



Racing History Today

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DETROIT GP

*Álex Palou holds off Will Power to win the 2023
Chevrolet Detroit Grand Prix
presented by Lear*

Results

1st - Álex Palou

2nd - Will Power

3rd - Felix Rosenqvist





Álex Palou leads the field to begin the 2023 Detroit Grand Prix. Palou led 74 of 100 laps in his victory.

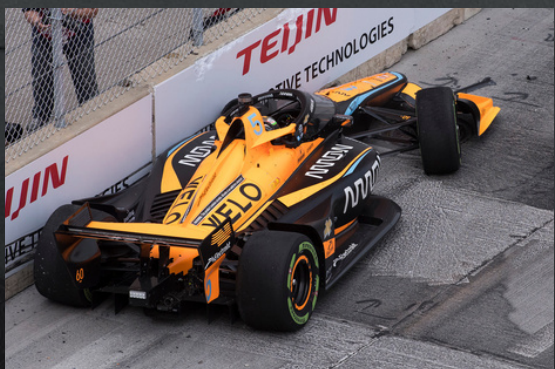


Calum Ilott collides with the back of Kyle Kirkwood's car on the opening green-flag lap, ending Ilott's race. Kirkwood would recover and finish 6th.



Simon Pagenaud getting fuel on pit road. The race featured a split pit area where pit boxes were on both the left and right sides of pit road.

DETROIT GP



Pato O'Ward's race ended on lap 43 after hitting the wall. O'Ward had made his way from 10th to 1st, but lost control while trying to make up time after stalling on pit road.



Scott Dixon runs ahead of the Arrow McLaren cars. Dixon started and finished in 4th place.



Will Power started 7th and led 14 laps. Nine of these came after passing Palou on the lap 56 restart. Palou retook the lead on lap 65 and Power had to settle for 2nd.



The top 3 drivers stand atop the podium in the Autotrader Winner's Circle beneath the GM Renaissance Center in downtown Detroit.

Photos by Anthony Bristol





Sahlen's Six Hours of the Glen



The original winners were disqualified after failing postrace inspection



Results



1st: Nick Yelloly, Connor De Phillippi - #25 BMW M Team RLL BMW M Hybrid V8*

2nd: Jack Aitken, Pipo Derani, Alexander Sims - #31 Cadillac V-Series.R

3rd: Tom Blomqvist, Colin Braun - #60 Meyer Shank Racing with Curb Agajanian Acura ARX-06



1st: Ben Hanley, Nolan Siegel, George Kurtz - #04 CrowdStrike Racing by APR ORECA LMP2 07

2nd: Christian Rasmussen, Dwight Merriman, Ryan Dalziel - #18 Era Motorsport ORECA LMP2 07

3rd: Alex Quinn, Ben Keating, Paul-Loup Chatin - #52 PR1 Mathiasen Motorsports ORECA LMP2 07



1st: Felipe Fraga, Josh Burdon, Gar Robinson - #74 Riley Motorsports -WeatherTech Racing Ligier JS P320

2nd: Garrett Grist, Dakota Dickerson, Dylan Murry - #30 Jr III Racing Ligier JS P320

3rd: Nico Varrone, Anthony Mantella, Wayne Boyd - #17 AWA Duqueine D08



1st: Jack Hawksworth, Ben Barnicoat - #14 Vasser Sullivan Lexus RC F GT3

2nd: Daniel Serra, Davide Rigon - #62 Risi Competizione Ferrari 296 GT3

3rd: Antonio García, Jordan Taylor - #3 Corvette Racing Chevrolet Corvette C8.R GTD



1st: Aaron Telitz, Parker Thompson, Frankie Montecalvo - #12 Vasser Sullivan Lexus RC F GT3

2nd: Bryan Sellers, Madison Snow, Corey Lewis - #1 Paul Miller Racing BMW M4 GT3

3rd: Jan Heylen, Ryan Hardwick, Zacharie Robichon - #16 Wright Motorsports Porsche 911 GT3 R (992)

*The #6 Porsche Penske Motorsports GTP entry driven by Mathieu Jaminet and Nick Tandy was the original winner of the race but failed postrace inspection. The #6 was moved to the back of the GTP field, elevating the other teams up a position.



