

Racing History Today

Vol. 1 Issue 2





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IMRRC

INTERNATIONAL MOTOR RACING
RESEARCH CENTER

IMSA Transitions from DPi to LMDh/GTP

Petit Le Mans at Michelin Road Atlanta

October 2022

By Luis A. Martínez

Road Atlanta, GA, October 1, 2022– Let's begin with the alphabet. There have been a series of changes recently that leave the racing fan longing for an updated dictionary or a new glossary of racing terms. Can someone create a 'Wikipedia' of racing classifications? The substance contained in acronyms such as DPi, LMDh, GTP and older ones like GTLM and GTD, while puzzling, are an attempt by the International Motor Sports Association (IMSA) to demonstrate the objective of each class and description of the given series. Daytona Prototype International, DPi, has just concluded six seasons and 58 exciting races. The 25th annual Motul Petit Le Mans at Michelin Raceway Road Atlanta was the final race for DPi cars in the

Why all the fuss? What's so noteworthy about the DPi? A few opinions were gathered by IMSA Wire Service about the super-fast DPi cars: "It's such an amazing car," explains Juan Pablo Montoya, winner in Formula 1, Indy Car, NASCAR and Champ Car: "It reminds me of driving a Formula 1 car. You can hustle it around and you still have to manage it." IMSA Wire Service also informs how Jimmie Johnson, the seven-time NASCAR Cup Series champ, praises the DPi. Referring to his driving stint of the No. 48 Ally Cadillac DPi-V.R at Watkins Glen International, Johnson reflected: "In one of these DPi Cadillacs, the pace and effort you have to drive around that racetrack is quite impressive, especially comparing it to my days in NASCAR," Johnson said. "In some of the braking zones, the

17 with the 1,000 Miles of Sebring in Florida (not to be confused with the Mobil 1 Twelve Hours of Sebring on March 18). The racing calendar for Cadillac also includes participating in the 24 Hours of Le Mans on June 10-11, 2023.

Cadillac has been dominant in the DPi class with 27 total wins in 58 races. Cadillac also secured three team championships and three manufacturer titles. Other manufacturers in the fray have included Acura (16 wins from 2018-present), Mazda (seven wins from 2017-21) and Nissan (four wins from 2017-19).

The new Cadillac GTP is built by Dallara in Italy. The heart of the machine is a double-overhead camshaft 5.5-liter naturally aspirated V8. GM Racing is responsible for the power plants, which have previously been supported by Earnhardt Childress Racing. At the Petit Le Mans, piloting the #01 Cadillac DPi-V.R, Renger van der Zande

IMSA WeatherTech SportsCar Championship.

This change in classification was the result of collaborative work involving sanctioning bodies who have replaced the DPi class - the most technically advanced sports racing cars - with a new type of car known as the Le Mans Daytona hybrid (LMDh). The decision to move in this direction is supported by IMSA and the Automobile Club de l'Ouest (ACO) in Europe. For 2023 these organizations are coordinating a series of nine races in the IMSA schedule. Their work brings to a close the DPi era of the IMSA WeatherTech SportsCar Championship. As part of the desired result, LMDh cars will also compete in the top class of the Fédération Internationale de l'Automobile (FIA's) World Endurance Championship (WEC), which includes the 24 Hours of Le Mans in 2023.

Comfortable with the new glossary? Well, the LMDh-hypercar label didn't last long - LMDh, which also goes by the rubric 'hypercar' for the FIA's WEC in 2023, has been renamed - now it's the Grand Touring Prototype (GTP) for IMSA events. The new elements of this classification combine hybrid race cars and global competition in the 2023 season.

Bus Stop and the Carousel, it's just mind-blowing how fast these cars can travel through those tight little areas."

The Petit Le Mans event at Road Atlanta on October 1, a 10-hour final épreuve for five IMSA classifications threw a final checkered flag for DPi cars yielding the track to the next generation of top-tier prototypes - the IMSA GTP class for 2023. The racing season for 2023 will commence at the 61st Rolex 24 Hours at Daytona on January 28-29. Cadillac Racing will enter two full-season Cadillac V-LMDh cars in the GTP class. Additionally, the Cadillac V-LMDh will compete in the WEC.

