



#57 – Andrew Davis / Robin Liddell / Jan Magnussen



#97 - Günter Schaldach / Mike Borkowski /
Matt Bell / Brady Refenning

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Twin Stevenson Camaro GT.Rs Finish In Top Ten At The Rolex 24

In debut race, after leading through the night, No. 57 car suffers gearbox problem and No. 97 car loses most of its front bodywork. Despite setbacks, both cars finish at speed.

When the twin Stevenson Motorsports / BryanMark Financial / VinSolutions 2010 Chevrolet Camaro GT.Rs began their racing life in the 48th running of the Rolex 24 Hours at Daytona International Speedway, it looked like a shot at immediate success was in the offering. The No. 57 car, driven by Andrew Davis and Robin Liddell – joined at this race by Jan Magnussen – took the GT class lead in the early evening hours and held first place right through to the light of morning. Then, as the dawn of a new day came around, Davis reported a problem with the gearbox as he exited the bus stop chicane and brought the car into the garage for repairs.

After replacing the gearbox, and going down a good number of laps to the new leaders in the process, Liddell, Davis and Magnussen steadily climbed back up in the standings bringing the now battle-scarred Chevrolet Camaro across the finish line in fourth place. The trio completed 683 laps of the 3.56-mile, 12-turn road course for a total of over 2,400 racing miles.

The second Stevenson Camaro, No. 97, driven by Gunter Schaldach, Mike Borkowski, Matt Bell and Brady Refenning, ran a steady pace that kept them in the top 10 throughout most of the race, climbing as high as fifth in the GT class at one point before crashing out on cold tires, resulting in a race to the finish line sans a good portion of the car's front bodywork.

Team Manager Mike Johnson wishes the time lost to repairing the cars could have been invested in track time instead but he came away from this grueling contest with a positive attitude about what had taken place overall.

Johnson: "I could not be more pleased about the performance of our team this weekend. We looked the part and we ran the part from the minute we unloaded the trailer. The cars ran flawlessly and our pit stops were consistently fast and without mistakes which is a huge



achievement for a growing team. On top of that, our engineers scrubbed 8 sets of tires per car on Thursday which allowed us to gain 15-20 seconds on the out laps to our competitors in the cold weather. That advantage gave us the ability to run everyone down. Saying all that, you'd think we won and well, we should have. We led more laps than anyone else in the No. 57 car. This marked the first time we ever led at Daytona, which was great."

Johnson explained the team's decision to come in and surrender the lead to make repairs rather than soldier on at a reduced speed.

"The No. 57 was pulling away (after having led all night long) and then, at 7:00 in the morning, Andrew called in to say 5th gear wasn't working. We did the math and figured we'd be better off changing the box instead of running around 10 seconds a lap off the pace, so we brought him in."

Davis: "I have to say that this team and this crew have demonstrated time and again how hard they will work at getting the job done. I was simply amazed at how fast they changed the gearbox on the No. 57 car. Fans standing around the garage watching them work the whole time were actually applauding them when they finished!"

While one Stevenson Camaro was forced to slow down, the other one was picking up places at speed.

Johnson: "What was bad for the No. 57 was good for the No. 97 as it moved into a podium position until Mike hit the wall in turn five on cold tires. It was in the low 40's on Sunday morning and I think he just got caught out by the tricky conditions. We sent both crews to the garage to fix the car and we would have had it on the track in about 15 minutes, but our spare radiator sprung a leak and we had to start over.

"Once the No. 97 was back on track, we put our emphasis back into the No. 57 and the driver's gave it everything they had to run down the competition to finish 4th."

Mike Borkowski was making his debut as a new member of the Stevenson team. This former Trans-Am Rookie of the Year and veteran competitor felt terrible about his shunt and how it pushed the No. 97 car out of a possible podium placing.

Borkowski: ""I feel horrible for having the incident and costing us time and what would have been an even greater finish. A GT car crashed and was stuck in the wall. The next lap, he drove back on track with his broken car and was creeping very slowly at the apex of the kink. I went around the outside cleanly but then I locked the brakes when I came to turn 5. I think I got a lot of pickup on the tires from running wide at the kink. I should have slowed even earlier for the turn after running in the marbles. I blame myself and I feel terrible because everyone on our team deserved a better finish. I am more motivated than ever to redeem myself."



