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Get Through the Night – Tomorrow We Go Racing!Rolex 24 At Daytona

January 29th, 2023

By Luis A. Martínez

Daytona International Speedway, FL - January 29, 2023 – The 61st annual Rolex 24 Race sports car race attracted a full capacity entry list of 61 cars and yet another record crowd of avid fans. In fact, supplies of merchandise and programs designed and ordered in estimated quantities months before January were exhausted by Saturday morning of a two-day event. The crowds were impressive in the paddock and in the stands. The lines of hungry and thirsty customers triggered broad smiles for the food and drink vendors.

Wearing my ID and other paraphernalia necessary for my work in Daytona's Media Center, I miss only one thing – my Dad who accompanied me 24 years ago in 1999. Papi introduced me to sports car racing in my childhood in Havana many decades ago. In 2018, to close that circle of three generations of sports car racing affinity, I took my two sons to the race; they were in awe. My Dad passed away on in 2008, but his spirit is always with me as I explore this epic event at this colossal racetrack.

A feature of this year's Rolex 24 is the debut of a new top class of sports racing prototypes - the Le Mans Daytona hybrid (LMDh as it's known in Europe). This class is also known as Grand Touring Prototype (GTP) in 'Merica. GTP entries are factory racers with powerful internal combustion engines (ICE) propelling the rear wheels with about 671 hp. But GTPs also have electric motors delivering up to 40hp to the front wheels. However, under Balance of Performance constraints, the total combined horsepower cannot exceed 671 at any time. Yes, you read that right. The technology enabling GTP entries is much more complicated than that found in street hybrids. IMSA directed the use an identical hybrid system by all manufacturers of the GTPs. The motor-generator unit (MGU), resting between the engine and the seven-speed Xtrac rear transaxle is sourced from Bosch and it produces a peak of 40 horsepower.

There were a total of nine entries in the top LMDh/GTP class doubling the number (from two to four) competing for the overall top trophy: Acura (2 entries), BMW (2), Cadillac-powered (3) and Porsche (2). In a panel interview, Roger Penske, The Captain, explained the importance of GTP: "This is a message to the brand CEOs [of Acura, BMW, Cadillac and Porsche] to help them build their brands. [Later this season] We're going to have 12-15 cars running in the top class of racing."

Besides the nine factory prototypes running in GTP, there are four more classes of cars built to specifications for the IMSA WeatherTech sanctioned events. They include two more prototypes - Le Mans Prototype 2 (LMP2) and Le Mans Prototype 3 (LMP3). Then there are cars that most people would recognize with brands like Acura, Aston Martin, BMW, Corvette, Ferrari, Lamborghini, Lexus, McLaren, Mercedes Benz and Porsche in the GTD Pro and GTD classes. The preparation specifications for all cars in GTD and GTD Pro are the same. Readers may ask, then what is the difference between these two classes? The difference is the driver. Drivers are classified and rated by their performance as Bronze, Silver, Gold or Platinum. In theory, Pro drivers can drive the same car but get better results. Professionals merit their own class and are likely to finish ahead of the GTD drivers - even with cars adhering to the same specifications. But it doesn't always turn out that way.

Philip Ellis, a GTD driver of the Mercedes AMG GT3, was the fastest car in the GTD class at the Roar Before the 24. Wait, there is more. Ellis beat all the GTD Pro entries on his way to qualifying Winward Racing on the pole of GTD for the Rolex 24 Hours at Daytona, ahead of all GTD and GTD Pro entries.

In a meeting at the Media Center convened with all GTP class team owners, Roger Penske recognized that his otherwise unmatched racing

record doesn't include a win in the Rolex 24. "It's always a goal," said The Captain.

This year's marathon race started at 1:41pm on Saturday afternoon. That means that the car that finishes more laps than any other in 24 hours - by 1:41pm on Sunday - wins this world renowned sports car enduro. Why does that need explaining? Because many people have no idea that there are sports car races that last 6, 10, 12 and 24 hours, rain or shine, dark or daylight.