Cadillac is the sole U.S.-based manufacturer who will field an entry in the GTP class of the FIA WEC in 2023. The WEC season for 2023 begins March

commented on how the car's smooth profile draws adoring fans: "When I meet people who don't follow motorsports and I show them a picture of our car, they're always amazed! They're like, 'Wow, that's a spaceship!'" Van der Zande has shared driving stints with Sébastien Bourdais and Scott Dixon.

But where did the notion of 'Daytona Prototype' originate? According to Autopedia: "A Daytona Prototype is a type of sports prototype racing car developed specifically for the Grand American Road Racing Association's (GARRA) Rolex Sports Car Series as their top class of car, which replaced their main prototype racing class. They are named after the main series event, the Rolex 24 at Daytona."





2006 24 Hours of Daytona winning Chip Ganassi Lexus-Riley Gen 1 Daytona Prototype driven by Scott Dixon, Casey Mears and Dan Wheldon.
Photo by Chris Harris

Remembering the original Daytona Prototypes, beginning with the first generation in 2003, there followed a second generation in 2008 and a third generation in 2012. The current generation began in 2017 when the cars were rebranded to DPi. Engine sizes have remained 5.5 Liters maximum for normally aspirated, 3.5 L for forced induction and 2.5 L for diesel engines. Transmissions allowed are 6-speed sequential manual transmissions below 4.5 L displacement and 5 forward gears (maximum) above 4.5 L engines. A minimum weight of 2,057 lbs. and power up to 580 HP have propelled the DPis to 200mph.

Ricky Taylor said about the new GTP: "It came from the Daytona Prototype, which had some level of manufacturer styling to a little bit more with the DPi, and then evolving into the full-fledged LMDh/GTP era. It's a good step." It may in fact be a massive step.

Racer magazine explained in June 2022: "Porsche was first in December [2021] with its Multimatic-built twin-turbo V8. BMW revealed its Dallara-built M Hybrid V8. Acura, which has posted teaser images of its new ARX-06 prototype, formally presented the car to the public in [late summer 2022]." All those marques presented their fantastic cars for all to see at the paddock in Michelin Road Atlanta on Saturday, October 1. Those GTPs stayed at Road Atlanta until two days after the Petit Le Mans, when the cars were tested on track.

But these cars are technologically more complex than the DPis. Racer magazine explains: "Together with IMSA's spec energy recovery system connected to the 5.5-liter V8, the 680hp GTP will serve as Cadillac's first hybrid prototype. The Cadillac V-LMDh race car features an all-new Cadillac 5.5-liter DOHC V-8 engine developed by GM's Performance and Racing propulsion team based in Pontiac, Michigan, which is mated to the LMDh spec energy recovery system to serve as

Cadillac's first hybrid prototype."

While Cadillac has been the pugilist out front, there are great marques in hot pursuit. As reported by Viknesh Vijayenthiran in Motor Authority: "Porsche's LMDh/GTP, dubbed the 963, has been testing at various locations since the start of 2022. The powertrain in Porsche's 963, a hybrid setup, can generate a maximum output of around 670 hp. The internal-combustion component has been confirmed as a twin-turbocharged 4.6-liter V-8." The report also mentions that the classification rules have constraints and expectations – engines can only spin up to 10,000 rpm, engine noise is limited to 110 decibels, and minimum engine weight is 397 pounds including intake, exhaust, cooling systems, and any forced induction systems. These

engines will run on renewable fuel hoping for a significant reduction in CO2. The report continues: "Porsche said the V-8 can generate anywhere between 643 and 697 hp to suit Balance of Performance parameters. The combined output of the engine and any electric drive system can only be about 670 hp, as measured at the half-shafts. The chassis for the Porsche entry is sourced from Canada's Multimatic, one of four firms supplying chassis for LMDh cars."