Matt Bell too joined the Stevenson team for the 2010 season, to co-drive the No. 6 Sunoco Camaro with Jeff Bucknum, in the Continental Tire Challenge Series. At Daytona, he was also pressed into service to support Gunter Schaldach, Borkowski and Brady Refenning in the No. 97 car for the Rolex 24. Bell found his new team to be quite an interesting and appealing environment in which to drive a race car – or two.

Bell: “The weekend was truly amazing. Going from the No. 6 GS car in Continental to the No. 97 Rolex GT car for the 24 Hour was truly a difficult but unforgettable experience. The switch between the two classes would not have been easy had Stevenson not prepared such an easily-driven car. The professionalism expressed by the team is second to none. I have never before seen such mental and strategic agility applied to this sport, regardless of the hour of day and distance traveled. Everyone on the radio knew exactly what to do under any circumstance, this is a huge confidence booster in a driver, and it is the first time I’ve felt this way behind the wheel.”

Bell also noted the track and weather conditions that played into Borkowski’s off-track excursion.

“The track conditions left something to be desired. Every stint I took, the course would change slightly. Due to the extreme cold, the racing surface never dried off the common "dry line", which meant every lap around every turn had to be taken very carefully. Just a few inches off the beaten path could very dramatically reduce traction. Driving on fresh slicks was also something I’m sure all the drivers in the 97 car had to get used to. These Pirellis are nothing short of brilliant once they’re warm, but with barely any heat in them from pit lane, more extreme caution had to be taken.”

Like Bell and Borkowski, Gunter Schaldach was making his first run as a member of the Stevenson team, and his first run in a 2010 Chevrolet Camaro, and he had nothing but praise for both.

Schaldach: “The car performed exceptionally. I love the 2010 Camaro and am very proud to be driving such an awesome car. The Pratt & Miller guys have built a performance machine and I am looking forward to learning how to get that Camaro around the track.

“I also regret not yet knowing the names of all the guys on the team. I hope by next race I have all the names sorted out. I do appreciate all the energy these guys put into the team and the car. The teams I have worked with before really didn’t have the pride in their work like the Stevenson group.”

Team owner John Stevenson expressed his pleasure with how the 2010 season – the biggest effort he has ever put forth in racing – has gotten started.

"Our transition from one to four cars for the 2010 season is off to a great start! I am extremely proud of our leader and team manager, Mike Johnson. Michael Hoffman and Chris Vallely,



crew chiefs of the #57 and #97 respectively, lead their crews flawlessly throughout the weekend and the 24 hour race. Robin Liddell showed his normal outstanding driving skills, especially starting in the rain, and Andrew Davis and Jan Magnussen both drove perfect races.

“We introduced the 97 team with Gunter Schaldach joining our organization for our first race. He did an outstanding job, as did Matt Bell and Brady Refenning. I am excited about our performance at Daytona and look forward to campaigning these two new Camaros for the 2010 season.

“I want to say thanks to all of my guys and drivers for an outstanding showing at the Rolex 24 hours at Daytona.”

Liddell found comfort in knowing this Rolex 24 Hours ended with both cars still running and with the No. 57 car bringing home the highest ever finish for the team.

Liddell: “This was by far our best performance to date at Daytona and whilst the result was a little disappointing the pace and execution was encouraging. I think we made the most of the opportunities which came our way; in a long race like that it will not always fall your way but Mike and the team did a super job in the pits and allowed us to drive fast on track and show what we could do. I also have to say it was a real pleasure to have Jan on the team and I hope to be able to drive with him again sometime.”

After two consecutive seasons of coming close to winning the GT class Team and Driver’s Championships, the Stevenson team went into the first race of the 2010 Grand-Am Rolex Sports Car Series presented by Crown Royal Cask No.16 season with high hopes for an even better finish in 2010. While they didn’t come away from Daytona with a win, they did score some very important championship points.

Davis: “We picked up some big points in this race and that puts us in a good starting position for the rest of the season. We found we had a great run going, with us staying in the lead for so many hours. It was a shame we had trouble with the gearbox but we came back strong and never stopped pushing hard to move back up.