Sahlen's Six Hours of the Glen



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Race Day Photos





Sahlen's Six Hours of the Glen



Photos by Chris Harris





Weekend Photos





Photo by Anthony Bristol

Stafford Motor Speedway Race 2

July 20th, 2023



Photos by Anthony Bristol

Results

1st - Ryan Newman

2nd - Daniel Suárez

3rd - Marco Andretti



Photo by Chris Harris

The SRX series was held at Stafford Motor Speedway for the second week in a row after flooding canceled the originally scheduled race at Thunder Road in Vermont. Hometown favorite Ryan Preece led much of the race, with Daniel Suárez and Tony Kanaan also running near the front. After Preece and Kanaan had brake issues that led to early race exits, Newman and Suárez battled for the lead. With 6 laps to go, Newman made the pass and led from then on. Suárez finished in second, with Marco Andretti in third.



Highpoint.com 400

NASCAR Cup Series at Pocono Raceway

POCONO
Raceway



Hamlin celebrates in victory lane after a controversial win

Photo by Anthony Bristol

July 23, 2023, Long Pond, PA - Denny Hamlin won the Highpoint.com 400 at Pocono Raceway in controversial fashion after being involved in an incident that sent Kyle Larson into the outside wall. The move put Hamlin in the lead for a final restart. Hamlin was able to win under caution after Ryan Preece was stopped on track and was unable to get his car restarted in time. The fans were not happy and boos could be heard in the stands and in victory lane. Larson finished 20th after the wreck and was not happy with Hamlin either, saying "I'm pissed, and I feel like I should be pissed." Hamlin, meanwhile, embraced the boos and maintained that the wreck (and another incident with Alex Bowman) was not his fault, saying "both guys wrecked themselves". The race was historic in that it was Hamlin's record breaking 7th Cup Series win at Pocono and his 50th Cup Series win overall. The win was also the 600th win for Toyota across NASCAR's three national series. Tyler Reddick finished in second place, with Martin Truex Jr. in third. Larson did have some success in the race by winning Stage 2, while Joey Logano won Stage 1.

-Written By Chris Harris



Photo by Anthony Bristol

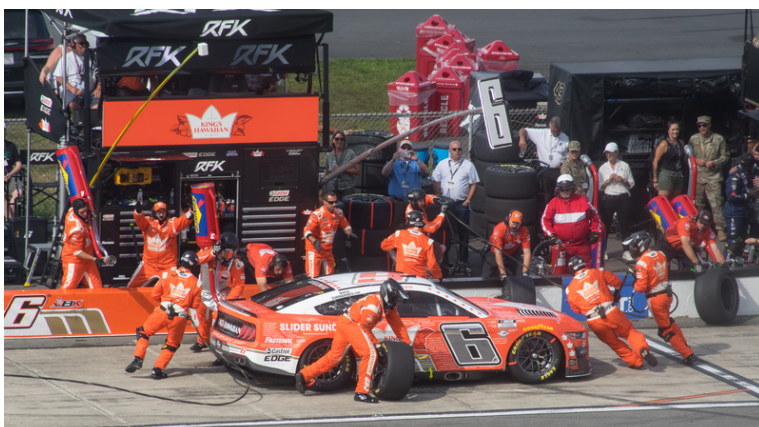


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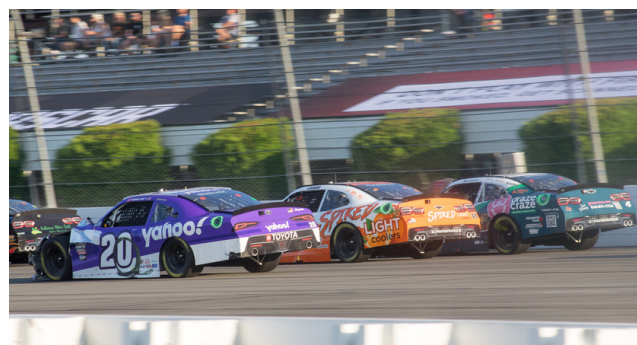
NASCAR Pocono Weekend

Extended Coverage

POCONO
Raceway



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BOGO at Lime Rock

FCP Euro Northeast Grand Prix presented by Liqui Moly

22 July 2023

Story and Photos by Luis A. Martínez

Lakeville, CT - Approaching any track event, one thinks ahead about the crowds and where to park. This includes those of us with Media chores because some carry bags and equipment – cameras, telephoto lenses, computers, heavy batteries, chargers, etc. We think about where to park, but IMSA competitors approaching track events think about where to pass. This year's Foreign Car Parts Euro Northeast Grand Prix at Lime Rock Park presented by LIQUI MOLY took place in "the bullring", a tight one and one-half mile course with seven corners. Drivers wonder – whence the pass? What's the optimal way to execute a pass in this short and very busy course – Lime Rock Park?

