

For Immediate Release:

For Contact Information:
Jeff Easterling
TopgunGT1@gmail.com

Owen Trinkler and Mike Keravich Push Hard to the Finish at Daytona

Owen Trinkler and Mike Keravich came away from Daytona International Speedway with precious points after a hard fought 200 miles of racing. The pair qualified the #7 Power Racing BMW M3 at 20th overall on the staggering 88-car grid with a lap of 2:04.246 around the three and a half mile circuit, only a few seconds off the overall pole. Once the race started, Keravich knew it would be a tough climb to the top. *“We seemed to be initially down on horsepower compared to the other cars, most notably on the straights.”* He says. Despite being down on sheer speed, the duo managed to carve their way up the order with a combination of skill and clever strategy on pit lane.

The race progressed until the second caution period, at which time Keravich, after setting the team’s fastest lap of the race at 2:04.305, brought the BMW in to turn over to Owen Trinkler. With good timing and a quickly paced crew effort, Trinkler got the car back out in the top ten. Once back out and in the heat of battle, he found his mettle tested turn after turn in order to keep the car in contention. Trinkler noted, *“The car was definitely down on some power today, but it handled great. I was able to pass cars back in the infield that had passed me up on the bankings.”* As the race drew closer to the finish, it became apparent that the Power Racing team had played their fuel economy strategy perfectly. Unfortunately, what they couldn’t have predicted were yellow flags. A late and untimely caution period meant that the frontrunners, most of which would have had to make one final stop for fuel under green, were able to either extend their fuel mileage enough to not stop at all, or pit under yellow and far better preserve their positions. Afterwards Trinkler said, *“I think we caught some bad luck today, we definitely had the fuel strategy nailed correctly, and if the race had stayed green until the end, I know we could have snatched a top ten finish out of it.”* Once the race did finally return to green flag racing, Owen made a great late move through traffic on the banking to keep ahead of the quick BGB Motorsports Porsche 911-996 of Craig Stanton to finish 19th overall.

Though Owen and Mike would have loved to finish higher up the order, they knew how important it was to come away with points from a race like Daytona. *“Last year we came away without any points.”* Says Keravich, *“We are in a much better position this year to make a solid run for the points championship, and we are excited about going to VIR for the next race, where we did so well last year.”* Indeed, last year Keravich himself set the pole time for the race at Virginia International Raceway. In the meantime, the team plans to use the long break to put the car on the dyno to squeeze some more power from the M3’s engine, as well as conduct a test at VIR itself in February. Look for Power Racing’s commitment to these details to pay off in a solid finish come late April.

Grand Am Cup Championship

The Grand-Am Cup Series is Grand American's showcase for the latest in international and American-made high-performance sports cars, coupes and sedans straight from the dealer showroom floor. With major modifications permitted only in the area of safety, the Grand-Am Cup Series is home to the same cars seen on streets and highways around the world every day.

The starting fields for Grand-Am Cup races typically feature more than 50 of today's hottest import and domestic production cars that usually race together while competing for both class honors and the overall victory. Series races average about 200 miles in length with a three-hour time limit, but also include classic endurance events, such as the 2006 season finale 12-hour race at Virginia International Raceway.

www.grandamerican.com
www.owentrinkler.com