A venerable racing team is taking responsibility for Porsche for this momentous challenge and opportunity: "Porsche will run its LMDh campaign with America's Team Penske based out of Penske's headquarters in Mooresville, NC. The team will race under the banner Porsche Penske Motorsport. Confirmed drivers include Kévin Estre, Michael Christensen, Andre Lotterer, Laurens Vanthoor, Matt Campbell, Mathieu Jaminet, Dane Cameron and Felipe Nasr."

Who are other contenders in the upcoming grande épreuves? We have information from Rachit Thukral of Motorsport.com: Competing in 2023 as IMSA GTP entries in the US we will have: Porsche, Cadillac, Acura and BMW (with Lamborghini in 2024). In 2023 in Europe's WEC Le Mans Hyperclass (LMH) we will see Toyota, Peugeot, Ferrari, Porsche and Cadillac (with BMW, Lamborghini and Alpine in 2024). Glickenhaus is unconfirmed as it cannot build a required minimum of 2,500 vehicles in its marque.

To review, this is the plan for 2023 as explained by Steven Cole Smith of Autoweek: "The LMDh car is built to one set of rules, making it possible to race the same car in the Rolex 24 at Daytona and the 24 Hours of Le Mans. The name LMDh, which stood for Le Mans Daytona hybrid, was changed to the historically significant GTP by IMSA, and to Hypercar by the WEC. But they are the same thing. In IMSA, the car replaces the DPi, or Daytona Prototype international.



Daytona Prototypes zip around Watkins Glen during the 2016 6 Hours of the Glen.

Photo by Anthony Bristol

Gen 1
2003-2007

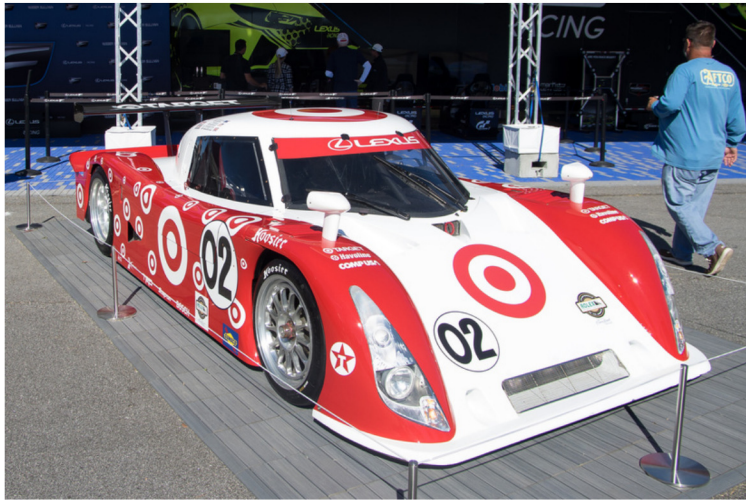


Photo by Chris Harris

History of the Daytona Prototype

Gen 2
2008-2011



Photo by Anthony Bristol

Gen 3
2012-2016



Photo by Anthony Bristol

DPi
2017-2022



Photo by Anthony Bristol

GTP
2023-



Photo by Chris Harris



Photo by Anthony Bristol

Motul Petit Le Mans

Michelin Raceway Road Atlanta

October 2022

By Luis A. Martínez

Road Atlanta, GA, October 1, 2022– The 25th annual Petit Le Mans at Michelin Raceway Road Atlanta was a 10-hour final *épreuve* for five IMSA classifications. Also known as the 2022 MOTUL Petit Le Mans for its primary sponsor, this was the 12th and final race in the 2022 IMSA Sports Car Championship. The race was held at Road Atlanta in Braselton, Georgia. This event culminated in the final race for the Daytona Prototype International (DPI) Class which has yielded to the next generation of top-tier prototypes – the IMSA LMDh/GTP class for 2023.

Days before the race, a significant force of nature had threatened this much heralded event – Hurricane Ian had been destroying the west coast of Florida, before cutting across the peninsula in a northeasterly course with walloping winds and rain. Would Ian spoil this grand occasion? As it turned out, the storm continued an east/northeast trajectory towards the coast and the weather on Saturday, October 1 was spectacularly beautiful for racing at Road Atlanta.