Johnson: “In the end, we will look at this race as a lost opportunity. We had the goods to win and podium and we spent the time we should have been celebrating in victory lane in the garage fixing broken race cars.”

The 2010 Grand-Am Rolex Sports Car Series presented by Crown Royal Cask No.16 schedule begins with the Rolex 24 Hours at Daytona on January 30th

More information about the Stevenson Motorsports team, and the new Stevenson performance shop, can be found at www.stevensonmotorsports.com



For more information on the Grand-Am Rolex Series, go to www.grand-am.com/rolex/

Stevenson Motorsports operates out of a facility located in Jacksonville, North Carolina.



About The Drivers:



No. 57 Andrew Davis

Born: Lilburn, Ga.

Resides: Bogart, Ga.

Other Interests: Enjoys skiing and mountain biking.

Personal: Is married to Lindy.

Website: www.andrewdavisracing.com

Davis has been a regular in the Rolex Series since 2001, competing in both the GT and DP categories. Since 2005, he has concentrated his efforts on the GT class, scoring multiple victories, pole positions, and strong championship finishes. In addition to his Grand-Am experience, his professional racing resume includes competition in the American Le Mans Series, KONI Challenge Series, IMSA Lites, Grand-Am Cup, and the USFF2000 Championship. His successful career began in 1997 with an overall championship in the SCCA South Atlantic Sports 2000 series. In the following seasons, he went on to win the championship in both the SCCA Southeast Division Sports 2000 and Formula Continental series.

No. 57 Robin Liddell

Born: Edinburgh, Scotland.

Resides: Newbury, England

Other Interests: Road rallying, skiing, tennis music, shooting, home improvements.

Personal:

Website: www.robinliddell.com

His extensive racing resume includes the Rolex 24 Hours at Daytona, the 24 Hours of Le Mans, SPEED World Challenge Series, Nurburgring 24 Hours, American Le Mans Series, FFSA GT Championship, Formula Renault 2000 Championship, BRDC British GT Championship, European Le Mans Series, Privilege Insurance British GT Championship, FIA GT Championship, BRSCC Radical Enduro Championship, Formula Palmer Audi Winter Series, Slick 50 Formula Ford Championship Premier Division, Slick 50 Formula Ford Eurocup, Alliance and Leicester Formula 2000 Championship, and the first professional series he competed in, the Formula Vauxhall Junior Championship.



No. 57 Jan Magnussen

Born: Roskilde, Denmark

Resides: England

Other Interests: Golf, model airplanes

Personal: Married to Christina, one son Kevin

Website: <http://www.janmagnussen.com>

Jan Magnussen is widely recognized as one of sportscar racing's finest drivers. He has raced with the Corvette Racing squad in the ALMS the last few seasons taking the GT1 Championship in 2008. He has raced in both the GT and the Daytona Prototype classes in Grand-Am, with wins coming several times the last few years. He has won at Le Mans, Sebring, Petit Le Mans, the DTC Series, and at other circuits. His experience includes time spent as a factory driver for Panoz in the ALMS. Always a popular man with the fans, he has twice been selected the "Most popular driver" in the ALMS and he was chosen as the "Danish Racing Driver of the year 2005", a season in which he collected 11 wins driving in four different series.



No. 97 Mike Borkowski

Born: Bronx, NY

Resides: Miami Beach, FL

Other Interests: Loves Motorcycles, living in Miami Beach, Great Wine, Travel to anywhere interesting, and living life to its fullest.

Personal: Girlfriend Alicia

Website: NA

Mike Borkowski has had a varied career competing in and winning races and championships in both open and closed wheel categories. He has been racing in the Grand-Am since its inception in 2003. He spent the majority of his time driving Daytona Prototypes where he collected 3 Wins and 12 podium finishes. In 2003, he finished second in the overall DP Driver's Championship. In 2004, he won the ALMS LMP 675 Class in the 12 Hours of Sebring. Borkowski burst onto the sportscar scene when, as a rookie, he stopped Tommy Kendall's famous record breaking win streak and was the only other driver to win a Trans-Am race in 1997. That year, Mike collected two wins and numerous podiums on his way to third place in the final standings. He was also selected as the Rookie of the Year. Mike also ran in the NASCAR Busch Series and in Indy Lights and has two national championship titles in SCCA Pro Formula 2000 and Pro Sports 2000. In his early years he collected five Quarter Midget titles as well. Last season, Mike competed in one race in the KONI Sports Car Challenge Grand Sport class where he, and new Stevenson teammate Gunter Schaldach, drove their first endurance race together, at Miller Motorsports Park.



