

# Napleton Racing Wins GX Class

Grand Am >> 2013 Rolex 24 Hours at Daytona

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Daytona, FL – January 27, 2013 – Napleton Racing boldly captured the inaugural GX class top podium spot at the 2013 Rolex 24 Hours at Daytona with a margin of victory of 10 laps. By completing 635 laps, Napleton's race prepared #16 Cayman S provided Porsche with the company's 63rd class victory at the famed 24-hour endurance classic. Painted in the "Hippy" blue and green swirl design of the 1971 LeMans 917L, Napleton Racing's Cayman S ran a clean and consistent campaign that didn't include a single garage stop.

"That was probably the key to our success," said Shane Lewis a Napleton Racing driver. "If it wasn't for the pit lane violations that we had and a couple other minor incidents on track, we would have had the cleanest run that I think anybody has had at Daytona for a long time. But not one time to the garage, not one mechanical issue other than putting tires, fuel, I think they added some oil on occa-

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sion. I requested a window tear off one time. That was about as mechanical as it was. It was flawless.”

Featuring race cars closer to production road versions, the GX class included machines from Porsche and Mazda. The grueling 24 hours proved to be a daunting test for Napleton Racing who normally operates the Pirelli Cayman Interseries Endurance Cup Championship series. In the end, the team’s success came down to preparation.

“I won this race with Brumos Racing in 2009, albeit a different class. We did push pretty hard through the night. But we backed off in the morning. For us it was all about race preparation. Our guys did a superior job when this program was conceived in early November of building a car and making it reliable while keeping stock parts,” pointed out Napleton driver David Donohue. “There are surprisingly many stock parts on this car. Since the clutch and transmission were stock, we



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had to ginger them a bit the whole day to get the reliability we needed. Using the stock ECU also meant we addressed driving differently than in a DP or GT car, but the Cayman performed beautifully. The proof is in the pudding. Napleton Racing's Ron Barnaba and Michael Colucci are long-time old friends, worked well together, and the result was a great race car."

The performance of Napleton Racing's #16 Cayman S surprised many as the model has been overlooked for years by Porsche Motorsports as a legitimate race contender. In fact, the "Hippy" Cayman S showed its bloodline's potential by finishing better than 10 out of 18 Porsche GT3 Cup cars in the GT class. The "little Cayman S that could" also wiped off a best lap time of 1:55.269 at an average speed of 111.183 mph. Granted this time was a good five to seven seconds slower than the GT3, but it had the fuel efficiency and reliability needed to make up ground on quite a few 911 GT3's. As David Donahue said, the proof is indeed in the pudding.

As for the rest of the Porsches racing at Daytona, the battle for GT Class glory ultimately came down to fuel strategy and pit stop timing. With an hour remain-



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ing, the contest appeared to be anyone's to win. However, Porsche's best result came from last year's Rolex GT champions. The #44 Magnus Racing Porsche 911 GT3 Cup car, with John Potter, Andy Lally, Nicolas Armindo, and Richard Lietz, while in second place, came in for a splash of fuel with an hour to go to avoid an extra pit stop, but the 35 seconds they lost was too much to overcome as the Alex Job Racing Audi scored a narrow victory. The Magnus Porsche finished fifth, however led a GT-leading 250 laps including 125 laps by Andy Lally.

The Alex Job Racing WeatherTech Porsche 911 GT3 Cup also had a chance to win late in the event, but their effort to save fuel not only allowed several rivals to get by them, but ended up stopping on the last lap for fuel anyway. The # 23 Alex Job Racing car with Jeroen Bleekemolen, Damien Faulkner, Marco Holzer, and Cooper MacNeil finished sixth in GT. The other Porsche that finished in the top ten was the Burtin Racing car of Claudio Burtin, Jack Baldwin, Mario Farnbacher, Robert Renauer, and Martin Ragginger finishing tenth. The other Porsches that ran proficiently included the Snow Racing/Wright Motorsports Porsche of the mother/son team of Melanie and Madison Snow, Sascha Maassen, Marco Seefried and Klaus Bachler. They finished in 11th after leading the GT class halfway through the race. Unfortunately, a torn brake line ended the mother/son team hope of winning as repair time set them back in the class standings.

