



Racing History Today

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A Triumph of Endurance: The 2024 Rolex 24 at Daytona

by Celac Colvert



Rolex 24 Overall winners in Victory Lane (left to right) Josef Newgarden, Dane Cameron, Matt Campbell, Felipe Nasr

Photo by Anthony Bristol

The 2024 Rolex 24 at Daytona, held at the famous Daytona International Speedway, proved to be a milestone in the storied history of endurance racing. As the 62nd edition of this legendary event unfolded, it showcased a blend of tradition and innovation, while delivering non-stop excitement and drama over 24 grueling hours. From historic achievements to remarkable comebacks, the race left an indelible mark on the motorsport world. The Rolex 24 at Daytona has long been revered as one of the premier endurance races globally, dating back to its inception in 1962. Each year, the event attracts top teams and drivers, drawn by the opportunity to compete at the iconic Daytona International Speedway. With its challenging circuit layout and unique atmosphere, Daytona has witnessed countless historic moments, shaping the legacy of endurance racing.



Three wide on the Daytona oval at night

Photo by: Anthony Bristol

The 2024 edition of the Rolex 24 at Daytona showcased the continuous technical innovation which is the hallmark of IMSA. One notable addition was the inclusion of hybrid-powered GTP entries in the Prototype class, reflecting the ongoing evolution of automotive technology. Grand Touring Prototype (GTP) is the newest and most technologically advanced Prototype race car which debuted in 2023, featuring a common hybrid powertrain for all entries. The class features competitive entries representing four global automotive manufacturers: Acura, BMW, Cadillac and Porsche. Additionally, the event featured enhanced fan engagement initiatives, including virtual reality experiences and interactive exhibits, aimed at bringing spectators closer to the action than ever before.

The 2024 Rolex 24 at Daytona was filled with thrilling moments and intense battles across all classes, keeping fans on the edge of their seats from start to finish.

Race Results

Prototype (GTP):

- 1st Place: Porsche Penske Motorsports Porsche 963 23:58:24.723 - D. Cameron, F. Nasr, M. Campbell, J. Newgarden
- 2nd Place: Whelen Engineering Cadillac Racing Cadillac V-Series.R 23:58:26.835 - P Derani, J. Aitken, T. Blomqvist
- 3rd Place: Wayne Taylor Racing with Andretti Acura ARX-06 23:58:39.712 - J. Taylor, L. Deletraz, C. Herta J. Button
 - The Prototype class provided some of the most exciting action of the race, with Team Penske emerging victorious after a flawless performance. However, their path to victory was not without challenges, as they faced intense pressure from rivals and had to overcome minor mechanical issues during the race. Whelen Engineering Cadillac Racing, a favorite based both on history and their performance in qualifying secured second place, trailing the winning Porsche by only 2.112 seconds. The #40 Wayne Taylor Racing with Andretti Acura faced a setback with electrical issues in the early stages of the race but battled back to clinch third place.

Prototype (LMP2):

- 1st Place: Era Motorsport ORECA LMP2 07 23:59:46.247 - D. Merriman, R. Dalziel, C. Zilisch, C. Rasmussen
- 2nd Place: CrowdStrike Racing by APR ORECA LMP2 07 23:59:53.047 - G. Kurtz, C. Braun, T. Sowery, M. Jakobsen
- 3rd Place: Riley ORECA LMP2 07 24:00:04.187 - J.G. Robinson, F. Fraga, J. Burdon, F. Massa
 - The LMP2 class saw equally close competition to the GTP class with winning Oreca LMP2 07 of ERA racing separated from the chasing Oreca's of CrowdStrike Racing by APR and Riley by the narrowest of margins. The # 18 ERA car showcased that resilience is as important as outright speed in endurance racing. It was near 2 secs off the pace of the lead qualifier but good strategy and reliability paid off with a win here.

GT Daytona (GTDPRO):

- 1st Place: Risi Competizione Ferrari 296



GTD Pro #75 Mercedes AMG battling side by side with GTD #70 McLaren

Photo by: Jaime Kosofsky

GT3 24:00:03.261 - D. Serra, D. Rigon, A. Pier Guidi, J. Calado

- 2nd Place: AO Racing Porsche 911 GT3 R 23:59:28.160 - L. Heinrich, S. Priaulx, M. Christensen
- 3rd Place: Paul Miller Racing BMW M4 GT3 23:58:27.560 - B. Sellers, M. Snow, N. Verhagen, S. van der Linde
 - GTD PRO, which debuted in 2022, offers the opportunity for factory teams and driver lineups to compete in the GTD class, Risi Competizione emerged victorious following a solid run that saw them capitalize on the issues faced by their competitors. The Paul Miller Racing BMW battled for the lead in the early going, struggled with technical issues and then fought back to claim second.

