

# Rolex 24 At DAYTONA

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**Urs Kuratle**

**Travis Law**

Media Conference



THE MODERATOR: Gentlemen, congratulations. This is your third consecutive victory here at the Rolex 24 at Daytona, 25th win as an engine manufacturer here at the Rolex 24 for Porsche, 21st overall Rolex 24 win, which is the most of any manufacturer. What does it all mean to get this race and how tough was it to do it again?

URS KURATLE: Well, it means a lot. Just before Roger Penske left (indiscernible) then you realize what it means to us and to Porsche as a manufacturer but also to Porsche Penske motorsport as a team, to get this one for the Penske organization, as well.

It's huge for us, for everybody, obviously.

It was not all that easy. It probably looked like it at times, but we also had our problems, mainly with the 6 car during this race.

Lucky enough, the 7 car came through, and the strategy with the 7 -- yeah, he can explain probably more in detail on this one.

THE MODERATOR: Travis, I imagine this never gets old.

TRAVIS LAW: Yeah, anytime we're talking about what we did as a group from Mooresville to Manheim to Vysoké in front of this group, and thanks everybody for coming out and doing what you do and supporting this event for 24 hours, as well. Really appreciate the passion that everybody brings to showcase what we try to achieve.

But to start 2026 celebrating our 60th anniversary back here at the Rolex 24 is just incredibly special for everybody involved in the program, everyone in Mooresville that supports this group to get here. You saw the RSP lead the field today. It was also a very cool moment to add to the history in the Porsche brand. So yeah, over the moon.

**Q. Travis or Urs, talk about the 7 car had a little bit of an issue overnight and then the 6 had a bigger issue with the floor. Were you able to fix both of the cars or**

**was there some remnant issues later in the race?**

TRAVIS LAW: I think from the 7 perspective we feel very good about where we got the car back to and very near 100 percent.

6 car also. You know, Angus and the entire group did an amazing job working through that over many pit stops, and the performance was still there on the 6.

So maybe not 100 percent, but no, we felt really good about the 6 and felt like that was the right decision to make that car competitive for the rest of the race.

**Q. Was there anything, lingering issue with the 6 that led to Kevin falling back in the final stint do you think?**

TRAVIS LAW: No.

**Q. For Travis, we know over the past, I guess, half year there's a lot of reshuffling within Team Penske's organization, and some of that affected the sports car team in terms of personnel. What kind of a statement does this make about the depth that you guys have?**

TRAVIS LAW: I think it says a lot about Team Penske and the group's mentality to focus forward. It felt like another event. A lot of people got a chance to move up into different positions and showcase their talents, and that comes back to the process that we really focus on with this group starting back in Vysoké, but what we need to be successful for the cars and personnel as a collective group, and it just showcases the effort and the team building that we try to strive for.

**Q. To that, what were the challenges in trying to get some of those new personnel and new roles up to speed getting ready for Daytona?**

TRAVIS LAW: Yeah, honestly, it was business as usual, to be honest. We all hold each other up if you're having a good day or a bad day, and everyone is successful as a group. We had a few of WEC team members that are still a part of our group here today for their first IMSA event on site, and to have victory here shows the work they out



together. Because it's not just one group in one location. It takes the entire group to be successful.

**Q. Urs, we had some very vocal opposition already after the first hours, after the first stint was so dominant. Did it maybe look more dominant than it was? The 31 was still on the back foot back then.**

URS KURATLE: I think it looked more than it was at the end of the day. We all know the first 22 hours, everybody tries to stay on the lead lap, and so did we. Yeah, the last two hours they were quite interesting ones. It looked more dominant than it really was. I am very sure about that, yeah.

**Q. Wanted to ask about that huge caution in the middle of the race. What was it like dealing with that? There must have been an element of mental fatigue from so many hours of just following the safety car. What role did that play in you guys getting to the end? Was it as tough as it looked?**

TRAVIS LAW: I think as we touched on it, it gave us an opportunity to make sure our race cars were as sharp as they could be at the end of the race, but for the crew and everyone, you're really in race mode, and all of a sudden to shut that off, especially for the drivers, driving around behind the pace car frustrates them in ways people don't realize.

They're pushing and trying to be at their limit. When you take that away it's a different kind of stress. They're like some kids, are we there yet? We had a lot of that through that whole time. But we tried to have some fun on the radio and keep it lively and also let the group get some sleep. For the mechanics that weren't busy at the time, tried to let them catch a little nap when it made sense so they could be at their best at the end.

**Q. Building off of that question, do you think that long yellow actually saved the 6 car's race?**

TRAVIS LAW: Yeah, I think it's hard to say how it would have played out. I think we had some work on it there that would have maybe taken some more over the few stops. I think in the end, we would have achieved the same result. I think it allowed us to do it at one point. In the end, I think it equaled out?

**Q. What exactly did you do to the car? Was it just taping up the floor or was there anything more extensive?**

TRAVIS LAW: Yeah, I'd have to follow up and see exactly what it looks like afterwards. But no, they used a lot of

tape there. So I'm sure they could get used in a good promo for the group.

No, a lot of tape and some carbon and a bit of glue, and everything we had actually, so some rivets and everything. The guys did an amazing job, so to get the car back is pretty impressive.

**Q. Travis, we had that last caution when the No. 6 did not pit but you brought him in afterwards. What was the reasoning not bringing him in but then correcting this obvious mistake?**

TRAVIS LAW: Yeah, I've got to follow up a little bit there. Obviously at that moment I'm pretty focused on the 7 car, so we were just making sure we got that stop sorted. So I'll catch you will with the group and come back to what exactly what happened to do that.

But to see the 6 car come back after that, coming from the back and being competitive there and coming on the front side of the last window, I still felt like we had both bullets there for the end.

**Q. The 6 car obviously lost some pace again after the final stop and there were reports that a piece of something had fallen off. Can you explain what happened there?**

TRAVIS LAW: I think the 6 car at the end, they just came on the front side of that window, you know, so we were trying to cover both ends possible, to be honest.

They came early, and if we get a yellow the 6 was sitting in a good position there at the front of that group. So we just tried to split it up both ways and see how we could cover both ends of it.

The yellow didn't come, so we just needed to make a little fuel there at the end.

**Q. Wanted to ask the pair of you about the driving talent in the 7 that you've assembled there. Felipe, obviously a big legacy moment for him with three wins in a row, and then Julien and Laurin did a really nice job. I wanted some assessment of their performance because it was pretty special from the cockpit it seemed like.**

URS KURATLE: To start with, maybe with Laurin Heinrich, first time in the car, first time in the top class in the car, we knew that he did an amazing job last year with AO Racing. He won here as well. And he did, as I said, an amazing job. It was kind of like a no-brainer to select him for a factory driver for Porsche and get him a seat in the 963.

He did an amazing job. It was a lot of pressure on him. It was a flawless race for him. Same for all the drivers in the 6 car basically as well as the ones from the 7.

The 7 car we had some issues today as we touched on earlier already here, but all in all, it was the perfect race for all six drivers we had.

**Q. Travis, any thoughts on the lineup?**

TRAVIS LAW: I think Urs touched on it. Very privileged, the group that's been put together, drivers past and present. There's not many wrong answers there. So we're pretty fortunate to have all these talented drivers and work so well together across both series, in the past and now focused on IMSA. It's just an example of what that group can do.

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