The Brumos Racing Porsche 911 GT3 Cup of Marc Lieb, Leh Keen, Andrew Davis, and Bryan Sellers finished 13th after losing its clutch early in the race, and finally losing its gearbox in the last five minutes of the 24 hour race. The Park Place Porsche, with Patrick Lindsey, Patrick Long, Spencer Pumpelly, Daniel Graeff, and Jason Hart was slowed by a broken sway bar and a flat tire, and fell back early in the race. During the night, Rubens Barrichello, the former F1 star from Brazil, coasted to a stop after losing the engine in the Dener Motorsports Porsche 911 GT3 Cup.

Among the Porsches that started strong, but ran into trouble included the Momo NGT Porsche of Henrique Cisne-



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ros, Sean Edwards, Kuba Giermaziak, and Patrick Pilet. The Momo team was in the top three for much of the race before a collapsed suspension ended their day. Pole-sitter Nick Tandy in the Konrad Racing/Orbit Racing Porsche led for 15 minutes but was struck by another race car thus sustaining major body damage, causing problems later on, and finally ending the team's day with a DNF.

## DP Class

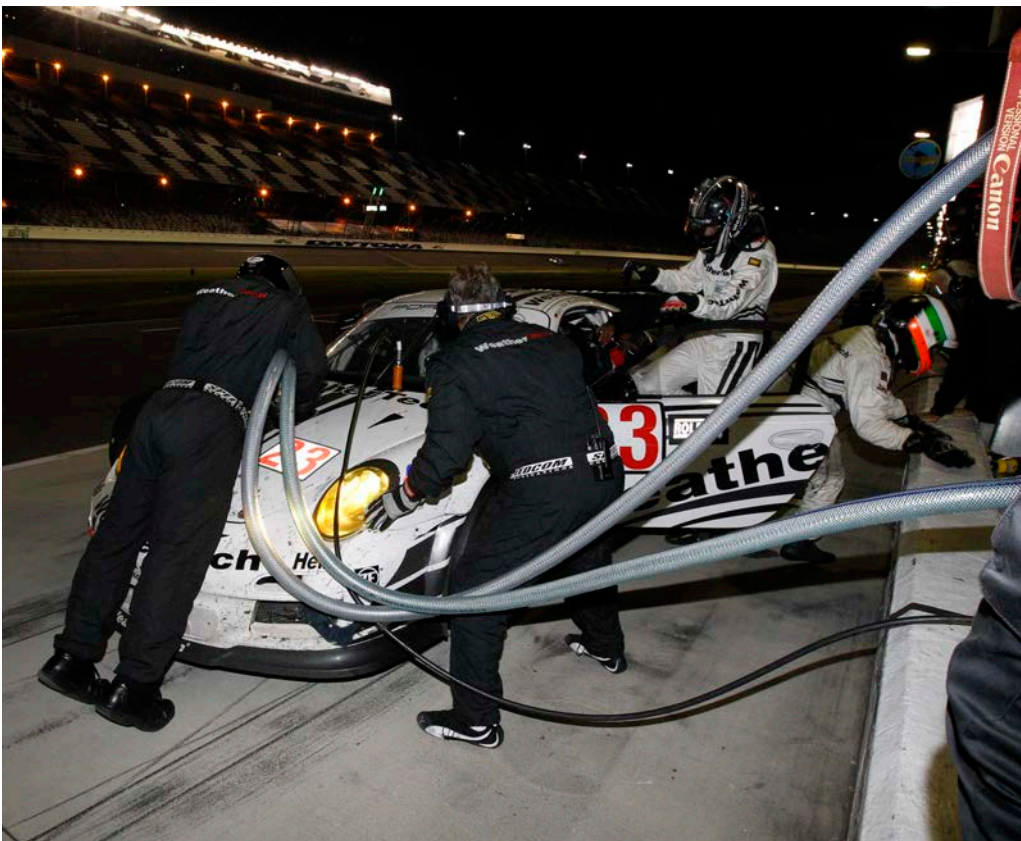
Scott Pruett along with Memo Rojas, Juan Pablo Montoya, and Charlie Kimball driving the #01 TELMEX/Target BMW-Riley of Ganassi Racing won the overall victory at the 2013 Rolex 24 at Daytona. The win provided Scott Pruett with his fifth overall Rolex 24 victory equaling the tally of Brumos Racing's Hurley Haywood.