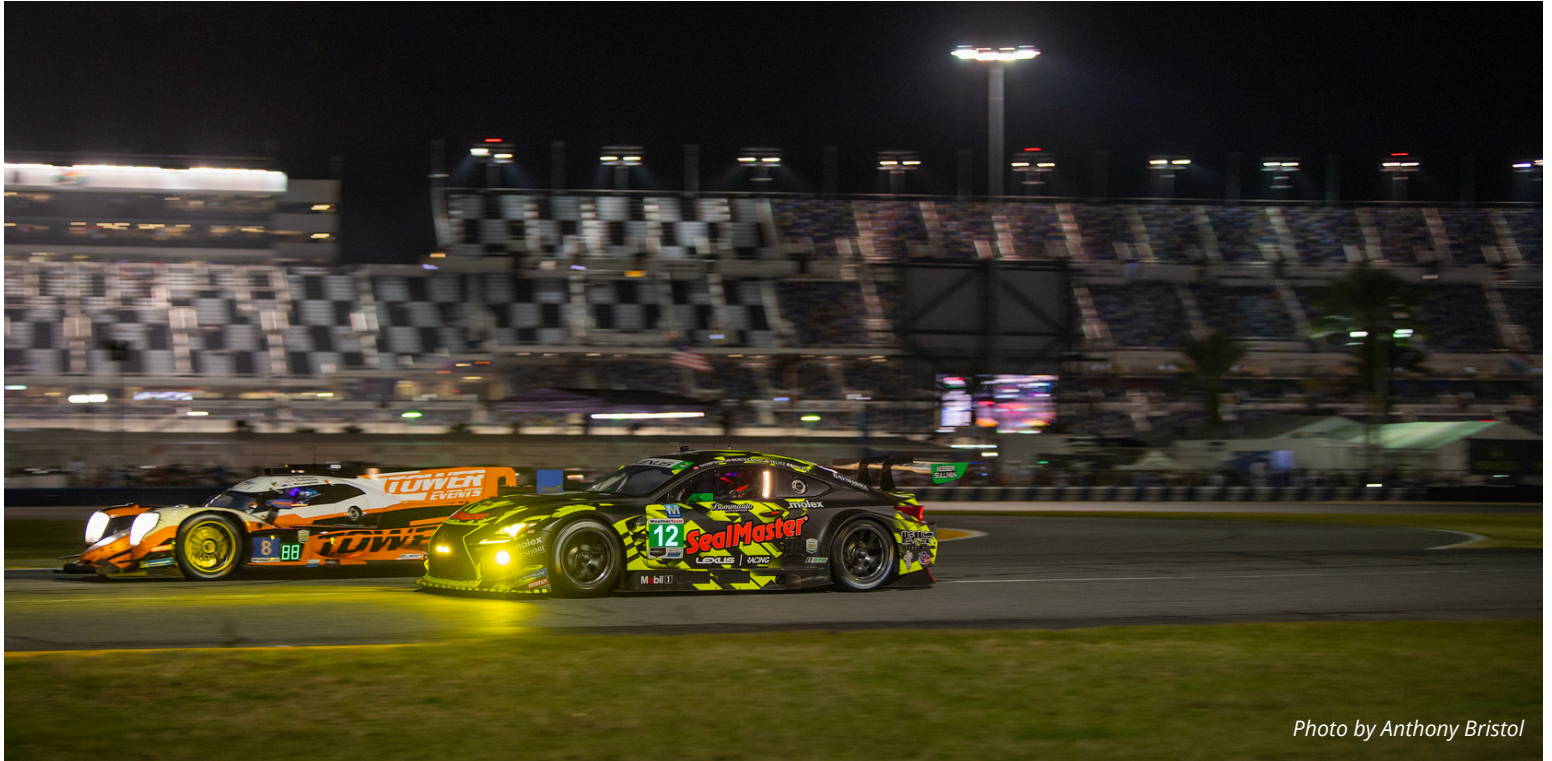
GT Daytona (GTD):

- 1st Place: Winward Racing Mercedes AMG GT3 24:00:01.790 - R. Ward, P. Ellis, I. Dontje, D. Morad
- 2nd Place: Af Corse Ferrari 296 GT3 24:00:04.521 - S. Mann, F. Heriau, M. Molina, K. Cozzolino
- 3rd Place: Conquest Racing Ferrari 296 GT3 23:58:29.162 - M. Franco, A. Costa, Balboa, A. Balzan, C. Sbirrazzuoli
 - GTD races to the same rule set as GTDPRO but is populated by privateer entries. That the cars are equally competitive is demonstrated by the finishing order here with the top cars ahead of many factory backed entries. Winward took their second victory in 4 tries with on the back of good strategy combined with reliability; avoiding the mechanical woes that saw more than a third of the GTD / GTDPro entries parked at the conclusion.

