

# Rolex 24 At DAYTONA

Sunday, January 26, 2025

Daytona, Florida, USA

**Dennis Olsen**

**Frederic Vervisch**

**Christopher Mies**

Media Conference



THE MODERATOR: We now have our winners in GTD Pro Class Ford Multimatic Motorsports Ford Mustang GT3. Again, from your left to right, Dennis Olsen, Frederic Vervisch, and Christopher Mies.

20th victory at Daytona for the Mustang; first win globally for the Mustang GT3; Dennis' second career IMSA victory; the first was at Lime Rock Park in, so this is obviously his first Rolex 24 win.

For Frederic, first IMSA victory in his fifth start in the series. Previous best was third in the 2019 Rolex 24 at Daytona.

Christopher, this is his second IMSA victory. His first was at Motul Petit LeMans in 2017. This is also his first Rolex 24 victory.

We'll throw it open to questions.

**Q. As we've seen, this race may be 24 hours long but it's decided in the very closing minutes. How conscious were you of what was going on directly behind you, and what does this say for this car that you guys were able to return and get this great victory today?**

DENIS OLSEN: Oh, I have to say I was watching the mirror every single corner about the Chevy coming up the inside, and I just really made sure to cover them up and just played that the car would hold, make sure that -- hope that the diffuser and the bumper doesn't go off and getting a technical flag, but luckily didn't.

Yeah, eventually KO started and I managed to get a gap and from there it was a bit more comfortable luckily. But yeah, I think it was a faultless race by all the team, by all the drivers.

It's incredible having Ford Performance and Multimatic, new structure, new lineups. Incredible.

**Q. Ford announced this car last year. You've been part of the development of GT cars through the years. I don't remember quite such a remarkable turnaround in one year.**

CHRISTOPHER MIES: Yeah, it's simply amazing. When I saw the line for line, I immediately got into contact with Ford and with Multimatic. I said, I want to be part of it. Yeah, I wanted the change, let's say, after a long stint with another brand. Yeah, we came here exactly a year ago, leading the race back then, which was fantastic for a new car.

But like everyone we had some pedal issues. We solved them over the year. Coming back one year later together with Ford Performance and Multimatic Motorsports is incredible.

Obviously we know each other from the season in Europe, which is also a cool thing I think. Frederic and I got to do the first time full season of IMSA, which has been personally a dream of mine since I came here the first time in 2017. Everything just comes together right now. It's unbelievable.

**Q. Dennis, you were sitting on the sidelines for another famously physical end to a GT race where it didn't go your way. How did it feel this time?**

DENNIS OLSEN: I was very glad that we had a bit more space this time. 2022 it was hard. That was with Porsche. That was Laurens Vanthoor and (indiscernible), so that ended in tears for me.

This year also ended in tears but in a good way. Very, very proud, and yeah, no words.

**Q. It was so physical and intense in GTD Pro throughout this race and particularly towards the end. Give us a sense of what it was like behind the cockpit in some of these battles and trying to avoid contact because there was so much of it?**

FREDERIC VERVISCH: Yeah, basically the race starts



the last four hours, let's say, and until then you want to have a proper car, car in the best shape possible so you can fight, because like every year it's a sprint race. It's the last 15 minutes, 10 minutes of the race which counts, and yeah, you want to be in the best possible shape.

It's difficult because there's a lot of different categories, different battles in different classes, and then you have the teams where you have to be fast enough but careful and a lot of misunderstandings, as well.

Like Dennis said and Chris, we did an amazing job to just keep the car in one piece and then to give him a strong car for the end, and that's what made us win, I think.

**Q. Talking about the development of the car, are there any specifics from last year to this year that you've noticed that have really stood out in making that big (indiscernible) in just the year?**

CHRISTOPHER MIES: I think the most obvious one is that the rear deck lid isn't coming off anymore. We figured out quite quickly where it came from. Obviously from side drafting, but to be honest in development or testing when do you ever side draft, right? It never happens.

We had to learn the hard way in the first race, which is one of the toughest races in the world straightaway. So yeah, we had no preparation really to test that.

But there have been things in the background and also on the team side. I must say this is probably the biggest improvement compared to last year. Yeah, it just feels like we made another good step in terms of preparation and stuff.

This is probably the biggest part, and then obviously little things on the car. There's for sure still things we need to improve for the future and people are working on that, but time will tell.

**Q. Question for Frederic: I'm sure you guys are aware that Corvette are no easy team to beat. They've got a lot of experience here. Corvette versus Ford has been an interesting rivalry. I wanted to hear, was that something you were aware of in the background, this rivalry, and how does it feel to perhaps win this race?**

FREDERIC VERVISCH: Yeah, I think it's quite a struggle, the battle between Ford and Chevrolet. Yesterday we met Jim Farley, and he said whatever you do, you have to be in front of Chevrolet, as a joke, of course.

No, of course we were aware of this, and I think they're extremely strong, and I think they hide their A game

because suddenly they were going a lot faster than yesterday.

Yeah, super proud that we could stay ahead and maybe out-strategy them. I will not say too much, but we did some very ballsy calls I would say in the team, so big congrats to the team, as well, for that.

It was exciting for me and Chris to be on the sidewall for him, of course, but for us it was even worse I have to say.

CHRISTOPHER MIES: It was not exciting (chuckling).

**Q. Chris and Fred, obviously this is the start of the championship full season for you guys. Can you talk about what that means and this new adventure for you guys in the WeatherTech Championship and visiting new tracks for the first time and all the success you've had here to jump start your program?**

CHRISTOPHER MIES: Well, it's a great start to a new chapter I would say and to full time. I think we know 75, 80 percent of the tracks already so there are just a few we don't know, but in general I don't know any racing driver who isn't a fan of IMSA racing (indiscernible).

You go on the back tracks in the world. Like there's no bullshit about track limits and stuff. It's the track, the grass and the wall. That's how it should be. I've been a fan of IMSA since I came here the first time. I think Fred has been here before me but in different categories.

Anyway, it's a good start, and obviously we know that we still have some weakness and we need to work on that, so it doesn't mean that every race goes like that, but to kick things off and especially for the team, I'm very happy. They have worked very hard and obviously had a hard time last year, and to have success like this now in one of the biggest races in the world is a great reward for them.

FREDERIC VERVISCH: I think he said everything. Yeah, we are leading the championship probably, so good start of the year I would say, but still very long and that's clearly our target and the target of the team so that a Ford can win. I'm happy that we are on target.

**Q. The top three finishers in the GTD Pro class were all comprised of three-man race teams as well as the winners of the GTP class. Is there anything you think that can be said for that or just a coincidence?**

CHRISTOPHER MIES: I think it's a coincidence, but in general I think a 24-hour race, especially one like Daytona, it's always better to do with three drivers. Obviously the prep is quite short, and if you have to share the sessions



with another driver, it's obviously more difficult and complicated, also in terms of drive time and stuff in the race.

Strategy-wise, I think it's always better the less drivers the better. I think next year we try to go with one or two and see how it goes. (Laughter.)

**Q. I wanted to get a take on how feisty it got with Corvette and Formula towards the end of this race. It was ready to come to blows. I want to get your thoughts on how close it got.**

DENNIS OLSEN: I think from my side it was my target to make it difficult for them and that they would fight. That was my only chance. They were quicker. Honestly, I had to defend my position and stay inside. That's the only thing. Once they start to fight, I could try to run away, and that's what we did.

Other than that, I had no idea what happened. I didn't see it. I just saw I had a gap.

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