"This was an incredible day all around. At the end of it, having known Hurley real well over the years by racing with him and just as a friend and then to have him there as the race's Grand Marshall was a very pretty special thing. ... One thing when you get together with a group like this with Memo, Charlie and Juan, you don't try to be Superman. We've got some very incredibly talented guys that can step in and close it out I'm proud to be part of the team, and it was exciting to finish up on top."

Montoya drove the final stint, coming back after falling to fourth following a restart with 51 minutes remaining. Montoya needed seven minutes to work his way past Max Angelelli to take the lead, and then prevailed in a battle of fuel stops in the closing minutes to beat Angelelli to the checkered flag by 21.922 seconds. It was the third victory in the event for Montoya and Rojas, and first major triumph for Kimball.

"We were hoping on our strategy to make it on fuel and stay out until the end. That's why we took on no tires on our pit stop. Montoya – in #01 Ganassi BMW-Riley – was A-class, we were B class. Today Jordan and Ryan did a great job and the crew never made a mistake," explained Max Angelelli, driver of the #10 Velocity Worldwide Corvette DP that finished second.

Defending winner AJ Allmendinger rallied the Michael Shank Racing from a seven-lap deficit and a final hour off-



course excursion to take third, joined by Marcos Ambrose, Justin Wilson, John Pew and Ozz Negri in the #60 Ford-Riley.

“We knew Montoya would be tough to beat. On that last restart, I got around Juan on the outside into Turn one, and I knew I had to go. I went side-by-side with Joao but got pushed off, and that filled the radiator with dirt and we had to pit. That was disappointing, but it was ‘go time,’ no hard feelings there. I felt we weren’t going to beat Montoya, but thought we might get second. Ganassi Racing did its homework like we did last year. When it’s your year, you’ve got to capitalize on it,” lamented AJ Allmendinger, driver of the #60 Michael Shank Racing Ford-Racing.

Joao Barbosa served a penalty following his contact with Allmendinger and returned to place fourth, joined by Christian Fittipaldi, Burt Frisselle and Mike Rockenfeller in the #9 Action Express Racing Corvette DP. The power of the BMW engine made Ganassi Racing consistently faster in a straight line than the Corvette and Ford powered teams. However, Chip Ganassi

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attributed the win to improvements in mechanical grip and aerodynamics rather than just the BMW's horsepower and torque.

### GT Class

Audi claimed its first Grand-Am and Rolex 24 Hours at Daytona victory by holding off a field of Porsches, Ferraris, and other Audis. The #24 Alex Job Racing WeatherTech Audi R8 claimed the GT battle by outwitting the other teams with their fuel and pit strategy. Despite not running as fast in the straights and on high-speed banking as the Ferraris, the Audi claimed the tight curves as its domain as the R8's took the top two spots in the GT Class. In total, seven cars finished on the lead lap making the 2013 Rolex 24 one of the closest GT class results in event history. After swapping the lead all day and night with the likes of Porsches and Ferraris, Filipe Albuquerque piloted the #24 Audi R8 to the GT Class lead for the final time with less than 40 minutes left. His ultimate margin of victory was a trite 1.476 seconds over the #52 Audi APR Motorsport R8. **AA**