The 2024 Rolex 24 at Daytona showcased the essence of endurance racing at its finest, combining tradition with innovation and delivering non-stop excitement and drama. From historic achievements to remarkable comebacks, the race provided fans with a spectacle they will not soon forget. As the winners celebrated their victories and the podium finishers reflected on their achievements, they added another chapter to the illustrious history of the Rolex 24, ensuring its place as one of the premier events in motorsport.



Photo by Jaime Kosofsky







1st: Josef Newgarden, Felipe Nasr, Matt Campbell, Dane Cameron - #7 Porsche Penske Motorsport Porsche 963

2nd: Tom Blomqvist, Pipo Derani, Jack Aitken - #31 Whelen Cadillac Racing Cadillac V-LMDh

3rd: Louis Deletraz, Colton Herta, Jenson Button, Jordan Taylor - #40 Wayne Taylor Racing with Andretti Autosport Acura ARX-06



1st: Connor Zilisch, Christian Rasmussen, Ryan Dalziel, Dwight Merriman - #18 Era Motorsport ORECA LMP2 07

2nd: Colin Braun, Toby Sowery, Malthe Jakobsen, George Kurtz - #04 CrowdStrike Racing by APR ORECA LMP2 07

3rd: Felipe Fraga, Josh Burdon, Felipe Massa, Gar Robinson - #74 Riley Motorsports - WeatherTech Racing ORECA LMP2 07



1st: James Calado, Alessandro Pier Guidi, Davide Rigon, Daniel Serra - #62 Risi Competizione Ferrari 296 GT3

2nd: Laurin Heinrich, Seb Priaulx, Michael Christensen - #77 AO Racing Porsche 911 GT3 R (992)

3rd: Sheldonvander Linde, Bryan Sellers, Madison Snow, Neil Verhagen - #1 Paul Miller Racing BMW M4 GT3



1st: Philip Ellis, Russell Ward, Daniel Morad, Indy Dontje - #57 WINWARD RACING Mercedes-AMG GT3

2nd: Miguel Molina, Kei Cozzolino, Simon Mann, Francois Heriau - #21 Af Corse Ferrari 296 GT3

3rd: Albert Costa Balboa, Alessandro Balzan, Cedric Sbirrazzuoli, Manny Franco - #34 Conquest Racing Ferrari 296 GT3





WILLIAM BYRON WINS A RAIN DELAYED DAYTONA 500 UNDER YELLOW.

Article by Jaime Kosofsky, Photos by Anthony Bristol



William Byron #24 celebrating in Victory Lane after winning the 2024 Daytona 500

It was a wet beginning for the start of the 2024 NASCAR Cup Series Season, as the Daytona 500 had to be postponed due to rain. The weather cleared up on Monday, and Dwayne "the Rock" Johnson gave the command to fire the engines on the 2024 season. The pole sitter for this year's event was the Penske #22 Penzoil Ford driven by Joey Logano and the #4 Front Row Motorsports Ford driven by Michael McDowell started second. In the second row the winners of the twin 125 were lined up side by side with Daniel Hemrick in 23 X11 Toyota on the inside with the #20 Joe Gibbs Toyota on the outside with Christopher Bell driving.

On Lap 5 the first yellow of the race would come out when 5 cars were involved in crash which would see the #77 of Carson Hocevar and the #21 Wood Brothers Car of Harrison Burton skid through the wet infield at the start finish line after Brad Keselowski got into the back bumper of John Hunter Nemechek,

got loose and came down on the 21. Burton would make heavy contact with the inside wall and his race would be over. Also involved in the incident were Ryan Preece in the 41 Stewart Haas Ford, and rookie Kas Guala. All drivers were able to get out of the car on their own. On the final lap of the stage the Chevys of Chase Elliot, Kyle Larson, Alex Bowman, Kyle Busch and Ross Chastain would battle for the stage win. Chase Elliot in the #9 Hendrick Camaro took the first stage win after long stretches of green flag racing.