Michelin Raceway Road Atlanta is a permanent racetrack about 40 miles northeast of Atlanta. Embedded in rolling hills of the region, the track is 2.54 miles long with 12 turns and noticeable elevation changes. Its modern Media Center affords those with Media credentials an enviable point of view as the racers come down towards the start/finish line in front of the Media Tower - all of them clocking at least 140mph even while racing downhill and turning right into the front straight – lap after lap.

Of all the long duration races at venues like Daytona, Sebring, and Watkins Glen - this is the shortest track by at least a mile. But this event still qualified 43 entries which makes for a lot of traffic in every lap. While Sebring is tough because of the rough pavement, Road Atlanta is exhausting

because of heavy traffic and more turns than at Watkins Glen. Add to that the darkness – the race started at 12:10pm and ended at 10:10pm with almost 3 hours of driving in the dark. The beginning of the IMSA season starts with the Rolex 24 Hours of Daytona and the last race is the 10 Hours of the Motul Petit Le Mans. Drivers at the Petit Le Mans recognize that they have to be at the very top of their game – especially in the dark with significant closing speeds – and sometimes during inclement weather.

The fan walk on pit row before the start is often amusing. Each track adds their own flavor to the proceedings. Road Atlanta engaged a drum corps getting the beat down at one end of pit row while

bag pipers in full regalia piped up their best at the other end. The crowd respected the prayer moment and then listened as a French speaking gentleman sang the French National Anthem (because this is the small Le Mans) followed by a lady singing America's Star Spangled Banner.

Top qualifiers for the Motul Petit Le Mans for each of the five IMSA classifications were as follows (Class, Car #, Team, Chassis, Engine, qualifying driver):

- DPI - #60 Meyer-Shank Racing with Curb-Agajanian, Acura ARX-05, Acura AR35TT 3.5 L Turbo v-6, Tom Blomqvist



The #60 Meyer Shank Acura DPI leads the field into Turn 1 to begin the 2022 Motul Petit Le Mans.
Photo by Chris Harris

- LMP2 - #11 PR1/Mathiasen Motorsports, ORECA 07, Gibson Technology GK428 4.2 L V8, Steven Thomas
- LMP3 - #74 Riley Motorsports, Ligier JS P320, Nissan VK56KE 5.6 L V8, Kay Van Berlo
- GTD Pro - #14 Vasser Sullivan Racing, Lexus RC F GT3, Toyota 2UR 5.0 L V8, Jack Hawksworth
- GTD - #1 Paul Miller Racing, BMW M4 GT3, BMW S58B30T0 3.0 L Turbo I6, Madison Snow

Under Chamber of Commerce weather (70F, light breeze and blue skies) the Pace Car led a formation lap and the 10 hour race began in two stages: the first wave of DPI, LMP2 and LMP3 (20 cars) launched on time while the second wave of 23 additional cars in GTD Pro and GTD crossed the start 30 seconds later. The first lap of the race was uneventful, with all contestants managing their way around to begin working Hour 1.

At the end of Hour 1, the field showed the following in their respective classes: New Zealander Earl Bamber leading the entire field in the 02 Cadillac Racing DPI. LMP2 saw the 52 car of American Ben Keating leading his class in the Mathiasen Motorsports ORECA 07. The LMP3 entrants were led by Malthe Jakobson (Denmark) in the 33 car, a Ligier JS P320 VK of the team Sean Creech Motorsport. Germany's Maximilian Buhk was leading GTD Pro in the #79 factory backed Mercedes-AMG GT3 Evo. The GTD entries (whose

