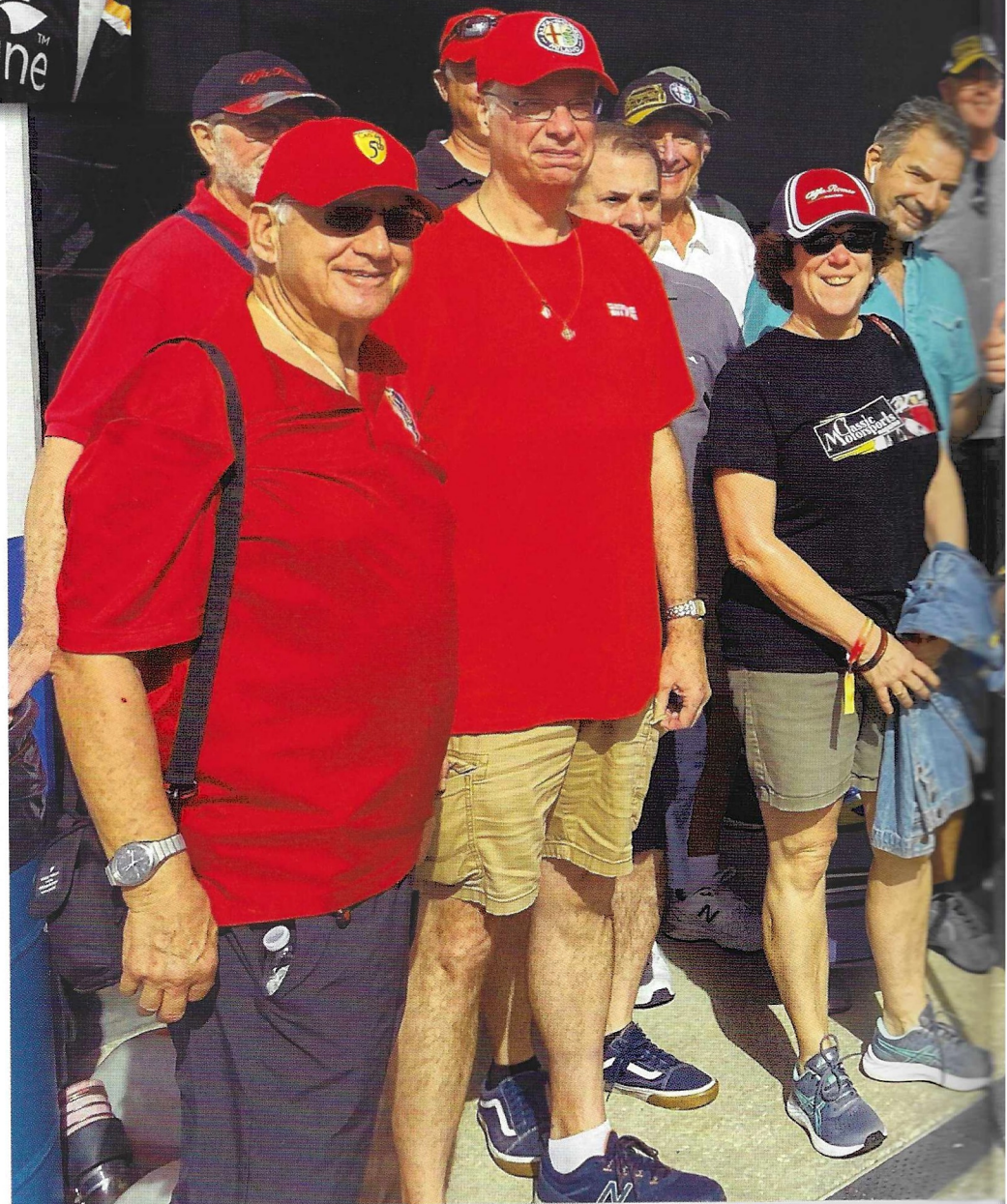


# Never

## BMW Michelin Pilot Challenge at Daytona

The first race of the 2024 Michelin Pilot Challenge and one of two four-hour races took place as part of the Daytona Rolex 24 race festival week in late January 2024, and, with some new faces on board and a well-prepared racecar, our team was ready for prime time. One significant change in the KMW Motorsports with TMR Engineering Alfa Romeo Giulietta Veloce TCR team is a new driver. Joining Tim Lewis, Jr. is Dr. William Tally, and orthopedic surgeon and racer from Atlanta. Tally is a driver who has experience in TCR, having raced a Honda last year. When that team closed, Tally was recommended to Louis Milone, Team Principal at KMW. He was an obvious choice to replace Roy Block since Block had decided to move on.