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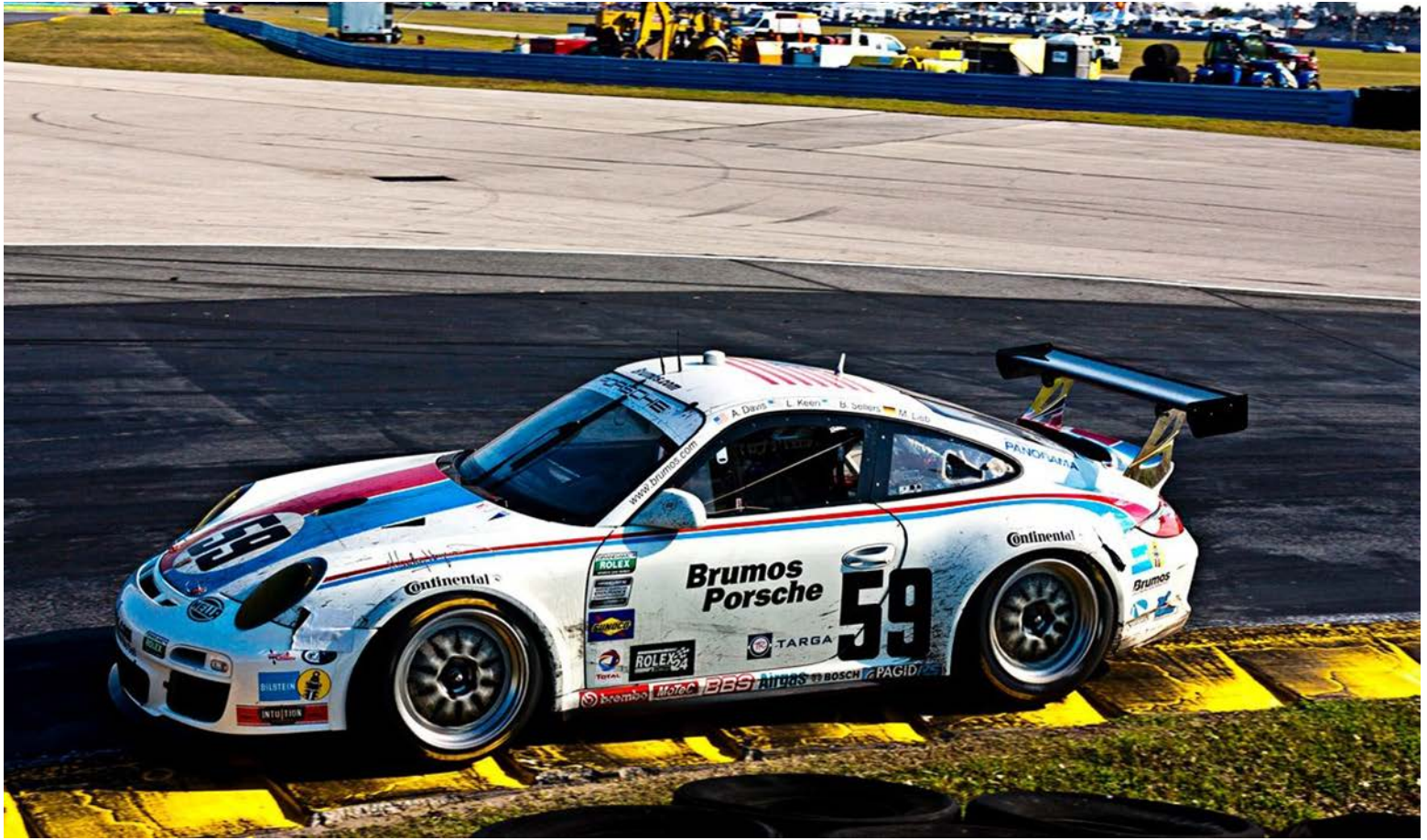
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