Stage two saw Kyle Busch take over the lead in the 8 Chevrolet. He would set a record for leading the most laps in the Daytona 500 without winning the race by leading more than 337 laps without visiting victory lane. The racing was tight for the entire stage, but the drivers were trying to save fuel, and many were running half throttle in the draft. The second stage ended with defending Cup

Champion Ryan Blaney in the #12 Penske forward battling with his Team Penske teammate Austin Cindric in the #2 for the stage win. Blaney would take the green and white checkered flag. Other contenders for the lead included Daniel Suarez in the Trackhouse Chevy and Kyle Busch in the #8 Richard Childress Racing Chevy. Busch who had looked strong in stage one and at the end of stage two, would suffer a major setback during the stage break pitstops between stages 2 and 3. The team was battling for position in the pits, but when the jackman on the 8 dropped the car front the jack the retaining nut on the front left wheel was not on the axle when he left the pits. His crew notified him, and he stayed on the apron for 2.5 miles without losing the wheel. He did not get penalized, but he lost his track position. With 55 laps to go, the pack was bunched up and racing hard. Allmendinger and Lajoie moved to the front as the field fanned out to three-wide racing. The Fords of Logano



Joey Logano #22 leads the pack of cars at the 2024 Daytona 500



Three wide racing at the 2024 Daytona 500



Ryan Blaney #12 and Christopher Bell #20 lead the pack race pack



Tyler Reddick #45, Kyle Larson #5 and Joey Logano #22 three wide

and David Ragan were leading with 24 laps to go, but they had to make one more pitstop. As the pitstops cycled through, the #1 Busch Camaro of Ross Chastain was in the lead with 9 laps to go. The 48 Hendrick Chevy of Alex Bowman was pushing his teammate #24 William Byron, and the 24 got loose and bumped into Brad Keselowski in the RFK #6 car. The 6 lost control and spun into the pack and triggered the “big one”. The wreck took out the #6, #22, #12, #19, and 45. The 24 managed to save it and stay on the track. Other leaders like Denny Hamlin and others avoided serious damage. The red flag came out with eight laps to go, so NASCAR could clean up the track and set up a final restart. Ross Chastain, who had won the season finale at Phoenix, led the field to the green next to William Byron. Kyle Busch had made his way back to 7th place after the costly pit stop mistake. With four laps to go, the green flag flew, and the field started battling three-wide. As the field crossed the line with one lap to go, the 2 car of Cindric hit Chastain from behind, and Chastain spun up into the pack. After reviewing the replay, the race ended under the yellow flag, with the #24 of William Byron getting his 11th career win. In second was the 48 of Alex Bowman and Christopher Bell in third.

The Penske winning momentum continues at the NTT IndyCar season opener at the FireStone Grand Grand Prix of St. Petersburg.

by Jaime Kosofsky



Josef Newgarden leading Pato O'Ward at the Firestone Grand Prix of St. Petersburg

Photo by Jaime Kosofsky

The Penske organization has been winning big events since last May and nothing changed as IndyCars took to the streets of St. Pete. Last May, Josef Newgarden won the Indianapolis 500 at the wheel of a Team Penske car which marked the 19th win for Team Penske in the Indianapolis 500. From there, Ryan Blaney won the 2023 NASCAR Cup Series Championship, making Team Penske back-to-back champions in the premier stock car racing series in North America. In January 2024 it was Newgarden and Team Penske kicking off the new year in victory lane for the Rolex 24 at Daytona in a Porsche 963. But the winning has not stopped.

Team Penske and Josef Newgarden unloaded for the IndyCar season opener at St Pete, and it became very apparent, Team Penske still had momentum. Although not terribly fast in Practice session 1 where he was 11th, the Team found speed in Practice session 2 where he finished P2. In qualifying Newgarden was the class of the field taking the Pole for the first race of the season, but the event also saw several drivers in new rides showing speed.

Felix Rosenqvist qualified second in his new ride at Meyer Shank Racing in the #60, followed by the Arrow McLaren piloted by Pato O'Ward. Colton Herta had a strong qualifying effort in his Andretti Autosport Gainbridge Honda powered entry.

Formula One veteran Romain Grosjean found speed in the Juncos Hollinger Racing #77 machine, followed by Indy 500 Champ Marcus Ericsson in his new ride with Andretti Autosport, to round out the Firestone Fast Six in qualifying. Notably absent from the Fast Six were the drivers from the Ganassi Team. Seven time IndyCar Champ Scott Dixon qualified a disappointing 11th, while his teammate and defending IndyCar Series Champion Alex Palou did not even reach the second round of qualifying.