Tally got his first real taste of the Alfa during the ROAR Before the 24, where he became familiar with the car and set some quick times. When the team considered the various strategies they might employ during the race, the one





# Give Up!

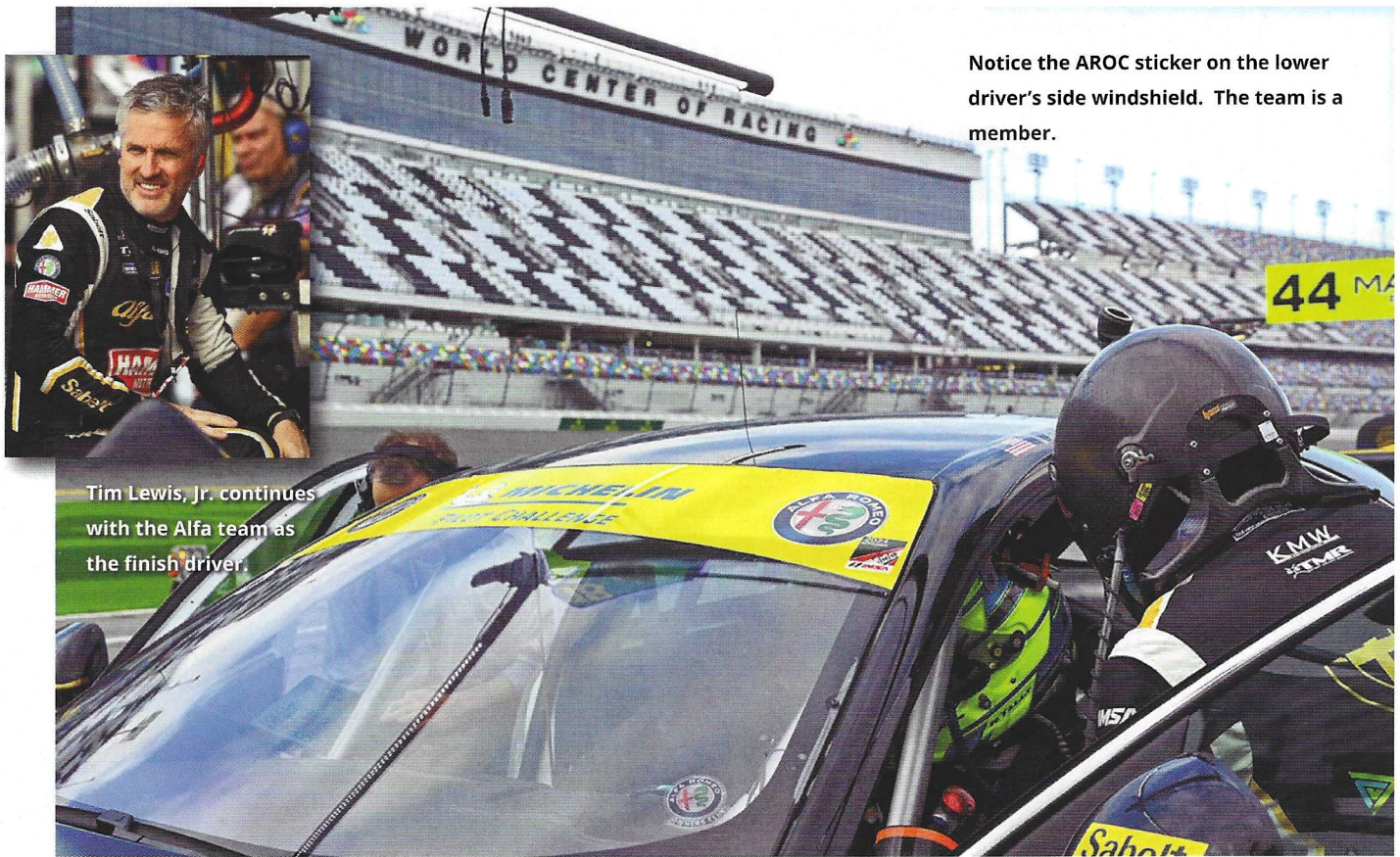
By J. Michael Hemsley

Photos by Michael Stahlstadt  
Sideline Sports Photography



Thanks to Peter Gagne, President of the Mid Florida Alfa Romeo Owners Club, for leading a contingent of 30 *Alfisti* to visit the Alfa team at Daytona. Opposite page, top left: New driver William Tally's job is to keep the Alfa as far forward as possible.