IMSA WeatherTech Team Owners Meeting
Photo by Anthony Bristol

The attrition rate for a race of this length is considerable. Given that drivers have to stay as close to the leader of their class as possible, drivers cling to the lead lap in each of five classes for hours on end, which is very stressful. As a result, a lot of unexpected incidents can manifest. This is especially the case in heavy traffic and with speed differentials between classes that are quite significant. The slowest cars ("slow" in comparative racing terms), generally in the GT Daytona class, have top speeds of 180mph. The fastest cars, in GTP, come up on them at 200mph with closing speeds of about 20+ mph. Doesn't that appear significant? At those speeds every driver is defying the laws of physics and working to maintain some tire connection with the pavement. Experienced with the challenges of racing for 24 hours including racing overnight into the next day, owner of the Rahal/Letterman/Lanigan Racing



The #01 Cadillac Racing GTP leads the #7 Penske Motorsports Porsche early in the race.

Photo by Anthony Bristol

Team, Bobby Rahal advised his drivers about the perils of Saturday night driving: "Get through the night - tomorrow we go racing!"

The green flag of the 61st Rolex 24 flew at 1:45pm and quickly switched into a Full Course Yellow (FCY). Within the first lap, an LMP2 car lost its engine and had to be towed out of the course. During the FCY, Tom Blomqvist was leading the pack in the 60 car, the Acura prototype of Meyer Shank Racing (MSR) which started from P1.

Four hours later, at 5:40pm on Saturday, Colin Braun was piloting first overall in the 60 car, the MSR Acura. On the hunt right behind him was Mathieu Jaminet, in the No. 6 Penske Porsche, only 2 seconds behind. The top six front runners

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The LMP2 of PR1 Mathiasen Motorsports ahead of some sports cars.

Photo by Anthony Bristol

in GTP were just 5 seconds apart.

By the fifth hour the sun was below the horizon and headlights would be on for half the race. Louis Delétraz had a 6-second overall lead in the No. 10 Konica Minolta Acura, maintaining a great start for the Acuras with the No. 60 and Simon Pagenaud at the wheel in second place. Speed differentials got their attention; Colin Braun observed: "There's such a speed difference with the GTP cars over the GTDs in the tri-oval and in the bus stop, you get in situations where you have no choice but to go somewhere with the momentum,".

With one quarter of the race behind them, at 9:40pm Jack Aitken had the No. 31 Whelen Engineering Racing Cadillac V-LMDh in the lead. Other class leaders were: LMP2: the No. 52 Oreca with Ben Keating, LMP3: the No. 33 Ligier with Lance Willsey, GTD Pro: the No. 23 Aston Martin driven by David Pittard and GTD: the No. 32 Mercedes driven by Mikaël Grenier.

Just after midnight on Sunday morning, Colin Braun was powering ahead in the Acura No. 60 and grabbed the lead just as the 11th hour ended.

On Sunday morning, after 12 hours of driving in the dark, eight of the nine LMDh/GTPs had throttled through the darkness with six of them within three laps of each other and three on the lead lap. With seven hours of racing remaining, the No. 01 Cadillac, with Renger van der Zande driving, was 12 seconds ahead of Tom Blomqvist in the No. 60 car, the Acura. Leading the other classes were: in LMP2, the No. 04 Oreca, of CrowdStrike Racing, which had a slim lead over the No. 35, with the No. 88 also on the lead lap. In LMP3, the No. 33 Ligier (Sean Creech Motorsport) was nearly a lap ahead of the No. 17 Duqueine (AWA). For GTD Pro, the No. 79 Mercedes-AMG (WeatherTech Racing) was leading with many others on the lead lap and the No. 3 Corvette

running second. In GTD, Winward Racing's No. 57 Mercedes-AMG and Heart of Racing's No. 27 Aston Martin were neck-and-neck and with two others on the lead lap.

At the 20th hour of constant racing, the 01 Cadillac with Scott Dixon driving was 50 seconds up on the No. 60 Acura, and the No. 02 Caddy was running third. Of the nine GTP cars that started, seven of them made up the top seven at this hour. Two were way behind: the No. 7 Penske Porsche (37 laps down, in 16th overall) and the No. 25 BMW (133 laps down, 51st overall). As for the rest of the field, in LMP2 the 04 Oreca from CrowdStrike Racing was leading among three lead-lap cars. In LMP3, Sean Creech Racing's No. 33 fell out with shifting issues, but returned to the track in third place, 17 laps off the pace of the No. 17 Duqueine. Leading GTD Pro we saw the No. 3 Corvette, with Jordan Taylor driving, who was 12 seconds up on the No. 79 Mercedes-AMG. As for GTD, it was a 60-second lead for the No. 27 Aston. Martin, with Darren Turner at the wheel.