As the sun rose over the beautiful temporary road course in St Pete, the sun was out, and the feeling of spring was in the air. In morning warmups, the top of leader board included P1 Colton Herta, P2 Scott Dixon, Alex Palou was in P3 followed by Team Penske Teammates

Newgarden and Scott McLaughlin to round out the top five.

As the cars were grided and the sun continued to shine temperatures rose to the mid-80s and was a beautiful day to race. At the start, it was Newgarden who snatched the lead and never looked back as the field spread four wide entering turn 1. While there was some minor pushing and shoving everyone got through the first couple of turns cleanly and Newgarden checked out. The reigning Indy 500 Champion set a blistering pace and pulled away from the field who was led by Pato O'Ward, Felix Rosenqvist in the AutoNation/SXM Radio Honda, and his teammate Scott McLaughlin in the DEX Imaging car.



Gaggle of cars during Firestone Grand Prix of St. Petersburg

Photo by Anthony Bristol

Although Newgarden lead 92 of 100 laps, he did have to work his way up after falling to fourth in the first round of pit stops. Christian Lundgaard had pitted out of sequence and lead the race in his Rahal Letterman Lannigan ride for seven laps. But when the green dropped following the yellow flag pitstops Newgarden was not to be denied. Over the next few laps Newgarden stormed past Herta, then O'Ward in the Arrow McLaren. Once Lundgaard pitted out of the lead the rest of race was dominated by the blue number 2 of Newgarden who set an incredible pace and showed his smooth driving style to take the win over second place driver Pato O'Ward and Scott McLaughlin. Team Penske driver Will Power was 4th and Colton Herta rounded out the top 5.

After the race Newgarden commented, "I had a lot of fun today," Newgarden said. "I think it's so deserving for the work they (Team Penske) put in. We've worked really hard to close the gap. We didn't have the speed we needed on road and street courses last year, at least on a consistency basis, and today we brought that speed. We had the execution, as always."

Although it was the season opener for the IndyCars, it was the second win of 2024 for both Team Penske and Newgarden who had



Josef Newgarden in Victory Lane

Photo by Anthony Bristol

teamed up at Daytona to win the Rolex 24-hour race in January. Second place Pato O'Ward was disappointed for not winning but felt that the season was starting off well. O'Ward commented, "I think the Penske were just too strong for us today."

The race was punctuated by three yellow flag periods including a minor incident on lap 27 when Marcus Armstrong hit the wall in Turn 10. Linus Lundquist and Romain Grosjean were involved in an incident on course which sent the young Lundquist into the wall, ending his day. Grosjean was penalized by IndyCar for the incident for avoidable contact. The top finishing Rookie in the event was Kyffin Simpson in the #4 Ganassi entry. He finished a strong 14th. Chevrolet swept the top four spots with Honda finishing 5, 6, and 7th.



Top photo: Jaime Kosofsky; Middle photo: Jaime Kosofsky; Bottom photo: Anthony Bristol

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Mobil 1 Twelve Hours of Sebring

Presented by Cadillac

16 March 2024

Article by Luis Martinez, Photos by Anthony Bristol

Sebring, FL - Three consecutive days of Chamber of Commerce weather greeted a field of 58 entries and 174 world-class drivers in one of the greatest concentrations of factory firepower that I can recall - the 72nd running of the Mobil 1 Twelve Hours of Sebring Presented by Cadillac. An amazing sight - a record number of marques (14 in total), with five more entries than last year, gathered in pursuit of an audacious goal - finish first after enduring 12 hours of unyielding, merciless pounding at The Bumps. Sebring International Raceway proudly promotes its trademark bumpy track as an irritatingly rough, rattle-your-wisdom-teeth racing roadway with no elevation changes higher than a concrete expansion joint. Vagaries of the track surface are caused by the age of the surface, with Florida sunshine broiling the asphalt and concrete for decades. This is a grueling, legendary venue revered in the world of endurance racing. In 2023, when eight GTP cars qualified in front of the grid of this event, only two finished in the lead lap.

We begin with the history and importance of this epreuve. The 12 Hours of Sebring was born of an idea by a Russian engineer in 1950. He was in the business of repurposing military planes available at Hendricks Field, a WWII Army base for training B-17 bomber pilots. In addition to his affinity for aircraft, Mr. Alec Ullman loved high performance automobiles. He organized a 6-hour race for December 31, 1950, using part of the runway of Hendricks Field. After modest success with that, he sourced funding for a 12-hour race in 1952. The 12 Hours of Sebring rocks on 72 years later as the oldest endurance race in the USA.