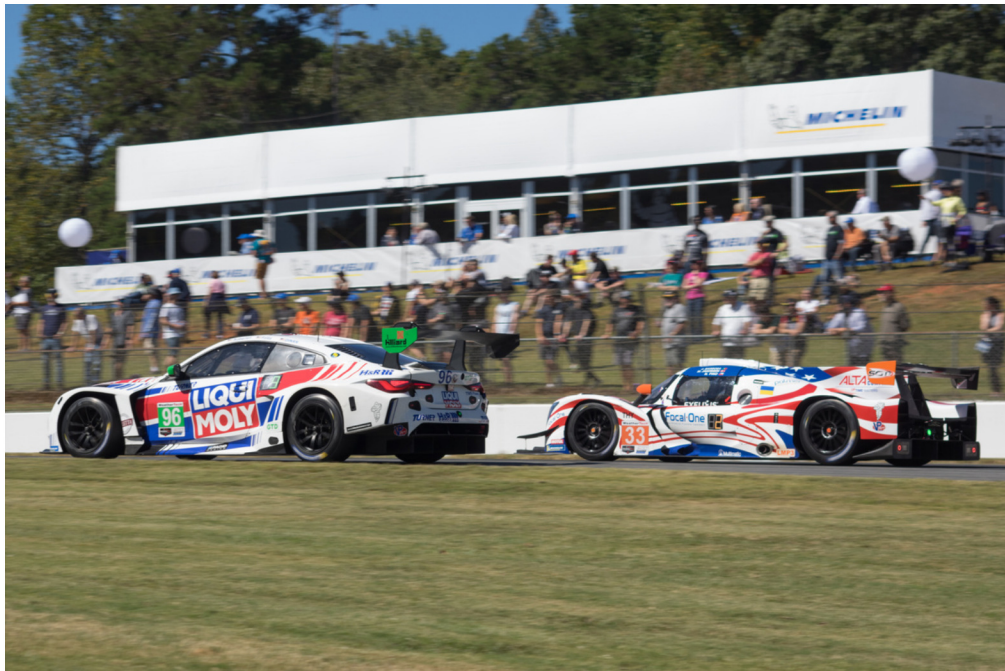


The #01 Cadillac Racing DPI exiting pit road toward the end of the race.

Photo by Anthony Bristol

forth in LMP2. Leading LMP3 was American Colin Braun in the 54 car, a Ligier JS P320 VK by CORE Autosport. America's Jordan Taylor had taken the number 3 Corvette Racing C8.R to the front of GTD Pro. Swede Erik Johansson brought the number 1 car, Paul Miller Racing's BMW M4 GT3 to the lead of the GTD class, and still on the same lap (70) as Jordan Taylor's Corvette.

condition and some Pace Car rules, the GTD Pro entrants all ended up in back of the GTDs. It is useful to recall that the GTD Pro and GTD cars are made to the same spec but the gradient difference is the perceived effectiveness of the drivers assigned to each class. Leading the GTD class was American Mike Skeen in the 32 car of Team Korthoff Motorsports, a Mercedes-AMG GT3 Evo. Now in the last group, GTD Pro, was Jordan Taylor's Corvette Racing C8.R.



Fans look on as the #33 Sean Creech Motorsport LMP3 tries to get around the slower #96 Turner Motorsport GTD.

Photo by Chris Harris

cars are fundamentally the same as GTD Pro, but with a different gradient of driver) had Vasser Sullivan's Richard Heistand (US) on point in the 12 car, a green Lexus RC F GT3.

At 2pm the race had completed 2 hours and the lineup showed Frenchman Sébastien Bourdais leading the 75th lap in the 01 Cadillac Racing DPI-V.R. In the next class, Ben Keating was still holding

By the third hour the leaders had clocked 113 laps (287 miles) and New Zealand's Scott Dixon had taken the 01 Cadillac Racing DPI to P1. Leading LMP2 and only one lap behind the overall leader was Sweden's Henrik Hedman in the DragonSpeed USA number 81 ORECA 07 Gibson. American George Kurtz was in P1 of the LMP3 contestants with the CORE Autosport Ligier JS P320 VK. But as a result of a double yellow

Closing out the fourth hour, Loïc Duval of France was leading DPI in the number 5 JDC-Miller Motorsports Cadillac DPI-V.R while in LMP2 the lead had changed to the number 11 Mathiasen ORECA 7 with Josh Pierson (US) at the wheel. Gabby Chavez from Colombia was at the front of LMP3 in the Andretti Autosport Ligier JS P320 VK, while Italy's Davide Rigon was leading GTD Pro in the Risi Competizione Ferrari 488 GT3 Evo. Bringing up the GTD group was Finland's Toni Vilander with another Ferrari 488 GT3 Evo for team AF Corse.