With only 4 hours remaining, the contenders for the lead in every class were hoping, wishing for a full course yellow so they could surge to the front on the realignment. This had been a long stretch, with five hours and 45 minutes without a FCY. The record green flag stretch was 7 hours and 48 minutes in 2020, so the drivers were restless.



Group of LMP2s at the beginning of the race.

Photo by Anthony Bristol

Then it happened! A full course yellow when the 20 car in LMP2 went off entering the 'bus stop' and hit the tire wall. After the FCY, on the green flag, the 6 car, Roger Penske's Porsche 963 with Nick Tandy driving began a take-no-prisoner crusade to take 2 laps back from the leader. Tandy passed the lead car on green flag restart and now he was only one lap down from the lead lap. With 3 hours left in the race, the Penske Porsche 963 was on the hunt – just one lap down and nothing to lose.

After driving 22 hours, with only 2 hours to go, another FCY caused all entries to bunch up behind the Pace Car – to the chagrin of the leaders and the utter delight of the cars in the middle of the pack who get yet another chance to leap to the lead.

Another FCY appeared with only 45 minutes to go, again allowing the cars lagging within the same lap, or even one lap down, to get close to the five leaders of the five classes. With 33 minutes left the green flag was thrown, but in the first lap they were going 4-wide into the Infield, so a carnage ensued causing another FCY.



Race winners Tom Blomqvist, Colin Braun, Hélio Castroneves and Simon Pagenaud celebrate in Victory Lane after a historical race.

Photo by Anthony Bristol

Finally, at 1:40 pm. the checkered flag flew and ended the 61st grand épreuve at Daytona International Speedway. Meyer Shank Racing crossed the line first with Tom Blomqvist dominating the final hour in the No. 60 Acura prototype, giving the team a second straight win in the Rolex 24 at Daytona and three straight Rolex 24 rings for Hélio Castroneves. Second overall was the No. 10 from Wayne Taylor Racing.

IMSA has posted the following results:

GTP

Class and Overall winner: Meyer Shank Racing with Curb Agajanian, #60 Acura ARX-06 — Hélio Castroneves, Colin Braun, Tom Blomqvist, Simon Pagenaud.

Runner-up: #10 Konica Minolta Acura ARX-06 — Filipe Albuquerque, Louis Delétraz, Ricky Taylor, Brendon Hartley.

Third place: #01 Cadillac Racing, Cadillac V-LMDh — Sébastien Bourdais, Renger van der Zande, Scott Dixon.

LMP2

Class winner: #55 Proton Competition Oreca 07 Gibson — Fred Poordad, James Allen, Gianmaria Bruni, Francesco Pizzi.

Runner-up: #4 CrowdStrike Racing by APR Oreca

07 Gibson — George Kurtz, Ben Hanley, Matt McMurry, Esteban Gutierrez.

Third place: #88 AF Corse Oreca 07 Gibson — François Perrodo, Matthieu Vaxivière, Julien Canal, Nicklas Nielsen.

LMP3

Class winner: #17 AWA Duqueine D08 VK — Wayne Boyd, Nico Varrone, Thomas Merrill, Anthony Mantella.

Runner-up: #33 Sean Creech Motorsport Ligier JS P320 VK— Lance Willsey, João Barbosa, Nico Pino, Danny Soufi.

Third place: #38 Performance Tech Motorsports Ligier — John DeAngelis, Christopher Allen, Connor Bloum, Cameron Shields.

GTD Pro

Class winner: #79 WeatherTech Racing Mercedes AMG GT3 — Cooper MacNeil, Jules Gounon, Maro Engel, Daniel Juncadella.

Runner-up: #3 Corvette Racing Corvette C8.R GTD — Antonio Garcia, Jordan Taylor, Tommy Milner.

Third place: #14 Vasser Sullivan Lexus — Jack Hawksworth, Ben Barnicoat, Mike Conway.

GTD

Class winner: #27 Sanford-based Heart of Racing Team Aston Martin Vantage GT3 — Roman De Angelis, Marco Sørensen, Ian James, Darren Turner.