No. 97 Gunter Schaldach

Born: British Columbia, Canada

Resides: Aspen, CO

Other Interests: Dirt biking (Quads), Shooting, Skiing, Jiu-Jitsu, Architectural design

Personal: Is married to Holiday. 5 year old daughter Lala

Website: www.lalamotorsports.com

Schaldach earned the 2008 SPEED GT Rookie of the Year honors driving a Lala Motorsports Dodge Viper. He had five top ten finishes with the best being a 4th place. Schaldach began racing with the Touring Car Racing Association in 2005. He won the first race he entered at Buttonwillow Raceway Park driving a 1997 Dodge Viper. He has logged racing miles in various SCCA regional and National races and Alfa Romeo Club events. His first foray in SPEED Challenge came in 2007 at the final race of the season, at Mazda Raceway Laguna Seca.

The story behind Lala Motorsports is that his daughter, Lala (Schaldach: "Her real name is Sydney but we have always called her Lala.") was diagnosed with Leukemia in 2005. She immediately started daily chemotherapy and went through an extremely difficult 2 1/2 years. Schaldach was club racing at the time and he decided to create a very difficult goal for himself as well which was to enter into Pro racing. While not competing for his life as was Lala, Schaldach had the support of his wife (Holli) and his daughter. Lala successfully completed her treatment in 2007 and now supports her father in his quest to be competitive in professional racing.

No. 97 Brady Refenning

Born: Elyria, Ohio

Resides: Palm City, FL

Other Interests: Family, Boating

Personal: Owner of 901 Shop Racing

Website:

Refenning started his motorsports career in karting where he became the Florida Grand Prix Class Champion in 1987, 1989 and 1990. He has raced in the SCCA ranks since 1994 taking four first place wins in the 24 Hours of Moroso. He has enjoyed a good measure of success in vintage racing racking up the following titles: 2009 Rolex Historic Endurance Champion, 2009 Rolex Vintage Endurance Champion, 2009 Historic Sportscar Racing's 'Driver of the Year' and 2005 Rolex Historic Endurance Champion. His professional career includes stints at the Petit Le Mans, the 12 Hours at Sebring and the Rolex 24 Hours at Daytona.



No. 6 Matt Bell

Born: Mountain View, CA

Resides: San Mateo, CA

Other Interests: Enjoys coaching drivers and building race cars, as well as dabbling in engineering and fabricating new products for the automotive industry with his father.

Personal: Instructor in the Jim Russell Racing School

Website: <http://www.mbellracing.com>

Bell debuted in the KONI Challenge Series in 2008, in the Street Tuner class, driving the No. 96 BMW for Turner Motorsports. He finished the year 12th in Driver Points, capped by a season-best finish of second at Iowa and a fourth-place result at Virginia International Raceway. In 2009, he ran in the GS class and finished third in the points standings. He picked up two wins - at Daytona International Speedway and Grand Prix de Trois-Rivières - and tied a series season record with five pole positions. .



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The 2010 Grand American Rolex Series Race Calendar:

Jan 30 – 31	Rolex 24 At Daytona, Daytona Beach, FL	57 – 4 th / 97 – 10 th
Mar 6 – 7	Homestead-Miami Speedway, Homestead, FL	
Apr 9 – 10	Porsche 250, Barber Motorsports Park, Birmingham, Alabama	
Apr 24 – 25	Virginia International Raceway, Alton, VA	
May 28 – 31	Lime Rock Park, Lakeville, CT	
Jun 5 – 6	Sahlen's Six Hours of The Glen, Watkins Glen International, Watkins Glen, NY	
Jun 19 – 20	EMCO Gears Classic presented by KeyBank, Mid-Ohio Circuit, Lexington, OH	
Jul 2 – 3	Daytona 250, Daytona International Speedway, Daytona Beach, FL	
Jul 17 – 18	New Jersey Motorsports Park, Millville, NJ	
Aug 6 – 7	Watkins Glen International, (Short Course), Watkins Glen, NY	
Aug 27 – 28	Circuit Gilles Villeneuve, Montréal, Québec	
Sep 11 – 12	Miller Motorsports Park, Tooele, UT	