Tim Lewis, Jr. continues with the Alfa team as the finish driver.

Notice the AROC sticker on the lower driver's side windshield. The team is a member.

that looked best was to have Tally qualify and start the Alfa, then run two stints before turning it over to Lewis, Jr. to finish the race. Tally qualified the Alfa seventh of the 17 entries in the TCR field, and he kept the car well up in the TCR field – keeping it between fifth and seventh. He was in fifth position when a Grand Sport racer hit the wall and brought out a full-course caution. When the pits open, Grand Sport cars get to come in first, then the TCR cars can pit. This stop for the Alfa was AWESOME! Tally came into the pits in fifth and left in second.

When Tally left the pits, he was following the TCR leader; both swerved to avoid debris but were able to exit properly. Initially, announcers thought there might be a penalty assessed on their moves, but a review by Race Control said all was OK. The green flag was shown on Lap 17, and, according to Milone, “The entire field seemed to forget that there

were 3 hours and 20 minutes to go. The front pack was racing way too hard.” Tally explains what happened: “I was driving well, and the team absolutely nailed the pitstop to move us up nicely in the first stint. Sadly, I was pinched to the outside and made contact going into Turn 5 – contact that broke the right front suspension.” Milone provided more detail: “The damage was minor, but the broken damper clevis caused the drive shaft to become disengaged from the gearbox, so the Alfa was stranded. We were in the area between Turn 1 and Turn 6 that we call “the island”, as there is no access to it. Almost an hour later [the race] went full-course yellow, and they pulled us in.”

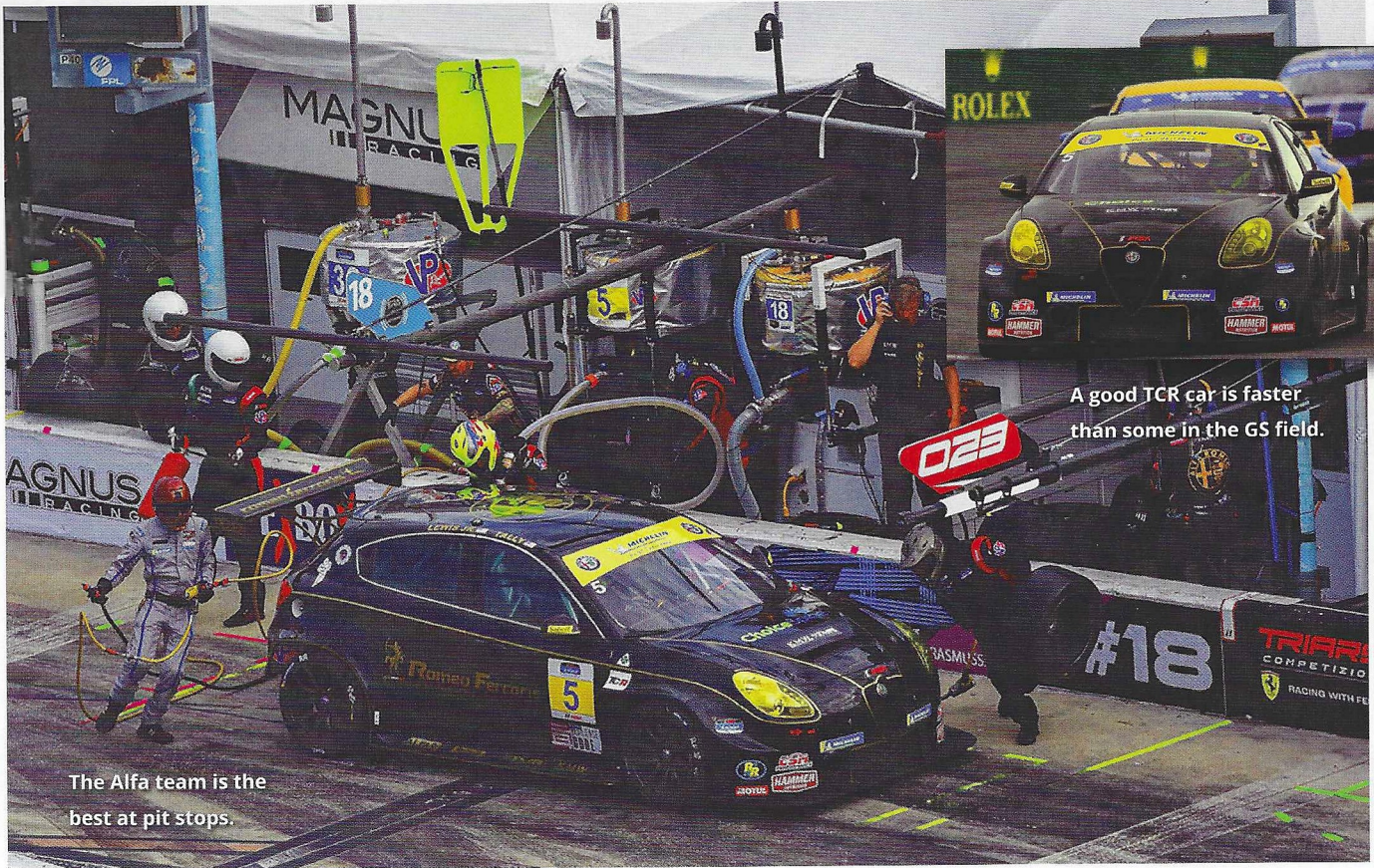
Once the Alfa was back in the pits, the repair was made quickly, and Lewis, Jr. was back on track with the fastest car in TCR. Milone had calculated how many positions they could regain because of attrition of competitors and by good