Runner-up: #44 GRT Magnus Racing Aston Martin Vantage GT3 — John Potter, Andy Lally, Spencer Pumpelly, Nicki Thiim.

Third place: #70 Inception Racing McLaren 720S GT3 — Brendan Iribe, Frederik Schandorff, Ollie Millroy, Marvin Kirchöfer.

The above results are very disappointing for BMW and Porsche. The 25 car, a factory BMW in GTP finished 9th out of nine in class, 131 laps behind the leader. The sister car, #24 for BMW finished 15 laps down, 6th in class. The much heralded Penske Porsche 963 LMDh/GTP hybrids finished far back: the 6 car was 83 laps behind in 8th out of nine places and the 7 car finished in 7th out of nine cars, 34 laps down.

For Porsche, there were 9 possibilities for a podium finish (in GTP, GTD Pro and GTD) with nine total Porsche entries among 61 cars but none materialized, which may be a lamentable record for the marque.

Remember the notion that GTD Pro drivers would likely finish ahead of GTD drivers – while using

cars adhering to the same specifications? Well, the class winner in GTD finished ahead of the class winner in GTD Pro. Ditto for P2 in GTD, who finished ahead of P2 in GTD Pro.

Last October we watched Meyer Shank Racing's Acura win the last Daytona Prototype international (DPi) race in Michelin Raceway Road Atlanta. This year's Rolex 24 became a repeat for MSR, its second consecutive victory in endurance classics, so they closed the DPi era in 2022 and opened the LMDh/GTP era in 2023. Hélio Castroneves performed his classic trick - climbing the fence after becoming the second driver to win three consecutive Rolex 24 enduros. Peter Gregg had also won three, but they were in separate years (1973, '75 and '76, but there was no race in 1974). Castroneves is the first to grab the checkered three times in a consecutive threepeat.

Remarking on the success of the Meyer Shank Racing team, Tom Blomqvist said: "I think what's so special about this team is that we are a small team compared to some of our opponents, but the atmosphere, the way we work, enables people to get the best out of themselves, and I think that's why we're such high achievers,"

The MSR team accumulated 783 laps (2,784.422 official miles) and led the race for 365 of 783 laps. As a result, relatively new Meyer Shank Racing are wearing two Rolex watches in only 3 years since their debut at IMSA WeatherTech SportsCar Championship in 2021. It's the 16th IMSA victory for MSR.

Of 61 cars that started, 41 were still running 24 hours later; 20 did not finish. This year's winning car traveled a total of 783 laps and 2,787.480 miles in 24 hours. This result is 89 miles shy of the record 2,876.48 miles completed in 2018 after 808 laps around the 3.56-mile infield course at Daytona International Speedway. At this 61st Rolex there were 13 Full Course Yellow incidents taking up a total of 86 laps. By comparison in the 2018 race there were a record low of only 4 FCYs covering 20 laps. That was a major contribution in the 2018 event in setting distance records.

Spoiler alert - you cannot pay me to watch sewing machines on wheels. If electric racing is all there is in the future, I'll just watch bicycle racing. But as for ICE racers, such is the surging interest in sports car racing in general - and the return of the GTP cars this year - that tickets to this year's 24-Hours of Le Mans, in France in June - sold out in only two days.

The thrill and exhaustion of this twenty four hour enduro was captured by Cooper McNeil, GTD Pro class winner in the 79 car, the WeatherTech Mercedes Benz AMG: "In the latter half of my stint I was thinking to myself, 'You know, I'm not having very much fun. This is a lot of pressure, this is hard, my body hurts, I'm 6-foot-5... it's not easy. But once the helmet goes on, all the rest goes out the window. You try to focus on the job and try not to hit anything."

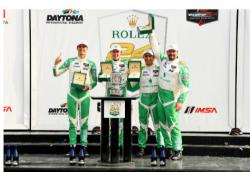
Rolex 24 At Daytona **Class Winners**



GTP class and overall winners



LMP2 class winners



LMP3 class winners



GTD Pro class winners



GTD class winners





















2023 Rolex 24 At Daytona IMSA Michelin Pilot Challenge















2023 Rolex 24 At Daytona IMSA Michelin Pilot Challenge Podium





#83 BGB Motorsports Porsche 718 GT4 RS CS















Stenhouse Jr. Wins Longest Daytona 500 Ever to Start NASCAR's 75th Anniversary Season

February 19th, 2023

By Chris Harris

Photos by Anthony Bristol



Ricky Stenhouse Jr. celebrates in Victory Lane after winning the 2023 Daytona 500.