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About The Stevenson Automotive Group

Stevenson Automotive Group has been a leading automotive influence in Southeastern North Carolina since 1983. We enjoy a reputation for conducting business in an honest and professional manner with all of our customers. They are always our number one priority.

The owner, John Stevenson, has a vested interest in obtaining maximum customer satisfaction and that commitment to excellence is shared with over 350 well-trained parts, service and sales staff. For 2008, Automotive News listed the Stevenson Auto Group as the 103rd largest dealer network in the country based on units sold

“If it has our name on it, you have our word on it!”

The Stevenson Automotive Group includes the following store locations in North Carolina:

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| Stevenson Acura – Wilmington | Stevenson Chevrolet - Swansboro |
| Stevenson Honda – Wilmington | LeJeune Honda in Jacksonville |
| Stevenson Hyundai – Jacksonville | Stevenson Kia – Jacksonville |
| Stevenson Kia – Wilmington | LeJeune Lincoln – Jacksonville |
| Stevenson Mazda – Jacksonville | Stevenson Mazda – Wilmington |
| LeJeune Mercury – Jacksonville | Stevenson Pre Owned Center – Jacksonville |
| Stevenson Pre Owned Center – Wilmington | Stevenson Scion – Jacksonville |
| Suzuki of Jacksonville – Jacksonville | Suzuki of Wilmington – Wilmington |
| Stevenson Toyota – Jacksonville | Website: www.StevensonAuto.com |



About VINSOLUTIONS (www.vinsolutions.com)

VinSolutions consolidates data from all areas of the auto dealership to enhance the dealer's external marketing and internal dealership management. An industry-leading developer of Internet-based desking, automotive CRM and Internet lead management (ILM) software, VinSolutions helps dealers attract, sell, satisfy and retain their customers more profitably.

In addition to CRM, ILM and Inventory control products, VinSolutions builds custom SEO optimized dealership Web sites, mobile Web sites, uploads and brands inventory photos and videos.

VinSolutions addresses the opportunity exposed through the seven profit leaks in a dealership through proven, best practice training, consulting services, and valuable customer support ensure our client's success. Fully integrated data is available across entire organizations through enterprise edition from anywhere an Internet connection is available and can be viewed from any smart phone.

VinSolutions is a Microsoft partner; is GM, Ford, Chrysler, Honda, Acura, Toyota, Subaru, Volkswagen and Audi approved or certified vendor, and has working relationships, alliances and integrations with several automotive software service providers such as, but not limited to, Kelley Blue Book, Black Book, Galves, NADA, CARFAX, R.L. Polk, AIS Rebates, KnowMe, AutoSoft, Arkona, Autodata, RouteOne and DealerTrack.



About The BryanMark Financial Group

BryanMark Financial Group was founded with the mission of providing sophisticated planning solutions to affluent and ultra-affluent clientele. Our approach brings together an experienced team of financial professionals from both within BryanMark Financial Group and throughout our network of legal and accounting resources in the advisor community to help ensure our clients receive the highest level of advice and service in developing a strategic plan. We focus on working with highly successful business owners and wealthy individuals who have accumulated a large amount of assets and recognize they face numerous unique planning challenges that must be adequately addressed to preserve their wealth for generations to come.

As evidence of our commitment and expertise in delivering solutions to the affluent market, we have joined the prestigious M Financial Group as an M Member Firm. The M Group is a network of over 110 independent financial services companies that have demonstrated an unparalleled ability to meet the sophisticated planning needs of affluent and ultra-affluent clients. This has led to the development of proprietary products and dedicated resources that are available exclusively to clients of M Member Firms. At BryanMark Financial Group, we are dedicated to utilizing our specialized resources to deliver the highest level of advice to help you attain your individual planning goals.

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