driving. With 30 minutes left to go in the race, they parked the car. They had picked up all the positions that were possible (from 17th to 13th), so, as Milone said, “When we could not mathematically make any more positions, we parked the car rather than putting it and Tim at further risk.”

There is reason to be pleased with this finish. First, they got a good number of points; second, there are two good drivers; third, the pit crew is probably the best in TCR, and fourth, the car is very good. IMSA Radio announcer Jeremy Shaw talked to Tally about the car and said that Tally complimented the ability of the Alfa to put power down coming out of corners. Milone further explained: “Our strong point is power down on corner exit. It's been mistaken as horsepower for years but it's not. It's power down on demand.”

We *Alfisti* can look forward to a very competitive Alfa for 2024. ■

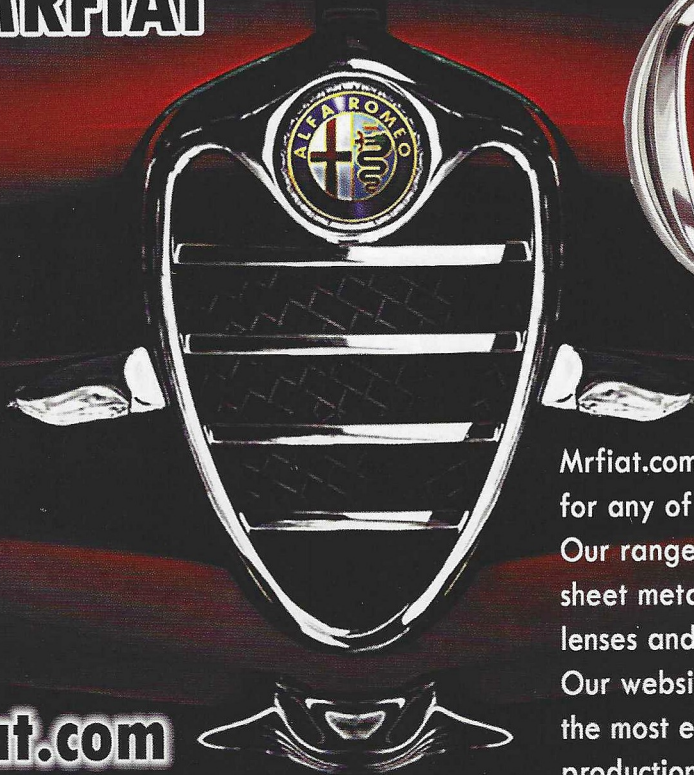




The Alfa team is the best at pit stops.

A good TCR car is faster than some in the GS field.

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