The very attraction of the Sebring track surface is also its difficulty. The bumps at entry of many corners, at mid-corner and exit unsettle the car and driver making it difficult to gauge how much throttle to apply while keeping the tires in constant contact. But there is more. These hybrid-powered cars must maintain and not exceed a very specific maximum power, which the drivers can modulate by the way they are driving as well as by highly complex software programs on board. All the hard work of a focused, highly motivated driver can be undone by a violation of the maximum power regulations in any given lap.



**#77 "Rexy" Porsche and pack lurking on the
#14 Vasser Sullivan Lexus**

Personally, I find the Sebring venue more exhilarating than Daytona. There is something visceral, loud, in-your-face at Sebring that I sense to a greater degree than at other venues. Another aspect is my bias for IMSA racing, especially the GTD Pro and GT Daytona classes.

The entry list for this year has fifty-eight purpose-built racers divided into four classes: Grand Touring Prototype (GTP), Le Mans Prototype 2 (LMP2), Grand Touring Daytona Pro (GTD Pro) and Grand Touring Daytona (GTD). One might ask, can they invite any more than 58 participants? Walking the length of pit row towards pit exit, pit boxes extend well towards the brake zone into Turn One, so the number of pit boxes may be the limiting factor.

The speed and cornering ability of the highly aerodynamic Prototypes is way on the other side of impressive. One of my favorite observation posts is at the end of the pit boxes on pit row, which coincides with the end of the front straight at Sebring. Watching these hybrid-powered 670hp rockets going by, the roar of their engines beats on my chest. Charging the front straight with speeds approaching 188+mph, they then trail brake to the left - on the edge of disaster - into Turn One. You can actually hear the Michelin tires scrubbing the pavement, struggling for traction under the immense lateral G-forces. Never mind the tires - think about the physical exertion on the drivers.

There was one noticeably different entry this year in the GTP - a bright green vehicle with Italian colors on its central racing stripe. This is the fifth manufacturer entry of these land rockets - the debut at IMSA of a Lamborghini prototype meeting criteria for Le Mans Daytona hybrid (LMDh) homologation. The #63 Iron Lynx SC63 was piloted by Matteo Cairoli, Andrea Caldarelli, and Romain Grosjean for the IMSA WeatherTech SportsCar Championship. The ICE powerplant is a 3.8-liter, twin-turbo V-8 mated to the standard hybrid system. The electric power is supplied by Bosch, a motor-generator unit (MGU) situated between the engine and the seven-speed Xtrac rear transaxle. The MGU produces a peak of 40 horsepower. Iron Lynx plans to participate in the three remaining IMSA Michelin Endurance Cup races for 2024.



#63 Iron Lynx Lamborghini GTP on track during the 12 Hours of Sebring

Seven weeks after the Rolex 24 Hours of Daytona in January, the Twelve Hours of Sebring is second on the schedule for the 2024 IMSA WeatherTech SportsCar Championship. This 72nd start of the epic event started in the bright sunshine of a beautiful Saturday, 16th of March, at 9:40am. The class leader at the start the race and their qualifying times in the 3.74-mile track were:

GTP – Pipo Derani, #31 Whelen Cadillac Racing's Cadillac - V-Series.R, qualified at 1:48.152.

LMP2 – PJ Hyett, # 99 AO Racing ORECA LMP2 07, at 1:52.142.

GTDPPro – Jack Hawksworth, #14 Vasser Sullivan Lexus RC F GT3, at 1:58.714.

GTD – Roberto Lacorte, #47 CETILAR Racing Ferrari 296 GT3, at 1:59.014.

Having won overall at Sebring in 2023, Derani and the Whelen Cadillac Racing team were looking forward to a repeat. With 18 overall wins at the 12 Hours of Sebring, the most of any marque, Porsche Penske Motorsports was fresh from their P1 Rolex watch at the Rolex 24 Hours of Daytona. They came hoping to raise their Sebring record to 19, and in addition raise their record of class wins to an indomitable 600. Another team looking to notch another top step trophy in GTD, but qualified way back at P54 of 58, was Winward Racing's #57 Mercedes AMG GT3.

START

All 58 qualifiers were released in two segments at 9:40am. Led by a Safety Car, the 24 entries of GTP and LMP2 completed the formation lap and rounding Turn 17 the Safety car pitted and the racers accelerated furiously to the green flag. About half a lap behind, the second Safety Car, shepherding 34 GTDPPro and GTD drivers, tucked into pit row and the drivers jammed the throttle under green toward Turn 1.