One team found an effective formula - qualify out front and stay out front. Ross Gunn, of the

racing team Heart of Racing, took the 23 car, Aston Martin Vantage GT3, to P1 on Friday, July 21 and set a new lap record at 00:50.593 with an average speed of 104.884 mph. That would prove to be the formula for success without explicitly answering the question – whence the pass?

All things aligned amazingly that weekend, even the summer weather. Here's the CEO and President of Lime Rock, Dicky Riegel: "Even as we were very blessed by great weather, it was the hard work and preparation of our staff, series, promoters and partners that made the FCP Euro Northeast Grand Prix presented by LIQUI MOLY weekend so amazing. We can't remember the last time the hillsides and parking lots were so full!" Indeed, the crowds were evident and their interest and

excitement bode well for the IMSA WeatherTech Championship series.

This annual IMSA event emerged as a detached round of GT cars only from among IMSA's WeatherTech SportsCar Championship classes. There are two IMSA events this year that showcase GT cars. One was at Lime Rock and the next one is at Virginia International Raceway on August 27. At Lime Rock GTD Pro had five entries and GTD had 15 on grid, a total of 20 competitors. By not having any LMP2's or 3's covering pavement on each lap the hope was that there would be more passing opportunities. On Saturday morning during Fan Walk, the results of qualifying on Friday were evident. All five GTD Pro entries were on grid ahead of the GTD's – although only 2:039 seconds separated the P1 car from



The #27 Heart of Racing car took the checkered flag for GTD with De Angelis and Sorensen at the wheel



GTD Pro Podium

Class winner: #23 Heart of Racing Aston Martin Vantage GT3, Alex Riberas, Ross Gunn; Total Distance 247.632 miles, Total Time 160:25.371 minutes; Second Place: #14 Vasser Sullivan Lexus RC F GT3, Jack Hawksworth, Ben Barnicoat. Third Place: #9 Pfaff Motorsports Porsche 911 GT3 R (992), Klaus Bachler, Patrick Pilet



GTD Podium

Class winner: #27 Heart of Racing Aston Martin Vantage GT3, Marco Sørensen, Roman DeAngelis; Second Place: #92 Kellymoss with Riley Porsche 911 GT3 R (992), Julien Andlauer, Alec Udell; Third Place: #77 Wright Motorsports Porsche 911 GT3 R (992), Trent Hindman, Alan Brynjolfsson

the 20th racer on grid.

Ross Gunn, driving the 23 car to P1, said to IMSA's John Oreovicz, "Sprint races are notorious for being very important for qualifying, so hopefully we can take advantage of the track position." That would prove prophetic. Gunn's compatriot in the Heart of Racing's GTD class, Roman DeAngelis found a qualifying time of 00:51.283 for P4 on the GTD grid. DeAngelis would use this opportunity to catapult ahead during what turned out to be 168 laps (about 250 miles) of racing.

Heart of Racing has faced numerous problems this season. Prior to Lime Rock, Heart of Racing had enlisted a serious commitment from the team's mechanics who did significant work on the 23 car after a shunt and DNF at Canadian Tire Motorsport Park just two weeks before.

The green flag flew at the bullring on Saturday at 12:10pm for the start of 160 minutes of racing – a long sprint. Gunn charged into Big Bend and stayed at P1 through the first lap. Holding the lead on track for 31 initial laps and through the ensuing pit work would prove to be the elixir for the lack of passing opportunities.

The 9 car, Pfaff Motorsports Porsche 911 GT3 R with Klaus Bachler and Patrick Pilet, led for 12 laps until a double yellow reshuffled the deck. The full course yellow (FCY) lasted until lap 51 when the 23 car jumped out front again on lap 48.