Daytona Beach, FL - After two overtime restarts and several multi-car wrecks, Ricky Stenhouse Jr. won the 2023 Daytona 500, which was the longest in history. Stenhouse gave credit to "great pit stops", "Hendrick engines", and the team's belief in each other and in his ability to win. When the white flag came out, Stenhouse led, with Kyle Larson and Joey Logano behind him. Larson got caught in the middle lane and made contact with Travis Pastrana, causing a multi-car crash that ended the race. Stenhouse was deemed to be leading at the time and was declared the winner, with Logano in second and Christopher Bell in third. The race was the third Cup Series win in Stenhouse's career and ended a 199-race winless

For the 65th running of the Daytona 500, fans were treated to a prerace concert from country artist Dierks Bentley, which was followed by a performance of the National Anthem by country rap artist Breland and a flyover by the U.S. Air Force Thunderbirds. To commemorate its 75th anniversary, NASCAR put on a special mixed reality event for the fans dubbed "The Greatest Lap," in which virtual recreations of past Daytona 500 winning cars ran a simulated lap around the track. Some of these included Lee and Richard Petty, Dale Earnhardt Sr. and Jr., Bill Elliott, Darrell Waltrip, and Dale Jarrett.

At the end of the lap, Richard Petty was declared the winner of the event, and he waved to fans as the grand marshals assembled. Continuing the celebration of its 75th anniversary, NASCAR chose several Daytona 500 winners as grand marshals for the race. Some of these included Kevin Harvick, Jimmie Johnson, Jeff Gordon, Bobby Allison and seven-time winner Richard Petty. As the Marshals gave the "drivers start your engines" command, the drivers fired their engines and the teams made their final preparations to go out on track. Along with the roar of the engines, one could hear the roar of the Thunderbirds in the sky as they gave a show for the fans while they waited for the start of the race.

Alex Bowman started on the pole, followed by Kyle Larson, Joey Logano, Aric Almirola and Christopher Bell. In the back row, returning this season as driver and part owner for Legacy Motor Club, was seven-time champion Jimmie Johnson in the #84 Carvana Chevrolet. Starting next to Johnson and making his Cup Series debut was Travis Pastrana, a rally racer and X-Games champion, driving for 23XI Racing. Once the drivers ran some warm-up laps, honorary starter and comedian and actress Tiffany Haddish waved the green flag to start racing.

As the race began, the whole field of cars remained in two neat, side-by-side lanes of traffic for several laps as Alex Bowman and Kyle Larson traded off the lead position. It wasn't until lap 13 that a new leader would take over, when Larson got loose after a push from behind by Joey Logano. Christopher Bell took advantage by pulling out from behind Logano on the inside and switching to the outside lane to pass Larson. Bell and Larson would then trade the lead until lap 35, when Aric Almirola and Austin Cindric switched to the inside lane, propelling Almirola to the lead.

After the cycle of green flag pit stops, Denny Hamlin took the lead, with Chase Briscoe and





#43 Erik Jones as part of a late stage 2 wreck along with #5 Kyle Larson and #12 Ryan Blaney

Christopher Bell behind him. Brad Keselowski was able to get the stage win after Ryan Preece helped push him to the lead on the inside lane on lap 65. Overall, the racing was clean in Stage 1, with the only contact coming when Martin Truex Jr. bumped Bubba Wallace from behind on lap 52, sending Wallace into the wall. The incident did not bring out a caution, so Stage 1 had the longest green flag run to open a Daytona 500 in several vears.