Starting from pole position, the 31 car, Express Racing with Pipo Derani in the first stint led the first 28 laps. Sebastian Bourdais was right behind in the Cadillac Racing #01 when he took over and led for the next 23 laps – so it was Cadillac v Cadillac to lap 83.

HOUR 3

The 7 car, Porsche Penske Motorsports with Felipe Nasr piloting the Porsche 963, showed

up leading overall at lap 84, three hours and one minute after the start. Derani was one second behind him (1.033) and Bourdais 2.103 in arrears. In LMP2, Dan Goldberg was leading in the #22 United Autosports USA ORECA LMP2 07. Next, in GTDPPro, the Porsche 911 GT3 R 992 of AO Racing was leading with Sebastian Priaux in control. Amazingly, the #57 Winward Racing Mercedes AMG GT3 had

GT3 hard to the wall on driver's left, which ended Legge's race.

HOUR 9

Two hundred and fifty-one laps under the chassis of the #6 Porsche Penske Motorsports, Mathieu Jaminet was in one of four Porsche 963's on track. Jaminet was 5.608 seconds ahead of the closest competitor. The lead had



#40 Wayne Taylor Racing with Andretti Autosport Acura ARX-06 goes off track in turn 7

clawed its way from 54th overall on the grid to first in class after 80 laps with Philip Ellis at the wheel in the third hour.

HOUR 6

At the halfway point of the race, with 169 laps / 632 miles completed, at the front of the pack was Derani again, in the Whelen Cadillac Racing 31 car. Nick Boulle was leading LMP2 in the #52 Inter Europol by PR1 Mathiasen ORECA LMP2 07. The #14 Lexus RC F GT3 of Vasser Sullivan was leading GTDPPro with Jack Hawksworth in the cockpit. Ellis was still busy leading the GTD cohort in the #57 Winward Racing Mercedes AMG GT3 at around 6:40 in the afternoon, an hour before sunset. This is the time window that frustrates the racers, having to squint into a setting sun while driving pedal to the medal in the long Ullman straight, setting up to trail brake heavily into a right sweeper, Turn 17 – the Sunset Bend.

Thirty laps later, a hard bump by Miguel Molina's front left fender of the AF Corse's #21 Ferrari 296 GT3 into Derani's right rear ended their quest. With Derani leading overall, the shunt in Turn 9 caused him to leave the track to driver's right, across the grass and into the tire wall. His Cadillac flew up and flipped upside down on the tires. He was extracted and he walked away. Molina also retired the 21 car.

Defending their triumph in Daytona, the Porsche 963's (numbers 6 and 7) had led a total of 21 laps. Then, while leading on lap 233, the Porsche Penske Motorsport's Frederic Makowiecki in the No. 6 chose the inside line into the Sunset Bend, but bumped Katherine Legge in the Gradient Racing's #66 Acura NSX

also changed in LMP2 with Dwight Merriman leading the class in the Era Motorsport ORECA LMP2 07, #18. First in the GTDPPro at this stage showed Alexander Sims keeping a good pace in the #3 Corvette Racing by Pratt Miller Motorsports, driving the Chevrolet Corvette Z06 GT3 R. In the GTD class, Kerong Li had brought the MDK Motorsports #86 Porsche 911 GT3 R (992) into the lead after 237 laps completed.



#66 Acura NSX GT3 running in the pack at the 2024 12 Hours of Sebring

HOUR 12

During the 10th hour the sun set around 7:35pm. The race finished in exactly 12 hours, in the dark, at 9:40pm. As difficult as it is to navigate the 17 turns of the Bumps, it's altogether another universe trying to negotiate extremes of acceleration, braking, and turning using headlights.

As in most long endurance races, those who have kept pace and survived for many hours, if they are still in the lead lap, they have to gamble it all in the final laps to stay within inches of the leader for one final act. This is how Louis Deletraz, in the #40 Wayne Taylor



Racing with Andretti's Acura ARX 06, gained and eventually passed Sebastian Bourdais for the lead within six minutes of the checker. Deletraz made contact with Bourdais, trading more than paint in a scrimmage to bring the Acura its first victory in the Sebring contest. The gap from Deletraz to Bourdais was 0.891 seconds after twelve solid hours of no-holds-barred racing. It is hard to imagine how close all the classes finished. For LMP2 the lead was only 1.127 seconds; in GTD Pro it was 0.121 seconds, and in GTD it was decided by 0.646 seconds. According to tightly secured information, and the fact that the Media credential holders were a record number, IMSA claims that Sebring enjoyed another record live audience.