Around 1:30 pm, on lap 93, past the halfway point, Gunn came in and Alex Riberas took over. Navigating carefully from 14th overall towards the front, Riberas clawed his way

back to 2nd overall in lap 103. Then the second and final FCY was called when Brendon Iribe, driving Inception Racing's #70 McLaren 720S GT3 EVO went off exiting the Diving Turn and DNF'd at the tire barrier. This FCY sealed the fate of the front four runners beginning in lap 106. The 23 car was in P1 followed by the 14 car, the Vasser Sullivan Lexus RC F GT3 with Jack Hawksworth and Ben Barnicoat. Then in third was the #9 Porsche 911 GT3 R (992) of Klaus Bachler and Patrick Pilet. In fourth overall was the #3 Corvette Racing's C8.R GTD Pro with Antonio Garcia and Jordan Taylor. Those four were nose to tail for 62 consecutive laps to the checkered flag – lap 168.

It is obvious from analysis that the 23 car of Ross Gunn and Alex Riberas governed the front row for 80% of the time on track. This is their first time on the top step of the podium this year. The dominance of the leading entries in each of the two classes is ample evidence of the problem posed by bringing blindingly quick cars to a short track with seven turns. So much to risk in exchange for the lead – a shunt or DNF is a vexing proposition. Would we add to that concern the constraints of Balance of Performance, which approximate the cars to within .05% of each other's optimal performance, to arrive at the explanation of 62 laps with no change in the overall leader?

Meanwhile, in the GTD class, there was more diversity in P1, beginning with the 32 car of Team Korthoff Motorsports in the Mercedes AMG GT3 EVO. With Mike Skeen and Mikael Grenier at the wheel, the team led 45 laps at the start, and then again at laps 99 and 100. Ultimately, the 32 car finished on the 168th lap but 15th overall. Three other GTD

contenders were noted at the lead, but it was the car that started 9th overall and 4th in GTD who clinched the trophy in GTD – the 27 car, Heart of Racing Team's Aston Martin Vantage GT3 with Roman DeAngelis and Marco Sørensen. The 27 car with DeAngelis first led from lap 67 until 94, and then again from 106 to the end, arriving at another P1, this one in GTD, and 5th overall.

During the last 20 minutes of the race this writer was at the Pit Box for Heart of Racing. The mood was optimistic but restrained. No one wanted to "jinx" the potential double trophy result by claiming victory any time before the checkered. As the first five cars in the overall lead (the 23 car first in GTD Pro and the 27 car leading GTD and 5th overall) the tension was evident in everyone's face. But their experience in racing prevented them from celebrating even one second too soon. Not even to the white flag did they yield to their sentiments – but then with the checkered flying they exploded in joy, first for Riberas in the 23 car and then 14 seconds later for Sørensen's first in class win in the 27 car.

The Heart of Racing Team, Aston Martin and Ian James, team captain, celebrated a fantastic win on his 50th birthday. In a podium grabbing BOGO, they won both classes of the IMSA WeatherTech SportsCar Championship at Lime Rock Park's FCP Euro Northeast Grand Prix. After the race, driving teammate Alex Riberas was grateful to Gunn in the post-race interview: "It's great that Ross handed me the lead at the second half of the race."