Finishing Hour 5, we had Portugal's Filipe Albuquerque leading DPI and overall in the Konica Minolta Acura ARX-05 (Acura AR35TT 3.5 L Turbo V6 engine) number 10 car after finishing 200 laps. LMP2 saw America's Tristan Nunez, piloting the number 11 Mathiasen Motorsports ORECA 07, leading his pack. Then came Brazil's Felipe Fraga leading LMP3 with the Riley Motorsports Ligier JS P320. At GTD Pro the leader was Brazil's Daniel Serra in the 62 car, the Risi Competizione Ferrari 488 GT3 Evo. Then we saw Robby Foley bringing up the Turner Motorsport BMW M4 GT3 number 96, holding P1 for GTD.

At the end of the 6th hour Pipo Derani (Brazil) had taken the Whelen Engineering Racing Cadillac DPI-V.R number 31 car to first overall. P1 for the LMP2 group was Josh Pierson in the 11 car. In LMP3 Australian Josh Burdon was bringing up the #36 Andretti Autosport Ligier. From Finland, Jesse



The #02 Cadillac Racing DPi leads the #31 Whelen Engineering DPi, the #60 Meyer Shank Racing DPi and the rest of the DPis out of the Esses.

Photo by Anthony Bristol

Krohn was steering the 25 car, a BMW MTeam RLL (Bobby Rahal / David Letterman / Mike Lanigan) entry, into the lead for GTD Pro. At P1 for GTD, at the 225 lap mark, Sebastian Priaulx (UK) was bringing the number 70 inception racing McLaren 720S GT3.

With 293 laps completed, the 7th hour saw British Alex Lynn at P1 in the 02 car, a Cadillac Racing DPi-V.R. Further back in the lineup, leading LMP2 we had the 8 car driven by Portugal's Rui Pinto de Andrade in the Tower Motorsport ORECA 07. For LMP3 the leader of the pack was still Josh Burdon with the 36 car, the Andretti Autosport Ligier. John Edwards (US) was leading the GTD Pro class in the BMW M Team RLL, number 25. For the GTD run group, Jordan Lee Pepper (South Africa) was leading with the inception racing McLaren 720S GT3.

At 10 minutes after 8pm, in the dark, Filipe Albuquerque crossed the start / finish line leading DPi in the Konica Minolta Acura ARX-05 number 10 car. In LMP2's leading position we saw Colombian Sebastián Montoya (son of Juan Pablo Montoya) in the 81 car, the DragonSpeed USA ORECA 07. Also from Colombia we saw Gabby Chavez again at the front of LMP3 class in the Andretti Autosport Ligier. New to Lexus Racing as



The #8 Tower Motorsport LMP2 racing the #18 Era Motorsport LMP2 out of Turn 10B.

Photo by Anthony Bristol

a Factory driver, Ben Barnicoat (UK) was leading GTD Pro in the Vasser Sullivan 14 car, a Lexus RC F GT3. For the GTD class, Sebastian Priaulx was



The #25 BMW M Team RLL GTD Pro BMW heads up the hill toward Turn 11.

Photo by Chris Harris

still in the lead with the number 70 inception racing McLaren 720S GT3.

With only 60 minutes of racing to go for the 25th Annual Petit Le Mans, pit bosses were setting the strategy to anticipate predictable and unpredictable circumstances. That proved to be wise. With 9 hours and 383 laps behind them, Earl Bamber was leading the entire field in the 02 Cadillac Racing DPi. In LMP2 we had Swiss Louis Delétraz piloting the Tower Motorsport ORECA 07, car number 8. Then in LMP3 Gabby Chavez was still keeping the Andretti Autosport Ligier in P1. Jack Hawksworth brought the #14 Vasser Sullivan Racing Lexus RC F GT3 to P1 in GTD Pro, while in the GTD run group Jordan Pepper was leading with the inception racing McLaren 720S GT3.