In the LMP2 category, Connor Zilisch took it to the house. At 17 years of age, he was asked to do the last stint, driving for 90 minutes to collect the checker. Zilisch helped his team, Era Motorsport, remain unbeaten in the 36 hours of Florida with Ryan Dalziel and Dwight Merriman in the No. 18 ORECA LMP2 07.

In GTD Pro, the No. 14 Lexus RC F GT3 for Vasser Sullivan Racing with Jack Hawksworth, Ben Barnicoat and Kyle Kirkwood climbed to the top step.

From 54th on the grid to 29th overall and First in GTD Class, Philip Ellis brought joy to Russell Ward and Indy Dontje in the No. 57 Mercedes-AMG GT3 for Winward Racing.

Of 58 cars that started, 46 were still racing twelve hours later; 12 were not running. This year's winning car traveled a total of 333 laps and 1,245 miles in 12 hours and 54 seconds. IMSA has posted the following results:

GTP

Overall and Class Winner: J. Taylor / L. Deletraz / C. Herta - #40 Wayne Taylor Racing with Andretti - Acura ARX-06, 333 laps

Second: R. van der Zande / S. Bourdais / S. Dixon - #01 Cadillac Racing - Cadillac V-Series.R, 333 laps

Third: D. Cameron / F. Nasr / M. Campbell - #7 Porsche Penske Motorsports - Porsche 963, 333 laps

LMP2

First: D. Merriman / R. Dalziel / C. Zilisch - #18 Era Motorsport - ORECA LMP2 07, 330 laps

Second: S. Thomas / M. Jensen / H. McElrea - #11 TDS Racing ORECA LMP2 07, 330 laps

Third: D. Goldberg / P. Di Resta / B. Garg - #22 United Autosports USA - ORECA LMP2 07, 330 laps

GTDPro

First: J. Hawksworth / B. Barnicoat / K. Kirkwood - #14 Vasser Sullivan - Lexus RC F GT3, 316 laps

Second: D. Serra / D. Rigon / J. Calado - #62 Risi Competizione - Ferrari 296 GT3, 316 laps

Third: F. Perera / J. Pepper / M. Bortolotti - #19 Iron Lynx - Lamborghini Huracan GT3 EVO2, 316 laps

GTD

First: R. Ward / P. Ellis / I. Dontje - #57 Winward Racing - Mercedes-AMG GT3, 314 laps

Second: R. Lacorte / G. Sernagiotto / A. Fuoco - #47 CETILAR RACING - Ferrari 296 GT3, 314 laps

Third: A. Adelson / E. Skeer / J. Heylen - #120 Wright Motorsports - Porsche 911 GT3 R (992), 314 laps



Gaggle of LMP2's during a restart during the 2024 12 Hours of Sebring



Katherine Legge and teammate Tati Calderon talking during pre race



Fans enjoying themselves during the pre race IMSA Fan Walk on pit road.





1st: Colton Herta, Louis Deletraz, Jordan Taylor - #40 Wayne Taylor Racing with Andretti Autosport Acura ARX-06

2nd: Scott Dixon, Rengervander Zande, Sebastien Bourdais - #01 Cadillac Racing Cadillac V-Series.R

3rd: Matt Campbell, Dane Cameron, Felipe Nasr - #7 Porsche Penske Motorsport Porsche 963



1st: Dwight Merriman, Connor Zilisch, Ryan Dalziel - #18 Era Motorsport ORECA LMP2 07

2nd: Hunter McElrea, Steven Thomas, Mikkel Jensen - #11 TDS Racing ORECA LMP2 07

3rd: PaulDi Resta, Bijoy Garg, Daniel Goldberg - #22 United Autosports USA ORECA LMP2 07



1st: Kyle Kirkwood, Ben Barnicoat, Jack Hawksworth - #14 VasserSullivan Lexus RC F GT3

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

3rd: Franck Perera, Jordan Pepper, Mirko Bortolotti - #19 Iron Lynx Lamborghini Huracan GT3 EVO2



1st: Philip Ellis, Indy Dontje, Russell Ward - #57 WINWARD RACING Mercedes-AMG GT3

2nd: Antonio Fuoco, Roberto Lacorte, Giorgio Sernagiotto - #47 Cetilar Racing Ferrari 296 GT3

3rd: Elliott Skeer, Jan Heylen, Adam Adelson - #120 Wright Motorsports Porsche 911 GT3 R (992)

IMSA Mobil 1 12 Hours of Sebring Results



