



**July 4, 2006**

**For Immediate Release:**

### **Stevenson Motorsports Corvette Finishes a Strong 6<sup>th</sup> At Daytona**

It was a hot and humid, both bright and dark day in Florida. While that sounds like the start of a bad novel, it really ends up a good story about an American race team that is proud to wear the colors of the American flag. A team that sent up some fireworks on the way to a great run at Daytona International Speedway during the Brumos Porsche 250 Grand American Rolex Series race.

The race started under a hot and very bright sun but ran into the still-humid evening darkness. As the brilliance of the setting sun gave way to the black of night, the Stevenson Corvette became a mobile fireworks wagon with excess exhaust gases burning brightly out the side pipes. The flames were glowing bright orange against the red, white and blue liveried American muscle car. The fans had come to see a race and the Stevenson car threw in an early Fourth of July fireworks show. And with just a little more luck, some champagne might have been thrown in too.

The distinctly American motor-city bullet started 11<sup>th</sup> on the grid. Series standings were used to set the starting order as technical difficulties within the race control and track safety official's communications network led to cancellation of qualifying earlier in the day. In the end, the lack of track time meant a late race stop for a splash of fuel. That stop derailed the #57 Stevenson Corvette's progress towards a sure podium finish.

Team Engineer and Strategist Ron Ogletree explains why the last few gallons had to go in. "We were running an untested engine for Daytona and with the cancellation of practice and qualifying – we only had a single 15 minute practice session instead of the half hour practice and 15 min qualifying – we didn't have enough track time to calculate our mileage due to a tire rub problem. What really gets me is that the leading Porsche came in just ahead of us. . If the need to come in hadn't arisen, we had the chance to finish second, if not a sure third."

Vic Rice and Tommy Riggins once again put the pedal down hard moving up 5 places in the order, despite late race contact between Riggins and Hurley Haywood in the #59 Brumos Porsche Daytona Prototype. Ogletree: "Hurley tried to dive inside Tommy entering turn 1 and made contact with his right rear tire causing the car to spin. Tommy said the suspension didn't feel just right after that but he kept the car on track and still managed to put us in a position where a podium could happen."

Team Owner John Stevenson: "We really had a great race pace going on. If we didn't need the couple of gallons of gas at the end we would have finished at least in third. I'm really pleased with the way this car and how this team has progressed and I expect we will see a great run at the next race at Barber."

Ogletree too is optimistic about the team's chances at Barber. "The Corvette has good torque and that is a real advantage at a track like Barber provided we can get it to the ground. It's only a little over 2 miles long but there are 15 turns with a lot of short straight sections where we can get the power down. I think we will have another strong run there. I think we will be in real good shape to challenge the top cars on that track."



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The Stevenson Motorsports Corvette has entered 11 of the 13 events on the Grand Am GT calendar thus far this season, with a best placing of fourth at the Lime Rock round, which came just before the problematic Watkins Glen race. As of the Mid-Ohio round, (the team did not compete at Mid-Ohio) the team holds down 11<sup>th</sup> place overall in the Team Standings, putting them ahead of 30 other GT teams in the series.

The next race for the Grand American Rolex Sports Car Series will be at Barber Motorsports Park in Birmingham, Alabama on June 30<sup>th</sup>.

**Three races remain on the 2006 Grand American Rolex Series GT calendar:**

July 30	Barber Motorsports Park	Birmingham, Alabama
August 26	Infineon Raceway	Infineon Raceway, Sonoma, CA
Sept 2	Miller Motorsports Park	Miller Motorsports Park, Tooele, Utah

For more information on the Grand American Rolex Sports Car Series visit:

<http://grandamerican.com/Home.asp>



**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 200 well-trained parts, service and sales staff.

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

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

Stevenson Honda – Wilmington  
Stevenson Acura - Wilmington  
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Stevenson Toyota - Scion – Jacksonville  
Stevenson Pre Owned Center - Jacksonville

Website: [www.StevensonAuto.com](http://www.StevensonAuto.com)



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## Driver Bios:

### Vic Rice

Birth date: March 29, 1951

Height: 6' 2"

Weight: 230 lbs

Residence: San Rafael, California

Family: Wife – Corrine Two Sons - Jeff and Peter

**Off-Track Career:** Founding partner Pacific Forest Resources, Inc. wholly owned by CellMark AB of Sweden since 1990. CellMark is the world's largest privately owned forest products trading company. Vic is a director, shareholder and manages the global recycling division.

### **Professional Driving Career:**

1996: GT American Champion, winner IMSA 24 hrs of Mosport

2000: ALMS 5th GTS points, 4 podium finishes.

2002: 4th in class 7th overall FIA-GT 24hrs of SPA.

2003: Podium finisher ADAC German Endurance series - Nurburgring  
3rd in Class, 19th overall of 230 starters 24 hrs-Nurburgring

2004: Southard MotorSports - Grand-Am DP Fabcar / BMW

2005: Stevenson MotorSports - Grand-Am GT Corvette

### Tommy Riggins

Birth date: October 10, 1951

Height: 5' 8"

Weight: 185 lbs

Residence: Jacksonville, Florida

Family: Single, Two children, Brae and Brooke

**Off-Track Career:** President, Riggins Engineering, Inc. Designs and builds race cars; manages racing programs. His shop builds and prepares the #57 Corvette for Stevenson Motorsports

### **Professional Driving Career:**

Driving race cars since 15yrs old

Has raced in several series including: NASCAR short tracks Busch Grand Nationals; Winston Cup; SCCA Trans Am, IMSA GTO, IMSA Camel Light and in Grand-Am Daytona Prototypes

A two time IMSA Kelly American Challenge Driving Champion ('84 & '85)

Grand-Am GTS Driving Champion 2003: 8 poles, 6wins)

7th in all time IMSA career wins (26)

Won '87 Sebring 12 hr GTO Class

Has competed in 13 previous Rolex 24 hrs of Daytona

Has raced in the US, Canada, Japan, Puerto Rico, Dominican Republic, and Costa Rico.

Has driven with Buick, Chevrolet, Pontiac, Oldsmobile, Dodge, and Nissan factory race teams.

Joined Stevenson MotorSports in 2005.



## **John Stevenson**

Birth date: May 11, 1948

Height: 5' 7"

Weight: 165 lbs.

Residence: Swansboro, North Carolina

Family: Wife – Susan Daughters - Shelley and Booth

Interests outside of racing: Boating and Labrador Retrievers

**Off-Track Career:** John is the President and Owner of Stevenson Automotive Group located in Southeastern North Carolina, comprising eleven new car franchises - Honda, Acura, Toyota, Scion, Chevrolet, Chrysler, Jeep, Hyundai, Suzuki, Mazda, Kia.

### **Professional Racing Career:**

2003: A newcomer to the Grand American Road Racing Series, he competed in his first GT race at Watkins Glen in a Porsche GT3 RS. He finished on the podium, in second place, in his first professional race.

2004: Driver with Stevenson MotorSports - finished 6th in GT team points in their first full year of competition.