Then the circumstances changed dramatically in front of the pack. When the clock showed only 51:40 minutes left in the race, the situation in DPi was: Filipe Albuquerque leading overall in the number 10 Konica Minolta Acura, Tom Blomqvist in second in the #60 Meyer-Shank Racing Acura, Earl Bamber lying third in the 02 Cadillac Racing

DPI (Chip Ganassi Racing), and in fourth place Renger van der Zande in the 01 car, also a Chip Ganassi Cadillac Racing DPi. Then, as the front four cars rounded Turn 12, they went down the front straight with Bamber on the right lane approaching Turn 1 on the inside and van der Zande on the left rear. Van der Zande attempted



The #36 Andretti Autosport LMP3 heads into Turn 7.

Photo by Chris Harris

to pass his teammate Bamber to gain P3 on the outside left, but he pinched Bamber in the corner on the right and caused both of them to slide out to the tire wall – instantly knocking out the entire Chip Ganassi Cadillac Racing Team and all hopes for a podium finish with one click to the right.

The ensuing full course yellow took until there were only 32 minutes left of racing, opening many opportunities for a new formation of all the classes. Thanks to epic engineering and preparation, both Chip Ganassi Cadillacs were repaired on pit row and went back out, but down five laps from the leaders.

At the end of Hour 10, after completing 423 laps (1,074 miles) the first to cross the finish line and grab the checkered flag was Tom Blomqvist in the number 60 Meyer-Shank Racing Acura, “the pink car”, winner overall of the Motul Petit Le Mans and also of the DPi class. First among the LMP2 class was Louis Delétraz (418 laps) piloting the Tower Motorsport ORECA 07, car number 8. First to the checker in LMP3, Gabby Chavez kept the Andretti Autosport Ligier at P1 (401 laps). In GTD Pro Jack Hawksworth brought the #14 Vasser Sullivan Racing Lexus RC F GT3 to the top step on the podium (386 laps). And the top step of the GTD podium had a German driver's name on it – Mario Farnbacher finished first in class driving (386 laps) the Gradient Racing Acura NSX GT3 Evo.

What are some observations? If you watched some of the in-car videos of this race, and in particular the videos in the fast DPi cars, you can appreciate the enormous speeds of these rockets – the fastest sports cars on the planet. When DPi closes in on any of the other classes, the closing speeds overwhelm the senses; often the overtaking car doesn't even have time to decide if the slower car is going to move over to allow a pass, so the overtaking DPi just goes for the gap and hopes the slower car stays in their place. And not just once in a while – but in every lap, DPis overtake several cars at closing speeds that are alarming.

Another of many observations is how often the leads change over time. Each of the five



#60 Meyer Shank Racing drivers Oliver Jarvis, Helio Castroneves and Tom Blomqvist celebrate their DPi class win on the podium.

Photo by Anthony Bristol

classifications had constant lead changes, because of pit stops and some full course yellow flag conditions. Notably, Tom Blomqvist and Jack Hawksworth were two out of five who set the qualifying lap and also drove the last stint to finish first overall (Blomqvist) and first in class (Hawksworth).

Championship points winners for the entire 2022 season are: DPi: Meyer Shank Racing – Acura (Tom Blomqvist, Oliver Jarvis), for LMP2: Tower Motorsport – ORECA (John Farano), LMP3: CORE autosport - Ligier (Colin Braun, Jonathan Bennett), GTD Pro: Pfaff Motorsports – Porsche (Mathieu Jaminet, Matt Campbell) and GTD: Heart of Racing Team – Aston Martin (Roman De Angelis).

Next year, replacing DPi with even more sophisticated Le Mans Hyperclass/GTP hybrid cars, we will have: Porsche, Cadillac, Acura and BMW (with Lamborghini in 2024). In Europe's WEC Le Mans Hyperclass (LMH) we will see Toyota, Peugeot, Ferrari, Porsche and Cadillac (with BMW, Lamborghini and Alpine in 2024).