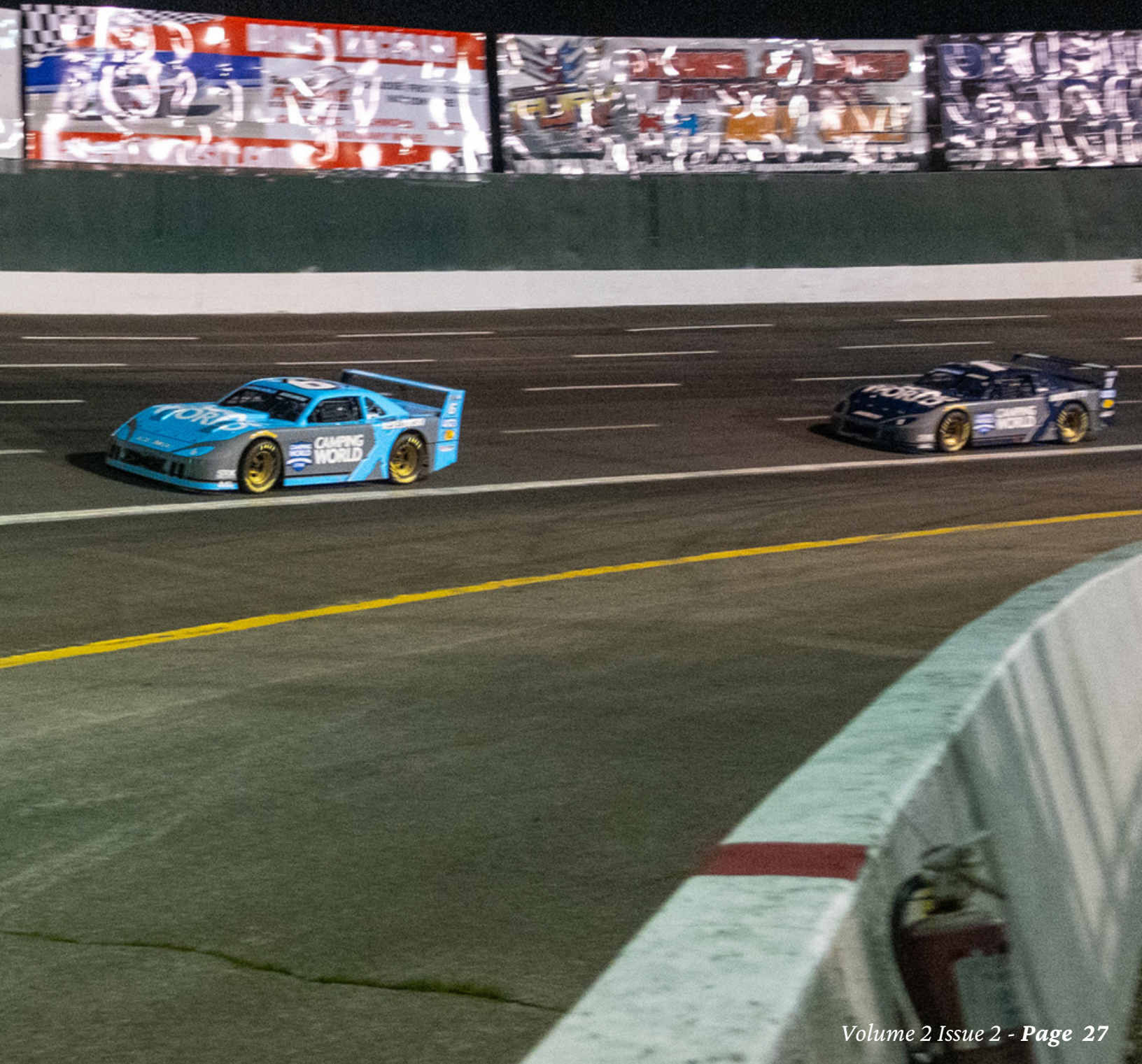
Of 20 cars that started, 17 were still running 2 hours and 40 minutes later; three did not finish. This year's winning car traveled a total of 168 laps and 247 miles in 160 minutes.



SRX

Motor Mile Speedway

Photos by Anthony Bristol



SRX



Motor Mile Speedway

July 27th, 2023



Results

1st - Kyle Busch
2nd - Clint Bowyer
3rd - Tony Stewart



Kyle Busch won the main event of the 3rd round of the 2023 SRX season at Motor Mile Speedway in Pulaski County, VA. Tony Stewart started on the pole, with Brad Keselowski in second, and Marco Andretti in third. After starting in the sixth position, Busch had made his way into the top 3 by lap 28 of 100. On lap 53, Busch bumped Tony Stewart on the inside to get by for second. A few laps later, Busch took the lead after making contact with Brad Keselowski, who spun out after trying to block on the inside lane. Meanwhile, Clint Bowyer made his way from the back of the field to challenge Stewart for second position. As the two battled, Busch led the remainder of the race relatively unchallenged. With three laps to go, Bowyer cleared Stewart for second for the final time and Stewart had to settle for third. Keselowski finished in fourth after recovering from the earlier spin, with Ryan Newman in fifth.