Gaggle of cars led by #23 Bubba Wallace

After pit stops between stages, the green flag for Stage 2 waved with Ryan Preece in front on the inside and Brad Keselowski on the outside. Keselowski took the lead after a push from Almirola and led much of the time until pitting on lap 109. After the pit cycle was over, Logano was out in front on the inside lane, followed by Ryan Blaney and Martin Truex Jr. The outside lane was led by Chris Buescher, followed by Tyler Reddick. Not long after, on lap 118, the first major incident of the race occurred when Kevin Harvick bumped into Reddick, who then hit Ryan Blaney. Reddick and Blaney spun after hitting the wall, causing other cars to check up, which led to more contact between Erik Jones, Chase Elliott and Daniel Suárez. The eight-car wreck ended the races of Reddick, Elliott and Jones, but Blaney and Suárez were able to get back in the race and both finished inside the top 10.

On the green flag restart after the wreck, Joey Logano led on the inside lane of row 1, with Ross

Chastain on the outside, followed by Martin Truex Jr. and Alex Bowman in row 2. Chastain pulled ahead of Logano for the lead and then came down to block Logano on the inside. Bowman got a run on the outside, but Chastain just edged him out at the start-finish line to get the Stage 2 win.

Chastain's lead didn't last for long, however, as he was sent to the back of the field after speeding on pit road between stages. Instead, Bubba Wallace would lead to start the Final Stage after not pitting with the leaders. Wallace's lead would not last either, as the inside lane got ahead and Almirola took over in front. After a caution for debris when Ryan Blaney cut a tire, racing continued smoothly until just over two thirds of the way into the stage.

The next major incident occurred with 18 laps to go, just after regular green-flag pit stops. As the faster main pack of cars who had pitted earlier caught up to the slower cars who had pitted more recently, the faster group bunched together in a single lane at the front. When the #2 car of Austin Cindric let up on the throttle, the cars behind tried to follow suit, which led to Michael McDowell making contact with the back of Ryan Preece. The two drivers spun out and made contact with several others, including Martin Truex Jr., Kevin Harvick, Jimmie Johnson, and Chase Briscoe. The crash ended the races of Preece and Briscoe but benefited the cars in front that had pitted later, including Harrison Burton, Joey Logano and William Byron.

With 13 laps to go on the restart, AJ Allmendinger took the lead after getting by William Byron and Joey Logano. Byron tried to block Harrison Burton on the outside, but couldn't guite complete the maneuver and dropped back into the pack. With a push from Kyle Larson, Allmendinger was able to get by Joey Logano for the lead. Logano then dropped back several spots after narrowly avoiding a spin out on the outside lane. With 10 laps to go, Brad Keselowski took the lead with help from Chris Buescher after the outside lane got the advantage and surged ahead of the inside

lane. Allmendinger then got shuffled back as the inside lane disintegrated, putting Kyle Busch in third behind Buescher, followed by Austin Dillon and William Byron. The lead cars ran single file until Kyle Busch made a move to the outside. With 3 laps to go, Busch would take the lead with Dillon, Byron, and Stenhouse following from behind. Soon after, a caution flag came out when Daniel Suárez spun, setting up the first overtime

On the green flag restart, Kyle Busch chose the outside lane with teammate Austin Dillon on the inside, with Logano and Byron behind them. Austin Dillon allowed Busch to drop to the inside lane, leaving Logano in front on the outside, followed by Ricky Stenhouse Jr. The outside lane had more momentum, and Stenhouse cut around Logano for the lead with help from Kyle Larson. Austin Dillon got pinned on the inside lane as Kyle Busch slowed down in front of him and Byron kept pushing behind him, sending him into a spin. Dillon hit Hamlin to the outside and a chain reaction ensued, wiping out roughly half of the remaining cars. A caution flag came out that would lead to the final green-white-checker restart. The accident ended the races of Dillon, Byron, Jimmie Johnson and Justin Haley. Several other cars had damage but were able to continue.

On the final restart, Ricky Stenhouse Jr. chose the outside lane with Kyle Larson on the inside. Joey Logano and Christopher Bell followed in row 2, followed by Kyle Busch and AJ Allmendinger in row 3. Stenhouse pulled ahead of Larson after Allmendinger dropped back on the inside lane and Busch pushed Logano and Stenhouse ahead. At the white flag, Stenhouse was out ahead on his own between the two lanes, and Logano and Larson went three wide to pass. Larson got shuffled back in the middle lane and was hit by Travis Pastrana, who had gotten loose and was bumped by Aric Almirola. Several other cars



wrecked, including those of Bubba Wallace, Brad Keselowski and Kyle Busch. After the caution came out, there was a short delay while NASCAR determined who was ahead. Finally, Stenhouse was announced as the winner, with Logano in second. Stenhouse had just enough fuel to finish and ran out before he was able to do a burnout. Christopher Bell finished third, with Chris Buescher fourth and Alex Bowman fifth. The 2023 Daytona 500 became the longest ever with 212 laps run, breaking the previous record from 2020, which was 209 laps.

