will be critically important to putting together a strong finish."



#10 SunTrust Pontiac-Riley

The SunTrust car was the only Daytona Prototype participating in Friday's qualifying and easily qualified in the number one spot against the GT class cars. **Max Angelelli** clocked a time of 1:45.702 at 121.247 mph, enabling the SunTrust team to claim the 27th-starting position, after the first 26 positions were set in Thursday's qualifying.

"Because of the circumstances, we checked the car and just tried to run fast," explained Angelelli. "We treated it more like a warm up [than a qualifying event]. It was very relaxed."

"We were the only Daytona Prototype out there, so we treated it like a practice session," said **Bill Riley**, owner of Riley Technologies, who spearheads the No. 10 SunTrust Pontiac Riley team effort. "We made some changes to the car and made some gains, so we're pretty happy about it."

#75 Krohn Racing Pontiac Riley

Krohn Racing is set to debut in tomorrow's Rolex 24 despite early weekend engine woes. The engine problem forced the Houston, Texas-based race team to forgo much of Thursday's practice and qualifying. Because they did not turn a lap in official qualifying they will start at the back of the Daytona Prototype (DP) grid, 31st overall in the field of 67.



Tracy Krohn, owner/ driver: (about his strategy for starting at the rear of the DP field): "It's a survival strategy. Been there, done that. It's just a matter of keeping your head about you and making sure you don't have any contact."

"A full season in the car is a huge advantage over where I was last year. We know how the car performs and now it is just making the different adjustments. This isn't any different than the start last year except we have a year's worth more of experience."

(About debuting his team this weekend in the Rolex 24): "You put a team together and achieve. The team makes it happen and so far, the team is making it happen. We're certainly not the fastest car out there; we're certainly not the slowest car. It is an engine and tire management issue from here on out. We just need to sure we manage the car for a long distance race and I think we know how to do that. I like our chances."

Nic Jönsson, driver: "We decided not to go do the qualifying session yesterday which I think was a very good decision on the team's part. We got a new motor in there, a new transmission and everything seems to be OK. I don't think we have the top speed that some of the cars have but the key here is to keep your head cool and your nose clean. You just can't do anything stupid the first 20 hours. Just go out there and stay on the lead lap and go racing the last four hours. I think unless you qualify in the top two or three rows it is probably better to be in the very back. I'll bet you there will be a caution in the first three laps. I think you're going to see a lot of wheel-to-wheel racing tomorrow early on that we really don't want to be a part of."

Jörg Bergmeister, driver: "When we were running in the GT class we were basically pushing all race long and not worrying about the equipment too much. With the DP you have to be a little careful and take care of the car and just stay on the lead lap. Then it will be in the last hour that you really start pushing."

Colin Braun, driver: "I had a lot of laps at the test. We had a few problems this weekend but we got a good setup in the test. It should be good and I'm really looking forward to it. Going fourth, I'm sure I'll have a good idea of what the car was like in the first stint and the second

and third and then it will be all different by the time I get in. Honestly, going fourth is a little different. It is like you are getting in the car in the middle of a practice session or something. You don't have the nerves of the start you just jump in and are racing."

60 Flight Options Lexus/Riley

"After the way things went in testing and in the first part of this weekend, we were confident heading into this race, and being so quick in the final practice I think shows we have good reason to be," said team owner **Mike Shank**. "Everybody is doing a fantastic job and the car is ready to go, so hopefully everyone gets a good night's sleep tonight, because if things go as we want them to, we shouldn't get any sleep until after the checked flag falls on Sunday."

"This is a big event for us," said Shank. "It's such a difficult thing to win this race, you have to have everything go right for you for twenty-four hours straight. I think the fact that there are so many superstars from all over the sport here to try and win it shows just how much people want to take this win, and hopefully we can get through the night without any issues and be in a position to race to the finish."

#11 Tuttle Team Racing/SAMAX BMW-powered Riley

Brian Tuttle has one goal in the Rolex 24 – to drive as many hours as possible to gain points toward the Jim Trueman Award, presented to the top sportsman driver in the Rolex Sports Car Series Daytona Prototype class. "I'm really working hard to win that award because the winner gets a trophy in Daytona USA with their name on it," he explained. "So for the next 20 years, I could bring my kids and my kids' kids up there and say, 'I won that award.'"



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Boris Said: "I'm really happy. It's a great car. And I've always been a big fan of Kyle Petty (his co-driver). To see all these different drivers from all these different backgrounds just walking around the pits, there's no other race in the world where you can see this many drivers and past champions."

"Three years ago when I ran this race with the Daytona Prototypes there was five cars and all the chatter was bad mouthing the series (but) this is going to be the premier road racing series in America."

Kyle Petty: "Like Boris said, I was here when they ran five prototypes and it was not a pretty sight for a lot of people. But Jim France had a plan and stuck with it and I think it is obvious that it paid off. This race was the premier sports car event in America. It has finally returned back to the glory that it had one time and hopefully it'll be able to sustain it for years to come."

#09 Spirit of Daytona Racing Pontiac-Crawford

Doug Goad, co-owner/co-driver: "The car is not hard to drive right now, we just want it consistent like this for the race. Our goal is to still be on the track at noon on Sunday. During qualifying we had the DP setup for the 24 Hour race conditions, as long as we turn laps consistently, we will still be racing throughout the night and into the morning."

Larry Oberto: "Let's just say the trust factor is very low with the other cars on the track. I was able to get some good laps in the car, but it is super busy," commented Oberto. The Seattle native will be racing with the Spirit of Daytona for the remaining season. "This is a quality team and we have a quality car."

Bobby Labonte: "The car is doing good right now, I wish we had a chance to test during the Daytona Test Sessions (earlier this month) but right now things are good. I am excited to be back at the 24."

#23 Alex Job Racing / Emory Motorsports Porsche-Crawford

Lucas Luhr: "The car was really good and the weather conditions could not have been better for our pole run. I went out early and was with some fast cars that were behaving and was able to turn a pretty good time. A few laps later, when my tires started to come in, I was held up by a couple of guys. I had a few more tenths in the car and I really would have liked to get back into the 43's but the pole is a good result. We need to focus (now) on getting a good setup on the car so we can maximize our opportunities in traffic."



Alex Job: "This is a nice reward for the team. We have been working really hard to get this unproven PorscheCrawford package debugged for our run at the 24. The pole is nice but the payout we are looking for is Sunday at noon."