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When ever private equity investor-turned motorsports rising legend Scott Tucker placed his order for that fresh Honda Performance Development/Wirth Research cost-capped prototype car, under "quantity," it stated 2. Tucker reserved the very first 2 chassis for his Level 5 Motorsports team to use as soon as they possibly can, which turned out to be last weekend in the HPD ARX-01g's debut appearance, at ModSpace American Le Mans in Monterey, Calif. The race had been another win for the David Stone-managed, Microsoft Office-sponsored team of Tucker, Christophe Bouchut and Luis Diaz; the team has made a important sweep through the Intercontinental Le Mans Cup series and the American Le Mans Series, making podium at countless races and winning at a number of others, among them Imola.

Keep in mind, not only good luck brought 2 veteran vehicle operators along with a novice making them win races. All the drivers specializes in another area and comes from a different history, nonetheless they all share a intense desire for racing sports cars and a level of knowledge and experience that lends itself to specific, managed, well balanced driving at greatest speed. They key to the team's combined achievements is picking the right situation for driver order and race strategy-part of which involves Tucker reserving 2 of the Honda chassis prototypes.

Tucker and Bouchut, who has been his driving instructor at that time, made a decision to enter into the Le Mans Prototype class after looking at the car last year. The make of the car was unique enough, but since the series might have Class A and Class B individuals race along at the championship, Tucker wanted in. Bouchut, one of the more successful endurance drivers worldwide and an industry expert, ended up helping Tucker improve since his Grand-Am first appearance, and the two entered the LMPC program together full-time last year.

A second alluring aspect of the new prototype class was a brand-new IMSA rule helped guy drivers in LMPC or GTC class to drive 2 cars, with the scoring driver in the higher-placed entry. That allowance spawned Level 5 Motorsports' winning Nos. 55 and 95 cars, which carried the team through the next season to win the LMP championship, which bumped Level 5 into the LMP2 class, for which the HPD ARX-01g cars will take over starting last weekend.

The process involved with two vehicles worked for Level 5 Motorsports, with an incredibly specialized veteran in Christophe Bouchut and the other coming at the beginning of This year in Luis Diaz. Tucker, who has been a beginner at age 44 in 2006, got training with the two-car tactic Level 5 uses, saving himself effort and time and helping the team's infrastructure all the while.

Tucker had largely kept out of the spot light, however he quickly built a wonderful track record right after his racing introduction. But Le Mans had always been certainly one of his goals, and so once the moment was right enough, he included high-profile racing experienced to his inner circle and set about leaving the Level 5 mark on nearly every ALMS and ILMC track he could.

Last year, Bouchut entered his 17th Le Mans race; just 14 additional drivers have ever completed the race more times. But Tucker had never appeared in Le Mans; technique again played an integral part in achieving success in the race. Though Bouchut could effortlessly take on the series' top notch drivers, the full Level 5 team had to hold their own in order to be successful. Bouchut was slated as the lead driver, with Tucker and Manu Rodriguez rounding out the group. The team's collective goal was to qualify at a strong pace and be competitive, a mind-set that has continued in the 2011 year. With seemingly never-ending list in their minds-get the ideal car, qualify strong, stay competitive, always aim for the win-the Level 5 team arranges race day around it.

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