2023 NASCAR Cup Series

Daytona 500













2023 NASCAR Xfinity Series

Beef. It's What's For Dinner. 300











2023 NASCAR Xfinity Series

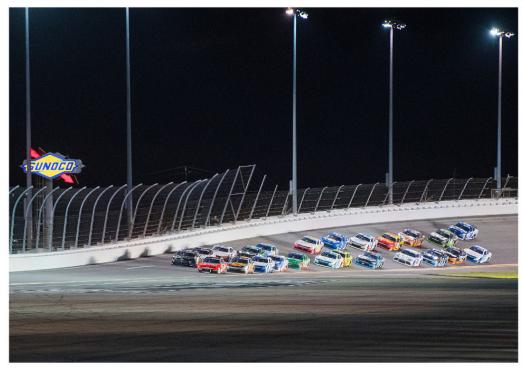
Beef. It's What's For Dinner. 300















Photos by Anthony Bristol

2023 NASCAR Daytona Weekend

Craftsman Truck Series



















Photos by Anthony Bristol

2023 NASCAR Daytona Weekend

ARCA Menards Series

















Mobil 11

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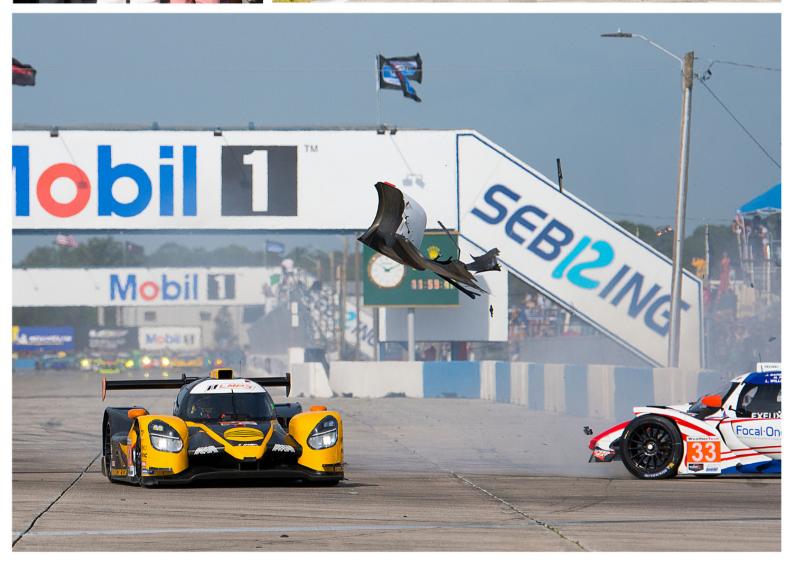
2023 Mobil 1 Twelve Hours of Sebring

IMSA WeatherTech SportsCar Championship









2023 Mobil 1 Twelve Hours of Sebring

IMSA WeatherTech SportsCar Championship

















2023 Mobil 1 Twelve Hours of Sebring

IMSA WeatherTech SportsCar Championship Class Winners



Pipo Derani, Alexander Sims & Jack Aitken #31 Whelen Engineering Racing Cadillac Cadillac V-LMDh



Scott McLaughlin, Kyffin Simpson & John Farano

#8 Tower Motorsports ORECA LMP2 07



Josh Burdon, Gar Robinson & Felipe Fraga #74 Riley Motorsports - WeatherTech Racing *Ligier JS P320*

II GTD PRO



Laurens Vanthoor, Klaus Bachler & Patrick Pilet

#9 Pfaff Motorsports Porsche 911 GT3 R (992)



Madison Snow, Corey Lewis & Bryan Sellers #1 Paul Miller Racing BMW M4 GT3

2023 Alan Jay Automotive Network 120 IMSA Michelin Pilot Challenge











Photos by Anthony Bristol

2023 Alan Jay Automotive Network 120 IMSA Michelin Pilot Challenge Podium

