Motul Petit Le Mans Podium

DPi

1st:

Oliver Jarvis, Tom Blomqvist, Helio Castroneves

#60 Meyer Shank Racing with Curb-Agajanian
Acura ARX-05 DPi

2nd:

Pipo Derani, Olivier Pla, Mike Conway

#31 Whelen Engineering Racing *Cadillac DPi-V.R*

3rd:

Jimmie Johnson, Mike Rockenfeller, Kamui Kobayashi

#48 Ally Cadillac Racing *Cadillac DPi-V.R*

LMP2

1st:

John Farano, Louis Delétraz, Rui Andrade

#8 Tower Motorsport *ORECA 07 Gibson*

2nd:

Henrik Hedman, Juan Pablo Montoya, Sebastián Montoya

#81 DragonSpeed USA *ORECA 07 Gibson*

3rd:

Steven Thomas, Tristan Nunez, Josh Pierson

#11 PR1 Mathiasen Motorsports *ORECA 07 Gibson*

LMP3

1st:

Jarrett Andretti, Josh Burdon, Gabby Chaves

#36 Andretti Autosport *Ligier JS P320 VK*

2nd:

Ari Balogh, Garrett Grist, Nolan Siegel

#30 Jr III Racing *Ligier JS P320 VK*

3rd:

João Barbosa, Nico Pino, Malthe Jakobsen

#33 Sean Creech Motorsport *Ligier JS P320 VK*



Garrett Grist sprays champagne celebrating Jr III Racing's 2nd place finish in LMP3.

Photo by Chris Harris

GTD Pro

1st:

Ben Barnicoat, Kyle Kirkwood, Jack Hawksworth

#14 Vasser Sullivan Lexus RC F GT3

2nd:

Connor De Phillippi, John Edwards, Jesse Krohn

#25 BMW M Team RLL *BMW M4 GT3*

3rd:

Matt Campbell, Mathieu Jaminet, Felipe Nasr

#9 Pfaff Motorsports *Porsche 911 GT3.R*

GTD

1st:

Till Bectolsheimer, Mario Farnbacher, Kyffin Simpson

#66 Gradient Racing *Acura NSX GT3 Evo*

2nd:

Brendan Iribe, Jordan Pepper, Seb Priaulx

#70 inception racing *McLaren 720S GT3*

3rd:

Bill Auberlen, Robby Foley, Michael Dinan

#96 Turner Motorsport *BMW M4 GT3*



Photo by Anthony Bristol

2022 Motul Petit Le Mans Weekend

Extended Event Coverage: Fox Factory 120



2022 Motul Petit Le Mans Weekend

Extended Event Coverage: Fox Factory 120 Podium

GS



2nd Place:

Mike Skeen & Trevor Andrusko
#55 FCP Euro by Ricca Autosport
Mercedes-AMG GT GT4



1st Place:

Bill Auberlen & Dillon Machavern
#95 Turner Motorsport
BMW M4 GT4



3rd Place:

Billy Johnson & Luca Mars
#59 KOHR Motorsports
Ford Mustang GT4

TCR



2nd Place:

Michael Johnson & Stephen Simpson
#54 Michael Johnson Racing
Hyundai Elantra N TCR



1st Place:

Victor Gonzalez & Karl Wittmer
#99 VGMC Racing
Honda Civic FK7 TCR



3rd Place:

Taylor Hagler & Michael Lewis
#1 Bryan Herta Autosport w/ Curb-Agajanian
Hyundai Elantra N TCR

2022 Michelin Pilot Season Champions:

GS: Alan Brynjolfsson & Trent Hindman
#7 Volt Racing
Aston Martin Vantage GT4

TCR: Taylor Hagler & Michael Lewis
#1 Bryan Herta Autosport w/ Curb-Agajanian
Hyundai Elantra N TCR



CADILLAC RACING

CSM

production

sparco

CADILLAC RACING

sparco

CADILLAC RACING

IMSA WeatherTech SPORTS CAR CHAMPIONSHIP

MICHELIN

IMSA MICHELIN ENDURANCE CUP

GANASSI RACING

BOURD

RENGEIR V